A Publication of the
BREMERTON NORTHERN MODEL RAILROAD, Inc.
Kitsap Mall, Silverdale, Washington

Form 19

THE FLIMSY BOARD

Form 19

Train No. 2 Vol. 47 | http://www.bnmrr.org | Issue: February 2022

BNMR is a 100% NMRA Member Club

Watch your email and the website for news about meetings, clinics, and clubhouse status.

NYC switcher working the Starburst Mine
Photo submitted by Mike Bay

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THE FLIMSY BOARD

Official Publication of the Bremerton Northern Model Railroad, Inc

The club is incorporated in the State of Washington as a non-profit and is recognized by the IRS as a 501 (c)(7) social club. We are a 100% National Model Railroad Association (NMRA) membership club. We belong to the NMRA's Pacific Northwest Region (PNR), 4th Division.

FLIMSY BOARD STAFF:

Editor: Bert Cripe

Submit Contributions to: Bert Cripe, 2398 Jefferson Ave SE, Port Orchard, 98366.

Email: bert@wavecable.com

Submittal deadline is the 25th of the month.

Unless otherwise noted photos are by the Editor.

MEETINGS NOTICE:

The Board meetings are held on the first Monday of the month at the clubhouse in the Kitsap Mall, Silverdale, beginning at 6:00 PM. If the first Monday is a holiday, the meeting will be rescheduled to the second Monday of the month. The January meeting is our annual dinner meeting held at a local restaurant.

Business meetings are held on the Thursday following the Board meeting at 6:00 PM at the clubhouse. Refer to the Calendar below.

OFFICERS:

President:..... Bruce Himmerick

Vice President: ..... Bob Jensen

Secretary: ..... Bill Hupé

Treasurer : ..... Wes Stevens

Sergeant-at-Arms: ..... Jerry Enders

Directors:..... Bert Cripe, Mike Boyle, Dick Stivers, Ray Hagele

Librarian..... Tom Barrett

Web Site:..... http://www.bnmrr.org

Facebook:..... https://www.facebook.com/groups/1988490354736510/

WHY THE CLUBHOUSE IS CLOSED TO THE PUBLIC

As COVID transmissions soar, hospitals and clinics are being overwhelmed. Health care professionals are worn out, frustrated with the nonvaxers who are so willing to use the science to cure them when they succumb to COVID but are vociferous critics of the science that told them how to minimize, even avoid getting sick in the first place. Those solipsists who refuse to get vaccinated are creating an unnecessary burden for the rest of us, including lack of access to good medical care, to say nothing of the financial burden we will inevitably pass on to the next generations. In an attempt to minimize transmission risk, the BNMR has decided that we must keep the club closed *(to the public – BC)* until further notice. *(Note: the majority of club members are over 60 years old -BC.)*

…. Michael Boyle

N DIVISION REPORT

Work on the new classification yard is well underway with all of the track glued down. Track work left to complete is soldering of rail joints and installation of rail feeder wires.

The DCC buss cables are ready to be routed once the feeders are dropped through the module top.

The module top between the tracks must be painted a color as yet determined. Eventually the track will be ballasted once it has been thoroughly tested to ensue proper operation.

The undersides of the two modules have been painted while the fascias have not.

Two throttle panels have yet to be installed.

Construction of the roundhouse, machine shop, sanding facility, and fueling facility has been started, but none are complete yet. The yard office and caboose service facility construction has not yet begun.

The turntable has been installed, but the control panel has not been made. The control panel will have a toggle switch to select direction of rotation and a push-to-rotate switch. The turntable storage tracks will have isolation toggle switches to control track power.

The three standard NTRAK lines will be powered from the normal DCC buss. The yard tracks with have the ability to be powered from the Blue line or from a separate DCC supply such as the DB150 booster now powering three of the layout's PSX-ARs.

….BC

NEW MEMBER REPORT

No new members in January

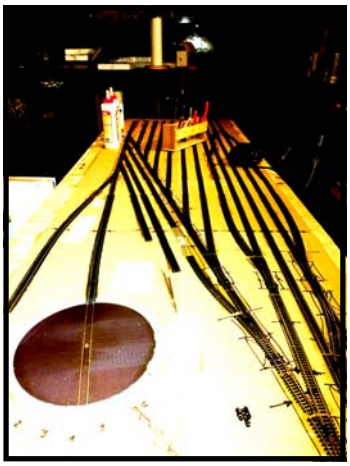
LIBRARY REPORT

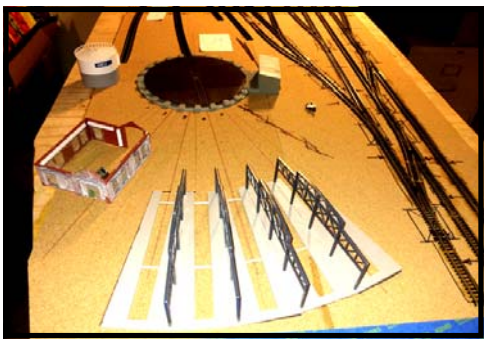
I thank all those who have donated their collections of magazines, books and reference material. Items have come from members, past members, friends and the general public. The last time I looked, I have my work cut out for me to get them inventoried. Not only is the "Donation" box almost full, but there are plastic totes filled with items that need to be catalogued. I'll be busy in the next few months.

Please, if you have items, place it in the "Donation" box. Do not place on the shelves and I am attempting to keep the list of items up to date. The master list is on the Club's computer as a Microsoft Excel or OpenOffice spreadsheet. A shortcut to the file is on the computer's desktop.

If you want to check anything out, fill out and file the checkout sheet as per the sheet's instructions. The checkout sheets are on a small table between the binder shelves and the video library drawers.

Tom Barrett, Librarian





INDEX TO 'ON OPERATION' COLUMNS

As a follow-up to 'The Operators' column index last month, we have the index to a column currently appearing in Model Railroader titled 'On Operation'. This series began in April 2016. Unlike those first articles, these articles have not been read by me. I offer this for the benefit of those members seeking to further their understanding of more structured running of trains commonly referred to as 'Operations'.

…. *BC*

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GN Color Guide to Freight and Passenger Equipment

By David H. Hickcox.

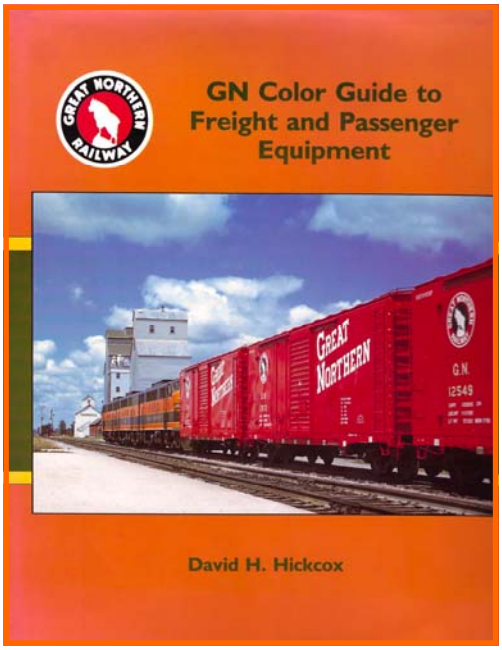
From the club's library, this book is filled with vivid color photos of Great Northern rolling stock.

Quoting from the book's cover sleeve:

"This book looks at the EMPIRE BUILDER in its glory days with specialized cars representing the ultimate in passenger equipment and at the other more mundane passenger equipment of the GN which, if not as spectacular, went about the business of meeting the needs of the railroad and its customers."

"Freight equipment is organized by type of car. Maintenance-of-way and other equipment in company service and cabooses, which gave the Great Northern much of its unique personality, are covered as well."

"We have tried to provide a representation of the GN's equipment during the age of color photography, providing grist for the historian and detail for the modeler. While every type of car, especially specialized equipment, may not be covered, this volume provides a good view of what the Great Northern looked like behind the locomotives. Join us trackside for a journey through time on the Great Northern."



Each page contains two or three color photographs with a short description of the equipment pictured.

The book contains 128 pages.

Publisher: Morning Sun Books, 1995

ISBN: 1-878887-41-6, $49.95

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About the author: David H. Hickcox, Professor of Geology-Geography (1978-2014) Ohio Wesleyan University, received his Ph.D. from the University of Oregon.

In 1968, Hickcox was commissioned a Second Lieutenant in the U.S. Army and served three years of active duty, two in Germany during the Cold War, and one in Vietnam, assigned to the 101st Airborne Division, the famed "Screaming Eagles."

He was awarded a Bronze Star and Army Commendation Medal among other decorations for his service in Vietnam. He remained in the Army Reserve for several years, retiring with the rank of Major.

…. *BC*

CONSISTING, THE DIGITRAX OPTION

JMRI Consist vs. Digitrax Multi-unit (MU) Consist – What is the Difference?

Similarities:

Both are methods used to allow two or more locomotives to be operated as if one unit.

Both methods require the locomotives to be speed matched.

Differences:

JMRI consisting is configured on a PC within the JMRI software.

MU is configured by use of a DT series throttle connected to the Command Station (CS) or on a DCS50/51/52 'all in one' command station. UT4 throttles cannot be used, but UT6 throttle can – refer to the instructions for DT6/UT6 throttle for MU instructions.

JMRI consisting configuration is stored within the locomotives' decoders. The configuration stays with the locomotives when moved from layout to layout or from command station to command station.

MU configuration is stored within the CS, thus the configuration does not stay with the locomotives and does not move from CS to CS.

The JMRI software, with the roster containing the consisting configuration, must be used to remove a locomotive from JMRI consist.

MU configuration is removed by use of a DT series throttle (or DCS50/51/52) on the CS where the configuration was set up. The MU configuration remains on the CS after the CS is powered down and will return when the CS is powered up the next time.

JMRI requires a software setting change for a locomotive that will be run backwards in the consist.

MU'ing does not configure the locomotive direction of travel. It accepts the locomotive's direction as it is set when the locomotive is added to the MU consist.

JMRI consist addresses are limited to 1 to 127.

MU consist: all addresses can be used.

Advantages:

JMRI consisting is portable i.e. the locomotives can be used on any layout, anywhere that has a DCC system that supports a JMRI consist.

MU can be set up or removed 'on the fly' while operating a train.

Disadvantages:

JMRI consisting configuration requires the PC and software to make changes.

MU consist configuration is not portable.

JMRI consisting is covered very well in John Forsythe's clinic handout available to download at our website:

http://www.bnmrr.org/handouts/jmri-advanced-consisting.pdf

Procedure to configure two locomotives using the Digitrax MU method.

Again locomotives must be speed matched to operate properly in a consist.

Notes:

The terms MU, MU consist, and consist are used interchangeably below.

By definition, Digitrax always adds loco addresses to the "TOP" loco address in an MU consist.

The TOP loco is special, in that it is the address that receives the speed and direction commands for the entire MU.

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(Continued from page 6)

The TOP locomotive does not have to be a physical loco on the track, it can be a phantom.

Digitrax defines the TOP loco as the loco on the **RIGHT** throttle knob at the time the MU set up is performed.

All loco addresses in an MU consist will have the same status as the TOP loco.

They will all be common, in-use or idle based on the state of the TOP loco.

An MU can be released by one throttle and then selected and run by any other throttle just like any other locomotive address.

Refer to the instructions for DT6/UT6 series throttles since those MU procedures are significantly different.

A. Configure an MU consist with two locomotives by using a DT402/502 throttle:

Move the two locomotives into position. The locomotives can be headed in either direction. They can be adjacent to each other in the train or one unit can be a mid-train helper or a pusher on the rear end of the train.

Select the loco address of the TOP loco on the **RIGHT** throttle knob as done normally. Set the direction as forward.

Select the address of the second locomotive with the **LEFT** throttle knob as done normally. If the second locomotive is to run backwards, set its direction in the reverse position on the throttle. (The direction indicators may or may not match, the important thing is that the locomotives are set up to move in the same physical direction and are not pulling or pushing against each other.)

Press the **MU** key, the MU mode indicator on the display will light. The loco address in the **LEFT** side of the display will blink to show that it is the address that will be added to the MU consist.

The display will prompt you to press the **Y / +** key to add the loco address or the **N / -** key to remove the loco address from the consist. You will see the display alternate between the two screens.

Press the **Y / +** key to add the left address to the MU.

The **LEFT** display shows the address of the loco that was added to the MU with a '**cn**' in the text line above it. The **RIGHT** display shows the address of the TOP loco address and its current percent of full speed. The **RIGHT** throttle is now in control of the speed and direction of both locomotives in the MU.

Additional locomotives can be added to the MU using the above steps.

Once a consist is set up and linked to the TOP locomotive, this TOP locomotive address can be released and selected to run from either of the two throttles on your DT402/502. The MU consist can also be dispatched or stolen as usual to be run by another throttle.

B. Remove a locomotive from an MU consist:

Select the loco address that you want to remove from an MU on the **LEFT** Throttle.

Press the **MU** key to enter MU mode.

Press the **N / -** key to remove the loco address from the MU.

The **LEFT** throttle automatically becomes active to control the loco you just removed from the MU. If you remove the loco from the MU while the consist is moving, the removed loco will be broken out of the consist at the same speed and direction that it was moving in the consist. You can uncouple and run the removed loco as an independent loco again!

While the MU consist procedures for a DCS50/51/52 'all in one' command station are very similar the individual instruction manuals should be referred to for specific details.

…. BC

A WORD ABOUT GRADES

Have you ever wondered what the grades are on our HO layout track? Originally, the design was to have the mainline tracks level with grades on the branch line. Of course, level track is only level if the assembly of the layout is accurately leveled. Unfortunately, even then, there will be some dips and rises caused by the layouts sections and supports.

The branch line has these same dips and rises but also some intentional grades. Those grades were formed using Woodland Scenics Inclines of 3% and 2%. The result was 3% grade was made for the branch line proper. The 4% grade from the East Yard Lead to branch line was made by using two 2% inclines stacked.

What does a 3% grade mean? It means the track raises three units for every 100 units of length. Grades can also be defined in trigonometry as the Sine of an angle. Unfortunately, the angles we would use for our grades are very small. A 3% grade results in an angle of about 1.72 degrees and a 4% is only about 2.3 degrees.

Many of us have "smart phones" that can have applications for determining angles. I have not found any free applications that have percent of grade capability, but there may be some out there. However, by measuring the angle and using the Sine function, one may determine the approximate grade. I suggest measuring with the phone on the rail in both directions and not using the side of the phone that has buttons. The buttons may lift one end of the phone causing an erroneous reading. The table, at right, will give you an idea of what you should see.

…. *Tom Barrett*

SP OVERNIGHT SERVICE

I know that at least one club member has a number of Southern Pacific Overnight box cars since I have seen such a train on the HO layout. I, likewise, am an SP fan having grown up near the San Joaquin Valley mainline in the 50's. I also remember seeing the Pacific Motor Trucking (PMT) trailers painted in SP Daylight style colors.

Tony Thompson has recently posted a series about Overnight box cars and the related trucking service which I feel would be of interests to SP fans. Here is his introduction to his two posts:

"The idea behind the "Overnight" service was for PMT to provide store pickup at origin, and delivery at destination, with SP trains connecting the two points. This provided "door to door" service. The first trains simply used baggage cars, but in October 1935, the first "Overnight" trains went into service, and in summer 1936 began to use specially-painted black box cars."

The black paint scheme was replaced with silver in the mid50s. Tony included several photos of both prototype and his models in the blog posts.

Here are the links to the blog posts:

http://modelingthesp.blogspot.com/2022/01/the-overnight-box-cars.html

http://modelingthesp.blogspot.com/2022/01/overnight-box-cars-part-2.html

…. *BC*

Percent Grade	Approximate Angle
1	0.57
2	1.15
3	1.72
4	2.30
5	2.86