

THE FLIMSY BOARD

Train No. 11 Vol. 47

<http://www.bnmrr.org>

Issue: November 2022



[BNMR is a 100% NMRA
Member Club](#)

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



BNMR Halloween Crew at the Mall ready to give candy to the "Trick or Treat" crowd and a crowd we had! Photo by Pete Bieber.

The November Business meeting was canceled when a power outage shutdown electricity in our half of the Mall. The meeting may be rescheduled for later this month - if rescheduled an announcement will be emailed to all members.



All members are encouraged to come to an open house to promote our hobby, interact with the public, and have some fun running trains!

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.

FLIMSY BOARD STAFF:

Editor: Bert Cripe
Submit Contributions to: bert@wavecable.com

Submittal deadline is the 30th of the month, publication date is the weekend after the business meeting.
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Unless otherwise noted photos are by the Editor.

MEETINGS NOTICE:

Business meetings are held on the first Thursday of the month in the clubhouse. Board meetings are held periodically in the clubhouse on the last Thursday of the month. The January meeting is our annual dinner meeting held at a local restaurant.

OFFICERS:

President:..... Bruce Himmerick
Vice President: John Forsythe
Secretary:..... Bill Hupé
Treasurer : Wes Stevens
Sergeant-at-Arms: Jerry Enders
Directors: Bert Cripe, Ray Hagele,
..... Positions 2 & 3 vacant
Librarian Tom Barrett
Web Site: <http://www.bnmrr.org>
Facebook: <https://www.facebook.com/groups/1988490354736510/>

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CLUBHOUSE CALENDAR

Dates and times are subject to change — consult the website for updates.

NOVEMBER

- 5th..... Breakfast social meeting at All Star Lanes, 8:30 am.
5th..... Open House 12 pm to 4 pm.
10th..... Open House 12 pm to 4 pm.
12th..... Open House 12 pm to 4 pm.
17th..... Open House 12 pm to 4 pm.
17th..... Board Meeting, 6 pm at the clubhouse.
19th..... Open House 12 pm to 4 pm.
24th Thanksgiving - No Open House.
26th..... Open House 12 pm to 4 pm.

DECEMBER

- 1st Open House 12 pm to 4 pm.
1st Business meeting, 6 pm at the clubhouse.
3rd..... Breakfast social meeting at All Star Lanes, 8:30 am.
3rd..... Open House 12 pm to 4 pm.



N SCALE DIVISION REPORT

Wednesday, October 19th was the Division's first work night at Jack's workshop. Besides socializing we managed to make about 30 'evergreen' threes. The construction method used a blue plastic filter material cut into small squares stuck onto bamboo skewers, fluffed or 'teased' out, painted green, and then covered with ground foam glued on with hair spray. This is the same method used to make the trees that cover the Tunnel Loop module on our NTRAK layout.

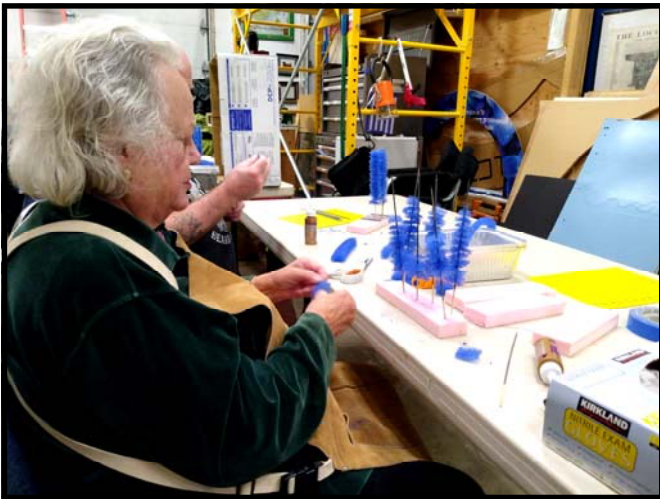
Our second work night, on the 26th, focused on deciduous tree making using a dried plant available at some craft stores. See photo on page 4.

Our third session began work on build structures for the customers on the NTRAK layout. This effort will include scratch built as well as kit-bashed buildings and common plastic kits as well. See photo on page 4.

Work continues on the layout track to deal with problems. It seems we are experiencing shorts at some of the turnouts. Two Atlas turnouts with powered frogs have replaced two PECO turnouts that have been troublesome.

I have begun building a mountain on the 'north' half of the Central Junction module. This mountain will have a joint between it and a

(Continued on page 5)



Three photos above: the crew making 'evergreen' trees.

Four steps in the deciduous tree making process.



Shep and Tamara are seen working on structures for the planning mill customer on the Fartheron module. Four items are under construction somewhat following plans from the article "Build a Carolina Planing Mill" from the July 1982 issue of Model Railroader magazine.

(Continued from page 3)

new section of scenery on the Corner Lake module. The intent is to blend the two pieces so the joint between the two will be hidden by scenery. Eventually the 'south' side of Central Junction will have a mountain that somewhat mirrors the north side.

The new North staging yard has been installed, but while operational, some wiring remains to be done. Additionally, a guard must be made to provide fall protection on a section of open bench work where the yard attaches to the tunnel module. Installing in a curved turnout in the tunnel, with limited access was a challenge! See photo at right.

Bruce, Jack, and I have discussed building a new, smaller layout to become the Division's travelling layout. The NTRAK layout is just too large for the few Division members to easily take to shows.

What makes this so much more attractive and possible is because Bruce and I dismantled a well made HO layout in October that was somewhat constructed for ease of disassembly. We did have to cut some of the bench work, but the pieces can be reworked to allow us to construct a new layout that will be easy to take to shows.

This was fortuitous for the Division since we will not have to fund new bench work. We also received a complete Digitrax DCC system and several Circuitron Snail switch machines for our effort.

Over the coming months we intend to give a good deal of consideration to a track plan, arrangement of the bench work, and set standards for track and wiring. It is our goal to construct a layout we can be proud of and one that is relatively easy to set up, take down, and transport. We have compiled a list of those features we desire and others we hope to avoid. We intend to have a continuous run option for public shows but point to point running for serious operational enjoyment.

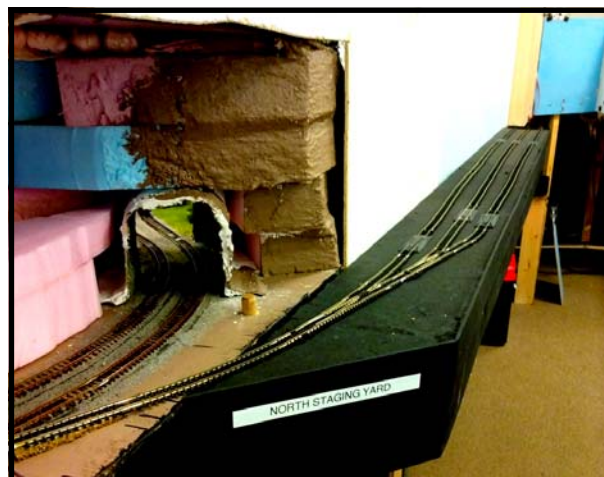
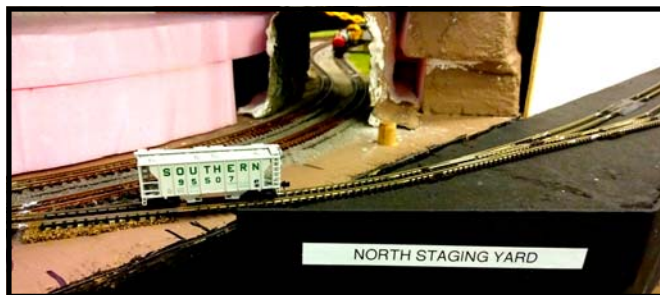
....BC



The new hill with the beginning of scenery. Out of the photo, is the new chemical dealer shown in the photos below.



Above: The new chemical dealer's siding and warehouse. While the track is fully operational, much scenery work remains to be accomplished here.



UPCOMING EVENTS AROUND THE REGION

42nd Annual Boeing Employees Model Railroad Club Swap Meet

November 12

Kent Commons, 525 4th Ave N, Kent, 98030

Saturday 9:30 to 4

“Over 200 vendor tables”

\$10.00 admission, 15 and under free

Website: <http://www.bemrrc.com/>

Contact Ed Sherry at 206-244-3884 or by email to ersherry@comcast.net

Great Train Show/World's Greatest Hobby on Tour

January 14 & 15

Clark County Events Center, Ridgefield, WA

Website: <https://www.trainshow.com/>

January 21 & 22

Washington State Fairgrounds, Puyallup, WA

Website: <https://www.trainshow.com/>

The 26th Annual Model Train Festival December 16 through January 1, 2023

Closed December 24th and 25th

Washington State History Museum, 1911 Pacific Avenue, Tacoma, WA 98402

<https://www.washingtonhistory.org/exhibit/trainfestival-2022/>

United Northwest Model Railroad Club Show and Swap Meet

February 25 & 26, 2023

Evergreen State Fairgrounds, Monroe WA

www.facebook.com/unwclub

www.unwclub.com/unwshow.html



BNSF 527499 - Prototype Photo by Pete Bieber.

NEW MEMBER REPORT

We welcome Trish Williams to the club.

UPGRADING OLD CONCOR FREIGHT CARS

Both the N Scale Division and I have acquired a few of the old ConCor/Kato freight cars. Some were included in donations while others were acquired in an estate sale purchase. While the cars have very nice details and paint, the Rapido couplers and metal wheels with excessively wide tread doesn't make for good performance nor are they compatible with cars equipped with MicroTrains knuckle couplers. I think excessive wheel tread widths may have caused short circuits at some of our turn-outs.

It was my goal to upgrade these cars with MicroTrain trucks and knuckle couplers. Removal of the body is a little tricky since the underframe has tabs on each end the fit into a slot in the body. Care should be taken to use a #11 blade to pry the body from the underframe (see photo 1).

When I disassembled the first car I was disappointed to find the snap-in style truck mount (Photo 2). To overcome this design I expected to have to resort to using styrene rod (and perhaps with 2-56 screws and nuts) to mount new trucks. I did find that 5/32" diameter styrene rods fit nicely in the truck mounting hole from the inside of the car. I wasn't looking forward to this method especially considering there are several cars to upgrade.

I then recalled how the conversion trucks I used for a ConCor passenger car described using some of the parts in the #1017 truck set. After reading the instructions for those trucks I looked at the #1037 instructions and felt encouraged with what I found. See photo 3.

I always wondered what the bushing was used for. The instructions read "Carefully press small step of bushing into top side of large hole in underframe". I expected to simply push the bushing in with my finger, but that didn't work – so out came my jeweler's hammer. Not the best solution - I managed to drive the bushing in

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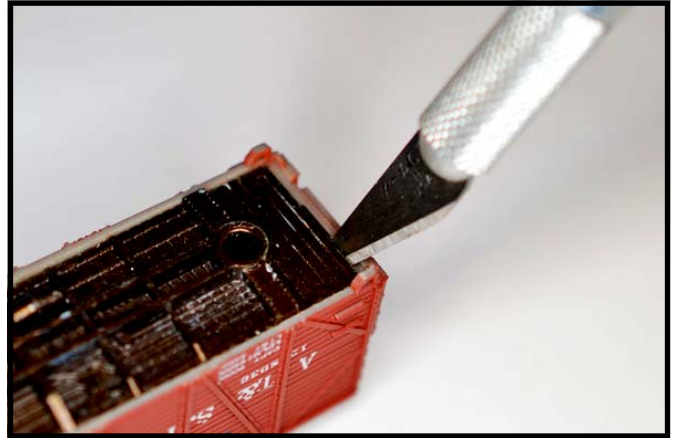


Photo 1

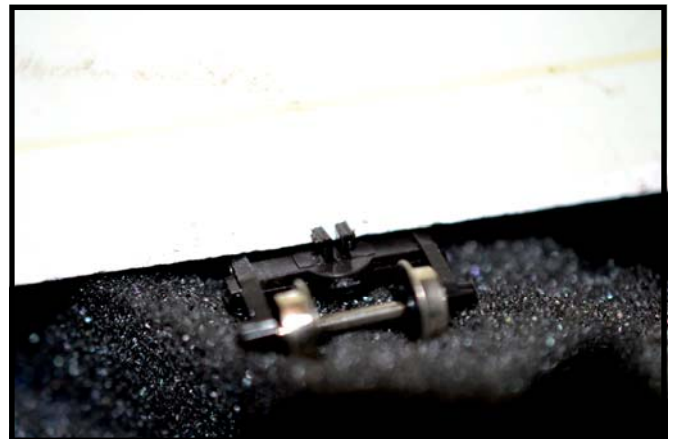


Photo 2



Photo 3

(Continued from page 7)

at an angle which resulted in the truck sitting at an angle. Once I realized my heavy handed error I used my Panavise to press the bushing into place. By starting the bushing in the hole with my fingers I was able to seat the bushing by closing the vise jaws thus pushing the bushing into the underframe hole. See Photos 4 & 5

At this point mounting the new trucks amounts to simply placing the pin in the truck mounting hole and pushing the pin into the bolster, as is the usual procedure. Well not quite, the hole is too small to accept the standard size bolster pin having been compressed when pressed into the underframe. I measured the bolster pin diameter with my dial calipers. A #48 drill is about the right size at 0.076 inches. Using the drill mounted in a pin vise I easily enlarged the hole in the Delrin bushing. It will now accept the bolster pin.

The pins supplied with the Micro-Trains trucks have a small dimple in the center which makes it easier to seat using a ballpoint pen. I found the coupler box touched the car body. The product package includes a washer to be installed between the bolster and the truck. Installing the washers fixed the issue, however attempting to align the pin with the washer and the bolster hole is difficult. I placed a very, very small dot of ACC gel on the bolster to hold the washer in place. This worked well.

Processing the car through my usual “upgrade and maintenance” program was next. Refer to

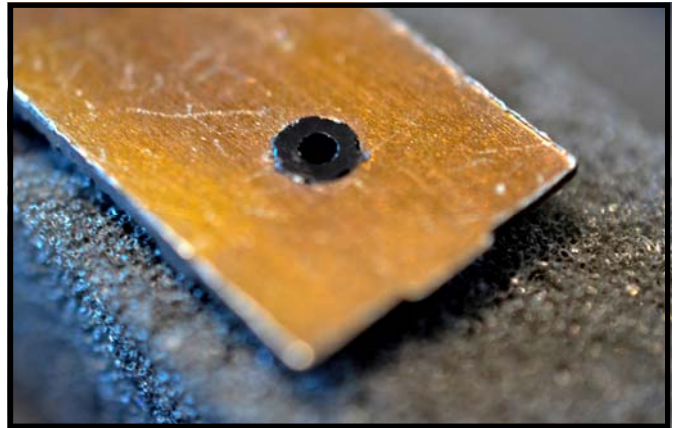


Photo 4

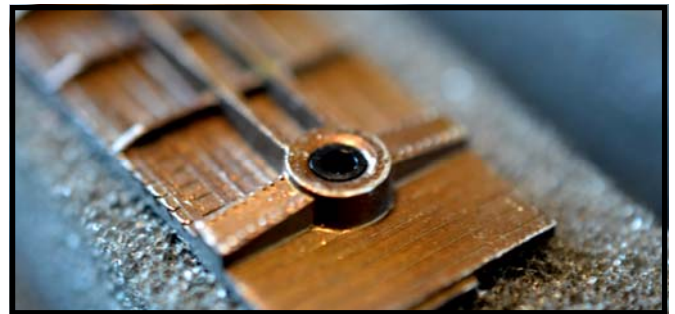


Photo 5

the August 2021 issue of the Flimsy for details:
<http://www.bnmrr.org/flimsy/2021-08.pdf>.

I have completed three cars and am pleased with their performance. There are now three very good looking cars that perform as well as any of the new cars in the fleet and for just a few dollars.

....BC



S SCALE REPORT

One frequent comment of visitors who stop at the S scale layout is “I remember my dad or grandfather putting this type of train out at Christmas, and then it was put away for another year. Thus the presumed nature of American Flyer layouts as temporary. The good side of temporary is that the user has the option to be creative in the setup. So when my brother was custodian of my two train sets, he would set up train wrecks. Fortunately Gilbert’s designers had 10 year old boys in mind, so those train sets have survived. The reversibility of the pins on the curved tracks allowed some creative S curves.

The Plastic Ville buildings that I had then could

be easily assembled and disassembled keeping with the temporary nature of American Flyer trains. The various accessories were created using 1950’s technology, making it easy to maintain even 60 years later. For example, the whistle is a motor driven fan that blows across a tube.

My test track in my dining room combines Lego plates and monsters, Christmas village Dept 56, Pikemaster track, American Flyer trains and some whimsy to create a Halloween display, which my grandchildren enjoy - at grabbing a candy as the train goes by.

Jim Hochstein

