

# THE FLIMSY BOARD

Train No. 4 Vol. 46

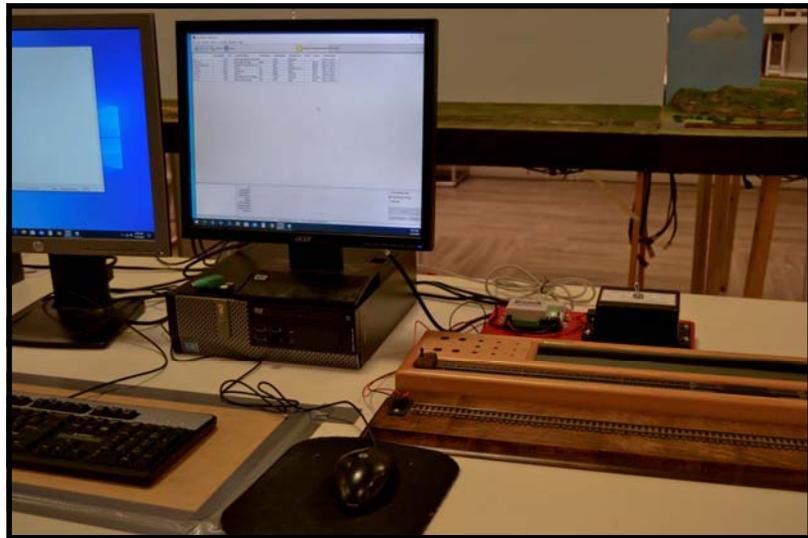
<http://www.bnmrr.org>

Issue: April 2021



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

Watch your email and the website for news about meetings and clubhouse opening under Phase III.



*We now have a functioning decoder programming station consisting of a computer (with internet access) with dual monitors, running JMRI, a Digitrax PR4 programming interface, & a selector switch to select either the HO or N scale test tracks. [Refer to page 3 for additional photo and information.](#)*

## TABLE OF CONTENTS

Click on the blue, underlined text to jump to the topic.

<a href="#">Masthead</a> .....	2
<a href="#">About Prototype Photos</a> .....	3
<a href="#">N Division Report</a> .....	3
<a href="#">Track Plan of the Month</a> .....	4
<a href="#">Book Review</a> .....	5
<a href="#">Off the Mainline</a> .....	6
<a href="#">On This Date</a> .....	6
<a href="#">Resistance Soldering</a> .....	7
<a href="#">New NMRA Standard</a> .....	8
<a href="#">New Member Report</a> .....	8
<a href="#">Shared Content</a> .....	8 - 10

# 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:

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Submittal deadline is the 25th of the month. Copyright 2021 BNMR, Inc.

Unless otherwise noted photos are by the Editor.

## MEETINGS NOTICE:

The regular Business meetings are held on the first Monday of the month at the clubhouse in the Kitsap Mall, Silverdale, beginning at 7:00 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.

Board meetings are held at a time and place set by the President. Refer to the Calendar below.

## OFFICERS:

President:..... Bruce Himmerick  
Vice President: ..... Bob Jensen  
Secretary: ..... Bill Hupé  
Treasurer : ..... Wes Stevens  
Sergeant-at-Arms: ..... Ray Hagele  
Directors:..... Bert Cripe, Mike Boyle,  
Dick Stivers, Russell West

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

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

# APRIL CALENDAR

The Mall reopened with reduce hours. Access to the clubhouse is limited with caution to avoid the spread of the virus. Expect more news as the details are determined and announced.

For true and responsible virus information please visit the CDC website:

<https://www.cdc.gov/coronavirus/2019-ncov/index.html>



*PR4 Programming Interface and Programming Track Selector Switch*

## N SCALE DIVISION REPORT

By now you should all know the N scale layout is up and running with the new return loop and its approach module. The track arrangement on the approach module allows different options for entering and leaving the return loop. To fully understand it you need to visit the clubhouse to see it in operation.

Please note that the return loop long backdrop is attached with thumbscrews, making it easy to remove. Behind the backdrop is a removable section of the mountain that gives access to a major portion of the tunnel track for cleaning or in the event of a derail.

The inside loop had a slight alignment issue, inside the tunnel of course. I groomed that track and the issue seems to be fixed. In any event, please go slower inside the tunnel on either track.

The DCC Command Station Cart gets power from an overhead cord. The cart is accessible from the front of the layout and behind the skirting at the overhead power 'bridge'. There is a posted procedure to power up and power down the layout that is only slightly different from the previous one.

Bruce has plans to construct a new module set that would provide several new customers for our trains to serve.

The new return loop approach module has a customer—a refinery with two storage tanks and a loading/unloading platform (depending upon how you want to think of it since one cannot tell if tank cars are loaded or empty).

The refinery, pump house, and piping is yet to be installed. More scenery will be installed as well.

.... BC

Besides the ability to program locomotive decoders, the computer has PDF files for the manuals for all of the Digitrax devices we have as well as the DCC Specialities PSX devices. The manuals cover both the HO and N scale layouts equipment.

Shortcuts to these manuals can be found on the computer's right hand monitor.

.... BC



## ABOUT PROTOTYPE PHOTOS

Since I have been editing the *FLIMSY*, I have included many photos of prototype locomotives. The majority of them have been provided by Peter Bieber.

This month I want to mention that Russell West has provided me with six CDs of photos. As needed, photos from both of these collections will be used in the newsletter. I welcome photos and articles from all club members. Just a few sentences about what you are working on will be appreciated by everyone.

.... BC



## TRACK PLAN OF THE MONTH

This is the sixth in a series of articles using track plans taken from switching puzzles that appeared in *Model Railroader* over twenty years ago.

This puzzle appeared in the October 1988 issue: <https://mrr.trains.com/issues/1988/october-1988> (in the club's collection).

Below is my rendering of the track plan made from the original image.

While the article described a puzzle requiring the reader to figure out how to switch cars following a set of rules, I offer the track arrangement here as inspiration for a track arrangement on an NTRAK module.

Note that this image is not drawn to a scale since the original magazine image lacked a scale.

This then becomes a puzzle for the builder to figure out how to adapt the track plan to a standard size NTRAK module (normally 4, 6, or 8 feet long).

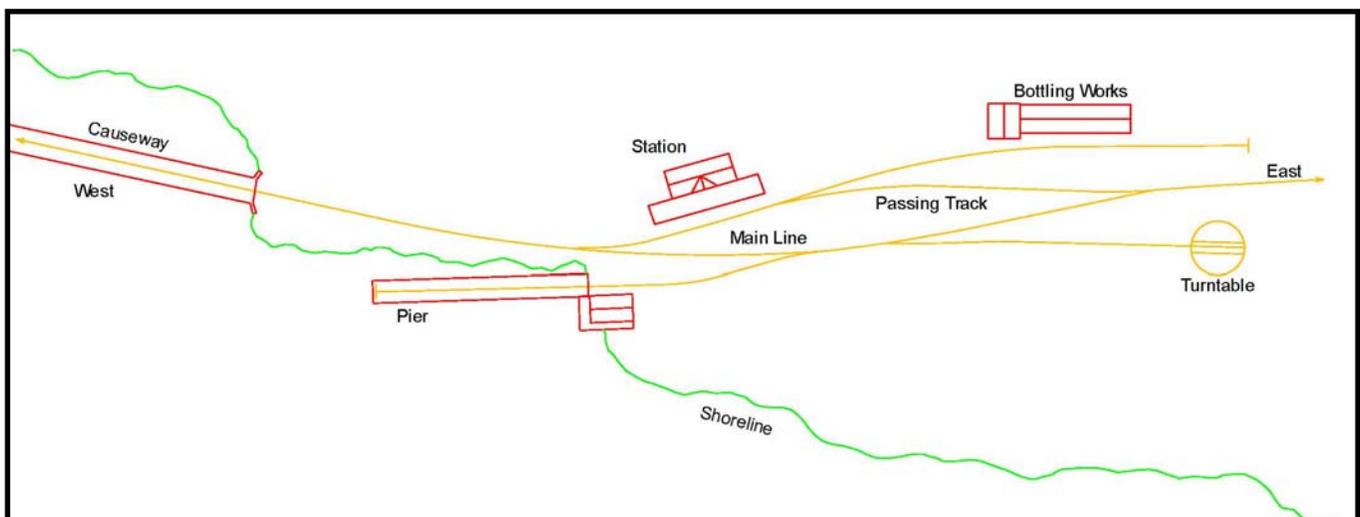
I would build this on a 8-foot module set of two 4-foot sub-modules, perhaps adding the

optional 6-inches to the rear of the module. I would flip the track plan so the water is facing the rear of the module and connect to the Blue branch line track. I would eliminate the causeway, keeping the mainline track on shore. I would change the pier to a rail-barge operation. Use a removable barge to remove or add cars to the layout. Treat the rail-barge facility like you would an traditional interchange track. This feature will add a good deal of operational interest since you will actually bring cars onto and remove them from layout. I would remove the turntable, extend the lead farther to the right, and add a couple of stub-ended tracks to provide staging for the rail barge loading/unloading operation.

I have a rail-barge operation like this on a set of Free-mo N modules, that provide a point of interest at public shows.

I hope this series of articles will inspire someone to add some switching opportunities to a module for the benefit of all our enjoyment.

.... BC



*Butteville Track Plan*

## BOOK REVIEW

### *The Model Railroader's Guide to Bridges, Trestles & Tunnels*

By Jeff Wilson

A requirement of the NMRA Structures Achievement Program certificate is to build a bridge or trestle. This book should provide a good many ideas to help you meet that requirement.

From the back cover: "...shares a wealth of information on these hardworking structures. Each chapter includes detailed descriptions of various bridges and tunnel portals, from simple culverts and wood beam bridges to majestic stone arches and shining expanses of steel. Learn how these structures are built, why they're used, and how they've changed over the years-and, best of all, how they can be incorporated into your layout.

Inside, you'll find:

- Overviews of each structure's construction and purpose, from the early days of railroading to the present
- Historic and contemporary prototype photos
- Strategies for modeling, painting, and weath-

ering scale replicas for your layout

Let *The Model Railroader's Guide to Bridges, Trestles & Tunnels* be your guide to making these exciting structures work on your layout!"

The book contains dozens of photos, both prototype and models, to inform and inspire your efforts to model these structures.

A helpful feature of this book is the three page listing of available structure models, covering HO, N, and O scales.

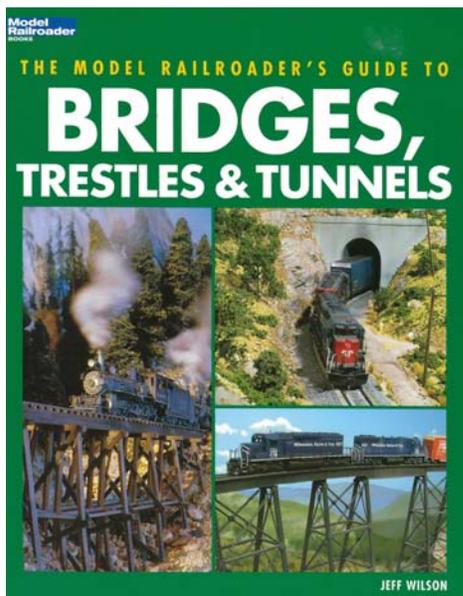
Published by Kalmbach Books.

ISBN 978-0-89024-596-5, \$19.95 cover price.

#### Table of Contents

- Chapter 1 - Bridge basics
- Chapter 2 - Culverts and beam bridges
- Chapter 3 - Trestles
- Chapter 4 - Plate-girder bridges
- Chapter 5 - Truss bridges
- Chapter 6 - Stone and concrete bridges
- Chapter 7 - Movable bridges
- Chapter 8 - Highway bridges
- Chapter 9 - Abutments and piers
- Chapter 10 - Tunnel portals
- List of available models

.... BC



## OFF THE MAINLINE

Hello all....

Another whirlwind month in clubhouse at the Kitsap Mall.

Who could have predicted that in the middle of the COVID crisis we would have to move? Most of us, present company included, could not help. Thank you all that did. Your hard work is appreciated.

One of our new members, Don Hamer, updated the old club locomotives to DCC with sound. He also took rolling stock home and made sure it was capable of operating at its peak. After discussing with me he designed a switching layout to add operating options. Your BOD will be meeting with him soon to discuss his plans. His efforts are appreciated. Be sure to thank him for all his efforts.

Since we moved Bob and Bruce have worked on fine tuning the HO layout and preparing for the conversion to Digitrax DCC system. Thank you guys.

I have been working at the Clubhouse for 4 days. When I first walked into our new location I was overwhelmed. The space, the brightness, the size of the storeroom, and all the stuff stored in it. My first couple of days was spent setting up a work station and attacking the storeroom. The last days work is in organizing the Storage room and a little in the display room.

**REMINDER:** *Be careful handling all equipment, whether it is your own, someone else's, or Club owned. If you drop it, ensure you tell someone, apologize, and ask if you can fix it.*

I need to reiterate the importance putting your DCC Locomotives in the number log book.

.... Bill

*HO Division Superintendent*



## ON THIS DATE ... APRIL

9th, 1839: Sir William Fothergill Cooke's electrical telegraph was used on the Great Western Railway in Great Britain.

12th, 1848: Alonzo Mather, born this date, founder and president of the Mather Stock Car Company. The company built and leased railroad freight cars, especially stock cars

13th, 1869: George Westinghouse patented (#88,929) the first air brake. By 1905, over 2,000,000 freight, passenger, mail, baggage and express cars and 89,000 locomotives were equipped with the Westinghouse Quick-Action Automatic Brake.

16th, 1853: The first passenger train in India ran between Bombay and Thane. The 14-car train was pulled by three steam locomotives.

18th, 1891: near Kipton station, 40 miles west of Cleveland, Ohio, the fast mail train #14 collided with the Toledo Express. The fast mail was running at full speed, and the Toledo express was almost at a spot where it would traditionally pull over on a siding to let the fast mail pass. The massive collision killed nine men, six of them postal clerks working on the fast mail train.

30th, 1900: Casey Jones rides into history.

.... BC



*Prototype photo submitted by Russell West*

## RESISTANCE SOLDERING

**W**hat is it and why use it?

Resistance soldering is a technique where the heat to melt solder is instantaneously generated by passing a low-voltage, high-amperage electrical current through the material to be soldered.

I purchased my unit from Micro-Mark several years ago when it was on sale. I bought it because I expected it would make soldering hand rails in N scale much easier, but it didn't work for me. The reason was simple – even at the lowest setting it had too much power. It would vaporize the very small brass wire I was using.

So it was put back in its box and stored away and forgotten until recently. So why use it now? It occurred to me that perhaps it would work to solder track and rail joiners together. I am by no means a craftsman, when I solder rails I very often melt plastic ties. My everyday soldering unit is a Weller model WCS-100 soldering station. This has been my workhorse for several years now and worth every penny it costs at about \$55.00. I have tried the various temperature setting but just haven't found a 'sweet spot' to use for track work.

Some advantages of resistance soldering:

Standard solder and flux are used.

Heat is instantaneous and confined to the small area being joined.

It is many times faster than traditional soldering.

The work material cools faster.

Different style probes are available depending upon you needs, e.g. tweezers or pliers.

A foot switch turns the current on and off which reduces the chance of burning your fingers since heat is only generated during the short time the current is applied – only a second or two.

The major disadvantage is the initial high cost.

Resistance soldering units typically cost several hundred dollars and up in the thousands for professional, heavy-duty use. However, I purchased mine from Micro Mark (#85522) on sale at \$139.95, regular price is \$169.95.

The resistance soldering unit consists of a bulky, heavy step-down transformer, two somewhat large diameter cables and the required foot-switch.

The Micro Mark unit I have uses an alligator clip on one cable and a probe with a carbon rod on the other. The carbon rod can be filed to a shape to match your needs, but it is slowly consumed by the soldering process. It is also fragile – dropping the probe to the floor is to be avoided as I have found! Micro Mark has spares available.

Here is a link to a presentation on the subject as applied to model railroading. A passenger car body was the item being soldered. This was presented at a Narrow Gauge Convention in Australia in 2001:

<http://www.brunelhobbies.com.au/soldering/instruct/rsinstruct.htm>

So the bottom line is that I no longer dread soldering track rail joiners and feeder wires and as a small bonus I found the supplied foot switch (a typical off the shelf unit) works well with my router on a router table for woodworking projects!

...BC



## NEW NMRA STANDARD

Standard “S-9.1.1 Decoder Interfaces” was revised dated January 31, 2021. This standard was created from RP-9.1.1 in December 2020.

From the standard:

“This Standard is the parent Standard for interfaces between decoders, locomotives, rolling stock and other vehicles on model railroads. There are daughter Standards for each individual type of interface.”

S-9.1.1.1 Six and eight pin Interface

S-9.1.1.2 JST 9 Interface

S-9.1.1.3 21MTC Interface

S-9.1.1.4 PluX Interface

S-9.1.1.5 Next18 Interface

“The purpose of these Standards is to simplify the installation and exchange of electronic devices (hereafter called decoders) which are designed to control or modify the behavior of motors, lights, and other similar accessories installed in locomotives and other rolling stock.”

You can download a copy here:

<https://www.nmra.org/index-nmra-standards-and-recommended-practices>

Is this important to us as individuals? I guess it depends upon how involved you are with decoders. But I expect it will benefit us if it results in better products from the various manufacturers. One can only hope...

.... BC



## NEW MEMBER REPORT

No new members in March.



*Prototype photos submitted by Russell West*

## SHARED CONTENT

During this time of isolation, without group access to our clubhouse, finding content about our club is difficult. So, I thought it might be a good idea to reach out to other newsletter editors to suggest we share content.

On the next two pages you will find material from the Great Falls Model RR Club in Auburn, Maine. I want to thank Terry King, editor of the *Signal*, for allowing me to share some of his material with you!

If you enjoy the article, please consider sending Terry a ‘thank you’ message at:

[Terrenceking112@yahoo.com](mailto:Terrenceking112@yahoo.com)

.... BC

## MODELERS FORUM

By Kent Waterson

The Masked Modelers Forum was back in the clubhouse on February 25 for an evening of sharing and learning. Those attending that night were Bob Willard, Dick Holman, Jamie Robinson, Steve Doughty, Kent Waterson, Dexter Baum, George Pitchard and Carmen Anastase.

Dick Holman started off the night with a demonstration of taking some relatively inexpensive trees (100/\$30) and turning them into something more effective. He showed some pine trees that started as a uniform shape and color. After trimming a few branches (because nothing is “perfect” in nature) and painting with a variety of subtle shades, he had made the trees more realistic looking. Dick then attached the trees to a styrene tube that had been scribed and painted. The taller trees represented trees in the forest



which tend to lose their lower branches. Grouping the trees together gives a very realistic appearance from less expensive materials. Dick also described using the same technique with hardwood foliage branches that can be twisted together to form a small tree.

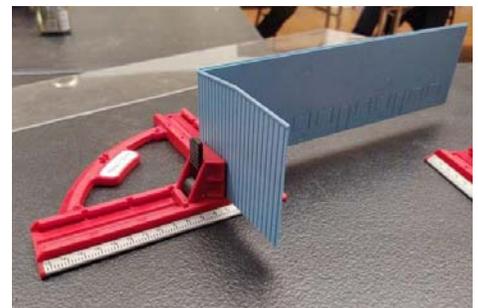


Jamie Robinson followed with a reclamation project from the HO layout. He had taken a station from the layout and upgraded it to represent “Reid Point” station. New signs were created using a font from the Boston & Maine porcelain signs. An NCE Light-It decoder and numerous interior and exterior lights were added to the building. The lights can now be controlled via DCC, which made for a nice look when observed under low light conditions.



Steve Doughty was up next with a variety of items for his layout and construction. He showed a set of three building flats that are close to HO scale and could be used in the confined spaces on his layout. Next, he showed how he had improved some standard generic telephone poles by adding light green seed beads to the crossbars to represent insulators. He then produced a roll of black duct tape that he plans to use for making quick roadbeds.

Steve followed with an interesting idea for protecting the edges of his layout. His layout does not run along the walls, but instead is in the center of the room. To protect areas where the track runs close to the edge, he installed sections of plexiglass. A special feature is that he added building sections to the outside of the plexiglass to provide depth to the scenery when observed from the opposite side. Lastly, Steve showed some 90-degree corner clamps that he uses for assembling buildings. These types of clamps help ensure tight right-angle joints in the building components.



*(Continued on page 10)*

(Continued from page 9)

Dexter Baum next explained that he had spotted some letter sets at Staples that he thought would make good business signs. Dexter purchased the sets, then brought them to a local printer who scanned them, then scaled and printed them on cardstock. Dexter also showed a variety of items from his “hobby shop” that he has collected over the years.

George Pitchard and his narrow-gauge items were next. First was a station that he built a few years ago based on a plan in a book about the Wiscasset Narrow Gauge Railroad. The station is constructed primarily from wood with the window frames cut from styrene.



George next presented a pair of locomotives that were converted to different gauges. The first was a Grandt Porter kit that was converted to 2-foot gauge and will be finished to represent Wiscasset #4. The second locomotive was a Bachmann On30 2-8-0 that he converted to 3-foot gauge. George ran both locomotives on a short test track and they appeared to run very well. Lastly, he showed a 3-foot gauge 38' passenger car that had been combined from two 30' On30 cars.



At last month’s meeting, Carmen Anastase had mentioned the website “Wish” that he had discovered and ordered some parts from. This month he showed some of the items he has received. Among them were a set of magnifying glasses, a collection of cars with working headlights, a bag of 50 HO figures (although the figures appear to be a bit small) and some small pre-wired LED lights. None of the items was particularly expensive, but shipping is somewhat slow since they are coming from China.



Bob Willard wrapped up the evening with his completed O-Scale 1930’s garbage truck that was built on a 1931 Ford chassis and a scratch-built body. Bob also brought the completed fire station he had shown in progress last month. Lastly, Bob showed an interesting logging skidder he is building, starting the conversion from an M30 Ammo Carrier.



The evening wrapped up around 8:30. The collection of skills on display made for an interesting evening. Each month there are numerous ideas and demonstrations presented that make us all better modelers. Join us next month on Thursday, March 25, at 7:00 p.m. and add your contribution.