

THE FLIMSY BOARD



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

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



*'Shep' Shepperd building a train on the new N scale classification yard
while accumulating hours towards the Chief Dispatcher AP certificate.*

MAY CLUBHOUSE SCHEDULE

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

2nd	Board Meeting, 6 pm at the clubhouse.
4th	Open House 12 pm to 4pm.
5th	Business Meeting, 6 pm at the clubhouse.
7th	Open House 11 am to 3pm.
10th	4D Westside Clinic, 6 pm at the clubhouse, topic will cover automatic and remote operation of Tortoises and position indication circuits.
11th	Open House 12 pm to 4pm.
14th	Open House 11 am to 3pm.
18th	Open House 12 pm to 4pm.
21st	Open House 11 am to 3pm.
25th	Open House 12 pm to 4pm.
28th	Open House 11 am to 3pm.

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 25th of the month. Copyright 2022 BNMR, Inc.

Unless otherwise noted photos are by the Editor.

MEETINGS NOTICE:

The Board meetings are held quarterly in the Kitsap Mall, Silverdale. 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 in the clubhouse.

OFFICERS:

President:..... Bruce Himmerick
Vice President: John Forsythe
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/>

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N DIVISION REPORT

Additions, repairs, and modifications to the layout have continued over the past two months.

The number 2 return loop was stripped of track. New roadbed, turnouts, and track were installed. The two loops are now on separate PSX-ARs auto reversers. The inner loop wye turnout has a Tortoise switch machine and is automatically controlled by the PSX-AR. That means that as a train has entered the loop and then approaches the turnout to exit, the turnout is automatically positioned to the correct path. Warning: an operator should NEVER attempt to manually position that turnout! Train speed must be reduced to about 15-20 smph to allow time for the switch machine to move the points.

A Kato double cross-over and a single cross-over have been installed on one of the new modules Jack donated. After installing a few new PECO insulated frog turnouts, I discovered the locomotives were bridging the gap at the frog. The fix required using a needle file to increase the gap between the two frog rails.

The new classification yard seems to be working out fine. As seen in this month's cover photo, Shep has been using switchlists to build trains. The three standard NTRAK lines and the lead to the engine service area have bumpers with color-coded LEDs installed. The LEDs provide an immediate indication if track power is available on the rails. The three standard tracks are powered by the DCS100 while the rest of the yard is powered from the DB150 booster through its own PSX breaker. The yard track power color code is green.

The yard's Atlas turntable has been modified by carefully using solder paste and a resistance soldering unit to electrically join the table rails to the spring loaded contact buttons. Thus the very sporadic electrical continuity seems to have been fixed. Testing using three different locomotives has been successful.

The central junction module has Tortoises installed with pushbuttons for manual operation of the two turnouts. The buttons are connected to a DS-64 stationary decoder. That means that, in addition to the pushbuttons, the use of the 'SWCH' feature on DT400, DT500, and DT600/UT6 throttles will control the turnout position. UT4 throttles do not have this ability.

Push buttons are located in two locations on the yard side and on the public side of the module. Note that the two push buttons on the public side require 'keys' be used to 'unlock' the electrical circuit thus preventing spectators from moving the switch points.

Mast mounted signals have been installed to give a visual indication of turnout position. The aspects are red/green when approaching from the yard and green, yellow, or red when viewed from the Blue line.

Jack has provided yet another module. This new module and one of mine will be installed between two of Bruce's modules. Bruce has provided some new turnouts to replace the PECO electro-frog types which continue to give us problems.

A new track plan for these four modules has yet to be determined. However, whatever track arrangement is settled upon will provide several more customers for our railroad to serve during operations.

.... BC



NEW MEMBER REPORT

No new members in April

THE ANNUAL SWAP MEET IS BACK!

What: A swap meet with vendors and individuals offering model trains, books, memorabilia, etc.

When: Saturday, June 18th from 9:00 AM to 4:00 PM.

Where: Central Kitsap Presbyterian Church, 9300 Nels Nelson Rd NW in Bremerton, Washington

The church is about 5 miles north of downtown Bremerton and about 1 mile east of Silverdale.

Vendor set up in the secure building will be available on Friday afternoon.

Vendor tables are available for \$30 each (a drop in cost from last year).

Contact Michael Boyle at boyle10017@comcast.net for registration details.



A YOUNG VISITOR

Last month we had a very enthusiastic and knowledgeable visitor. Dylan is 5 years old and knows a Budd car by sight!

In his younger days he lived on a boat in Brunswick GA near a railroad line. He began waving to the trains as they passed. Soon the engineers would wave to him and blow their horns as soon as they saw him.

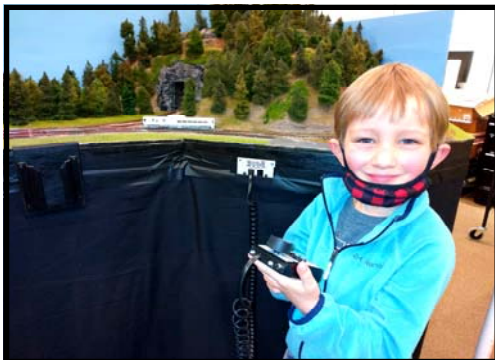
He and his father visited the clubhouse on a Wednesday afternoon. Dylan showed interest in the RDC I was bringing out of the classification yard. He immediately mentioned that it is a Budd car. I agreed with his identification of the unit and his father was amazed that he knew that piece of information and so was I.

I let him take the throttle and told him he had to stop at all of the stations on the railroad and he did a very competent job of it. He didn't need to be told to start and stop slowly, nor to stop in front of each station and did so as well as I would expect an adult to do. He took the RDC into the yard and determined what positions the turnouts needed to be placed in to reach the track where he wanted to park the unit.

Naturally when his father said it was time to leave he didn't what to. He offered to park another of my trains and the one Pete was finished with.

It was a refreshing and fun time to interact with him and he has returned almost every day since.

.... BC



KUDOS TO THE HOBBY SMITH

I want to express my gratitude to Ron at The Hobby Smith train shop in Portland.

During the period I was building the new classification yard I under estimated some of the materials needed. On three separate occasions I called The Hobby Smith to place an order. Ron and his crew were able to provide same day shipping and at the actual cost of postage. This is a very attractive practice and not very common when ordering from distant shops. Most online shops charge upwards of \$20.00 shipping and handling - a practice that really hurts when ordering something as small as rail joiners!

The shop deals in HO, N, and Z scale rolling stock, locos, and structure kits as well as scenery materials, DCC, books, and more.

So please consider giving The Hobby Smith a phone call (503 284-1912) for your next order. The website is: <https://hobbysmith.com/>

.... BC



LAYOUT VISIT

Located in the basement of The Hobby Smith is the Columbia River N Scale Club's layout. You can view a video about it here:

https://www.youtube.com/watch?v=fpyVZul6_2I&t=392s

From The Hobby Smith website: "The Columbia River N scale club is one of the premier N - Trak N scale clubs in the Northwest. Their layout models the Columbia River Gorge where the BNSF has tracks on one side of the river and the UP on the other side. The layout features excellent scenery, track work, uses Digitrax and

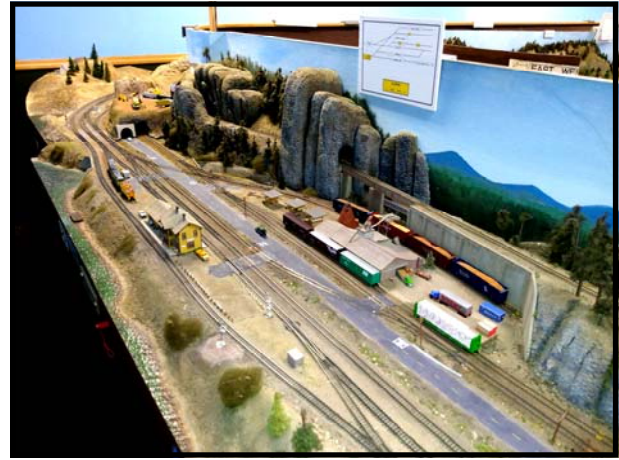
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is being set up to do signaling. The club hosts Saturday open houses, clinics and operation sessions and tours can be scheduled during the week too.”

During normal business hours a quick look at the layout may be possible if the shop is not busy - just ask nicely. Included here are a few photos of the layout.

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TUNING AND UPGRADING ATHEARN LOCOMOTIVES

BOOK REVIEW

Tuning and Upgrading Athearn Locomotives

Edited by Robert Schleicher

Published by Golden Bell Press, 1991

ISBN: 0873151011

Cover price \$9.95 while long out of print we have a copy in our library, used copies are going for \$30 to \$100 on the internet.

An impressive book with five chapters covering such topics as Kadee couplers, superdetailing (paint, decals, detail parts), testing/evaluating performance, motor replacements, and much more.

Part I: Fine-tuning the Athearn chassis and trucks.

Part II: Add-on wiring for "certain" electrical pickup.

Part III: Mashima can motors and Proto Power West chassis.

Part IV: Adding extra weight for pulling power and less stalling.

Part V: Sagami can motors.

Part VI: Replacement wheels.

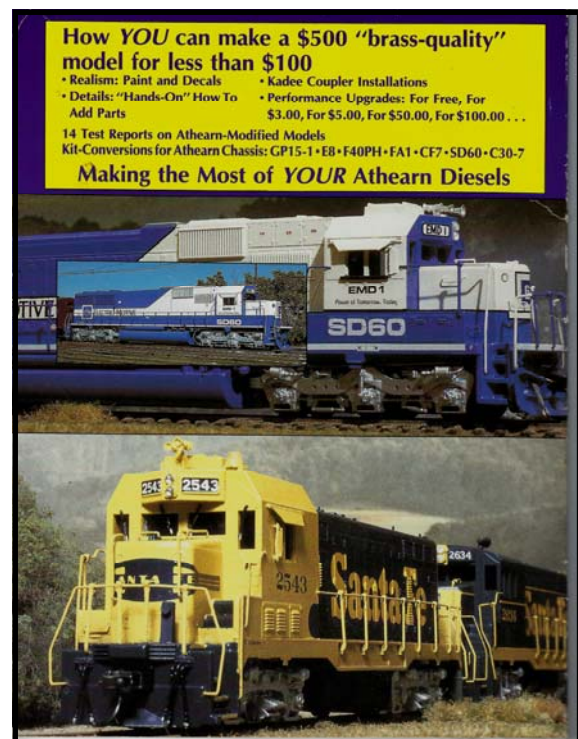
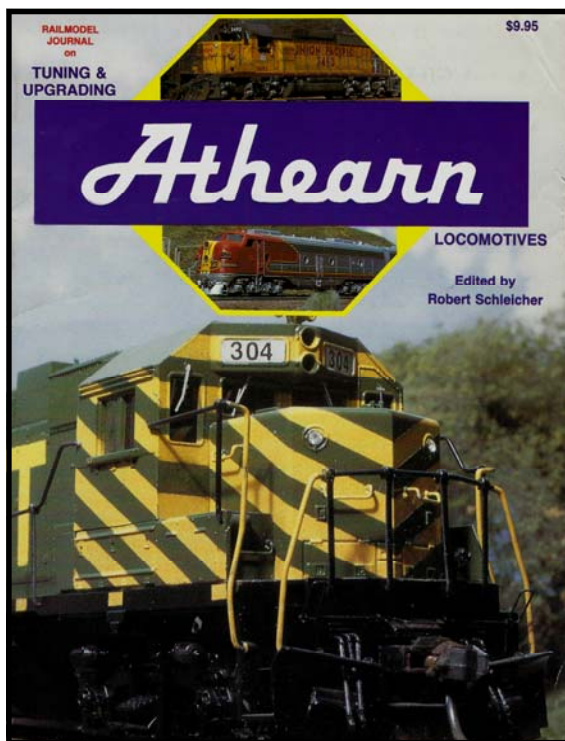
Part VII: Examples of Proto Power West conversion chassis

An excellent resource even if somewhat dated, our HO modelers should be reading this book cover to cover - a rewarding and inexpensive way to have good looking and good running diesel locos at a very affordable cost.

Blue box Athearn locos are readily available at swap meets, online, and at hobby shops dealing in used equipment. The club has three available now for a modest donation. Contact Bill for details.

Dave Woodard is preparing a companion article - expect it in the June issue.

.... BC



KANKAKEE, BEAVERVILLE & SOUTHERN RAILROAD

The KBSR serves a predominately agricultural region of the Midwest. Its customer base consists of grain elevators and agri-chemical distributors. KBSR interchanges with most major railroads -- CSXT, CN, NS and UP and with regional carrier Toledo, Peoria & Western Railway (TPW). With multiple interchanges available, KBSR customers have the opportunity to reach a number of different markets.

In December 1977, Conrail was set to abandon 25 miles (40 km) of their ex-New York Central Railroad trackage between Kankakee and Sheldon, Illinois, when instead it was purchased by Beaver-ville businessman Fey Orr to service his lumber and agricultural products industry based there. Eighty miles of the bankrupt Chicago, Milwaukee, St. Paul and Pacific Railroad's trackage from just north of Donovan and Danville were purchased in 1981. These two lines cross near Iroquois. The Norfolk Southern abandoned its ex-New York, Chicago and St. Louis Railroad trackage between Cheneyville, Illinois (north of Danville) Boswell, Indiana and Lafayette, Indiana, which KBSR purchased in 1991. Several other abandonments occurred in the area by Class I railroads which the Kankakee, Beaverville were able to capitalize on. Currently, the KBSR operates about 155 miles (249 km) of trackage in a vaguely triangular shape between Kankakee, Danville, and Lafayette, with numerous sidings.

KBSR website: <http://www.kbsrailroad.com/>

Text provided by John Forsythe, photos by his son Josh taken in Lafayette , IN a few days ago.



Locomotives are GP38-2M models.

