

THE FLIMSY BOARD

Train No. 12 Vol. 43

Issue: December 2018



Ever wonder what Santa does during the off season?
(photographs used with permission Bobj Berger)

NEXT CLUB EVENTS:

December 1, 2018, 1:00-4:00 p.m. – Information Table at HobbyTown U.S.A. in Silverdale

December 3, 2018, 6:00 p.m. – Board meeting, contact the President to confirm

December 3, 2018, 7:00 p.m. – Annual Election Meeting, at United Way Building, Bremerton

December 8, 2018, 1:00-4:00 p.m. – Information Table at HobbyTown U.S.A. in Silverdale

December 11, 2018, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton

December 15, 2018, 1:00-4:00 p.m. – Information Table at HobbyTown U.S.A. in Silverdale

December 22, 2018, 1:00-4:00 p.m. – Information Table at HobbyTown U.S.A. in Silverdale



The Semaphore Board

December 2018



This month, the first four Fridays, we are manning an Information Table at HobbyTown U.S.A. in Silverdale. The hours are from 1-4. Bert Cripe is coordinating this, so, if you can help, let him know as soon as possible.

Speaking of HobbyTown USA, the new manager has asked for help in determining what to stock. If you have materials or items that you often need in your model railroading endeavors, let him know. Also, I understand that he is a Walthers and Micro-Mark dealer and is willing to order items for you from them or other suppliers.

Also, this month, we will be having our election meeting (a routine meeting with elections). Vern has consented to call all of you and ask for nominations to the Board as well as member of the year. Please consider running for one of the open offices. All offices are up for election except for two of the four Director's positions. Thanks Vern.

I had plans to include some pictures from my trip to California in this issue, but it was not to be. Our plans were to visit the California State Railroad Museum in Sacramento and the Golden State Model Railroad Museum at Point Richmond. We were unable to go to either because of the fire in Butte County that destroyed the town of Paradise. My thoughts and prayers are with those affected by all the fires in that state.

In this Flimsy Board, find the signup sheet for the Great Train Show in Puyallup. I am including the signup sheet in this Flimsy because of all the holidays between now and then. Note that the deadline is also earlier. Don't wait until the last minute. We need as many as possible to support this and other activities.

Speaking of other activities, the NMRA PNR Fourth Division is also asking for help the same weekend as the Great Train Show. For that weekend and the following Monday, they are having their train show at the Pacific Science Center. If you can help, it would be much appreciated. Contact one of the officers or the PSC Show coordinator for more information. This show is the prime fundraiser for the Fourth Division.

Tom Barrett

BNMR Year Schedule:

December 1, 2018, 1:00-4:00 p.m. – Information Table at HobbyTown U.S.A. in Silverdale

December 3, 2018, 6:00 p.m. – Board meeting, contact the President to confirm

December 3, 2018, 7:00 p.m. – Annual Election Meeting, at United Way Building, Bremerton

December 8, 2018, 1:00-4:00 p.m. – Information Table at HobbyTown U.S.A. in Silverdale

December 11, 2018, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

December 15, 2018, 1:00-4:00 p.m. – Information Table at HobbyTown U.S.A. in Silverdale

December 22, 2018, 1:00-4:00 p.m. – Information Table at HobbyTown U.S.A. in Silverdale

January 7, 2019, 6:30 p.m. – Annual Dinner & BNMR Business Meeting, at The Family Pancake House on Kitsap Way, Bremerton.

January 8, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

January 18-21, 2019 – Pacific Science Ctr Show, Seattle (no K W layout)

January 18-20, 2019 – SHOW – Great American Train Show, Puyallup

February 4, 2019, 6:00 p.m. – Board meeting, contact the President to confirm

February 4, 2019, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton

February 12, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

February 22-24, 2019 – SHOW – United North West Train Show & Marketplace, Monroe

March 4, 2019, 6:00 p.m. – Board meeting, contact the President to confirm

March 4, 2019, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton

March 12, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

March 29 – 31, 2019 – SHOW – Retsil Veterans' Home Show, Port Orchard

April 1, 2019, 6:00 p.m. – Board meeting, contact the President to confirm

April 1, 2019, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton

April 9, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

April 26 – 28, 2019 – SHOW – Brookdale Montclair Poolsbo

May 6, 2019, 6:00 p.m. – Board meeting, contact the President to confirm

May 6, 2019, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton,

May 14, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

June 3, 2019, 6:00 p.m. – Board meeting, contact the President to confirm

June 3, 2019, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton,

June 11, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

June 15, 2019 – BNMR Swap Meet, Bremerton

July 1, 2019, 6:00 p.m. – Board meeting, contact the President to confirm

July 1, 2019, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton,

July 9, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

August 5, 2019, 6:00 p.m. – Board meeting, contact the President to confirm

August 5, 2019, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton,

August 13, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

(TBC)August 18 – 26, 2019 – SHOW –Kitsap County Fair, Bremerton

September 9, 2019, 6:00 – Board meeting location to be determined

September 9, 2019, 7:00 p.m. – BNMR Business meeting, (delayed one week because of Labor Day), location to be determined.

September 10, 2019, 7:00 p.m. NMRA 4th Division Clinic at United Way Building, Bremerton,

October 4 – 6, 2019– SHOW –Lynden Lions Model Train Show, Lynden

October 7, 2019, 6:00 p.m. – Board meeting, contact the President to confirm

October 7, 2019, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton

October 8, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

October 12 – 14, 2019– SHOW –North Olympic Peninsula Railroaders Train Show & Swap, Port Angeles

November 1-3, 2019 – SHOW – Retsil Veteran's Home Show, Port Orchard

November 4, 2019, 6:00 p.m. – Board meeting, contact the President to confirm

November 4, 2019, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton

November 12, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

November 29-December 1, 2019, 7:00 p.m. – NMRA 4th Division MOHAI Train Show, Seattle

NEUMANN'S CROSSINGS

by Bill Hupé



ANNOUNCEMENTS

Atlas Model Railroad Inc (<https://shop.atlasrr.com>): Announced that due to an overwhelming response for available tickets, and a concern for inclement winter weather, Atlas is postponing the planned Warehouse Sale until 2019. When the new date is announced, individuals who have ordered tickets for the previous event will be emailed with the opportunity to get tickets first. Once that special ordering period is over, remaining tickets (if any) will be made available to the rest of the Atlas Insiders Email List. Current Golden Spike Club members with membership cards from 2018 or 2019 will also be admitted. Updated information about the sale will be forthcoming. We apologize for any inconvenience this may have caused.

Dimensional Modeling Concepts (<https://dmcrrproducts.com>) is new company that focuses on 3D printing of model railroad equipment and model railroad-related detail items to supply the modeling community. **Their** products fill voids within the currently-available model market, and **they** strive to produce high-quality printed models and model kits for modelers of a wide range of skill levels – from novice modelers to highly skilled model craftsmen. Since **they** are a 3D printing company, our product availability is not limited to “production runs” and are NEVER OUT OF STOCK, as they produce models and kits from our drawing libraries at the time they are ordered. They offer Industrial HVAC Rooftop Air Handling Units, cattle guards, catwalks, late 1970s Drott-Case Intermodal Lift Crane, and snow fences.

Owl Mountain Models (<http://www.owlmtmodels.com>): Produce “Narrow” Modular Lumber loads for F-50- Series Flatcars or 36-52ft gondolas.
Manufactured of colored ABS plastic.

RAILROAD TRIVIA

How many miles of track made up the Duluth, Missabe & Iron Range?

Answer in next month's Flimsy

NEUMANN'S CROSSINGS

by Bill Hupé



Answer to last month's trivia

How many miles of track made up the Western Pacific Railroad?

At the end of 1970 WP operated 1,187 miles (1,910 km) of road and 1,980 miles (3,190 km) of track, not including its Sacramento Northern and Tidewater Southern subsidiaries.

The original Western Pacific Railroad was established in 1865 to build the westernmost portion of the Transcontinental Railroad between San Jose, California (later Oakland, California), and Sacramento, California. This company was absorbed into the Central Pacific Railroad in 1870.

The second company to use the name *Western Pacific Railroad* was founded in 1903. Under the direction of George Jay Gould I, the Western Pacific was founded to provide a standard gauge track connection to the Pacific Coast for his aspiring Gould transcontinental system. The construction was financed by the Denver and Rio Grande Western Railroad, a company in the Gould system, which lost access to California due to the attempted acquisition of the Southern Pacific Railroad by the Rio Grande's main rival, the Union Pacific Railroad. The Western Pacific Railroad acquired the Alameda and San Joaquin Railroad and began construction on what would become the Feather River Route. In 1909 it became the last major railroad completed into California. It used 85-lb rail on untreated ties, with no tie plates except on curves over one degree; in 1935 more than half of the main line still had its original rail, most of it having carried 150 million gross tons.

In 1931 Western Pacific opened a main line north from the Feather River Canyon to the Great Northern Railway in northern California. This route, the "Highline", joined the Oakland – Salt Lake City main line at the Keddie Wye, a unique combination of two steel trestles and a tunnel forming a triangle of intersecting track. In 1935, the railroad went bankrupt because of decreased freight and passenger traffic caused by the Depression and had to be reorganized.

WP attracted rail enthusiasts from around the world. It operated the *California Zephyr* passenger train with the Denver and Rio Grande Western Railroad and the Chicago, Burlington and Quincy Railroad. The WP handled the "Silver Lady" from Oakland, California, to Salt Lake City, Utah from 1949–1970. The Western Pacific owned several connecting short-line railroads. The largest was the Sacramento Northern Railway, which once reached from San Francisco to Chico, California. Others included the Tidewater Southern Railway, the Central California Traction, the Indian Valley Railroad and the Deep Creek Railroad.

NEUMANN'S CROSSINGS

by Bill Hupé



In 1983, the Union Pacific Corporation purchased the Western Pacific and the WP became part of a combined Union Pacific rail system: The Union Pacific Railroad, the Missouri Pacific Railroad, and the WP. The Western Pacific and the Missouri Pacific was merged into the Union Pacific Railroad by the Union Pacific Corporation. In 1996, Union Pacific purchased the WP's long-time rival, the Southern Pacific Transportation Company. In July 2005 Union Pacific unveiled a brand new EMD SD70ACe locomotive, Union Pacific 1983, painted as an homage to the Western Pacific.



NTRAK Musing

By Bert Cripe

Considering Configuration of our Basic Club Owned Modules.

Bruce and I have discussed how to configure the modules we feel the club should own. We have also discussed a basic concept of how trains should be operated. In the NTRAK world the three loop tracks (red, yellow, and blue, front to back) are considered to be community tracks. Red and yellow are mainlines while the blue is the branch line normally used to switch industries.

I feel to maximize our ability to operate trains we should eventually have two yards. One would be in the loop of modules, that is in-line with the loop tracks. The red and yellow lines would have a passing sidings while the 4 or 5 yard tracks would be accessed from the blue line. These yard tracks would be used as fiddle tracks and storage for additional trains used to vary the action on the red and yellow lines. This would allow two or three trains to be 'staged' for running and exchanged with trains already on one of the three loops to provide some variety for the viewing public.

Additionally, a junction module could exist to route trains off of the three loop tracks into a 'fiddle yard' set of modules. This configuration is sometimes referred to as a 'T' yard. The yard would be used as the location to place on and remove rolling stock from the layout, just as we do with the club's HO layout.

The in-line yard would be built first since it is simple to construct. The junction module(s) and 'T' yard would have to wait. So once both yards are built, and certified which ones will be used? The answer to that will depend upon the floor space we have available at each venue.

The branch line track (blue) would be used to, first, allow trains to service customers' sidings and secondly to access the 'fiddle yard'.

To facilitate these schemes, cross-over turnouts are required to allow train movement between all three of the loop tracks. If we adopt the idea of running two trains on the mains, in opposite directions, at least two sidings on each main spaced equidistant should be built.

All of these sidings and cross-overs will result in the need to install many turnouts, the quantity will be determined by the yard designs.

As of now, we have the basic four straight modules and four corner modules under various stages of construction. Additionally, we intend to build two return loop modules that will allow us to have a dog bone style configuration if our venue is short on space (remembering the recent Port Angeles show). Down the road we expect to build an 'inside' corner module to allow an 'L' shaped layout to be set up. Construction of this module will also require the construction of a fifth 'outside' corner module.

Of course, all of this is open for discussion and members' input is welcomed.

The Flimsy Board is the official publication of the Bremerton Northern Model Railroad, Inc.

Flimsy Board Staff

Editor Bill Hupé
Publisher Bill Hupé

Contributions can be sent to The Flimsy Board c/o *Bill Hupé, 3010 Austin Drive, Apt. K201, Bremerton, WA 98312*. Deadline for each issue is the 25th of the month.

MEETING NOTICE:

The regular Business Meetings are held on the first Monday of the month. Business meetings are held at United Way of Kitsap County, 647 4th St, Bremerton, WA at 7:00 PM. If the first Monday is a holiday, when the meeting day shall be the second Monday of the month.

BREMERTON NORTHERN OFFICERS:

President	Tom Barrett
Vice President	Bob Jensen
Secretary	Bill Hupé
Treasurer	Wes Stevens
Sergeant-at-Arms	Vern Shook

DIRECTORS:

George Conroy, Ron Bradshaw, Rick Snyder, Dan Weston

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

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FIRST CLASS

ADDRESS CORRECTION REQUESTED



MODEL RAILROADING IS FUN