

THE FLIMSY BOARD

Train No. 2 Vol. 44

Issue: February 2019



NYC on the Branch Line (Great American Train Show, Puyallup)
(photograph by Bill Hupé used with permission)

NEXT CLUB EVENTS:

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

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

Flimsy Board Staff

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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:

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Vice President Bob Jensen
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OFF THE MAINLINE



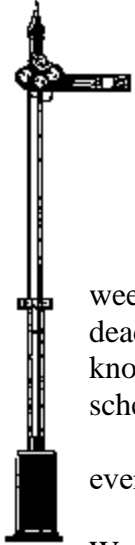
Greetings all....

I have to appologize for the lateness of this edition. I have been ill for the whole week. The show last month was great. Lessons learned be me, don't lie down on the hard floor (my back took a week to recover) and most important my 71 year old body cannot help as well as it did 10 years ago. I sat and watched tear down, physically unable to help and feeling guilty because I couldn't.

I feel that we need to learn how to everything related to set up and tear down and loading the trailer, relieing on a couple of people to do it is not in our best interest. If you are present at set up or tear down and don't know how to do something ask..

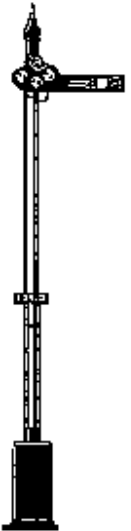
Bill

A handwritten signature in black ink, appearing to be the name 'Bill' written in a stylized, cursive-like font.



The Semaphore Board

February 2019



This month is United Northwest's train show and swap meet in Monroe the weekend of the 23rd and 24th. The signup sheet is in this Flimsy Board and has a deadline of the 14th. Please get your sheet to me as soon as you can. I also appreciate knowing if you are not going. If I can account for all the members, I can start scheduling earlier.

In March, we have the first Retsil Show of the year. The signup sheet for that event will be in next month's Flimsy Board.

Last month we had a display at the Great Train Show held at the Western Washington Fairgrounds in Puyallup. Signup sheet Response was a little sparse, but we made it through. Luckily, we had a spouse available to help with Starburst Mine operation, thank you Dianna. Because of the number of members, there were no lunches scheduled. Happily, we had an adequate number for setup and take down. Of course, we could have used more help.

Speaking of last month's show, Bruce again did the towing and I can't thank him enough. I had enough problems driving in that area with a small vehicle and can just imagine what it would have been like if I were with my truck.

One of the problems we discovered was actually discovered at the Retsil show two months ago. Bruce's truck will not power the tongue jack. He was able to overcome that problem through various means, but it wasn't as easy as just plugging it in. We thinking the problem was in the jack, tested it with Bob's Chevy, Bert's Ford and, again, Bruce's Ram after the load in prior to the show. Only Bert's Ford would power the jack. Counting my Chevy, that makes 50% success for four trucks. I probably contributed to the confusion as I thought the power to the jack came from the center contact on the connector. Well, it doesn't. It comes from the "battery" contact which is next to the indexing key on the coupler. Sorry guys.

Bob has again reserved a meeting room at the Central Kitsap Presbyterian Church near the fairgrounds for the September meetings on the second Monday. He assures me that it will be a larger room that we had last year. Thanks Bob. The schedule has been changed to reflect the reserved location.

Speaking of the schedule, I added a tentative date indicator ("TBC") to the North Peninsula Railroader's show. I was told at the Great Train Show that the organizers were considering moving it to September to avoid conflicts with Lynden and Boeing swap meets. The schedule will be corrected when the date becomes firm.

If you have been reading my Semaphore Board articles, you know I am proponent of cleaning all wheels between shows. Bert sent article from a newsletter, Form 19 of the Hudson Berkshire Div. NER. A member's layout, with clean track and locomotive wheels, pulled six cars with dirty wheels. Within ten minutes, the engine was stalling and bucking. He then cleaned the track and engine wheels and pulled clean wheeled cars for ½ hour with no problems. The moral of this story is clean all your wheels. Please clean them at home, if you can. Use show cleaning only as a last resort.

Tom Barrett

BNMR Year Schedule

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

December 7, 14 21, 2019, 1:00-4:00 p.m. – (TBC) Information Table at HobbyTown U.S.A. in Silverdale

December 2, 2019, 6:00 p.m. – Board meeting, contact the President to confirm

December 2, 2019, 7:00 p.m. – Annual Election Meeting, at United Way Building, Bremerton

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

January 6, 2020, 6:30 p.m. – Annual Dinner & BNMR Business Meeting, at The Family Pancake House on Kitsap Way, Bremerton.

January 14, 2020, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

January 17-20, 2020 – Pacific Science Ctr Show, Seattle (no K W layout)

(TBC) January 17-19, 2020 – SHOW – Great American Train Show, Puyallup

NEUMANN'S CROSSINGS

by Bill Hupé



ANNOUNCEMENTS

Tangent Scale Models (<https://www.tangentscalemodels.com/>): Announced their January 2019 production of General American 4180 covered hoppers includes Four all-new RTR paint schemes. Schemes:

Boston & Maine B&M "1980 Paintout" continues down a Boston & Maine path. This scheme replicates GACX leased cars that were acquired by the Boston & Maine in 1980. While most of the data is intact, the B&M patched over the GACX reporting marks and numbers and replaced them with their own. Another example of 1977-built cars, these have the appropriate phase details including low mounted brake appliances, wide side posts, and wide Morton running boards. This scheme is available in 3 accurate numbers, and each one features unique gray patch stencils per prototype photos for 3 precise replicas.



Boston & Maine B&M "Prince Spaghetti 1984" replicates one of the most famous GATC 4180 paint schemes ever applied to these cars. Boston & Maine took one of its gray airslides and painted it for Prince Spaghetti in Lowell MA, including the iconic "Wednesday is Prince Spaghetti Day" slogan. This colorful model features correct phase details for a 1977-built car, including a low mounted brake stand, wide side posts and wide Morton running board. This car is available in one number, just like the prototype.



Grand Trunk Western GTW "Original 1978" shows off the dark blue 1978 Delivery scheme for the Grand Trunk Western. This paint job is full of little details like accurate GATC stencils, a raised-plate ACI label and even the correct Milwaukee Road return-route stencils to Redwing, Minnesota. Of course, the model has the appropriate phase details for a 1978-built 4180 Airslide, including the wide side posts and low brake appliances. This scheme is available in three numbers.



Western Maryland WM "Original 1971" rolls in with the classic Western Maryland

NEUMANN'S CROSSINGS

by Bill Hupé

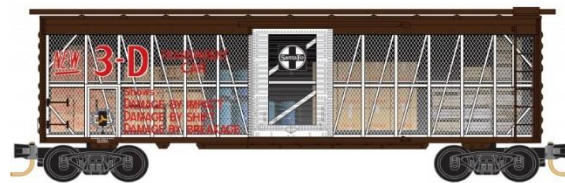


speed lettering. These replicas from a 1971 order include GATC phase details like the wide side posts and Apex running boards. All WM lettering is present and accurately rendered on the model including the smallest trust data, correct red caution stencils, and the GATX builder logo. Did you notice that stand-off ACI label? Gray trucks finish off the model, just like the prototype. This sharp scheme is available in two numbers!



Frenchman River Model Works (<http://frenchmanriver.com>): Announced they are updating their HO scale 68' Steam Freighter "Clyde Puffers" kit and making this classic even better than before. These small but rugged coastal freighters, called Clyde Puffers, were built from the 1850s through 1920 to carry freight into and around the coastal waterways of Scotland and were still in use well into the 1950's and possibly even later. The term "Puffer" comes for the distinct puffing noise produced by its steam engine. Although this ship has its roots in Scotland, it would be right at home on any dock-side scene. Our kit includes many features and accessories commonly found aboard small freighters of all nationalities. Our kit consists of many highly detailed resin castings including a super detailed one-piece hull with riveted steel plate details, one-piece super structure, and one-piece wheelhouse. Completed kit measure 9 1/4"

Micro-Trains Line (<https://www.micro-trains.com>): Announced the release of ATSF Impact Car Rd# 10000.



RAILROAD TRIVIA

How many miles of track made up the Oregon & California Railroad?

Answer in next month's Flimsy

Answer to last month's trivia

NEUMANN'S CROSSINGS

by Bill Hupé



How many miles of track make up the California Western Railroad?

The California Western Railroad (CWR), popularly called the Skunk Train, is a heritage railroad in Mendocino County, California, running from the railroad's headquarters in the coastal town of Fort Bragg to the interchange with the Northwestern Pacific Railroad at Willits.

The CWR runs steam and diesel-powered trains and rail motor cars **40 miles** (64 km) through Redwood forests along Pudding Creek and the Noyo River. Along the way, the tracks cross some 30 bridges and trestles and pass through two deep mountain tunnels. The halfway point of Northspur is a popular meal and beverage spot for the railroad's passengers when locomotives turn around before returning trains to their respective terminals.

The railroad was originally built by the Fort Bragg Redwood Company as the Fort Bragg Railroad in 1885 to carry coast redwood logs from the dense forests at Glenela (Glen Blair) to a newly built lumber mill located 6.6 miles (10.6 km) to the west at coastal Fort Bragg, California. Fort Bragg Redwood Company was incorporated into the new Union Lumber Company in 1891; railroad ownership remained with the parent lumber company until 1969. Chinese tunnel builders completed 1,184-foot (361 m) tunnel #1 from Pudding Creek to the Noyo River in 1893. Rails had been extended up the Noyo River to Alpine by 1904 when passenger service began with a stagecoach connection to the inland town of Willits, California. On July 1, 1905, the railroad was renamed the California Western Railroad & Navigation Company and shipped lumber on a fleet of wood-hulled steam schooners.

Rails were gradually extended up the Noyo River headwall with a 3.3 percent grade and five 33-degree horseshoe curves with a railway distance of 6.5 miles (10.5 km) to climb 932 feet (284 m) over the straight-line distance of 1.5 miles (2.4 km) from Soda Springs to the summit. Completion of 795-foot (242 m) tunnel #2 on December 11, 1911 allowed interchange connection with the Northwestern Pacific Railroad at Willits, 40 rail miles (64 km) from Fort Bragg.

NTRAK Musing

By Bert Cripe

Considering: Wire placement under the module

At the January show in Puyallup, I spoke with Wally from the United Northwest Club. The club has more than one N scale layout they take to shows. The one of interest in this discussion is undergoing some updates, refurbishments, and module replacements.

Wally says he designed the five new modules at the show and described some of the new & improved techniques they have adopted for these modules. Of most interest to me was how they are arranging the DCC power bus and cab bus (NCE's equivalent of the Degitrax loconet, they use the NCE system).

The NTRAK standard requires these cables to be somewhere within the center 12 inches of each module endplate. United Northwest has installed their cables with enough length to be routed to the outside of the module side rails so that the cables can be connected/disconnected without going under the layout. If we are to follow the NTRAK standard our cables must be located within the center 12 inches of each endplate, if we locate them towards the rear of the module and allow a little extra cable length we should be able to route our cables to the rear side and greatly ease the connection/disconnection.

Bruce and I intend to have a work day at Bob's in the coming months to setup whatever modules ready for track and wiring. This work day will allow us to explore this wiring option and document the results so that all of us can benefit.