

THE FLIMSY BOARD

Train No. 3 Vol. 44

Issue: March 2019



Milwaukee Road depot in South Cle Elum, WA
(photograph by George Li used with permission)

NEXT CLUB EVENTS:

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 16, 2019, 9:30 a.m. – NMRA 4th Division BOD meeting at the Bellevue Sheraton

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

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 Dick Stivers

DIRECTORS:

George Conroy, Rick Snyder, Bert Cripe, Mike Boyle

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

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OFF THE MAINLINE



Greetings all....

Another GREAT month. The snow did change a lot of what I had planned, but....

I think the show at Monroe went very well. Dinner Friday at the Buzz Inn was wonderful and Saturday's dinner at Tuscano's Italian Kitchen was fabulous.

Something that has been in the back of my mind for some time is a need to establish a "Mentoring program" for new members. I will be purposing a By-law change to add this at the March BOD meeting.

An observation from the show is we need to communicate better. If a change is made to a "normal" line-up it needs to be communicated to the people it might impact. There were a few times that changes had been made that impacted operations.

Time to get the rest of the Flimsy ready.....

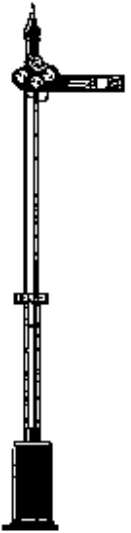
Bill

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



The Semaphore Board

March 2019



This month, we have the first Retsil Show of the year. The signup sheet is in this month's Flimsy Board.

Next month is our Brookdale Montclair Poulsbo Show. The signup sheet will be in the April Flimsy Board.

Following those two shows, we have our annual Swap Meet on the 15th of June. This is only a one day affair and doesn't demand as much from the membership, but it still requires support. Bill Hupé is again heading up the effort. Thanks Bill.

Last month we displayed at the United Northwest Model Railroad show in Monroe. That show requires quite a commitment from our membership and I thank all who were able to attend and hope they had a good time. A special "thank you" goes to Judy Jensen and Eileen Barrett for their assistance with setup and take down of the layout. With their assistance, we were setup in 3 ½ hours and had the trailer loaded in 1 ½. I think the layout ran well and we only had a few minor problems crop up. Judy and Eileen are allowed to help because they are NMRA members. Remember, because of our insurance, someone working with us at a show must be an NMRA member.

Before the Friday of setup, the weather forecast was for snow in Port Orchard. Since that is where the tow vehicle came from for this show, we decided to leave a day early and not rush to make an early ferry. We had hoped to catch the 11:55 ferry but ended up on the 11:05. It seems I can never get the timing right and am usually early!

Last month was quite the event when it came to weather. First, because of snow and low temperatures I decided to postpone the meeting to a later date. First, it looked like we would probably not have a quorum at the board meeting and then I was getting apprehensive as to whether or not I wanted to risk driving to a meeting that we couldn't complete any business. I delayed the meeting almost a week and found that Mother Nature again had other plans. Another foot and a half of snow slowed everyone down and caused postponement or cancellation of the meetings. As of this writing, I'm waiting for some sign that spring is approaching.

Our main means of communications is by email. Most of you are receiving this Flimsy Board by email. I used email last month to notify you that the meeting was postponed and to try to find a new date convenient to as many members as possible. In those emails, I asked that you respond to let me know you received it. Most of you did and I thank you. Some of you didn't and I felt obliged to try to call those I hadn't heard from just to make sure they knew there was no meeting. Calling isn't a big problem normally, but if there is no answer, I cannot tell if the postponement was received. Even if I'm able to leave a message, I have no way of knowing if the message was heard.

Please, when I ask for a reply, please reply. Thanks.

Tom Barrett

BNMR Kitsap Western Signup Sheet:

Show Name: Retsil Veterans Home Show, Port Orchard

Dates: March 29 –31, 2019

Setup: Friday, March 29 at 3:30 p.m.

Operation: Saturday, March 30 and Sunday, March 31

Tear down: Sunday, March 31, 3:00 p.m. following show.

Reply and indicate your available times and positions or entering text as appropriate prior to March 21, 2019, to Tom Barrett

I will be at setup at the date and time above: yes no

I will be at tear down at the date and time above: yes no

I will be at the show:

Saturday: 10:00-1:30 11:30-3:00

Sunday: 10:00-1:30 11:30-3:00

I prefer to serve as: Mainline Engineer, Branch Line Engineer,

I have trains I'd like to run: yes no

(Notes: Right hand rule will be used with freight and passenger trains mixed on the inner and outer loops. This show uses a medium sized layout.)

Notes: (add any notes that might assist in scheduling of work time)

1. This show is for the resident's entertainment and the Home has asked that we not invite non-members to the show unless we clear it with them.

Your Name:

BNMR Year Schedule

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

February 3, 2020, 6:00 p.m. – Board meeting, contact the President to confirm

February 3, 2020, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton

February 11, 2020, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

February 21-23, 2020 – SHOW – United North West Train Show & Marketplace, Monroe

NEUMANN'S CROSSINGS

by Bill Hupé



ANNOUNCEMENTS

Right on Track Models (www.rightontrackmodels.com): Manufacturer of laser craftsman kit announced a brick interlocking signal tower in N, HO, S and O scale. Kit features: laser cut wood; injected styrene doors and windows; engraved peel and stick roofing; signage custom sign available; printed detail parts; and full color world class assembly instructions with photos.

Value Trains USA (www.valuetrainsusa.com): Value Trains USA is a 100% made-in-the-USA model train manufacturer that strives to make quality, bold, exciting HO scale rolling stock for the passionate model railroad enthusiast. Based out of Marshall, Missouri, they strive to bring the future of model railroading to a new exciting level. Their HO scale boxcars come preassembled and equipped with Kadee couplers, trucks, and metal wheels. They also feature a separately applied brake wheel, molded steps, and molded undercarriage brake detail. Our models are painted with a high-quality industrial paint similar to the prototypes. They also feature high-quality multi-color digital printing.

Con-Cor (www.con-cor.com): Announced a new "72 Hour Flash Sale" Program. "We have been offered some products at amazing discounts, and we want to pass them along to you. This is an experiment for us, so some glitches are bound to happen, and we will sort them out for you as quickly as we can. Because we do not normally stock other brands, these Flash Sale will all be available on a Custom Order Basis, as follows: A) You will have 72 hours to place your order with us, and then we will order them for you. So, shipping date will be about 10-12 days from the date the 72 Hour window closes. B) Payment must be made at time of ordering, but if we get oversold on an item, we will immediately refund your payment. C) We assume if an item is available to us with exactly same paint scheme but in a different car or cab number, that it will be OK for us to substitute a different car or cab number for you. Hope all of the above is clear. The Crew at Con-Cor Trains..."

RAILROAD TRIVIA

How many miles of track made up the Walla Walla and Columbia River Railroad?

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 Oregon & California Railroad?

The Oregon & California Railroad was incorporated March 17, 1870 and eventually totaled approximately seven hundred miles of standard gauge, steam operated railroad, a little over half of which was constructed under its own name, the balance being obtained by acquisition of the following organizations: 1. Oregon Central Rail Road (east side) 2. Oregon Central Railroad (west side) 3. Western Oregon Railroad 4. Portland & Yamhill Railroad 5. Albany & Lebanon Railroad 6. Oregonian Railroad The Oregon & California itself, as originally constructed, was a railroad without branches, extending approximately 365 miles from Portland, Oregon southerly via Salem, Albany, Eugene, Roseburg and Ashland to the Oregon-California state boundary. Several small branches described later were constructed under the corporate name of the O&C after the road was taken over by the Southern Pacific Company. O&C rails reached New Era, on the east side of the Willamette River, 20.08 miles south of Portland, on December 24, 1869, under the name of the Oregon Central Rail Road. Southward progress was as follows: To Salem September 27, 1870, Albany December 25, 1870, Eugene October 15, 1871, Roseburg December 3, 1872, where construction was halted for almost nine years. The section to Myrtle Creek was completed August 14, 1882, to Grants Pass December 2, 1883, and to Ashland May 4, 1884. The line of the Central Pacific building north from Red Bluff, California, reached the Oregon border on June 1, 1887, and the O&C, under lease to the SP Company since July 1, completed construction north from the border to Ashland on December 17, 1887, thus completing the Siskiyou route and forming a continuous rail line from Portland, Oregon to New Orleans, Louisiana, about thirty-two hundred miles, all under one management. [Guy Dunscomb, A CENTURY OF SOUTHERN PACIFIC STEAM LOCOMOTIVES, 1862-1962 (Modesto, California: 1967), p. 395]



1905 photo of "Old Betsy," an O&C locomotive, taken in Scio, Oregon.

NTRAK Musing

By Bert Cripe

Considering: Operations

We all know that model railroading is a hobby of many facets. One with two different followings is operations. Many of us are perfectly content to watch a train pass by as it loops around the room. There is nothing wrong with that.

For others, taking an active role in train movements is where their operating interest lies. Within the area of operations are several different methods for controlling how cars are selected to make up a train and then run it over the line. In fact, I have devised my own method using Excel and Access software to tell me what cars to use and where to set out/pick up as my trains run on my point-to-point home layout. While it is simple in concept, it is complicated in practice and I am sure many would find it too much of a chore to use since it requires paperwork and 'cleric-ing'.

While searching the internet for info about model railroading, I came across a series of Model Railroader magazine articles from the 1940s written by Frank Ellison. A PDF file of the articles can be found here:

<http://mrr.trains.com/how-to/model-train-layouts/2017/03/frank-ellisons-delta-lines-and-1944-series-the-art-of-model-railroading>

While I found the first installment very interesting, the others become too detailed to hold my interest. But his approach to operations, at such an 'early' time in the history of the hobby, was both interesting and inspiring. Frank was honored several times for his contributions to the hobby:

<https://meridianspeedway.weebly.com/frank-ellison-and-the-delta-lines.html>

It is my hope that our NTRAK layout can be put to use to satisfy both of the two aforementioned interests. To this end, I envision the two main lines as a place to continuously run trains for display purposes and the branch line as the place to run a train or two for servicing the customers along the route. This approach should provide enough action to keep the viewing public interested and satisfy our members' interest also. A train could make a lap or two on the outside (Red) line then cross

NTRAK Musing

By Bert Cripe

over to the inside (Yellow) line for more laps and finally cross over to the branch (Blue) to serve the customers.

As long as we plan for an adequate number of passing sidings at least two trains on each line could be run in opposite directions at one time. With variations of this idea of running at least six operators and trains could be employed at any one time.

Additionally, in order to make this work, several modules will need to have sidings to serve as our 'customers'. One turnout on the blue line with a foot or so of track and a reason to exist (a customer structure) is all that is needed.