

THE FLIMSY BOARD

Train No. 4 Vol. 44

Issue: April 2019



Washington Eastern Railroads 3 motors descending into Deep Creek.
Soon they will assault the 1-2% grade up the other side.
(photograph by George Li used with permission)

NEXT CLUB EVENTS:

- April 1, 2019, 6:00 p.m. – BNMR Board meeting, at United Way Building, Bremerton
- 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 Poulso

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:

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>

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

OFF THE MAINLINE



Greetings all....

The biggest thing to talk about is the changes to the By-laws. First, we corrected the joining fees for members choosing to pay their NMRA dues through the Club. Second, we clarified the “work for fees” verbage to reflect our actual practices. Third, we added a new section creating a Mentoring Program for new members. I feel this is long overdue. Tom indicated he would be willing to draft procedures to include all actions from hooking up the trailer, unloading, setting up, operating, taking down the layout and loading the trailer.

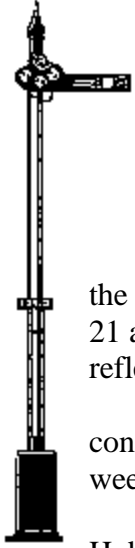
Another biggy is this year’s SWAP Meet is going to be in the Kitsap Mall. Details to follow...

Because of a previous commitment, I’ll not be at the Retsil Spring show.

Remember be kind and understanding....

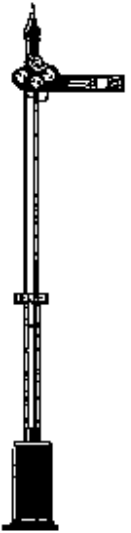
Model Railroading in Fun!

Bill



The Semaphore Board

April 2019



I recently found out that North Olympic Peninsula Railroaders have confirmed the date of their 2019 Train Show and Swap Meet. It is now scheduled for September 21 and 22, two weeks before the show in Lynden. The schedule has been changed to reflect this date.

Speaking of schedule, at the show in Monroe, we found out that UNW hasn't confirmed the date yet. They plan to start it either the last Saturday or the previous weekend. The schedule now reflects both dates as to be determined.

Also, at the last Board meeting, we decided to remove the Information Table at HobbyTown U.S.A. in Silverdale. We will decide later if we are to man a table again.

This month is our Brookdale Montclair Poulsbo Show. The signup sheet is in this Flimsy Board.

Don't forget that 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.

Last month (last weekend) we displayed at the Retsil Veterans Home in Port Orchard. I trust that all the participants had stress free operation during their time there. This show, being local and with the small layout, is a good time to try new equipment. The layout will be a similar size at Brookdale Montclair Poulsbo.

Last month, I had a call from Sharon Parker telling me about a layout she had in her garage and that she needed it removed because she was moving. George, Vern and I met at her house and moved it into my truck. Sharon asked that it be given to a young person for their use. I sent out a call to you, the members, and Bob W responded saying a friend's 9-year-old daughter was interested in trains and would enjoy it. It was delivered to their garage on March 24. Who knows, maybe we will have another junior member in a year.

Tom Barrett

BNMRR Kitsap Western Signup Sheet:

Show Name: Brookdale Montclair Poulsbo

Dates: April 26 - April 28, 2019

Setup: Friday, April 26 at 5:00 p.m.

Operation: Saturday, April 27 and Sunday, April 28

Take down: Sunday, April 28, 3:00 p.m., following show.

Reply and indicate your available times and positions or entering text as appropriate prior to April 18, 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

Please schedule me for lunch at the show (lunch starts after residents' lunch): yes no

I will be at the show:

 Saturday: 10:00-2:00 12:00-4:00

 Sunday: 10:00-2:00 12:00-3:00

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

I have trains I'd like to run on: Mainline, Branch Line

Please do not invite others without clearing it with Montclair Park.

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

Your Name:

BNMR Year Schedule

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 Poulsbo

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, at Central Kitsap Presbyterian Church, 9300 Nels Nelson Rd NW, Bremerton (delayed one week because of Labor Day).

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

September 20 – 22, 2019 – SHOW – North Olympic Peninsula Railroaders Train Show & Swap, Port Angeles

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

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 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 Center Show, Seattle (no Kitsap Western 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,

(TBC) February 22-24 or 29-Mar 1, 2020 – SHOW – United North West Train Show & Marketplace, Monroe

March 2, 2020, 6:00 p.m. – Board meeting, contact the President to confirm

March 2, 2020, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton

March 10, 2020, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

March 27 – 29, 2020 – SHOW – Retsil Veterans’ Home Show, Port Orchard

NEUMANN'S CROSSINGS

by Bill Hupé



ANNOUNCEMENTS

FOS Scale Models (<https://fosscalemodels.com>): Announced new HO Scale TV Antennas! Set of (12)/ 3 types are now available. Easy to build and quickly populate your roof tops! They painted them and the included wire rods with a silver Sharpie marker, joined them with CA glue and they were ready to be planted.

Aztec Manufacturing (<http://www.aztctrains.com>): After nearly 30 years of making model railroad products, most notably track cleaning cars, Aztec Manufacturing has closed its doors. “It’s been great,” says John Claudino, Aztec’s owner. “Talking with my customers has kept me in touch with my hobby. But now that my machinery is sold and the shop is buttoned up, I might even have the time to build my own layout.” Thank you to all our customers, and Happy Railroading.

Bachmann (www.bachmantrains.com): See what’s new for 2019. With 332 pages, the combined Bachmann/Williams by Bachmann catalog features new items in every scale such as the HO Transcontinental with Digital Sound Limited Edition train set, HO DCC WowSound®-Equipped Streamlined K4 4-6-2 Pacific, N Scale Econami™ Sound Value 4-8-2 Light Mountain, On30 Data-Only Reefers, and Large Scale 4-6-0 with New Tender. Plus, you’ll want to check out the new roadnames and road numbers for popular items. Enjoy the whole world of Bachmann model railroading at your fingertips!

RAILROAD TRIVIA

How many miles of track made up the Tacoma Eastern Railroad?

Answer in next month’s Flimsy

Answer to last month’s trivia:

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

The **Walla Walla and Columbia River Railroad** was a 3 ft (914 mm) narrow gauge railroad that operated a 46 miles (74 km) of track running east from Wallula, Washington to Walla Walla, Washington. It is also known as the Rawhide or Strap Iron Railroad. The nicknames come from the early days when the rail line

NEUMANN'S CROSSINGS

by Bill Hupé



used wooden rails. Strap iron was placed on top of the wooden rails to improve the longevity of the rails. The strap iron was secured in place by nails. Rawhide was used when a quick repair was needed to secure a snakehead.



"Blue Mountain" locomotive ran on Walla Walla & Columbia Railroad
Courtesy Washington State Railroads Historical Society



Ty Anderson's American Flyer Layout on Bainbridge Island
(photo by Bill Hupé used with permission)

NTRAK Musing

By Bert Cripe

Continuing with Operational Concepts from March...

The Free-mo N group I belong to has been using a very simple operations scheme. Remember that Free-mo is single track main line. At the last three shows, we have used the same basic module arrangement with only slight variations. The arrangement consists of 21 modules (of which eight consist of two or more sub-modules) laid out in a spiral-like shape. There is a yard at each end, one large and the other smaller and connected to a fiddle yard by a wye. The wye allows locomotives and entire trains to be turned if desired. A turntable module for the large yard is under construction.

There are ten separate customers with a total of twenty locations to spot freight cars. Our customer list consists of a scrap yard; freight house, meat packers with a stock yard; grain elevator with two ag supply warehouses; two separate 'farm' warehouses; a tank farm; a team track and freight house; and a metal fabricator. Additionally, there is a passenger station and a 'whistle stop' passenger shelter for the occasional passenger run. Currently we have only an RDC for passenger service, but a three-car passenger train is awaiting paint and decals.

Notice that our choice of industries allows car movement not just from yard to customer, but between customers, e.g. from the metal fabricator to the scrap yard or between freight house and warehouses. Modules in planning include a petroleum distributor which will facilitate car interchange with the tank farm, another farm scene (based on an actual location near Wenatchee), and a heavy equipment dealer.

There exist four passing sidings, the shortest being about six feet long. These sidings allow us to run four trains simultaneously, two in each direction. Two trains are operated as local peddler freights and two are simply run from one end to the other. No formal schedules are used, trains are run, and breaks taken as desired.

The peddler freight engineers use a switch list which the engineer prepares himself using whatever cars he/she desires to use. The forms have the switch list on one side and location maps on the reverse. Thus, it is very simple to determine the location and name of a customer when setting out or picking up a car.

Sometimes a peddler train will have both an engineer and conductor. We sometimes enlist members of the public to join the crew. We expect this generates fun and inspires interest in the hobby. The public seems to enjoy watching a train work a siding just as much as watching one traverse the layout. Guest engineers from other groups are welcome to man a throttle as well.

NTRAK Musing

By Bert Cripe

Our method allows at least four operators to run at one time on one track, requires them to interact with each other, and provides a seldom seen operations side to model railroading the public seems to enjoy.

On occasion, an operator has become distracted while conversing with the public. This usually results in a train having to back a few feet to a siding or wait for another train to reach a siding. All part of the fun and the public gets a laugh.

If we adopt this operational scheme for an NTRAK layout, a simple loop arrangement (with appropriately spaced sidings and customer tracks) could support six separate trains running at one time thus requiring the engineers to interact to co-ordinate train movements.

Trains running in opposite directions, on the same track, is the great advantage of DCC and adds tremendous interest for both the viewing public and the operators.



Making Layouts Accessible for All

From Michael Boyle

“Thank You” to the Members of the BNMR

A little over a year ago I had the wonderful fortune to be welcomed into the Bremerton Northern Model Railroad. During that time, every member I have had the pleasure of meeting has, in their own way, made me feel welcome -- not only by having the patience to teach me a great deal, but in the universal sharing of the joy of our chosen hobby. So, a heartfelt, “Thank you!”

The layout you have created and the trains you run on it are exceptional. Considering the number of awards, you get, this is obviously not just my bias. When I started back into the hobby, before learning of the BNMR, I thought that it would be a long time before I could have even the most modest of layouts, probably several years. But here I am, privileged to operate on a well-tuned masterpiece. I have been remarkably lucky.

That great “Circle of Life” has been pushing me forward. There was once a time when I enjoyed a daily run or bicycle ride. That time has passed. I try to accept these changes with grace and think of them, as my friend Dick Stivers suggest, “As the opening of new, exciting chapters in the book of my life.” Looking forward, I am a bit overwhelmed by the most probable loss of mobility. I need to prepare for that time when I will use a cane, a walker, a wheel chair. But I do not want to give up this hobby we love. So, I am trying to be smart, planning and building a layout that will accommodate my changing physical abilities.

What about the BNMR and the friendships I am making there? When I am no longer so mobile will I be less welcome? Will I be forced to sit outside and watch others operate this beautiful layout? If the BNMR is not biased against those of us who are differently abled, then I think we should be discussing “accommodations.” Based on the ingenuity that I see in the design and construction of Geezer Gulch, I am certain that the membership is capable of designing another access to the operating heart of the layout. We can make the BNMR even more welcoming than it already is.

Once again, “Thank you.”