

THE FLIMSY BOARD

Train No. 5 Vol. 44

Issue: May 2019



Dave Durfee tending his World-Famous Candy Module.
This past month Dave boarded the long black train to the other side. We will miss him.
(photograph by Bill Hupé used with permission)

NEXT CLUB EVENTS:

- 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

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.

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OFF THE MAINLINE



Greetings all....

So many things to talk about.

First, we lost a long time member, Dave Durfee, last month. I'm sure all the veteran BNMR members have a story or two about Dave. Secondly, the SWAP meet preparation is moving smoothly. Thank you to my committee for all your work. Thirdly, we gained a member last month Harold Whatley. Harold was a member previously and has decided to rejoin. Forth and finally, last weekends show at Brookdale Montclair went well. We had four for set-up and we had it set up in a timely manner. Tom did all sorts of magic stuff to assure smooth running. I don't know what he did or why he did it, but thanks Tom.

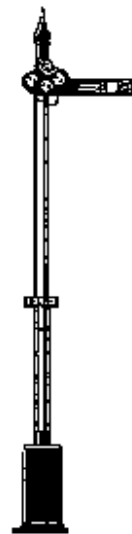
Bill

Model Railroading in Fun!



The Semaphore Board

May 2019



Two months ago (March), we displayed at the Retsil Veterans Home in Port Orchard. At setup, we had five members present. I misjudged the time and was there over an hour early. The room wasn't quite ready, so I proceeded to stack tables and move chairs. Just as I completed that, Rick showed up (also early) and we brought in Geezer Gulch and got it set up. We rolled the corner racks into the hallway and the straight racks into the room, preparing to begin setup. Rick and I carried Starburst Mine and Humptulips in, setting them in place at each end of Geezer Gulch. We were leveling the second of the two corners when George, Patrick and Ann came in. Setup went much faster then and, while the other four assembled and leveled the rest of the medium size layout, I took an empty rack back to the trailer. After loading the trailer, Patrick went with me to find a parking place. Only with Patrick's help, was I able to back the trailer between and past several cars. It seems that when folks decided to park in that section of the lot, they figured they should take the entire lot with space between each car but not enough for the trailer. I have never seen the lot so full. Set up went fairly smoothly and while Patrick and I were busy, the others ran a locomotive on each line, finding and correcting the usual problems with the bridge tracks.

Saturday operation went fairly well, even when we were shorthanded. Of course, the modules had to get accustomed to the warmer environment not found in the trailer. A few more minor adjustments and we were running trains with few derailments. Sunday operation was similar except one member was unable to attend. The other members stepped up and filled in the empty spots, sometimes running two lines concurrently to provide a show for the residents and their families.

Last month we had a similar display at Brookdale Montclair Poulso. Since that show is the last weekend of the month and after the Flimsy Board article deadline, I don't have a report to give. If I remember I'll include a report next month.

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.

A while ago some members expressed interest in obtaining club shirts or hats. Dan Lamar offered to give a good deal to the members and asked them to contact him with what they wanted. Please, if you want to place an order, contact Dan soon. He can be reached at Aaron's phone number or email shown on the membership contact list.

Tom Barrett

BNMR Year Schedule

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
April 6, 2020, 6:00 p.m. – Board meeting, contact the President to confirm
April 6, 2020, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton
April 14, 2020, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,
April 24 – 26, 2020 – SHOW – Brookdale Montclair Poulso



ANNOUNCEMENTS

Roomettes (<https://roometteslighting.com>): Announced new HO Scale lighted interior for DPM's MT Arms Hotel.

ITLA Scale Models Inc. (<https://itlascalmodels.com/>): Produces N, HO, and O Scale "3D" Laser Etched and Cut wood structure kits, detail parts, rolling stock, and elevated railway structures. Ease of assembly with tab & slot construction, robust wood wall panel construction, no internal bracing is required. Their kits are easy to paint to represent Masonry, Steel, & Concrete using basic painting techniques.

Banta Model Works (<https://www.bantamodelworks.com/>): Manufactures quality craftsman kits (N, HO, S, O, F, and G scale) using a variety of materials. They use industrial lasers for cutting and etching wood and plaster for masonry buildings. Many of our structures are of specific prototype buildings located along the old Rio Grande Southern Railroad or Denver and Rio Grande narrow gauges, Southern Pacific standard gauge, with an equal amount of freelance structures designed to enhance any layout being built to a particular prototype or built to your own imagination.

Bowser Mfg. (www.bowser-trains.com): New Product Announcement HO 40ft Steel Sided Boxcars advance orders due May 3rd. Available road names (in multiple road numbers: Atlantic & Danville; CN Noodle Lumber Loading; CP Rail Newsprint; Genesee & Wyoming; GN; LV Flour Loading; Linde Liquefied Gases; L&N DF2 Dixie Line; MEC; Mississippi Central Natchez Rte.; MoPac Eagle Merchandise Service; Ontario Northland; SAL Beer Car Heart Logo; NYSW Susquehanna; Wabash NJI&I Flour Loading; Wellsville Addison & Galetton RR (WAG); and Canada Southern.

RAILROAD TRIVIA

What was New York Central's central Canadian route called?

Answer in next month's Flimsy



Answer to last month's trivia:

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

69 miles

In its pre-incorporation phase, the Tacoma Eastern Railroad began life as a 30-inch narrow gauge logging road, about two miles long, running from a shallow-water wharf at the head of Commencement Bay in Tacoma, Washington. The early operations of the railroad appear to have been successful, but the Hart Brothers must have been concerned about their limited ability to expand their market base and move their product due to the fact they were unable to interchange cars with the 4 ft 8 1/2 in (1,435 mm) standard gauge Northern Pacific Railroad.

A reconstruction program was initiated to convert the railroad from narrow to standard gauge. The two-mile road was apparently completed by May 1890 and the line became known officially as the Tacoma Eastern Railroad for the first time.

Once incorporated, the Hart brothers set out to tap vast stands of virgin forests in the foothills of Mount Rainier by building southward through the gulch that now bears the name of that railroad. The Puyallup Indians used this route prior to pioneer settlement and referred to the gulch at the head of Commencement Bay as Wad Shum Shum, which means "the trail to high ground." During this important building phase the Hart brothers managed to extend the railroad through the steep gulch, terminating about seven miles south of Tacoma near South 97th Street in a grove of virgin timber that is now the Midland neighborhood.

In 1899, the year that Mount Rainier National Park was established, Michigan entrepreneur John Bagley was made president of the Tacoma Eastern and ambitiously set out to push the railroad another 60 miles to Ashford, Washington, the western gateway to the park. With construction financing covertly provided by the Chicago, Milwaukee, and St. Paul Railway, construction activities began in earnest. Unlike the stories of transcontinental railroad construction in America, the Tacoma Eastern Railroad was built with common labor provided mostly by Japanese, not Chinese immigrants. The last spike on the passenger line was driven at Ashford in the fall of 1904. However, the main freight line diverged away to the south and would not be completed until it pushed into Morton, Washington in 1910, another 15 miles away.

STEVE'S STRAIGHTS

March 2019 greetings from Malvern & Ouachita Valley environs!

It's been some time since I submitted something to the Flimsy Board. On your end, the BNMRR modular layout looks better and better with each issue.

Back in October I had a visit by an old BNMRR colleague, Bob Makins. He was active in the club when we had the fixed layouts at Millie's Craft & Hobby and the Manette fire station. Bob ran Evergreen Septic Tank Services, with the motto "A straight flush is better than a full house."

As most of you know Union Pacific's No. 4141, honoring the late President George H.W. Bush, pulled his funeral train from Houston to College Station, Texas, for his interment. It was the first Presidential funeral train since Ike's in 1969. I got this shot of No. 4141 in North Little Rock in October 2012, during a Missouri Pacific Historical Society convention.



The March 2019 Trains issue has an article about the Northern Pacific's history. Since this year is the sesquicentennial of the Golden Spike, the magazine is running a series about the other western transcontinentals. The N.P. was the first railroad to use the 4-8-4 Northern and 2-8-8-4 Yellowstone types. Here are

Fujiyama models of each. Steve Farmer, who was our scenery expert in 1975, was building a tunnel on the Millie's layout. My then-new Yellowstone had an unglamorous job of checking clearances in the tunnel. I would run it into the tunnel until I heard a thud, then back it out. Steve would go back under the layout benchwork to grind out more tunnel wall material. But the tunnel was completed, and many members' trains passed through it, right up till the eviction and consequent layout dismantling in June 1978. I first ran the 4-8-4 when the club's second set of layout modules made their debut at the Pacific Science Center MRR show in November 1988. The original modules had premiered at the same show a decade earlier.



You may have read in the April 2019 Trains that Nashville, Chattanooga & St. Louis 4-8-4 No. 576, which had been preserved in Nashville's Centennial Park, was recently moved from the park for restoration to operating condition. Incidentally, there's a 12 inches per foot scale model of the Parthenon in the same park. If you can't afford a trip to Greece, the Nashville landmark is a reasonable facsimile.



Well, so much for my personal BNMRR memories. It's time for me to sign off. Have a good spring.

YIMRR,

Steve