

THE FLIMSY BOARD

Train No. 9 Vol. 44

Issue: September 2019



Commissioner Charlotte Garrido and members of the Bremerton Northern Model Railroad Club, which she awarded with her Commissioner Award ribbon for their awesome train layout.

(photograph used with permission)

NEXT CLUB EVENTS:

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

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>

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

OFF THE MAINLINE



Greetings all....

I have finally, I think, recovered from The Kitsap Fair. A big thank you to all. Bruce built and observation platform and tower which we used for the first time. They were both received warmly by the viewing public. Commissioner Charlotte Garrido awarded us with her Commissioner Award ribbon. We also created a "Can you find" sheet for those who felt up to the challenge. I had several conversations with people who expressed interest in joining the club. As always it was great to see people I only see at the fair and catch up. Sadly this year I learned Jim Henry had passed away in 2017. I am hoping we sign the lease with the Kitsap Mall soon and we can start the next exciting chapter of the Bremerton Northern.

This months 4th Div Clinic will be "How to use the NMRA Gauge " presented by Jack Hamilton.

Model Railroading in Fun!

Bill



The Semaphore Board

September 2019

Last month, our show at the Kitsap County Fair went fairly (no pun intended) smooth even though we were shorthanded. With entry to the Fair being free, public activity seemed more consistent than in past years. Unfortunately, being shorthanded resulted in no scheduled mealtimes for anytime other than the first day and that was for only one person. How did that work for you? I thought it worked well and will probably not schedule meals in the future.

The HO Division tried using Wahl Clipper Oil on the track to minimize track cleaning requirements. To my knowledge, the abrasive cleaners were used only once or twice during the five days. I witnessed where a couple of locomotives didn't run well at first but ran smooth after running back and forth through a small application of WC Oil in the yard. How did using the WC Oil work for you? I don't think we experienced much, if any, traction reduction. As an experiment, I am not going to clean my rolling stock's wheels before the next show. I don't remember any Fair show where we went this long without having to clean the track. (Of course, we normally cleaned track each morning at past shows.) Let's discuss this at our next meeting. Maybe we should try some other compound or add a process to it. Bring your thoughts to the meeting.

One thing to consider when using any "track cleaning/conditioning" liquid is its compatibility with the materials it may come in contact with. Wahl Clipper Oil is compatible with plastics as Wahl clippers are made of plastic. At the last meeting, automatic transmission fluid was suggested as a conditioner. Since no brand or specification was presented, I hesitate to use it because of the possibility of incompatibility. Some of us are using plastic wheel sets on our equipment and don't forget the traction tires on some locomotives. In addition, I wonder if any oil might run to the base of the rail and affect the plastic ties we have on our track.

The HO Division changed the DCC phase wiring of the Branch Line and Yard power supplies. That seemed to eliminate or reduce the occasional shorts we were getting. We now can run the yard using the "local" switch position and yard shorts will not affect the mainlines.

Thanks go to the N-Trak Division with their efforts for kids' layouts. Special thanks go to Bruce, Bert and their families for their manning of the layouts.

This month we will display in Port Angeles with the North Olympic Peninsula Railroaders at their swap meet and show. Not only will we have our HO Kitsap Western, our N-Trak Division will be displaying their N-scale efforts for the first time. NOPR has assured me that we have top billing in their advertising. The signup sheet for the HO Division is in the last Flimsy Board with a September 12 deadline.

Two weeks later, we are off to Lynden for the Lynden Lions Club Model Train Show. The show's signup sheet is in this month's Flimsy Board.

Then in November we are at Retsil to entertain the veterans. The signup sheet for Retsil will be in the October Flimsy Board.

Tom Barrett

BNMR Year Schedule

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)

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

May 4, 2020, 6:00 p.m. – Board meeting, contact the President to confirm

May 4, 2020, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton

May 12, 2020, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton

June 1, 2020, 6:00 p.m. – Board meeting, contact the President to confirm

June 1, 2020, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton,

June 9, 2020, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton,

June 20, 2020– BNMR Swap Meet, Kitsap Mall, Silverdale

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

July 6, 2020, 7:00 p.m. – BNMR Business meeting, at United Way Building, Bremerton

July 14, 2020, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton August 3, 2019, 6:00 p.m.,

– Board meeting, contact the President to confirm

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

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

(TBC)August 23 – 31, 2020 – SHOW –Kitsap County Fair, Bremerton [may be a week earlier]

NTRAK Musing

By Bert Cripe

The N Scale Division has taken over responsibility for the small, portable layouts we will use for children at shows. At this time, we have two HO layouts (one was operable at the swap meet and the fair) and two N layouts. All of them need work with a range of needs. The three not operable need some TLC which we will be working on in the coming months.

The Kid's layout was a great success at the fair. Some of the little ones returned 5 and 6 times a day to push the big red button. While the layout worked well, it needs some work on the track and the cars' couplers. These will be addressed in the coming months. I think it fair to say that the donation box got a good share of money from the popularity of the kid's layout. Commissioner Garrido brought two children (I assume her grandchildren) and spent a good deal of time watching them run the train! We hope to have another layout ready for the 2020 fair where we hope to raffle it off as a fund raiser. One man did offer to buy the layout from us this year, but he offered an insulting sum!

Our efforts to complete a basic NTRAK layout are progressing well and I expect we will have eight modules ready for the Port Angeles show. The setup will be a basic dog-bone style with a fiddle yard, from my Free-mo N set, behind the skyboards. We will be using a Digitrax DCC system with 3 tethered throttles, 1 wireless, and 1 fixed throttle/booster to operate the yard. There will be plenty of passing capability with the running of up to five trains at once with some running in the opposite direction of the same track.

On another note: Please refer to the National NTRAK and our local standards when building your modules. I cannot overstate the importance of building our modules to the standards so that we have the best possibility for trouble free operations. We don't need completed scenery, just some ground foam – no exposed, unpainted wood or foam base. We will need some skirting material, which I think I have enough of for this first show.

If you are unable to download these documents, let me know so I can provide printed copies for you.

Before our first public show we will need to inspect each module and certify it for use in accordance with our inspection check-off sheet in our local standards which are available here: <http://www.bnmrr.org/nscale.html>. A link to the National NTRAK standards can be found on this page also.

ANNOUNCEMENTS

NorthWest Short Line (nwsl.com): NorthWest Short Line Press Release - For Immediate Release

NorthWest Short Line is pleased to announce that the entire line has been acquired by an NWSL employee, effective September 3rd, 2019. All existing back orders will be filled, and NWSL will be open to new orders as soon as the new websites are rolled out; the primary website nwsl.com will carry forward as the primary contact point. The line is expected to carry forward largely unchanged although the company will no longer offer phone support. NWSL will be headquartered in Kila, Montana, located near Kalispell, and the new address is PO Box 219, Kila, MT 59920. Email contact is through the website.

Rapido Trains (<https://www.rapidotrains.com>): Most model railroaders have probably heard the name Lionel Strang, a well-respected individual who's been around the industry and appeared in many publications over the past few decades. In

September of 2014, Lionel was diagnosed with stage four melanoma, and told to prepare for the worst. This year - five years after his diagnosis - Lionel will be walking from the front doors of Princess Margaret Hospital in Toronto to his home in Midhurst, Ontario, a 100 km journey. In

support of Lionel's walk and barbecue, Rapido Trains has produced a limited run of TTX's "On Track for a Cure" Husky-Stack well car in HO scale. For every car purchased, Rapido will donate \$10 to The Princess Margaret Cancer Foundation, in support of the Psychosocial Oncology Department. For more information and to purchase the well car, please click here: <https://www.rapidotrains.com/.../ho-scale-track-cure-husky-53...>



Frenchman River Model Works (frenchmanriver.com): Recently announced the rerelease of their HO (1/87) Scale CB&Q Depot Kit. This kit is based on a standard CB&Q Depot design built in 1886 and although in a state of disrepair is still standing in Trenton, Nebraska today complete with its original stamped steel shingle roof. The building was originally built with a signalman's bay window on the track side and no addition on the end. Later, as signals became more modernized the signalman's bay window was removed and a freight addition was

NEUMANN'S CROSSINGS

by Bill Hupé



built onto the end of the original structure. The kit includes both the signalman's bay window and the addition so that you may model an early or later version of this classic depot. Examples of this depot were found in many small towns along the CB&Q right of way. The building had indoor passenger waiting area/ticket counter and a separate outdoor entrance leading to the station master's living quarters located on the second floor. As a side note, while doing research for this kit they were able to speak with an elderly woman who was born upstairs in the Trenton Depot while her father was the station master. The station master and his family were expected to live on the premises as part of his employment with the railroad.

RAILROAD TRIVIA

How many miles of track did the Escanaba and Lake Superior Railroad operate?

Answer in next month's Flimsy

Answer to last month's trivia:

How many miles of track did the Missouri Pacific operate?

The Missouri Pacific Railroad (reporting mark MP), commonly abbreviated as MoPac and nicknamed The Mop, was one of the first railroads in the United States west of the Mississippi River. MoPac was a Class I railroad growing from dozens of predecessors and mergers, including the St. Louis, Iron Mountain and Southern Railway (SLIMS), Texas and Pacific Railway (TP), Chicago and Eastern Illinois Railroad (C&EI), St. Louis, Brownsville and Mexico Railway (SLBM), Kansas, Oklahoma and Gulf Railway (KO&G), Midland Valley Railroad (MV), San Antonio, Uvalde and Gulf Railroad (SAU&G), Gulf Coast Lines (GC), International-Great Northern Railroad (IGN), New Orleans, Texas and Mexico Railway (NOTM), Missouri-Illinois Railroad (MI), as well as the small Central

NEUMANN'S CROSSINGS

by Bill Hupé



Branch Railway (an early predecessor of MP in Kansas and south central Nebraska), and joint ventures such as the Alton and Southern Railroad (AS).

In 1967, the railroad operated 9,041 miles of road and 13,318 miles of track, not including DK&S, NO&LC, T&P and its subsidiaries, C&EI and Missouri-Illinois.

Union Pacific Corporation, the parent company of the Union Pacific Railroad, agreed to buy the Missouri Pacific Railroad on January 8, 1980. Lawsuits filed by competing railroads delayed approval of the merger until September 13, 1982. After the Supreme Court denied a trial to the Southern Pacific, the merger took effect on December 22, 1982. However, due to outstanding bonds of the Missouri Pacific, its full merger into the Union Pacific Railroad did not become official until January 1, 1997.

