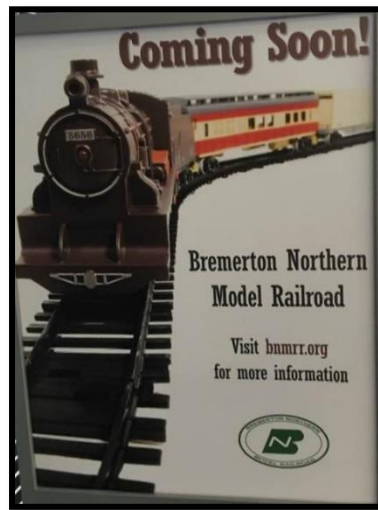


THE FLIMSY BOARD

Train No. 10 Vol. 44

Issue: October 2019



It's official BNMR at the Kitsap Mall
(photograph by Bill Hupé, used with permission)

NEXT CLUB EVENTS:

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 31, 2019, 5:00 -7:00 p.m. – Trick or Treat at the Kitsap Mall

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

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O F F T H E M A I N L I N E



Greetings all....

Big news! We have signed the lease with the Kitsap Mall. Bob, Bert, Bruce and I (the 4 Bs) and our helpers Izzy and Jenni have been removing screws and tacks, spackling holes, and painting the space. We also moved most of the stuff from Bob's garage. The Young Engineers Layout is up and running.

As I write this Tom, Rick and Raymond are up in Lynden with the layout representing the club. Thank you all.

It's official we will be open tomorrow from 10 -3. I feel the move into the mall is historic for the club. I expect we will grow in many ways. I'm also talking with the 4H about the possibility of forming a T Trax module club.

This months 4th Div Clinic will be "Lies, Loggers..." presented by Steve Hauff.

Bill

Model Railroading in Fun!



The Semaphore Board

October 2019

I welcome Bruce Himmerick to the Board of Directors. He was elected at the last business meeting following the resignation of George Conroy. He will serve for the remainder of George's term. Of course, we will miss George and our junior members Patrick and Ann.

Speaking of elections, don't forget that all but two board positions are up for election at the December meeting. Please think about nominations and, maybe, volunteering to fill one of those six positions as well as Sergeant of Arms. Also think about your suggestion for member of the year.

Last month we displayed our layouts in Port Angeles with the North Olympic Peninsula Railroaders at their swap meet and show. Not only did we have our HO Kitsap Western, our N-Trak Division displayed their N-scale efforts for the first time.

Because of the experience at the last Fair and at Port Angeles, I have stopped trying to schedule mealtimes at shows. It is now your responsibility to make arrangements for mealtimes as you need. Not scheduling mealtimes makes scheduling much easier for me as I try to vary the assignments and keep the time operating even between members.

The HO Division continued using Wahl Clipper Oil on the track to minimize track cleaning requirements. My experience with operation was great! I even ran my transcendental commemorative trains. Unfortunately, I ran them in the same direction. By the end of the run, however, UP #119 was stalling. Small locomotives tend to be finicky with their operation. I ended up running three trains at the same time to keep things moving.

I think the N-Track division's operations were a success. Every time I looked over, there was a least one train running and running smoothly.

The next show is October 5th and 6th in Lynden for the Lynden Lions Club Model Train Show. The show's signup sheet for the HO Division was in last month's Flimsy Board and its submittal deadline has passed. We will be shorthanded again but should be able to provide show operations.

Next month, November, we are at Retsil to entertain the veterans. The HO Division signup sheet for Retsil is in this month's Flimsy Board.

Bremerton Northern Model Railroad is entering into a new era. Bruce Himmerick and his committee has worked with the Kitsap Mall to provide us a space for several layouts including our Kitsap Western HO layout. This endeavor will provide many opportunities for us to operate our trains. The agreement with the Mall requires us to be open to the public every Saturday except when we are away at shows. Unfortunately, the schedule will require an additional take down and setup for each show away from the mall. We will need all of you to step up and be available for Saturday's as much as possible.

Tom Barrett

Signup Sheet:

BNMR HO Division Kitsap Western Signup Sheet:

Show Name: Retsil Veterans Home Show, Port Orchard

Dates: November 1 –3, 2019

Setup: Friday, November 1 at 3:30 p.m.

Operation: Saturday, November 1 and Sunday, November 3

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

Reply and indicate your available times and positions or entering text as appropriate prior to October 24, 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 residents' 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

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,

February 22-24, 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 Poolsbo

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]

September 8, 2020, 7:00 p.m. NMRA 4th Division Clinic at United Way Building, Bremerton,

September 14, 2020, 6:00 p.m.– Board meeting location to be determined

September 14, 2020, 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).

(TBC)September 18 – 20, 2020 – SHOW –North Olympic Peninsula Railroaders Train Show & Swap, Port Angeles

STEVE'S STRAIGHTS

By Steve Strauss

May 2019 greetings from Malvern & Ouachita Valley environs.

Eric Rudolph called it the Nyit Nyit Nyit Spt Spt Spt Spt. Nitpickers on Olympic Peninsula geography noted that Pysht is actually between Neah Bay and Dungeness Spit. Nevertheless, the order of places in Dave's freelance roadname sounded better.

Sorry to learn that another fixture in BNMRR operations has departed. Dave showed up while the layout was still at Millie's. We began working on the frames for the first set of modules only two days after dismantling the Millie's layout. The modular system came along at the right time. Dave provided a basement venue for scenicking the original modules just before the 1979 Pacific Science Center MRR show. This photo from the 1979 show may well be the first one of Dave operating the candy module. The candy operation was to become a BNMRR institution.



Then we used Dave's garage in a rush to get the first of the second set of modules ready for the 1988 Pacific Science Center show.

I got out some issues of the *Flimsy Board* from 1989-90, when I was editor. Dave had been member of the year for 1988. In mid-1989 I began enclosing member-submitted articles about their freelance/favorite prototype railroads. Dave's history of the Neah Bay, Dungeness Spit and Pysht appeared in the July 1989 *Flimsy*.

On a happier note.....as this goes to typing, the celebration of the golden spike sesquicentennial is just three days away.

This is about it. Have a great summer.

YIMRR, Steve

STEVE'S STRAIGHTS – SEPTEMBER ADDENDUM

I looked at the awards in the Achievement Program in the June issue of *NMRA Magazine*. Congratulations to Dan Ainslie, Tom Barrett, Dan Weston on your Golden Spike Awards. Congrats to Bill on your Master Builder-Scenery Award. I see some other Kitsap County residents received awards, as well. Dale Kreutzer is also listed. You may recall that his narrow-gauge layout in Port Orchard was one we toured when the club hosted the PNR 4th Division Mini-Meet in May 2001.

The October issue of *Trains* has some great articles such as the Midwestern tour by No. 4014 "where no 4-8-8-4 as gone before" and the article on the Puget Sound & Pacific. So this issue hits close to home with the latter article. Have a great fall.

YIMRR, Steve

NEUMANN'S CROSSINGS

by Bill Hupé



ANNOUNCEMENTS

Rapido Trains Inc. (<https://www.rapidotrains.com>): Is very pleased to announce it's fourth powered model in North American N Scale, the iconic General Electric Dash 8-40CM, popularly known by the nickname "Draper Taper" after the cut-out behind the cab. The announcement of the "Prime Movers by Rapido" Dash 8 in HO Scale in 2015 saw many N scalers contact them pleading for them to make this locomotive in the smaller scale. They're happy to oblige, and as a bonus they're making it there most highly detailed N powered model yet! Powered by a V16 FDL 4000-horsepower prime mover, the main features of this distinctive design are the four-window North American cab, the cowl-style body and the famous 'Draper Taper' cutout behind the cabs (designed by CN's Assistant Chief of Motive Power, William L. Draper to provide better reverse visibility on full-width cowl units). These great-looking locomotives always turn railfan heads in trains! The Dash 8-40CM (also known as the C40-8M) was introduced in 1990 with an order of 30 units for Canadian National (2400-2429), classified EF-640a. This was followed by a further 25 units (2430-2454) in 1992, classified EF-640b. The Rapido Dash 8-40CM sets new standards for Canadian specific N scale locomotives and features numerous separate parts and road specific details to accurately represent all variations of this classic design. The model comes with working headlights and accurate single or double rear lights, as well as factory installed operational ditch lights (and rock lights on the British Columbia units). Accurately scaled from prototype blueprints - completely designed from new. Roadname-specific details including bell position, single or double rear headlights, with or without battery boxes behind cab, horns, tall or short sand fillers, CN or BCOL style ditch lights and more! An insane level of underbody detail with air filters, many separate pipes and molded traction motor cabling and air/control pipe runs. Heavy, die-cast chassis with a powerful coreless motor and dual flywheels. Operational headlights and real lights with operational factory-installed ditch lights (plus rock lights on BCOL locomotives). Separate grab irons and handrails installed at the factory. Factory-installed couplers mounted at the correct height. DC/Silent (Next18 DCC Ready) or DC/DCC/Sound (ESU LokSound) options. Accurate sounds recorded from a real General Electric Dash 8-40CM.

MTH (<https://mthtrains.com>): The Van Sweringen Berks re-join the M.T.H. lineup in 2020. The Nickel Plate version is modeled as built. While these are not the first HO models of these iconic steamers, they believe they are surely the best, with superb detailing, die cast construction for great pulling power, synchronized puffing smoke, steady speeds down to three scale miles per hour, and great sounds

NEUMANN'S CROSSINGS

by Bill Hupé



that include the actual bell and whistle from restored No. 765. The Nickel Plate's 2-8-4 Berkshires belonged to one of steam's finest family trees. The first 2-8-4, Lima Locomotive Works A-1, inaugurated the superpower era in 1925. A four-wheel trailing truck allowed the A-1 to have a larger firebox and boiler, producing a combination of power and speed never seen before in a steam locomotive. Initially tested on the Boston and Albany Railroad, the new wheel arrangement was dubbed the Berkshire after the mountain range it conquered on the B&A. At about the same time, the Van Sweringen brothers of Cleveland, Ohio assembled a group of railroads under their control, including the Chesapeake & Ohio, the Nickel Plate Road, the Pere Marquette, and the Erie Railroad. Under the leadership of talented designer John Black, an Advisory Mechanical Committee was formed to design engines for the Van Sweringen roads. The group turned out some of the finest locomotives of the superpower era, and perhaps its crowning achievement was the "Nickel Plate Berk," a 2-8-4 introduced in 1934 and called by steam historian Eugene Huddleston "the greatest 2-8-4 ever to take to the rails." Alco won the bid to construct the initial 15 S-Class Berks in 1934. But the Pere Marquette's 1937 order for near-identical engines went to Lima, which also built subsequent orders in the 1940s for 65 more Nickel Plate 2-8-4s, classes S-1 through S-3. Delivered in 1949, the final engine in the group, No. 779, would also prove to be the last Lima-built steamer. Engineers as well as railfans loved the 700-series Berkshires for their looks, speed, power, and wonderful sound. As one engineer recalled, "It was a thrill to operate them." Intended for fast freight, they could also take off with an 18-20 car WWII troop train. After the war, the eighty S-Class steamers played a major role in transforming the Nickel Plate into a highly efficient railroad known for fast speeds and high traffic density. Officially known as the New York, Chicago, and St. Louis, the road offered the shortest route between the Chicago area and Buffalo, with lots of flat, straight track where the Berks could just buckle down and run. Six of the Nickel Plate engines and two Pere Marquette Berks have survived into preservation. Nickel Plate 765, fresh from a 12-year restoration by the Fort Wayne [Indiana] Railroad Historical Society, appeared last summer at Train Festival 2009 alongside sister Pere Marquette 1225 — the prototype for the locomotive in the movie Polar Express.

RAILROAD TRIVIA

How many miles of track did the Chicago and North Western Transportation Company operate?

Answer in next month's Flimsy



Answer to last month's trivia:

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

The Escanaba and Lake Superior Railroad (reporting mark ELS) is a privately held shortline railroad that operates 347 miles (558 km) of track in Northeastern Wisconsin and the Upper Peninsula of Michigan. Its main line runs 208 miles (335 km) from Rockland, Michigan, to Green Bay, Wisconsin, and it also owns various branch lines and out of service track.

The railroad was founded as the Escanaba and Lake Superior Railway on November 17, 1898, by Isaac Stephenson, a local businessman, with seven miles (11 km) of track from Wells, Michigan, northwest. Over the next several years it built track to Channing, Michigan, where it connected with the Milwaukee Road. In 1900, the Milwaukee Road built a dock for iron ore transport near Escanaba, Michigan, and began using the ELS to access its new facility. As part of the agreement that allowed the Milwaukee Road access to its line, the ELS was reincorporated as the Escanaba and Lake Superior Railroad on February 12, 1900; it has used this name ever since. In 1902, the ELS built three miles (4.8 km) of track southeast out of Wells into the center of Escanaba.

In 1935, the Milwaukee Road moved its ore trains off the ELS and entered into an agreement with the Chicago & North Western Railroad (CNW) to jointly operate ore trains into Escanaba. Though the ELS petitioned the Interstate Commerce Commission (ICC) and later the US Supreme Court to be allowed to join the joint operations, it was blocked from doing so in 1938 by the Supreme Court.

In the 1940s, two major sources of traffic were developed near Escanaba—the Harnischfeger Corporation, which built large cranes, and the Escanaba Paper Company.[4] In the early 1960s, the ELS was purchased by the Hanna Mining Company.[4] In 1969, the ELS stopped serving the Escanaba Paper Company during a strike at the mill; in response, the mill's owners built a new connection to



NEUMANN'S CROSSINGS

by Bill Hupé

the CNW and Soo Line, and cut car movements on the ELS more than five-fold in two years, from 2,200 carloads in 1968 to 449 in 1970.

