

THE FLIMSY BOARD

Train No. 11 Vol. 44

Issue: November 2019



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

NEXT CLUB EVENTS:

November 4, 2019, 6:00 p.m. – Board meeting, at Kitsap Mall, Silverdale

November 4, 2019, 7:00 p.m. – BNMR Business meeting, at Kitsap Mall, Silverdale

November 9, 2019, 9:00 a.m. – 4th Division BOD meeting, Kent Commons, Kent

November 9, 2019, 10:00 a.m. – 4:00 p.m. – Boeing Employees Model Railroad Club SWAP Meet,
Kent Commons, Kent

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

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....

As you all know we now have our Clubhouse at the Kitsap Mall. I have been thalmost 6 days a week working on scenery and organizing our stuff. Bob , Bert, Bruce, Michael, Dick and new members Peter and Russell have been the working on the layouts and running trains. We have been open for 3 Saturdays and have had in excess of 500 people come in and talk Model Railroading and operate with us. Saturday operations have been great. Tom operated a very very long Union Pacific freight. Gary James, an ex-member, has come and operated his trains. Bob, Michael, Dick and I have operated too. We have gained 3 new members Peter Bieber, Russell West and Joe Raymaker. Welcome guys. This past Thursday we opened the doors for Mall management and Corporate types. They all enjoyed themselves. This month's Club meetings will be held at the Clubhouse in the Mall. This months 4th Div Clinic will be a surprise.

Model Railroading in Fun!

Bill



The Semaphore Board

November 2019

Don't forget the elections for club officers occur next month. All but two board positions are up for election. 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.

Bremerton Northern Model Railroad is entering into a new era. Bruce H and his committee have 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, 10 am to 3 pm, 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 Saturdays as much as possible.

As a result of our mall affiliation, our show schedule may change. We have already seen one of the effects with the cancellation of this month's Retsil Show, our last show of the year. The schedule has been modified to reflect the change. At our November Board meeting, the Board will consider additional changes.

Tom Barrett



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 Kitsap Mall, Silverdale

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 Kitsap Mall, Silverdale

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 (TBC)

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 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 Kitsap Mall, Silverdale

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 Kitsap Mall, Silverdale

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 Kitsap Mall, Silverdale

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 Kitsap Mall, Silverdale

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 Kitsap Mall, Silverdale

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 Kitsap Mall, Silverdale

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, 2019, 7:00 p.m. – BNMR Business meeting, at Kitsap Mall, Silverdale

August 11, 2019, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton

(TBC) August 23-31, 2019 – 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, contact the President to confirm

September 14, 2020, 7:00 p.m. – BNMR Business meeting, at Kitsap Mall, Silverdale (delayed one week because of Labor Day).

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

(TBC) October 2-4, 2020– SHOW – Lynden Lions Model Train Show, Lynden

October 5, 2020, 6:00 p.m. – Board meeting, contact the President to confirm

October 5, 2020, 7:00 p.m. – BNMR Business meeting, at Kitsap Mall, Silverdale

October 13, 2020, 7:00 p.m. – NMRA 4th Division Clinic at United Way Building, Bremerton

(TBC) October 16-18, 2020– SHOW – Gracie Hanson Center show, Ravensdale (Maple Valley)



ANNOUNCEMENTS

ITLA Scale Models (www.itlascalemodels.com): Is very pleased to announce their latest fine scale product line in laser cut wood: "Reinforced Concrete" Industrial Wall Systems in both N and HO scales!

Influenced by the designs of famed industrial architect Albert Kahn, these innovative Modular Wall panel kits can be combined to produce any size or shaped industrial complex with our ITLA tab-n-slot features.

Their N & HO scale Industrial Wall panel systems feature: Fine scale laser cut window frames with "positionable" center sashes & pre-cut glazing; seldom modelled "broken window pane" filler plates; separate etched brick inserts enable no-mask painting; interchangeable components in each wall panel allow for the ability to customize window or etched brick insert placement; wall panels can be section cut & "stacked" to produce additional wall height (add or even remove stories); and friction-fit components enable quick mock-ups of building shapes.

Scale Trains (www.scalettrains.com): Announced available for the first time in plastic HO scale, the Rivet Counter™ series F68BH Flat Car features a set of distinctive upright "finger racks" near each end of the car which helps secure their rebar lading. Often called "candelabra cars", our model features unique tie-downs, deck with transverse risers, early H-shaped jacking pads, and more. These cars were built in the late 1960s and remained in service for several decades.

Frenchman River Model Works

(www.frenchmanriver.com): Announced they are making great progress on the main building for the Cannery Complex. The masters and molds are complete, and they have the display kit put together and painted. They are going to be putting the final details in place in the form of signage in the next few days and finalizing the instructions. They plan to be shipping before November 15, 2019.



RAILROAD TRIVIA

How many miles of track does the Southern Railway of Vancouver Island operate?

Answer in next month's Flimsy



Answer to last month's trivia:

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

The Chicago and North Western Transportation Company (reporting mark CNW) was a Class I railroad in the Midwestern United States. It was also known as the North Western. The railroad operated more than 5,000 miles (8,000 km) of track as of the turn of the 20th century, and over 12,000 miles (19,000 km) of track in seven states before retrenchment in the late 1970s. Until 1972, when the employees purchased the company, it was named the Chicago and North Western Railway (or Chicago and North Western Railway Company).

The C&NW became one of the longest railroads in the United States as a result of mergers with other railroads, such as the Chicago Great Western Railway, Minneapolis and St. Louis Railway and others. By 1995, track sales and abandonment had reduced the total mileage to about 5,000. The majority of the abandoned and sold lines were lightly trafficked branches in Iowa, Illinois, Minnesota, South Dakota and Wisconsin. Large line sales, such as those that resulted in the Dakota, Minnesota and Eastern Railroad, further helped reduce the railroad to a mainline core with several regional feeders and branches.[1] Union Pacific (UP) purchased the company in April 1995 and integrated it with its own operation.

The CNW was known for running on the left-hand side when running on double track mainlines. In the United States, most railroads used the right-hand track along double-track mainlines, while left-hand running was more common in countries where British companies built the railroads. According to a display in the Lake Forest station, the reason for this was a combination of chance and inertia. When originally built as single-line trackage, the C&NW arbitrarily placed its stations on the left-hand side of the tracks (when headed inbound toward Chicago). Later, when a second track was added, it was placed on the side away from the stations so as not to force them to relocate. Since most passengers waiting at the stations were headed toward Chicago, the inbound track remained the one closest to the station platforms. The expense of reconfiguring signals and switches has prevented a conversion to right-hand operation ever since.

NTRAK Musing

By Bert Cripe

“Public Show Ideas” by Chuck Lamien

Reprinted by permission from the NTRAK Newsletter Sept/Oct 1988

This past April, Northeast N-Trak displayed its NTRAK layout in the Boston Museum of Science. We considered this a significant opportunity to show off our hobby to the general public in an environment that leads one to think that everything inside is of "museum quality". As a result of this experience, I think we learned something that we might pass on to other NTRAKers.

Prior to our showing at the museum, we were visited by a member of the museum staff at a Greenberg Show where our layout was displayed. She liked what she saw, and her young son was fascinated with the layout and trains. However, she commented that she felt isolated from the people running the display.

As a result, she set up a briefing session for us at the museum prior to our exhibit. The subject of the briefing was "How to Interface with the Public". It was determined that our purpose was to display our hobby to the public and as a result, interest others in model railroading and not to just run trains while the public watches.

In general, people do not care how many trains you are running on the same track, if it keeps the operators so busy avoiding catastrophes that they can't answer questions. In other words, don't look so busy or involved with the train running that the public finds you unapproachable. Obviously, someone has to be running the trains, but there should be others who are available to respond to the crowd. Members should also circulate outside the layout to mingle with the people. All members should wear something that identifies them as part of the display (club shirt, jacket, hat or at least an easily seen badge) so the public will know who to approach.

Actually, prior to this, I thought Northeast N-Trak did a pretty good job of interfacing with the public, but from an outsider's point of view this was not the case and is something that we all should be constantly mindful of.

Recently, I visited an NTRAK display, set up for the general public and experienced first-hand what the Museum of Science was talking about. There were six or seven NTRAK people very busy running trains, making sure that they stayed on the track, fixing switches and fiddling with the track interconnections between

NTRAK Musing

By Bert Cripe

modules. One happened to be talking to someone standing outside the layout. I stood to one side hoping that I might get a chance to talk to this person next. Needless to say, the conversation between these two went on forever (or so it seemed to me). Then, due to some disaster elsewhere on the layout the NTRAK person rushed away to take care of the problem. I walked away disgusted after waiting so long.

Eventually, I did come back and managed to get someone's ear, but at that point the thrill of the moment had long since passed and I left generally disappointed with the experience.

So, if we really want to promote this wonderful hobby of ours, we should try putting ourselves in the general public's shoes. We should cater to what we perceive their needs to be and in particular be identifiable, approachable and available.