



[BNMR is a 100%
NMRA Member Club](#)

Watch your email and the website for news about meetings and clubhouse opening under Phase II.



Photo submitted by Mike Bay

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THE FLIMSY BOARD

Official Publication of the Bremerton Northern Model Railroad, Inc

The club is incorporated in the State of Washington as a non-profit and is recognized by the IRS as a 501 (c)(7) social club. We are a 100% National Model Railroad Association (NMRA) membership club. We belong to the NMRA's Pacific Northwest Region (PNR), 4th Division.

FLIMSY BOARD STAFF:

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Submittal deadline is the 25th of the month. Copyright 2020 BNMR, Inc.

Unless otherwise noted photos are by the Editor.

MEETINGS NOTICE:

The regular Business meetings are held on the first Monday of the month at the clubhouse in the Kitsap Mall, Silverdale, beginning at 7:00 PM. If the first Monday is a holiday, the meeting will be rescheduled to the second Monday of the month. The January meeting is our annual dinner meeting held at a local restaurant.

Board meetings are held at a time and place set by the President. Refer to the Calendar below.

OFFICERS:

President:..... Bruce Limerick
Vice President: Bob Jensen
Secretary: Bill Hupé
Treasurer : Wes Stevens
Sergeant-at-Arms: Ray Hagele
Directors:..... Bert Cripe, Mike Boyle,
Dick Stivers, Russell West

Web Site:..... <http://www.bnmrr.org>

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

AUGUST CALENDAR

The Mall reopened in with reduce hours. Access to the clubhouse is limited with caution to avoid the spread of the virus. Expect more news as the details are determined and announced.

For true and responsible virus information please visit the CDC website:

<https://www.cdc.gov/coronavirus/2019-ncov/index.html>

FROM THE EDITOR'S DESK

Kitsap County has been experiencing an increase in virus case since it went into phase 2. I hope none of you are getting lax in your mask use and social distancing!

I have been participating in ZOOM meetings with both the 4D and the Free-mo N guys from around the country. There is much talk about Santa Clara and Reno in 2021. One of the guys in the Free-mo N group is on the planning committee for the National Train Show. But some of the group are considering the N Scale Convention in Reno which is about two weeks after the NTS. Time will tell which either of them I will attend, if any.

Remember to refer to the website Staffing Schedule if you desire to go to the clubhouse and, *please*, be sure to let me know dates and times so I can post them!

.... BC



Sea Port Model Works has a new website. They carry an assortment of marine related structure and boat kits mostly in HO scale but a few in N scale. There is also an assortment of scratchbuilding fittings for marine related projects, mostly in HO scale, but again some in N scale.

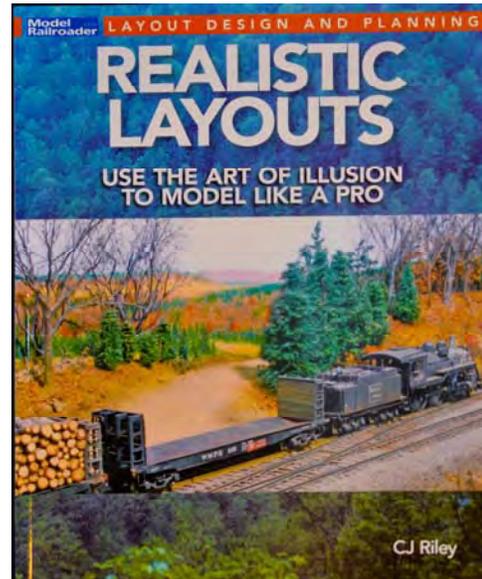
The website includes a gallery of inspiring photos submitted by customers.

I have ordered from them and felt the service was fine - no complaints.

<https://seaportmodelworks.com/>

.... BC

BOOK REVIEW



Realistic Layouts, Using the Art of Illusion to Model Like a Pro

I recently got my autographed copy direct from the author, CJ Riley. It can be ordered from Kalmbach Publishing or from the author if he still has copies. Refer to ordering info at this Grab Iron post: <http://4dpr.com/cj-riley-book-the-art-of-illusion/>

I consider this book not a “how-to” but instead a “what to do and why” type of book. There are ten chapters, each with a list of “Learning Points”. The book is well illustrated with both prototype and model photos on almost every page.

I have found the book to be inspiring and recommend it to anyone building a layout or even just a module. Actually, it would be especially relevant for a module since a module can represent a small scene which would not be overwhelming to visualize and build.

.... BC



ON THIS DATE ...

August 8, 1829. The Stourbridge Lion steam locomotive's trial run on wooden track crossing the Lackawaxen River on a wooden trestle in Pennsylvania. The wooden track top surface was covered with wrought iron strips secured with wood screws. More at <http://www.waynehistorypa.org/page/s-lion>

August 25, 1877. Joshua Lionel Cowen (Cohen) was born in New York City the eighth of nine children. From the National Railroad Hall of Fame: "In 1899 at only 22 years of age, Cowen filed his first federal patent for a battery-powered device that ignited a photographic flash. He named it the "Flash Lamp." The device so impressed U.S. Navy officials that they gave Cowen a \$12,000 contract to produce 24,000 detonators for underwater mines. With that money, Cowen and a partner set up a production facility in a Manhattan loft in 1900, and incorporated as the Lionel Manufacturing Company for the purpose of, "the manufacture of electrical, mechanical and industrial appliances . . . and toys." More at <https://www.nrrhof.org/joshua-lionel-cowen>

August 20, 1879. Ralph Budd was born in Waterloo, Iowa. He eventually became chief engineer of the Oregon Trunk Railway, a subsidiary of the Spokane, Portland and Seattle. He later became chief engineer of the whole SP & S. In 1912, Budd became the assistant to the president and chief engineer of the Great Northern Railway. At the age of forty he took over as the company's president. No relation to Edward Budd of the Budd Company.) More at <https://www.nrrhof.org/ralph-budd>

NEW MEMBER REPORT

No new members in July.

August 28, 1830. The Tom Thumb steam locomotive impressed railroad officials during an impromptu race against a horse-drawn car. Unfortunately the horse won when the loco had a belt slip off a pulley. The Tom Thumb was built by Peter Cooper from improvised parts including the use of rifle barrels for boiler tubes. More at <https://www.mysticstamp.com/info/this-day-in-history-august-28-1830/>

August 29, 1876. Charles F. Kettering was born on a farm near Loudonville, Ohio. After college he worked for the National Cash Register Company, then in the auto industry co-founding the Dayton-Engineering Laboratories Company now known as Delco which was eventually sold to General Motors. Kettering was instrumental in the evolution of the modern automobile, but we should know him for his work on diesel engines eventually to be used in EMD locomotives. At the time of his passing in 1958 he held more than 140 patents and possessed honorary doctorates degrees from nearly 30 universities. More at <https://www.nrrhof.org/charles-f-kettering>

.... BC



Prototype photo submitted by Peter Bieber

TRACK PLAN OF THE MONTH

This is the first in a series of articles using track plans taken from switching puzzles that appeared in *Model Railroader* over twenty years ago.

This puzzle appeared in the December 1989 issue: <https://mrr.trains.com/issues/1989/december-1989> (not currently in my collection).

Below is my rendering of the track plan made from the original image.

While the article described a puzzle requiring the reader to figure out how to switch Coal Canon following a set of rules, I offer the track arrangement here as inspiration for a track arrangement on an NTRAK module.

Note that this image is not drawn to a scale since the original magazine image lacked a scale.

This then becomes a puzzle for the builder to figure out how to adapt the track plan to a standard size NTRAK module (normally 4, 6, or 8 feet long).

I hope this series of articles will inspire someone to add some switching opportunities to a module for the benefit of all our enjoyment.

My first thought would be to locate this scene so the siding comes off the Blue line by moving the runaround track to the opposite side, that is towards the backdrop. The two sidings would come off of the runaround track which would make switching moves very easy from either direction.

.... BC

SHARED CONTENT

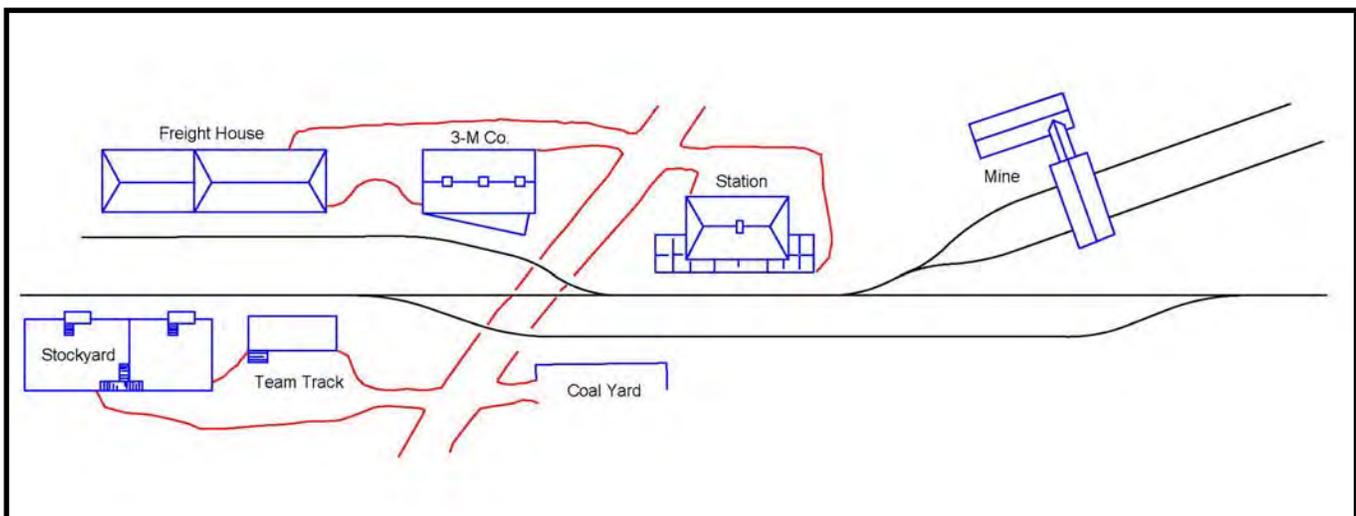
During this time of isolation, without group access to our clubhouse, finding content about our club is difficult. So, I thought it might be a good idea to reach out to other newsletter editors to suggest we share content.

On the next two pages you will find material from the Great Falls Model RR Club in Auburn, Maine. I want to thank Terry King, editor of the *Signal*, for allowing me to share some of his material with you!

If you enjoy the article, please consider sending Terry a 'thank you' message at:

greatfallsmodelrailroadclub@yahoo.com

.... BC



EASTERN MOUNTAIN COASTLINE RAILROAD EMC RR (part 2),

by James Long

In last month's edition of *The Signal*, readers were introduced to the Eastern Mountain Coastline Railroad (EMC), the fictitious railroad that my son Darin, my brother Bob and I began in 2001 and work on as time permits. EMC owns and operates the Selkirk Yard and the full servicing facility. Trains come into the huge Selkirk Yard, where freight is broken up and sorted for delivery by EMC to Jersey Central, to and from the paper mill at Linden, and serving the railroad barge on the Hudson River. Since the first article was written, EMC no longer delivers raw iron ore to the steel plant. As will be explained later, the iron mine has changed hands and Duluth, Missabbe & Iron Range motor power and ore cars now run over EMC tracks. EMC still delivers the sheet steel and heavy steel for truck frames to the Ford Motor Company. Ford, which has a huge stamping plant and forging mill to produce fine cars and heavy trucks in Illinois, is a substantial customer for EMC railroad.

This month's article will describe the challenging project involved in creating the scenery for the backdrop behind Selkirk Yard. The two window openings in the wall behind the yard are recessed three inches from the blank walls flanking them on both sides. Bob and I put 1/4" luan plywood over the sheetrock, using small nails. This way the nail holes filled in with primer and paint, which is quicker than patching screw holes. After painting the blue sky, Bob added clouds with white and gray paint.

By expanding the yard into the recessed areas of the windows and putting buildings there, we had another three inches of depth to work with. Instead of having just a long plain expanse of flat wall with low relief

buildings, the two recessed areas provide another dimension. There are low relief buildings on the long length of the wall before it turns and offsets into the recessed window areas. Then the scenery goes around the corner into the extra depth, giving the layout a completely different appearance. This makes the L-shaped buildings a left and a right configuration on both corners of the window. I left an area between the buildings for a street to come through. In the background I placed a picture of a city street, looking down the street into the distance. (The perspective may not be quite right, but I can change the picture if I find a better one.) Between the two buildings in each window, the wide open sky above the city street had destroyed the illusion of perspective. There was too much contrast between the street sky and the backdrop sky. Using a slight variation, I solved the problem differently in each window.

To solve the perspective problem in the first window, I connected the two L-shaped buildings with a second-story building on top of them. The second floor goes over the street, hiding the open sky. As the attached photos show, this also funnels the eye into the depth of the picture, adding to the illusion of distance.

In the railroad area of this window, the trailer trucks needed more room to drive up the street between the buildings and back into the loading docks. I used foam roadbed upside down to make hot top between the tracks and over the ties. This allows the trucks to drive out onto the tracks and then maneuver back to the docks. The flashing crossbuck lights warn them of any approaching train on the mainline tracks, and dispatch will signal the yard crew about the trailer trucks in that area. One of the pictures shows the crossbuck and another shows the

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EMC RR (part 2) EASTERN MOUNTAIN COASTLINE RAILROAD

By James Long

tool and method I used for quickly slicing the foam road bed to the correct thickness.

Two of the buildings in this first window, as well as the low-relief buildings along the wall, were made by kit-bashing “Pike Stuff Kits.” Four-sided buildings can be turned into low relief buildings for a fraction of the cost of buying flat relief that covers the same large area. Because of kitbashing freedom, one kit can cover three feet of low relief with a more interesting appearance, as illustrated by the different roof lines of the buildings pictured along the wall. It took a lot of Pike Stuff Kits to make each of the modern buildings. Both the green building and the blue building are Pike Stuff Kits. Pike Stuff is easy to work with. It cuts easily, glues together well, and has recessed cut marks for all the window and door openings on the back side of the panels.

In the next window recessed area, the style of the old building created with an old, old Schrafts kit is in marked contrast to the modern Pike Stuff Kits. The Schrafts kit uses cast resin, which was much harder to work with. The variety of buildings helps to establish the illusion of time and illustrates the length of time the railroad has existed. The railroad is more than 175 years old. The steam era is represented with a 400-ton coal-ing tower, round house, ash dump, and water tanks. It has all the things a steam-powered locomotive would have needed, including steam-supporting operations on other sections of the railroad, such as at the Jersey Central Yard.

