

THE FLIMSY BOARD

Train No. 11 Vol. 45

<http://www.bnmrr.org>

Issue: November 2020



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

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



Oscar Meyer comes to town.

Photo 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.

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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:

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

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

NOVEMBER CALENDAR

The Mall reopened 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

The 4th Division ZOOM meetings are working out well and I have found them enjoyable to participate in.

Last month Jack Hamilton did an Achievement Program Merit Award evaluation online using ZOOM which was made available for viewing by others. It was the first time I had the opportunity to observe how an evaluation is conducted. I found it instructive and it removed the 'mystery' about how this process works. I hope more of these evaluations are shared — I think using ZOOM for the process will encourage more of us to participate in the program.

The last few pages of this issue contain material shared with us by the Great Falls Model Railroad Club of Auburn Maine. Their editor, Terry, has been very supportive of this effort to share newsletter content. I hope you enjoy what he has to offer and if so, would you please send a thank you email to him at: terrenceking112@yahoo.com

Pete Bieber contributed a short book review for this issue and I thank him. I think some of you must be doing some reading or modeling during this time of limited outside activity. Please consider sharing a few sentences with your fellow club members here on these pages.

.... BC



Photo submitted by Bob Jensen

PRODUCT REVIEW

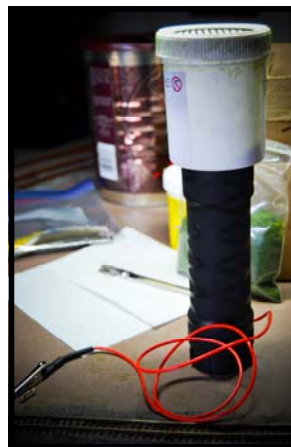
This is a follow up to my article in the February *FLIMSY* about the War World Scenics (WWS) Pro Grass Micro static grass applicator. First off this is not a 'micro' applicator but about the same size as most other makes and certainly larger than their 'Detailer' applicator.

The unit is powered by one 9 volt battery and is said to develop 15Kvolts with a battery life expectancy of 60 hours. WWS is a company based in Wales, UK. The company produces an wide range of scenery products as well as structures and such, perhaps not as extensive as Noch.

In addition to the applicator, I purchased Noch's static grass glue. Kathy Millatt claims it does not skim over as fast as diluted PVA - so I wanted to test that product also.

My impression of the WWS applicator is that it is well made and easier to use than my old, inexpensive converted strainer applicator. Two features, shown in the photos below, that I appreciate are the fact that it stands upright for loading and the electrode is inside the grass hopper thus preventing those annoying short circuit pops.

(Continued on page 4)



ON THIS DATE ... NOVEMBER

1st, 1867: The first railroad locomotive to operate in Kansas south of the Kaw river made its initial crossing of that river at Lawrence on this date.

1st, 1887: Building southward from Colorado the Atchison, Topeka and Santa Fe Railway reaches New Mexico via the Raton Pass, beating out their rival company the Denver and Rio Grande.

16th, 1916: The San Bernardino Santa Fe depot, a wooden structure built in 1886, was destroyed by fire. Construction soon began on a new \$800,000 depot featuring mission-style architecture with domes, towers, and a tile roof. It opened in July 1918. Depot restoration began in 2002 and reopened in 2004.

18th, 1883: At exactly noon on this day, American and Canadian railroads begin using four continental time zones to end the confusion of dealing with thousands of local times.

November, 1917: During World War I, In an attempt to prioritize freight shipments deemed essential for the war effort, an unintended consequence occurred. Since most traffic moved from west to east, eastern terminals and yards became severely congested, resulting in a major shortage of some 158,000 freight cars by November of 1917. The solution was the nationalization of the railroads the following month by President Wilson.

November, 1939: EMD's four unit FT demonstrator set #103 began an 11 month, 84,000 mile tour of the country. The four units produced a combined of 5,400 horsepower.

.... BC

NEW MEMBER REPORT

No new members in October.

PRODUCT REVIEW, CONT.

(Continued from page 3)

For this test I decided to give a generous application of the Noch glue over the entire area destined to receive the static grass as shown in the photo below. This area is about 5.5 by 18 inches and has some mounds somewhat like the Mima Mounds south of Olympia. I took my time so as to give the glue a chance to skin over as a test. It took me about 20 minutes to apply the 4 mm grass. I applied the grass several times since I had to reload the hopper several times. I only put a small amount of grass in the hopper each time since I was not sure how much I would use. The glue took the grass well and I was pleased with the results. I ended up using much more grass than I expected but I am pleased with the results. I felt the glue didn't skin over.

I am very pleased with the unit and the glue and would recommend either for use. At \$75.00 I feel the WWS applicator is a good buy.

A word of caution about these units - persons with heart conditions or implanted electronic devices should not use them.

.... BC



BOOK REVIEW

SPSF *Power in Color, the Railroad that Never Was* by Ed Mackinson.

This book would make a great addition to any one's train or railroad library more so for anyone passionate about the Southern Pacific or Santa Fe.

Its three Chapters or Sections are:

Introduction

Part One: Southern Pacific

Part Two: Santa Fe

Introduction:

May 1980: SP and AT&SF explore merger proposal

August 1980: Talks terminated

End 1983: Railroads Parent Corporations merged to form Santa Fe Southern Pacific Corporation

Mar 23rd 1984: Application submitted to Interstate Commerce Commission (ICC) to merge railroads

Oct 1st 1984: ICC begins hearings

Sure of a favorable outcome railroads start to paint locomotives in their fleet into Southern Pacific Red and Santa Fe Yellow. Railfans refer to the new paint scheme as Kodachrome as it reminded them of their favorite Kodak slide film.

Summer 1985: Painted units start to appear including cabooses. Over 400 units are painted with over $\frac{3}{4}$ being Santa Fe.

June 24th 1986: ICC denies merger request

June 30th 1987: Appeal denied

Painting ceases and the parent company is required to divest one of the railroads, Southern Pacific

Part One: Southern Pacific

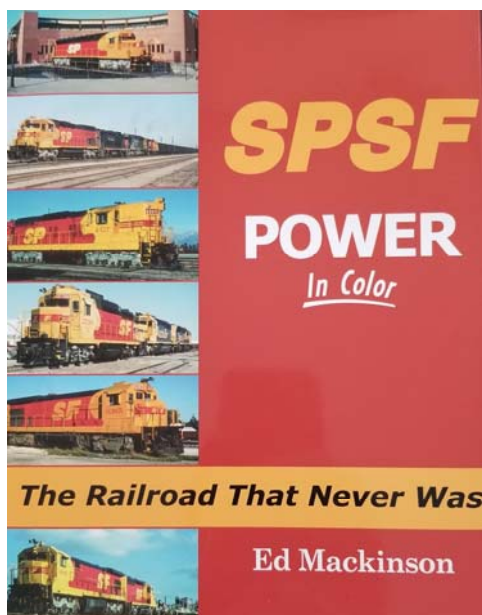
Part Two: Santa Fe

Each of the two parts has color pictures, many half page and even full page, of the engines by model painted into the Kodachrome Scheme. Cabooses included.

Moring Sun Books, 1st edition published 2018

ISBN: 978-1582486659

.... *Pete Bieber*



A Note About ISBNs

For more than thirty years, International Standard Book Numbers (ISBN) were 10 digits. On January 1, 2007 the ISBN system switched to a 13-digit format. Now all ISBNs are 13-digits long.

There is more to this numbering system than perhaps you care to know, but you can read about it here:

<https://rb.gy/w0wkyx>

You can even buy an ISBN when you self-publish your own book.

TRACK PLAN OF THE MONTH

This is the fourth 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 June 1992 issue: <https://mrr.trains.com/issues/1992/june-1992> (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 Cundy's Harbor 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.

This track plan must be straightened out along its length and compressed front to back to fit on a

module. I would suggest using the NTRAK option of adding 6 inches to the rear of the module. I suggest locating the harbor between the Blue and Yellow tracks on the module thus a bridge would not be needed on the Red and Yellow tracks.

The lift bridge could actually be made using an operating bridge marketed by AHM and others back in the 1980s. I have one of these I am animating on a Free-mo N module.

.... BC

SHARED CONTENT

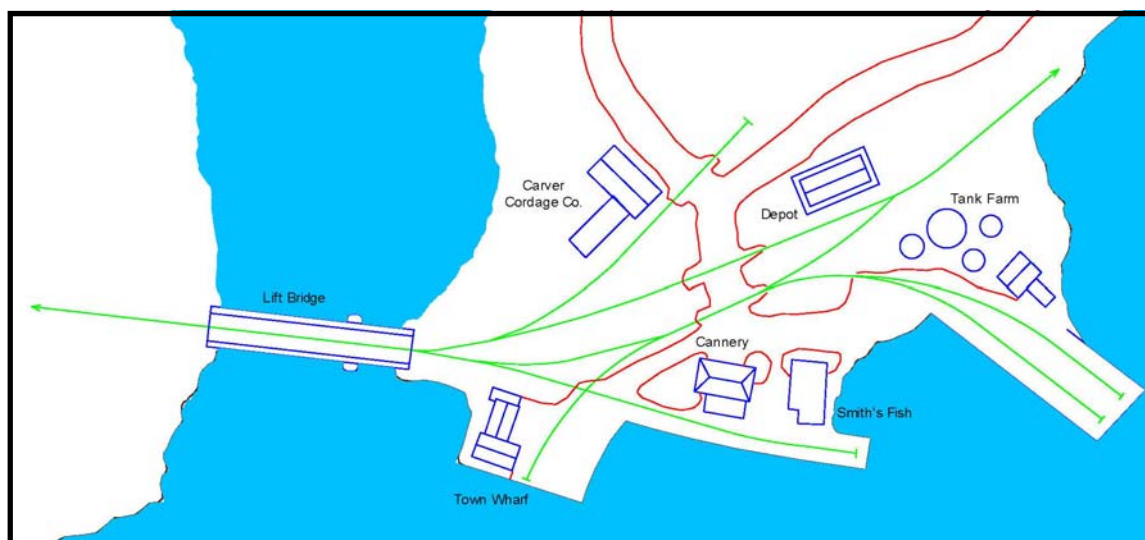
During this time of isolation, without group access to our clubhouse, finding content about our club is difficult. So, I thought it might be a good idea to reach out to other newsletter editors to suggest we share content.

On the next few 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:

Terrenceking112@yahoo.com

.... BC



Cundy's Harbor Track Plan

MODELERS FORUM

By Kent Waterson

The (masked) Modeler's Forum met on Thursday, September 24, for more information sharing and display of modeling skills.

Bob Willard started off the evening displaying a boom & mast for the ship he presented last month. Due to the lack of any specific information on the vessel, Bob had found plans for a similar boat (a "stick lighter"). Using those plans, he constructed an assembly jig (often just as complex as the final part) and built the boom & mast.

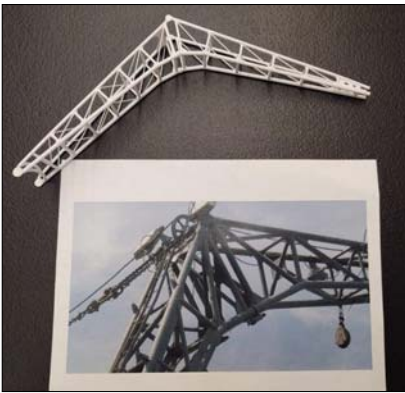
Carmen Anastase returned with the commuter rail locomotive that he has been working on. Carmen showed the chassis that had been milled down by Jamie; he is now working on attaching the body. With no internal locating steps on the inside of the shell, it is difficult to find the correct height for mounting the shell to the body. Carmen solicited suggestions on how to temporarily fasten some styrene L-channel strip stock to the body such that a proper depth could be located before permanently mounting the channel. Various glues were suggested from Aleen's Tacky Glue to SoBo fabric glue.

Kent Waterson then presented some more components for the ship diorama he is constructing. Part of the diorama will include some aircraft that will need to have rivets added. To assist in the task, he purchased a set of "Rosie-the-Riveter" ponce wheels. The various tools gave a variety of rivet spacing.



Kent also presented his current work on a crane

that is mounted on the quarterdeck. The crane was entirely scratch built from various styrene rod and sheets. The crane is about 2/3 done and he hopes to complete it by next month. To go with the crane, various size sheaves are needed. To fit that need, he printed a set of sheaves on his 3D printer.



Dexter Baum was up next and showed a poster which was the inspiration for his layout. The waterfront railroad is named Acadia Dock & Terminal. Dexter brought with

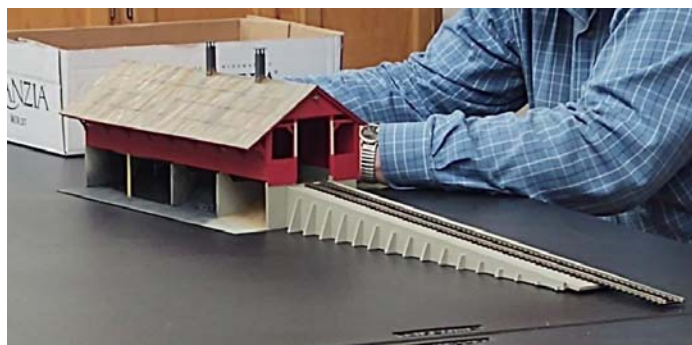
him a Climax 50 Ton Two-Truck steam locomotive (that Jamie had painted for him), a pair of hopper cars (one loaded) and an American Refrigeration Company reefer. Dexter also showed some of the various kits he has purchased that fit his theme and will occupy the layout. Two kits were from Bar Mills: Cundy Village and Franklin & South Manchester and a BEST kit General Store & Post Office.



(Continued on page 8)

(Continued from page 7)

Larry Cannon then presented his completed coal dock that he had displayed last month when it was still a work in progress. The coal bays are filled with coal made from a foam interior covered with scale coal and then glued and dull-coated to hold in place. To add to the bays, he built a coal loader from various scrap pieces in his parts box.



Last up was George Pritchard with a variety of 2' gauge pieces he had recently completed. Many of these pieces had set idle for some time waiting for detail parts. Recently he was able to find a few collections of those Grandt Line parts with which he completed the models. The rolling stock included a generic flat car, a gondola for coal, and a tank car based on a car from the Bridgton RR. The tank car was built from a pair of kits to give the desired length and completed with the previously mentioned detail parts. Last was a wooden boxcar built to represent Bridgton RR car #67. The piece is yet to be painted but he hopes to have it completed (with lettering) by next month.



The meeting adjourned about 8:15. Again, the variety of items provided much discussion and interesting information on techniques for building and detailing.

MIDDLETON NORTH STATION

By Dick Clark (aka "Gizmo")

At one of our G-gauge work sessions on the 3rd loop, John Middleton asked if it would be possible to place a building in the blank space by the window. I asked, "What type of a building would you like to see there?" Without hesitation, he replied, "I want a passenger station. I think it would look great there."

After a few attempts, we finally agreed on the building that you see at Toot 'n Chug Railroad in the picture taken on August 29. The name of the station is "Middleton North Station" and Ray Parent volunteered to make the sign for it.



The red building (seen on next page-Ed.), which was still under construction at that time, was designed for a space on one of the sidings on the club's G-Gauge layout. The name on this building is "Gizmo's Train Maintenance Parts." Raw material would come to the site and parts would be made and shipped out to the customers per their specifications. "If we make it, you'll need it."

After working on this project for some time, I have finally completed it. On Saturday, September 26, Ray Parent and I went to the club house and installed the Middleton North Station in its permanent location on the upper loop of the G-Gauge layout.

Ray made the sign with his 3-D printer. Two windows will be added to the front of the building at a later date. One photo of the layout shows the scene before placing the building. If you look closely in the window of the picture of the station, you will see John looking out over the layout checking on operations.



WYOMING & WESTERN

By Tom Jones

Hi, my name is Tom Jones. Some of you may remember I left Maine for Colorado some 7 or 8 years ago. I still maintain my Great Falls' membership and read the newsletter each month so thought I would take Paul up on his request for articles and let you know what I have been up to.

I built the new "Wyoming & Western" in a large room over my garage and shop. Still Union Pacific and CB&Q, I have been building the layout for about 7 years now. 4 000+ feet of HO scale track and over 380 turnouts later I am 99.9% finished with track work and 90% finished with electrical. I have started some scenery but have a long way to go. I belong to a club here in Grand Junction (Grand Valley Model Railroad) and we have a web site and face book page if you are interested. We have our own building with an HO scale layout based on the Rio Grande RR in the 1950s. We also have an active group of G scalers who have an extensive outdoor layout here as well. Ten months of the year people are playing outdoors in the mountains and it is hard to get them together to play trains -- but we try. Attached are a couple pictures of the layout. If you get to Western Colorado, drop me an email at tom-jones4884@gmail.com and I will invite you to visit my expanding empire.



A Young Man and His Love for Photography and Trains

By Leigh Stevens

Railroading has spurred many different types of followers over the years. Some people like operations, some like modeling, some like the sounds, some like the images. For Josh Stevens, it started at a very early age. As with many children, it started with a love for Thomas the Tank Engine. When Josh was three, his family moved to Livermore Falls. Their home has a view of the Rumford Branch. This got him hooked on his love for trains.

When Josh turned 10, he decided he wanted to take up photography. With limited means, Josh used his Nintendo 3DS to take videos and photos of trains going through town. His love developed as well as his talents. When Josh was 12, he got his first video camera and the videography took off. He developed his YouTube channel, Rumford Branch Productions, which has featured almost daily videos. Most of these videos show the Rumford Job going through Livermore Falls with occasional videos showing other locations.

This was fun, but Josh wanted to expand his talents further. For his 15th birthday, he got a new camera. This opened a whole new artistic avenue for him. As with anything new, it took some time for his talent to develop. After a while he was taking some very nice photographs of trains. Discovering new perspectives and techniques have been a constant with him.

Seeing the talent developing, his parents urged him to enter some of his works in the area agricultural fair exhibition halls. Concerned his work would be overlooked, he was apprehensive about entering his artwork. However, after some convincing, he decided to give it a go. He was not disappointed. At Oxford Fair, he scored two first place ribbons and a second-place ribbon. This encouraged him to go further. Two entries at the Cumberland Fair scored a first and second place. He got brave enough to give Fryeburg Fair a try and came out with a first, a second, and a fourth-place prize.

While still being a fun hobby for Josh, this experience gave him the courage to develop his talents further. Josh and his dad, Leigh, can be seen many places near the rails snapping photos. Josh has also started a Facebook page for his photography, going by the same name as his YouTube channel, Rumford Branch Productions. The latest venture has been learning how to use Lightroom to edit his work to bring out the quality of the photos. This year, Josh is also getting an invitation from Pan Am Railways to submit some of his work for consideration in their annual photo calendar.

What started as a young boy's fascination with the big, loud, and clunky diesels going through town has turned into a young man's exploration of his abilities and talents. This has been a very fun experience for Josh and his family, venturing out to find the trains and get some photos. His parents are very proud of how he has developed as a photographer and hope he can go further with his talents. Time will tell.

(Photos appear on the next page.)

YouTube Channel:

<https://www.youtube.com/channel/UCgqtOcpauCWjk1w8N4P8avg/videos>

Facebook:

<https://www.facebook.com/Rumford-Branch-Productions-103797737665002>



BM 326 leading a snowy PORU across Main Street in Livermore Falls.



The last CMQ job 211 crossing route 1A.



NBSR 6200 leading a job 908 across route 171 in Wytovitlock, ME. Falls.



MEC 380 leading a PORU across Depot St. in Livermore Falls.