

THE FLIMSY BOARD

Train No. 12 Vol. 45

<http://www.bnmmr.org>

Issue: December 2020



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

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



A Wedding at the town church.

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:

President:..... Bruce Himmerick
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/>

DECEMBER 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>

N DIVISION REPORT

Work continues on the new return loop mountain. Building a mountain using foam for the mass of the structure requires cutting pieces to make the basic shape, then gluing them into place in layers to build up the shape. This results in hours of waiting for the glue to dry. Therefore, I pursue other work during those waiting periods. Making trees is the task I am undertaking during those waiting periods.

I found a YouTube video I felt was a good tree-making method, so I ordered some of the recommended filter material. I have attempted the filter method before, but I didn't get the results I wanted. Two links for this different material were provided – both at Amazon. The presenter stated it came from Lowes, so I searched that website for it but didn't find it listed. I ordered one sheet from Amazon. The paperwork that came with the material was from Lowes! I'll provide a link to the video in part 2 of the mountain building article.

I found this method and material simple, quick, and I like the results better than the bottle brush trees I was making. I will still use the bottle brush method since it results in a slightly different looking tree. It is good to have some variety in the forest! Since getting the filter material on November 20th I have completed 70 trees – working about an hour or so at a time then waiting for glue and paint to dry!

In other news...

I have been working with JMRI and my home DCC system to learn some of the controls that are available. I figured out how to monitor the command station slots, control track power on/off, and operate DC64 stationary decoders all from my computer.

I have another, older laptop running Windows XP. My plan was to configure it to run JMRI than donate it to the club. I have one last step to make it work but that has become the show stopper. I cannot get a com port created

which therefore prevents JMRI from connecting to the PR3 interface. I have one last hope and that is to download and install all the XP Service Packs I can find. The computer had a fatal failure several years ago which resulted in a complete reload of Windows - didn't work well so a new Windows 10 machine was bought.

The space between the fiddle yard and the command station is only about two feet wide which makes it very difficult to access the DCC cart. The simple solution would be to move the cart, but why take the easy way out? I have been thinking about making two new modules only two feet long located such that there would be another two feet of clearance. A big benefit would be to add a turnout on each of these new modules on the Blue line. One would be a short stub siding serving a new customer. The other turnout would be connected to the long stub siding on the module that has access to the fiddle yard through the tunnel. That would result in another passing siding that would function as a set out track for a customer.

I have most of the material to make these two new modules, just need time and space to work on them. I checked with Wes and found we have money in our N Division budget - I will be able to fund the rest of the materials needed from that source. Building a new yard for my home layout is eating a big hole in my personal hobby budget!

The December NTRAK Zoom meeting will be on Saturday, the 12th at 1 pm Pacific time. These meetings are conducted by the [NTRAK](#) organization and announced by email to their members.

In case I forgot to mention this before, Harold donated a 250 foot spool of two conductor DCC buss wire for our use. I have it at home. If any N Division members need some for an NTRAK module let me know. Thanks Harold!

.... BC

BOOK REVIEW

Diesel Detailing Projects, Prototype modeling in HO scale

“Here’s a collection of 22 HO scale diesel detailing projects from some of the hobby’s finest modelers. Learn how the experts kitbash, modify, and paint locomotives to make them look just like the prototypes! You’ll find techniques suited to any skill level – from beginner to advanced ...”

While dated, in that the machines covered are from the 1990s and before, these projects are still very relevant to our hobby. While some modelers like contemporary equipment, many of us prefer to model bygone eras and bygone machines. Locomotives range from F3s and RS-3s to SD45T-2 units - switchers and slugs to mainline road engines.

Step by step instructions are included for some of the projects with line drawing illustrations and bills of materials. At the back of the book are an index and a list of suppliers and manufacturers (most likely out of date for several of the listings). None the less this book should be a great help for anyone wishing to super detail a

locomotive and especially for those pursuing the Motive Power Achievement Program Certificate. While it is out of print, we have a copy in the club’s library and it can be found on Ebay.

Kalmbach Publishing #12161, ISBN 0-89024-263-1, © 1995

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Southern Ry. GP49

Conrail B23-7

Soo Line's Maroon and Gold F3

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Rock Island GP7

Amtrak F40PH

Seaboard Mothers and MATE

Southern Pacific SD45T-2

CP Rail Action Red GP38

CSX Transportation B36-7

Indiana Harbor Belt SW1500

Detroit Toledo & Ironton GP40

Milwaukee Road's Hiawatha-scheme SD40-2

Denver and Rio Grande SD40T-2

General American Transportation Corp. MP15

Illinois Central GP38-2

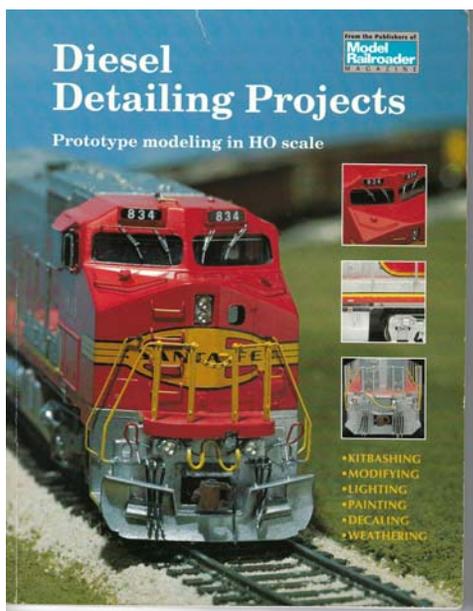
Union Pacific GP20

Wisconsin Central SD45

Chicago, Burlington & Quincy U25B

Central RR of New Jersey RS-3

.... BC



PACIFIC CAR & FOUNDRY

PART 1

Railway Steel & Supply Company
Seattle Car Manufacturing Company
Seattle Car & Foundry Company

Reprinted with permission of Mid-Continent Railway Museum. This article along with illustrations can be found here:

www.shorturl.at/agmOR

Citations, (indicated by {xxx}), in the body of the text can be found with links in the article at the above website.

Pacific Car & Foundry had its beginnings at Seattle about 1901, when William Pigott set up the Railway Steel & Supply Company. (Whether it was Railway Steel & Supply or Railway & Steel Supply is not clear. The PACCAR corporate biography itself uses both names interchangeably.)

Initially the firm dealt in rails, railway supplies, steel, pig iron and coke. It soon went into the business of building logging trucks (not trucks one would drive, but railway trucks to be placed under each end of a log, sometimes called “disconnects”). And shortly thereafter it became a distributor of Climax locomotives. As if this wasn’t enough, the firm went into the business of fabricating structural steel ... by hand.

On 11 February 1905, William Pigott, with several friends and family members, established the Seattle Car Manufacturing Company, with a capitalization of \$10,000 (the equivalent of roughly \$200,000 in today’s buying power). The new company took over the truck building business, inventory and machinery of Railway Steel. In June, a plant was opened at Humphrey (now Youngstown), west of Seattle, on land leased from another Pigott firm, the Seattle Steel Company. Seattle Car built only equipment for the logging industry, particularly log hauling railway

cars. By 1906 it was producing 10 cars a day.

But capital was short, and in January 1906 it was increased ten-fold to \$100,000. With the increase in business made possible by additional machinery and facilities, the company decided to expand from only logging equipment into building all sorts of wooden railway cars.

As capacity improved, business improved, and soon capitalization of the company was increased to \$250,000 (the equivalent of roughly \$5 million in today’s buying power). A 120-acre site was purchased near Renton, and construction began on a new, more modern factory in the summer of 1907.

But then on the night of 12 August 1907 the Seattle plant was destroyed by fire. Up in flames went virtually the entire works, including a huge stock of valuable lumber and a great number of finished cars. As was usual, the loss was only about ½ insured. To add insult to injury, the railroad that had ordered the cars that were under construction cancelled the order.

All the usable materials and recoverable machinery were moved to the site of the new plant. But the worst was yet to come. The bank panic of October 1907 dried up capital and car orders fell off to nothing, with most outstanding ones being cancelled. To protect its assets and remain viable, the company went into voluntary Receivership.

The tactic worked. The Renton plant was completed, orders picked up, and by October 1908 the company’s debts were paid in full and the Receivers discharged. Once again, capital was increased: this time through a \$100,000 bond issue.

(Continued on page 6)



PACIFIC CAR & FOUNDRY

PART 1 CONTINUED

(Continued from page 5)

About this time, the company introduced a “connected” logging car, meaning the trucks, which had formerly been separate and held together only by the log load, were held together by a central beam. This was a much safer arrangement, and it quickly caught on. These cars were sold under the “Hercules” trade name.

In 1909, the company opened plants in Portland, Oregon, and Richmond, California. By that time it had control of the Holman Car Company of San Francisco. {245}

In 1911, as the company expanded its lines and built more and more non-logging cars, it was renamed Seattle Car & Foundry Company.

“In the eight years from 1910 through 1917, the company built an average of 656 railway and 107 industrial cars per year, mostly to handle logs. Of the 840 cars manufactured in 1910, for example, 300 were boxcars for the Northern Pacific, but most of the remainder were cars and trucks designed to transport logs.” Among the products manufactured were box, flat and gondola cars, logging cars, trucks, bunks and chocks, caboose cars, camp cars, contractors dump cars, push cars, quarry cars, track construction cars and tram cars. {73}

In August of 1917, the company merged with its biggest west coast competitor, the contracting firm of Twohy Brothers Company of Portland, and emerged as the Pacific Car & Foundry Company. The merger was an uneasy one, for the Twohy brothers and William Pigott did not see eye-to-eye on company finances. Nevertheless, it now gave Pacific Car & Foundry plants in both Renton and Portland.

In 1918, the company received an order for 2,000 steel boxcars from the United States Railway Administration, which had taken over the railroads 26 December 1917 shortly after the United States entered what would become the 1st

World War. The tension between William Pigott and the Twohy brothers dictated that the order be split between the plants, so both plants had to be upgraded to handle the volume.

But by 1920, with the war over and the railroads returned to their owners, general car building orders shrank, largely due to the railroads deciding to build their own cars. The shipbuilding business, into which the Twohy brothers had ventured, floundered. And the lumber camps and sawmills laid off workers as the price of lumber dropped.

The one bright spot on the horizon was the company’s line of logging trucks (and here we do mean the kind you drive). In 1915 the company had designed and developed a motor truck with a two-wheeled trailer for hauling logs. The truck-trailer—known as the “Universal Trailer”—had become widely used during the ensuing years, and now became the primary product of the Renton plant.

Meanwhile, the Portland plant was successful in obtaining orders for building and repair of refrigerated cars, and this eventually became its specialty.

By the time William Pigott retired in January 1921, the company had built more than 7,000 logging cars and countless refrigerated box cars. It had pioneered in safety features such as air brakes and an open-framed design that reduced injuries to loggers. And it had developed the two-wheeled trailer pulled by a motor truck that quickly became an industry standard. The Portland plant was producing refrigerated box cars and repairing train cars under contract, while the Renton plant built a variety of train cars and motor trucks. Pigott predicted the demand for railroad rolling stock would decline (after being over-built, perhaps, by the USRA, which had relinquished control of the railroads just six months earlier).
(To be Continued)

BUILDING A MOUNTAIN

PART 1

After completing the track work and applying some static grass to the new NTRAK return loop I decided a tunnel would be a nice addition.

The first order of business was to learn how to build a tunnel liner. Two magazine articles helped with that task. The photo below shows how crumpled aluminum foil was shaped over a foam form. The crumpled foil gave the tunnel liner a blasted rock shape. The second photo shows the two liners after being covered with vinyl spackling and plaster cloth.

The third photos illustrates how I used pieces of insulating foam to build up the mountain's shape. The foam was cut and carved with a hot wire foam cutter. Packing "peanuts" were glued in places to help give form and support for the plaster cloth that covers the foam.

The last photo shows the plaster cloth applied over the foam shape. Not visible is the removable section that is behind the mountain and will be covered by the skyboard. The removable section allows access to the track for cleaning, maintenance, or retrieval of derailed trains.

The last photo, bottom right, shows some of the new trees awaiting planting on the mountain slopes.

In part 2 the final shaping of the mountain, application of spackling to develop a smooth surface, painting and the installation of the trees and other scenery materials will be covered.

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ON THIS DATE ... DECEMBER

3rd, 1967: The Twentieth Century Limited made its last run.

15th, 1926: Denver & Interurban Railroad ended operations.

15th, 1930: The Tucson Street Railway was converted to buses

16th, 1941: The M-10000 streamliner is retired after running over 899,000 miles in revenue service.

18th, 1956: The City of Las Vegas begins revenue service with the leased General Motors Aerotrain.

24th, 1944: Union Pacific received its last new steam locomotive: FEF-3 Class 4-8-4 #844.

25th, 1830: The Best Friend of Charleston became the first regularly scheduled steam passenger train in US history.

27th, 1937: A new 14-car City of Los Angeles train, powered by the 3-unit set of EMD E2 locomotives LA-1-2-3, joins the M-10002 streamliner.

.... BC

NEW MEMBER REPORT

No new members in November.



Prototype photo submitted by Pete Bieber



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

MODELERS FORUM

By Kent Waterson

The Modeler's Forum meet with the faithful few on Thursday, October 22. Covid-19, work responsibilities and other reasons limited the participants to Bob Willard, Dexter Baum, George Pitchard and Kent Waterson.

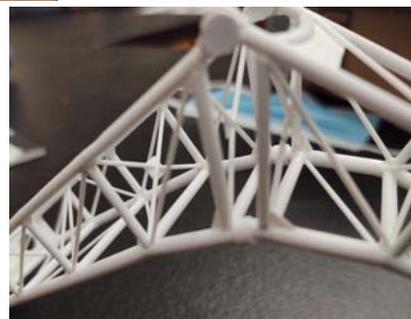
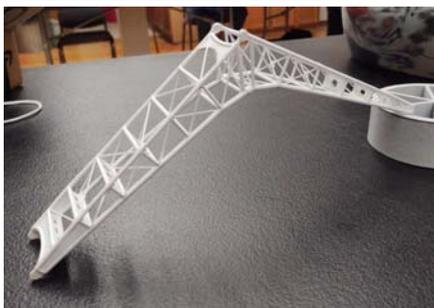
Although Bob did not bring anything to present, he updated us on his work of dismantling his 2-rail O-Scale layout and making preparations to install the "Narrow-minded Guys from Maine" On30 layout.

Dexter mentioned that he is thinking of scratch-building a turntable for his proposed layout, which triggered a wonderful discussion on the subject. George retrieved a set of plans from the library that would perhaps be useful, giving Dexter somewhere to start.

George then presented a series of 2' gauge cars he showed last month. Since the last month he had been able to paint and decal and/or dry letter the various models. He used three colors of boxcar-type reds: a true Boxcar Red, an Oxide Red, and a Tuscan Red. (I won't attempt to say which is on which car as I always seem to get these details wrong!) All the cars were based "more or less" on various prototypes; the locomotive was based on the Sandy River #9. George gave an encyclopedic history of each of the cars and where they deviated from the prototype.

Last was Kent with an update on his battleship diorama. The hull sides were covered with fiberglass cloth and resin, with final shaping using automotive body filler. The deck is covered with sheets of styrene. He showed pieces and parts for the gun shields on the quarterdeck and discussed challenges with forming the rings of styrene. At this point George asked, "Why don't you use brass?" It's simple things like this that make the Forum invaluable. The collective ideas of the group result in a better final model. Thanks, George!

The meeting adjourned about 8:00, but it was a profitable hour. We welcome others to come and share your knowledge. We are all the better because of it! Next month's meeting date is to-be-determined (the 4th Thursday is Thanksgiving). We will email out the date when it is set. Hope to see you there.



EASTERN MOUNTAIN COASTLINE RAILROAD

EM RR (part 3)

By James Long

(Part 2 Appeared in the August *Flimsy*)

(Related photos appear on the next page)

Throughout the summer months, my son Darin, my brother Bob, and I have made a lot of changes on our layout, the Eastern Mountain Coastline Railroad. We are really making progress towards completion and look forward to an open house next summer, including the 2021 Great Falls Model Railroad picnic.

The 400-ton coaling tower is in its permanent place. Sitting next to the turntable and roundhouse are the major overhaul shop, the car shop and the engine rebuilding shop with the machine tools to do complete engine overhauls

The north end of the yard now includes improvements to the coastline and the city. Two-inch Styrofoam pieces raise the elevation from the yard to add scenic dimension; and the Styrofoam is cut in a curve to follow the mainline track. This is faced with plaster rock castings we made to indicate that space for the tracks was cut into the stone. The other side of the rocks is lower – dropping back down to the original bench level for the ocean. Again, there is a rock face. A building sits on the raised level, with its basement at ocean level. I construct buildings, modular style, in the living room on quarter-inch thick plastic sheets.

The next step is to cover that area of the layout with scenic sheet material for ground cover, trees, bushes, and rock outcroppings. The product we use is “Shaper Sheet” by Woodland Scenics, which comes in a convenient roll. This heavy aluminum sheeting has a soft fuzz covering and is the perfect way to add scenery to your layout. It is ready for spray adhesive and ground foam of grass, earth and dirt. You can wrinkle it up to make bumps and rises, and it will hold any shape you create. It can be hollow or sit tight to something. I use spray paint to cover the white material, and then spray adhesive to hold the grass, dirt and other details in place. This is much faster than any other system. The hill scene on top of the mountain took about 20 minutes from start to finish, including trees.

The photos with this article show the method and the results. One photo shows the ocean, buildings, lighthouse and rock shoals. Another picture shows the wrinkled Shaper Sheet painted to create the ocean. I used four colors to make the ocean with waves: cerulean blue, phthalocyanine green, permanent green light, and permanent blue light. The crests of the waves were highlighted with white paint.

If you read the latest *Model Railroader* article on new techniques for scenery, consider the amount of time and work it took them to create the supporting structures to hold up the hillside. Then add the time and work that was needed to cover it with a tinted texture product to hide the screening. There is a multiple-step process that is NOT necessary with the Shaper Sheet. The cost savings alone is great; and the time saved, if doing a large layout, is a plus also. The convenience of using spray paint from a can or using an air brush is so quick compared to brushing it on and needing two coats in some places. With spray adhesive to set ground cover into it, the project is done. Bushes and trees look so good when set in place on the Shaper Sheet.

I hope you'll try this scenic sheet material. Shaper Sheet by Woodland Scenics is quick and simple to use. Have fun!

