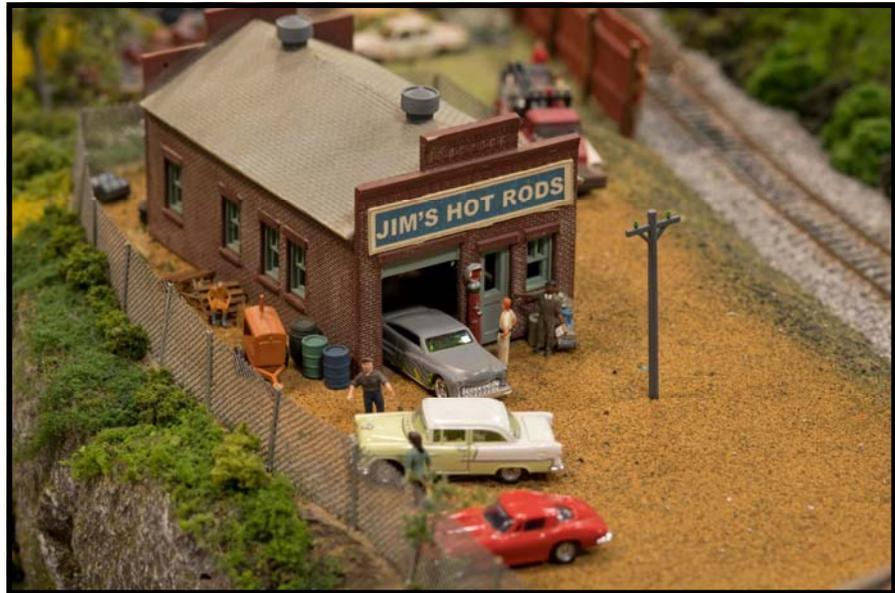




[BNMR is a 100%
NMRA Member Club](#)

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



*Jim's Hot Rods Shop on the HO layout.
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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Email: bert@wavecable.com

Submittal deadline is the 25th of the month. Copyright 2021 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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Dick Stivers, Russell West

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

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

MAY 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>

TRACK PLAN OF THE MONTH

The Third Street Industrial District is the seventh in this series using track plans taken from articles that appeared in Model Railroader over twenty years ago.

This track plan appeared in the November 1985 issue <https://www.trains.com/mrr/magazine/archive-access/model-railroader-november-1985/> (in the club's collection).

Below is my rendering of the track plan made from the original image. Note that this plan is not drawn to a scale.

The article describes a 2 by 10 foot HO switching layout that would be easy to expand later. It would be easy to construct as a Free-mo module or with some minor changes as an NTRAK module. As usual, I would situate the track off of the Red line on an NTRAK module.

The plan might fit on a 6-foot module, but an 8-foot module set of two 4-foot sub-modules, adding the optional 6-inches to the rear,

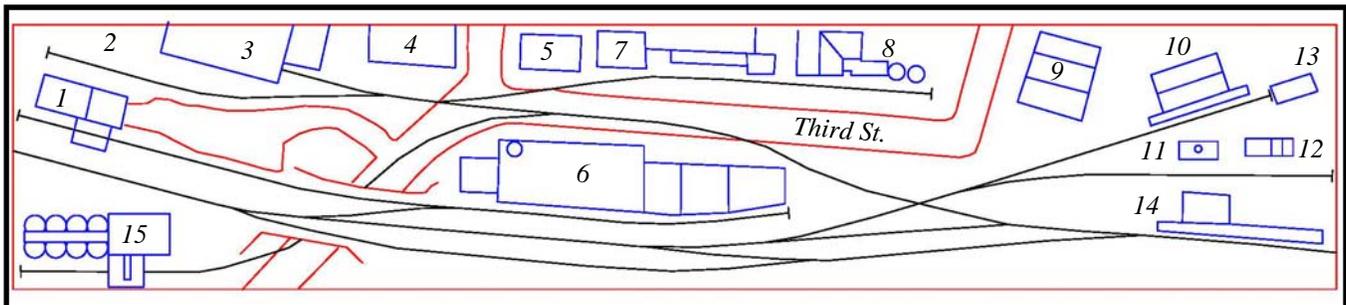
would provide more room for cars, buildings, and scenery.

The article gives a brief description of how to operate on this track plan. A transfer train drops off inbound cars on the siding and leaves with the outbound cars. The District owns its own switcher which is stationed by an old caboos acting as the yard office (#12). The switcher then spots the inbound cars at their appropriate locations. During the next ops session the switcher moves the outbound cars to the siding for the next transfer train to take away.

This is the kind of module that provides a great deal of operation for both an operator stationed at the module and for another operator, running a main line train, on the rest of the layout.

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

.... BC



3rd Street Industrial District Track Plan

Key to Structures

- | | |
|---|---|
| <p>1. Conglomerate Aggregate—sand, gravel, cement, etc.</p> <p>2. Rust-Bangor scrap yard</p> <p>3. Chilsom Refrigerated warehouse</p> <p>4. The Grain Exchange</p> <p>5. Bank of Vitoria Falls</p> <p>6. Gristle Packing Co. (slaughterhouse & stock pens)</p> <p>7. Phlaud Furniture Co.</p> <p>8. ISP Paint Co.</p> | <p>9. Vitoria St. townhouses</p> <p>10. Freight house</p> <p>11. Fuel oil tank for fueling switch engine</p> <p>12. Third St. District Office (old caboos)</p> <p>13. End loading ramp</p> <p>14. Highlands Station</p> <p>15. Mildue Malting Co.</p> |
|---|---|

BOOK REVIEW

Realistic Model Railroad Building Blocks By Tony Koester

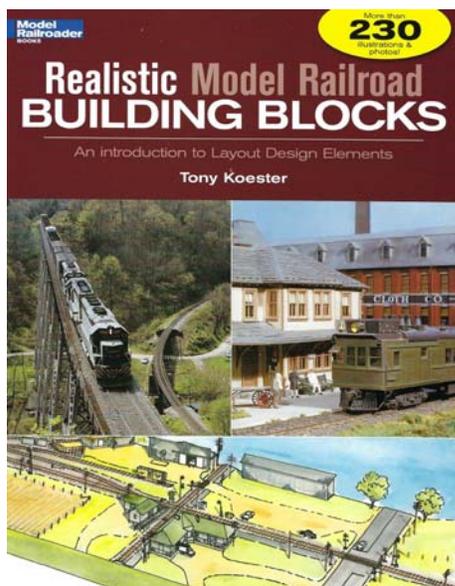
From the back cover:

“What is a Design Element? It’s a visually and operationally recognizable model of a small part of a full-size railroad.”

“Why should you use Layout Design Elements? By basing your track plan on scaled-down, selectively compressed versions of actual railroad sites, you can create a realistic and workable model railroad without being a track planning expert.”

This book covers how to choose and model

- *Towns*
- *Junctions*
- *Yards*
- *Engine Terminals*
- *Industries*
- *Ports*
- *Bridges*
- *“Signature” Scenes*



My home layout is inspired by the old Seattle and North Coast Railroad, long gone from the Olympic Peninsula. While I have not attempted to model portions with much faithfulness, I have included several distinct features of the prototype. For example I have a rail-marine barge operation that allows me to bring cars onto and remove them from the layout to add operation interest, there is a wye at the rail-barge facility just as existed at Port Townsend; I have a grain elevator with a decal that closely matches the sign on the elevator in Sequim, I have a paper mill in the design stage, and a small saw mill just as the prototype had.

By using design elements of the prototype, my railroad has customers to serve that are realistic to the area I model and provide operations much like the real railroad. This has worked well for me since my interest is shortline and industrial railroading. My locomotive roster closely follows the prototype and I have a passenger train very similar to the actual one.

Available from Kalmbach Books.

ISBN 0-89024-368-9, \$19.95 cover price.

Table of Contents

- Chapter 1 - Layout Design Elements
- Chapter 2 - Towns and cities
- Chapter 3 - Junctions
- Chapter 4 - Industries
- Chapter 5 - Small and mid-size yards
- Chapter 6 - Engine terminals
- Chapter 7 - Signature scenes
- Chapter 8 - Bridges
- Chapter 9 - Railroading with a nautical flavor
- Chapter 10 - “Puzzle pieces” to plan a layout

.... BC

OFF THE MAINLINE

Hello all....

Another whirlwind month in clubhouse at the Kitsap Mall.

After being absent from the Mall for too long, I returned to our new home last month. What a difference! Bright and open, larger than our old home and no carpet to vacuum. I spent the first 3 or 4 weeks trying to organize and sort the "stuff" in the back room. The resulting stacks were separated in to save, sell, and give away. So here is how it is organized: just inside the back door are shelves labeled free; and inside the storeroom are shelves labeled for sale. The things labeled for sale are for club members to buy. No set price. Just pick what you want and donate what you feel is a fair price. Remember the money goes to keeping the clubhouse open. Come in anytime and check out the bargains. We still are maintain social distancing and face masks for the unvaccinated.

Our Board of Directors will be considering reopening to the public later this month. Maximum participation by all of us will be required to make this reopening a success. Details to follow.

.... Bill

HO Division Superintendent

Remember our continued growth depends on all of us!



Prototype photo submitted by Russell West

ON THIS DATE ... MAY

1st, 1971: Amtrak begins operation.

1st, 1989: Southern Pacific Transportation Co. and Denver & Rio Grande Western Railroad combined their two operating departments under a single operation, known as Southern Pacific Lines.

4th, 1993: Rio Grande Industries changed its name to Southern Pacific Rail Corporation (SPRC).

7th, 1960: Last Norfolk & Western Railway steam operation.

10th, 1869: Central Pacific and Union Pacific joined at Promontory, Utah, in Golden Spike ceremony. 1st transcontinental railroad in US.

12th, 1887: Southern Pacific Company acquired control of Oregon & California.

13th, 1869: Regular service inaugurated between Sacramento and Omaha. Connecting railroads provided service from the Atlantic.

14th, 1909: Chicago, Milwaukee & St Paul completed to Seattle, the last US Pacific Northwest transcontinental line.

21st, 1883: Denver & Rio Grande and Denver & Rio Grande Western completed through narrow gauge line from Denver to a Central Pacific connection at Ogden, Utah. Line subsequently standard gauged.

23rd, 1887: First official train arrived at new Canadian Pacific terminal over extension from Port Moody to Vancouver.

31st, 1870: Boston Board of Trade train arrived in San Francisco. 1st true transcontinental train to run from the Atlantic coast to the Pacific coast of the US.

.... BC



STEVE'S STRAIGHTS

Former Member Steve Strauss Remembers...

May greetings from Malvern and Ouachita Valley environs.

The COVID-19 pandemic appears to be abating in some areas. I am happy to hear about the larger space in Kitsap Mall for the club layout.

Turning to prototypes, Amtrak has made it to age 50. It was five years old before I first rode it. That trip was from Seattle to Ellensburg and back one weekend in April 1976. I took all three of these photos in 1976.

SDP40F No. 531, shown here in Ellensburg right after I detrained, was one of the first 40 of 120 delivered by EMD to Amtrak, as evidenced by the pointed cowl (the last 80 units had a flat panel on the cowl). Some of you remember that these locos fell from grace after they had frequent derailments. Most often, it was the lead truck of the second unit when they were running back-to-back.

I shot F40PH No. 203 in St. Louis just after detraining from the Chicago-St. Louis Amfleet-equipped *Ann Rutledge* to connect with the *Inter-American* to Malvern. Later the *Ann* and *I-A* were combined into a through Chicago-Texas train, which runs today as the *Texas Eagle*. Amtrak brought back the former MoPac name in the mid-1980s.

I shot the ex-Union Pacific E9 in Malvern on the point of the northbound *I-A*. The *I-A* ran with heritage equipment (all three of these photos predate Superliner equipment).

This is about it. Have a great summer.

YIMRR, Steve



EMF SDP40F on Empire Builder at Ellensburg, Wa., April 1976. Prototype Photo by Steve Strauss



EMD F40PH on Ann Rutledge at St. Louis, July 1976. Prototype Photo by Steve Strauss



EMD E-9 on Inter-American at Malvern, Ar, July 1976. Prototype Photo by Steve Strauss



N SCALE DIVISION REPORT

The cross-over turnouts on the two modules I built have PECO electrofrog type turnouts installed. These turnouts rely on the closure points to supply power to the frog. Unless the very small contact area on the rails is cleaned frequently power at the frog is hit or miss.

On the newest module built (the approach to the new return loop) I used PECO insulated frog turnouts. Even a tiny GE 44 ton loco can crawl through these turnouts without stalling.

I recently ordered eight new insulated turnouts to replace the ones on the afore mentioned modules. Prices have risen several dollars since my last turnout purchase but I was able to find a vendor with a reasonable price and low shipping costs.

Replacing these turnouts will be a bit of a chore that should keep me busy for several sessions. I also need to replace some flex track on a corner module where a slight kink exists.

In the coming months I hope to begin construction of a fourth corner module that will allow us to put a complete loop together. Unfortunately our new space in the mall has less room for our layout to grow (the HO layout faces the same problem). I hope to include a junction feature on this new corner that will allow a branchline to provide more track and running options.

.... BC



NEW MEMBER REPORT

No new members in April.

PROGRAMMING TRACKS

Last month's cover photo was a shot of our club's 'stand-alone' programming track. In this month's shared content section you can read about and see photos of test track ([page 11](#)).

Here are links to more examples online:

<https://model-railroad-hobbyist.com/node/31176>

<https://model-railroad-hobbyist.com/node/30510>

<https://www.railwaymodellers.com/build-a-portable-dcc-programming-track/>

https://www.youtube.com/watch?v=7UV89_WaW24

I covered my own set up in the April 2020 Flimsy: <http://www.bnmrr.org/flimsy/2020-04.pdf>

.... 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:

[Terrenceking112 @yahoo.com](mailto:Terrenceking112@yahoo.com)

.... BC

MODELERS FORUM

By Kent Waterson

The Modeler's Forum reconvened on Thursday, March 25, for sharing more information and displaying modeling skills. Back for another round were Bob Willard, Jamie Robinson, Kent Waterson, Larry Cannon, George Pitchard, Carmen Anastase, Dick Holman, and guests Brian & Riley Inch.

First up was George Pitchard with the table-top benchwork for a two-piece modular layout – a glorified test track for his 2' and 3' gauge models. He plans to take this unit to train shows once they start happening again. The modules were designed to fit on a single 6' table and to be transportable in his van.

Carmen Anastase followed, looking for ideas on fabricating some piping and couplers. He showed a few of his experiments and the original he's trying to duplicate. Not completely satisfied with the results, he sought



suggestions from the group. In the examples he presented, his material of choice was Evergreen styrene, but the sizes didn't work out. It was suggested that he look at Plastruct and see if they have some better options.

Dick Holman then presented his next "economical" solution to a small problem. Dick likes to use Woodland Scenic's Scenic Cement but does not like

the spray bottles they sell for laying down the cement. These sprayers have too much volume and a tendency to disturb the material you're trying to fix. His solution was found at The Dollar Store in the form of two small spray bottles that produce a much finer mist and are cheaper than the Scenic Sprayers.

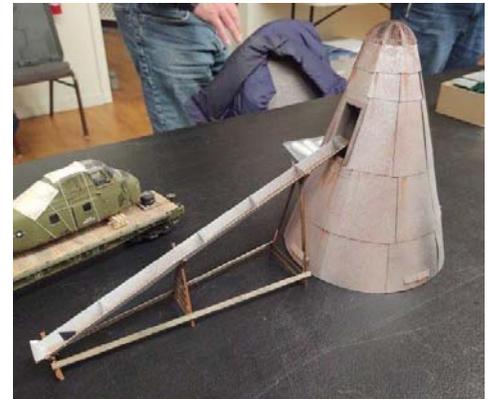


After Dick, Bob Willard presented an update on his conversion of an M30 to a log skidder. Bob didn't like the engine that came with the M30 and replaced it with a collection of parts from previous builds. After that, Bob showed a series of vehicles (all O-Scale) that he had created:

- A scratch-built truck that was built from a set of plans for converting a Monogram Mack Bulldog to a van. The plans were intended for 1/24th scale, but Bob used the scale drawing to make his truck.
- An early Dodge model from an English manufacturer. Bob cleaned off the decals and added a payload of bags in the bed.
- A model from his previous diorama of a Model T service truck. The cab was made from styrene while the fenders, hood, and running boards came from an original Matchbox model.

(Continued on page 9)

(Continued from page 8)



Brian Inch was up next with a model of a wigwam sawdust burner. Brian designed the kit and had it laser cut, making a very nice-looking model.

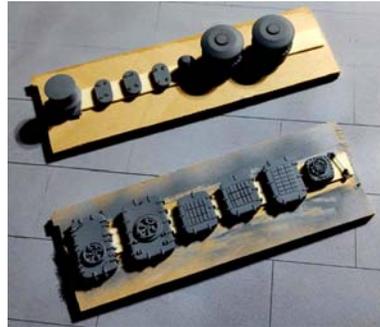
Riley Inch then presented an interesting flat carload with a military theme. On the flatcar was a Sikorsky H-34 helicopter that had suffered wartime damage. Riley did a great job with the modifications, war damage, and overall appeal of the model and flat car.



(Continued on page 10)

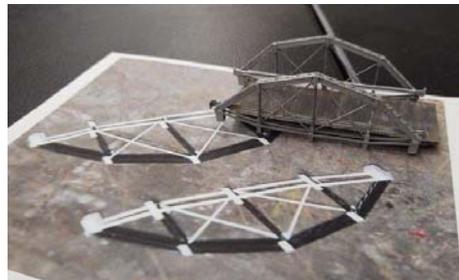
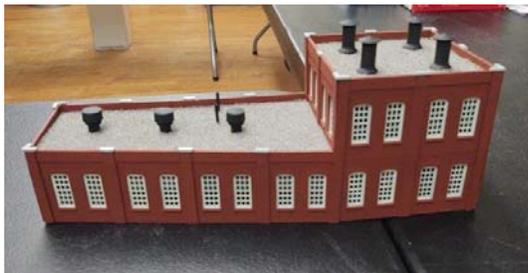
(Continued from page 9)

Kent Waterson was next with an update of his battleship diorama. The aircraft crane has now been completed. He also showed a collection of items (deck hatches, vents, etc.) that will be features on the deck of the ship.



Rounding out the night was Larry Cannon with an update of models for the Fairbanks Scale Co. annex on his layout. Larry explained the process of creating the new buildings from various building section pieces while adding strip styrene and casts of other building sections. New pieces included:

- A building with 9 over 9 windows specifically shaped to fit a spot on his layout.
- A bridge that went between a pair of buildings. Bridge was much modified with a core from a Central Valley bridge kit.
- A coal bunker built without a lot of references to go on. The mechanism to lift the coal into the bunker was modeled after the lifting mechanism of a garbage truck from the same era!
- A boiler house with a very tall stack.



It was great to see the variety of items presented and the skills on display. We invite anyone to come join us, even if just to observe and ask questions. We all learn by the questions that are put forward to the various presenters.

AN HO SCALE TEST TABLE / SWITCHING LAYOUT

By Kevin LaMarre

(See Photos on Page 12 and 13)

Model Railroaders are perhaps some of the most creative people I have ever met. In the short time I was in the hobby, I witnessed many interesting things that were “built from scratch”, “kit-bashed”, or made-over until the desired perfection was finally attained. Testing tables were no exception, as many enterprising modelers combine them with switching operations, giving them a “mini layout” while the “Big Pike” is under construction. It’s a great “temporary fix” to soothe the desire to operate while working on the main line...plus, it keeps your patience level somewhat manageable! This is the story of the mini-layout testing table that I built. Although details at the end of this article explain that I am offering my table for sale, I hope this article will give readers some ideas for building their own testing tables.

One of the under-used resources (and a real gem!) is the Great Falls Model Railroad Club library. The club is really fortunate to have the library, and I recommend that everyone use this valuable resource frequently. I can’t say enough good things about its great content and the way it continually grows with donations from members and friends. Duplicate copies of model railroad magazines are offered as complimentary gifts to visitors and members. You can’t miss them, all stacked up in the bookcases as you enter the club lobby. Between the library and these free magazines, I was able to learn a great many things in a rather short time. One of those things was the importance of having some sort of testing facility that is separate from the regular layout -- a facility that can also be used to test and repair both motive power and rolling stock.

The modeling magazines contained many examples of testing facilities. Some were very basic and easy to build and use. Others served as a full-range testing table and switching operation that could really put a locomotive through its paces. I finally settled on a fairly comprehensive plan that fit my needs and could be expanded upon later.

As I thought of other things that would be helpful in testing, I began to incorporate them into my own plan. I downloaded a free track planning application that was available online, and put together a rough format of what I wanted to have. This allowed me to record the details on paper so I wouldn’t forget them once I got started. I kept a master copy on hand for any revisions I decided upon.

The first thing I built was the testing module itself. The framework came from lumber I had hanging around. I made a base of ¼” plywood, then glued to it a 1” sheet of styrofoam to which the track and other items could be secured, and contours could be added later. The working surface measurements of the test area are 17½” x 67”.

Laying track took some time as I wanted to make certain the table had everything I needed. Since it was a test table and would serve as my “standard”, I wanted to make sure things were as “on the square” as I could make them. Even on a project as seemingly basic as this, I discovered that a certain amount of confidence is needed in one’s abilities, or procrastination and hesitation become constant but unwanted companions to the project! During one of those periods of hesitation, I decided to build a supporting table on which to hold the test table, building it to a size that could easily be slid under the main benchwork of my model railroad. I had two spare drawers lying around and incorporated them into the main table, adding some casters to the legs so the whole works could be easily rolled out and around when needed. My period of

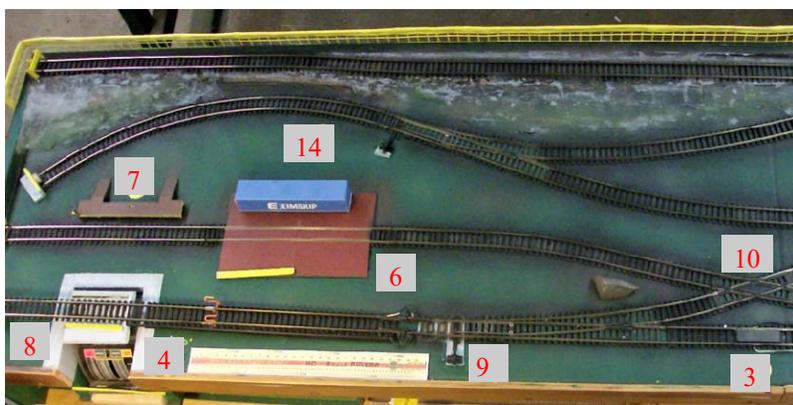
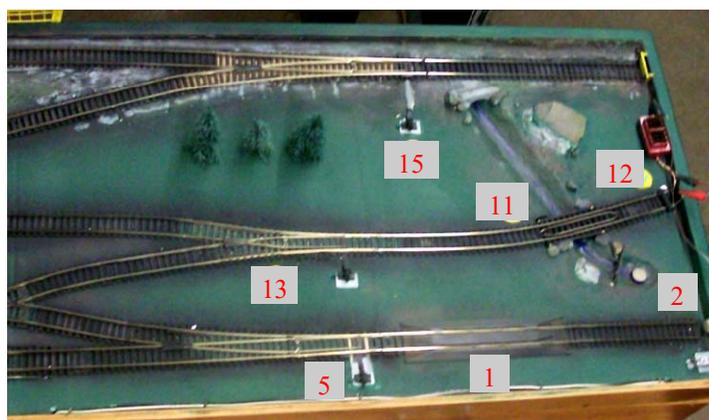
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P & H (*Procrastination & Hesitation*) actually worked to good advantage, as it resulted in a very fine table that supports the test table securely and serves as a handy work station for my locomotives and rolling stock during the testing and adjusting processes. There is plenty of space under the test area for keeping tools, paints, and instructions. The photos with this article show the completed main table with the testing table resting on it. The testing table can be removed from the main table if need be, by simply lifting it up and off.

When I was ready to lay track, I measured and then measured again to make sure everything was where I wanted it. I made a track profile on the foam and then went to work. I was surprised how little time it took to lay down and secure the track. Doing a bit of scenery work brought things to life. I marked off the “testing stations” by painting a yellow circle near each station and affixing a number in the circle to show the order in which to perform the testing process when things were completed. All that was left was to do some wiring, and add the necessary tools and such.

Under the testing area, I was able to store a cutting board, a bin for holding paperwork or instruction books, and a small sliding drawer to hold often-used tools. In the drawer I have stored the transformer that runs the table track, a smaller utility transformer, an older amp/volt meter, some pertinent paperwork & guidebook, and all the wiring needed to finish wiring the tracks to fully electrify the test table. I have only electrified a first section; but for someone who knows what they’re doing, completing the work will be easy. There is a hole in the back of the table to run power to the transformer so it can stay in the drawer.



(Continued on page 13)

(Continued from page 12)

This is a pretty comprehensive set-up, but it could still be modified should one want to do so. There's room for some buildings and more scenery. Once the remaining track is fully powered, it will be a fun little place to perform switching problems as well. I did run a few locomotives on it and they performed well as far as there was power, so I know it works.



Station #

Function

1. Re-railer to align wheels to the track
2. Coupler height & alignment station
3. Magnetic un-coupler tester
4. Weight scale for cars & locomotives
5. #6 right hand switch test
6. Street running test
7. Dock side clearance test station
8. Uncouple car from loco at Station 4 and run up 'scale hill' & back so loco can perform run around. Release brake to let car coast. Then re-couple loco to car
9. Left hand #6 switch testing station with slight curve in track
10. Crossover test station
11. Bridge crossing test station
12. Locomotives with motor: wheel cleaning station
13. Wye switch test with curve
14. 8 inch radius curve test
15. 2.5% grade test with level portion at top for stop and reversing

Dimensions:

Test Table by itself: 68 3/4" x 18" x 8" (tall)
Work Table by itself: 70" x 32" x 34 3/4" (tall)
Entire unit: 70" x 32 1/2" x 43 1/4" (tall)

