A Publication of the
BREMERTON NORTHERN MODEL RAILROAD, Inc.
Kitsap Mall, Silverdale, Washington

Form 19

THE FLIMSY BOARD

Form 19

Train No. 8 Vol. 46 http://www.bnmrr.org Issue: August 2021

BNMR is a 100% NMRA Member Club

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

Mountain Scene on the BNMR layout

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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:

Editor: Bert Cripe

Submit Contributions to: Bert Cripe, 2398 Jefferson Ave SE, Port Orchard, 98366.

Email: bert@wavecable.com

Submittal deadline is the 25th of the month.

Unless otherwise noted photos are by the Editor.

MEETINGS NOTICE:

The Board meetings are held on the first Monday of the month at the clubhouse in the Kitsap Mall, Silverdale, beginning at 6:00 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.

Business meetings are held on the Thursday following the Board meeting at 6:00 PM at the clubhouse. 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, Ray Hagele
Librarian..... Tom Barrett
Web Site:..... http://www.bnmrr.org
Facebook:..... https://www.facebook.com/groups/1988490354736510/

AUGUST CALENDAR

2nd..... Board Meeting, 6 pm at the clubhouse.
5th..... Business Meeting 6 pm at the clubhouse.
7th..... Open House 11 am to 3pm.
14th..... Open House 11 am to 3pm.
18th..... Modelers Forum 6 pm at the clubhouse.
21st ..... Open House 11 am to 3pm.
28th..... Open House 11 am to 3pm.
28th & 29th ..... Annual Swap Meet, see website for details

BNSF SD75M 288 & 255 book casing ex Santa Fe GP60B 343. Photo taken South of Kalama, WA
Prototype Photo taken July 2021 by John Forsythe.

ex Santa Fe GP60B 330. Photo taken near Burlington, WA
Prototype Photo taken April 2017 by Bert Cripe.

B units do not have cabs and thus must be operated in tandem with a regular locomotive.

"4-axel road switcher GP60B cabless 'B' units were purchased exclusively by ATSF.
23 GP60 B units were built.... Taking advantage of the cabless configuration, the dynamic brake equipment was moved forward and away from the prime mover. Santa Fe 325–347 were the only GP60Bs." -Wikipedia

More photos here: http://www.rrpicturearchives.net/locoPicture.aspx?id=14582

…. BC

BOOK REVIEW

The Model Railroader's Guide to Industries Along The Tracks 2.

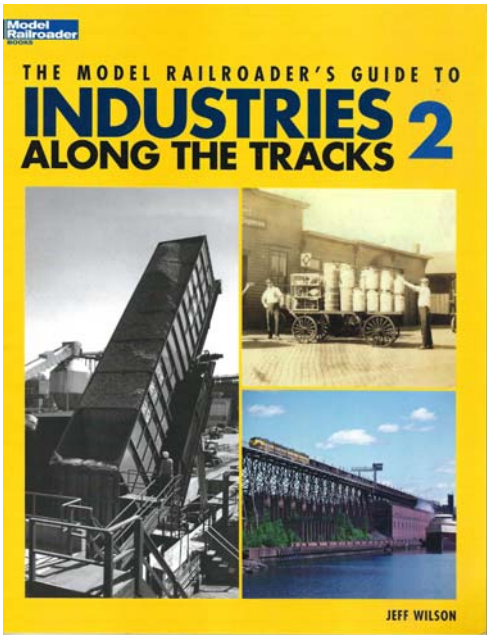
By Jeff Wilson

From the back cover:

"Accurately modeling industries and their traffic is a key to building and operating a realistic model railroad. *The Model Railroader's Guide to Industries Along The Tracks 2* explores six industries: coal (dealers and users), milk, breweries, iron ore, paper, and merchandise traffic. Written with modelers in mind, the book includes prototype photos, drawings, and information that will enable model railroaders to accurately replicate these industries — and traffic — on a layout."

Each chapter includes:

- Authentic photos of rolling stock, structures, and equipment
- Detailed information on rail operations
- Historical overview of the industry
- Informative description of industrial processes
- Handy references to available models



ISBN 0-89024-658-0

Kalmbach publishing

This book is out of print so prices vary greatly. My copy does not list a cover price. Shop with care to get a reasonable price!

Table of Contents

The bibliography provides 56 additional sources of information on the various industries. I was especially interested in the chapter on the paper industry since I have a paper mill planned for my home layout.

At this point in time there have been four books published in this series. Only volume four is still available from Kalmbach.

…. *BC*

Prototype photo submitted by Russell West

STEVE'S STRAIGHTS

August greetings from Malvern and Ouachita Valley environs.

The heat western Washington is experiencing doesn't look as bad, at least from the Weather Channel map, as it appears farther south. We're about to get the edge of that same hot high pressure dome here. Some of the smoke from the western fires has made for a red sunset in northwest Arkansas.

Here's some good news. No. 4014 is coming through Malvern again on the 26th. This time, instead of turning back northwest at North Little Rock, he continues on up the U.P.'s former Mo-Pac main line to St. Louis. I think I mentioned in a former *Steve's Straights* that a railroad museum curator once told me the U.P. Big Boy is the only steam locomotive that is the antecedent of a masculine gender pronoun. No. 4014 has a brother engine No. 4018 at the Museum of the American Railroad in Frisco, Texas, and No. 4006 at the National Museum of transport in Kirkwood, Missouri.

Below is one of my early attempts at railroad photography. I shot this Alco FA-1 and EMD F-7B in Malvern when I was fifteen, using an Ansco Flash Clipper with Kodak Verichrome Pan film in the 616 format. So the photo obviously wasn't Joe Collias or Richard Steinheimer caliber. Note that I did think to pan the camera as the loco was approaching. Incidentally, Kodak stopped making 616 film about 1985.

This is about it. Have a great rest of the summer, and try to stay in out of the heat.

YIMRR, Steve

ON THIS DATE ... AUGUST

1st, 1917: The Savannah and Atlanta Railway (not yet Class I) acquires the property of the Savannah and Northwestern Railway.

1st, 1921: The Denver and Rio Grande Western Railroad, a subsidiary of Western Pacific Railroad, begins operating the former Denver and Rio Grande Railroad.

1st, 1946: The Seaboard Air Line Railroad acquired the former Seaboard Air Line Railway, in receivership since December 23, 1930.

4th, 1948: The Texas and Northern Railway is incorporated to take over the existing private railroad of the Lone Star Steel Company. It immediately becomes Class I.

5th, 1918: The Colorado Midland Railroad ceases operations after entering receivership on July 1, 1918. A piece at the east end continues to be operated under trackage rights by the Cripple Creek and Colorado Springs Railroad.

5th, 1946: Central Railroad of New Jersey subsidiary Central Railroad of Pennsylvania, renamed from Easton and Western Railroad in early 1944, begins operating the Pennsylvania lines of the CNJ.

7th, 1951: The Fort Worth and Denver City Railway, a subsidiary of the Chicago, Burlington and Quincy Railroad, is renamed the Fort Worth and Denver Railway.

14th, 1914: The Utah Railway opens, initially operated by the Denver and Rio Grande Railroad.

16th, 1916: Union Pacific Railroad subsidiary San Pedro. Los Angeles and Salt Lake Railroad is renamed Los Angeles and Salt Lake Railroad.

25th, 1877. Joshua Lionel Cowen (Cohen) was born in New York City the eighth of nine children.

.... *BC*

ROLLING STOCK MAINTENANCE PROGRAM – PART II

Last month I described in general what rolling stock maintenance program intends to do. This month I will go into the details of what is covered and list some references I have used.

Here are the items I have focused on to make my fleet as reliable as possible.

Trucks and wheels:

- Trucks are free to swivel but not too loose.
- Wheels are free to rotate and not too loose in truck.
- N scale manufacturers have not standardized wheel set axle length. There exists at least 7 different lengths used by at least 17 manufacturers. Since N scale trucks are plastic, an axle too long will fit by distorting the truck frame but then will not rotate freely. An axle too short may pop out under side stress thus causing a derailment or perhaps contribute to picking turnout points.
- Metal wheels are in gauge, perpendicular to axle, and concentric.
- I have found metal wheels that were not perpendicular to their axles, I think they were damaged by heavy handling or dropping.

Truck mounting can be an issue due to various manufacturers' differences. Micro-Trains addresses this on the instructions for replacement trucks.

Car weight:

- Meets or exceeds RP-20.1 recommendations.
- I created an Excel spreadsheet to calculate the desired weight for each car based on its length. RP-20.1 uses ounces, but I converted the numbers to metric since grams are a much finer unit of measure. My electronic scale only reads to whole grams, so I rounded the desired weight up or down to a whole number. A print out makes checking and setting each car's weight much easier. I use bird shot, BBs, commercial car weights, and hex nuts from the hardware to adjust each car to at least the desired amount.

Couplers:

- Use Micro-Trains height gauge to check.
- Adjust trip pins to clear gauge. I prefer to clip off the trip pin a 1/16th or so below the knuckle. When running at modular setups, one never knows how much clearance is needed at locations such as grade crossings.
- Check coupler free to move in its box and knuckle free to move. Apply 'Greas-em' if needed.

I have cars from a variety of manufacturers some with the older Rapido couplers and the large diameter ("pizza cutter') wheel sets, Micro-Trains makes conversion couplers for some of these but I have been unable to successfully install the conversion couplers due to the small size and my dexterity. And due to the differences in axle lengths it is a bother to determine and source new wheel sets. So I choose to simply install new trucks with attached couplers.

I glued a section of flex track to a length of scrap 1x4 board, added a section of re-railer, and glued a coupler height gage to one end. This makes for a nice test track. In addition to the its obvious uses, I will use to test if each car is free rolling. Reference #1 specifies a car rolls freely down a 3% slope - I chose 2% since I felt 3% was too much.

Once factor all of us who transport our rolling stock from home to shows or the clubhouse must consider is the container used. There are good commercial boxes available, but the cost is beyond my hobby budget while I am still building my home layout. There are cases

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available that can be adapted. I had originally thought about constructing a multi-level, wooden box that was made locally but is no longer available. But my solution was found at the local Goodwill store in the form of a well made wooden case that is just the correct size. I'll cover how I outfitted it in a future article.

As this Flimsy issue is distributed, I have yet to finish work on all of my rolling stock.

I realize some of the items mentioned here are not relevant to other scales and I have not covered some item that should be checked for other scales. Each of us must develop a plan suitable to our individual situation.

References 1 & 3 have detailed checklists to help you address all issues, some items more towards appearance and prototype faithfulness.

References

1. A car maintenance program, *Model Railroad Craftsman*, June 1980, page 62. In our library collection.
2. Wipe out freight car wobble, *Model Railroader* November 1999, page 108. In our library collection.
3. Banish Derailments. *Model Railroader* February 2002, page 84. In our library collection.
4. Ready to Run in Three Hours, *Model Railroader* August 2011, page 108. In our library collection.
5. Rolling towards zero derailments, *N Scale Railroading* Jul/Aug 2010, page 34.
6. RP-20.1, NMRA. https://www.nmra.org/sites/default/files/standards/sandrp/pdf/rp-20.1.pdf
7. Glendale Model Railroad Club handout by Ed Sikora.
8. Tony Thompson's blog:

   https://modelingthesp.blogspot.com/2018/07/the-rookie-test.html

   https://modelingthesp.blogspot.com/2021/03/workin-on-fleet.html

   https://modelingthesp.blogspot.com/2019/10/maintaining-model-couplers.html

…. *BC*

Prototype photos submitted by Pete Bieber

NEW MEMBER REPORT

No new members in July.