

THE FLIMSY BOARD



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

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



*'Comin' round the bend' 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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Submittal deadline is the 25th of the month. Copyright 2021 BNMR, Inc.

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/>

NOVEMBER CALENDAR

1st..... Board Meeting, 6 pm at the clubhouse.
4th..... Business Meeting 6 pm at the clubhouse.
6th..... Open House 11 am to 3pm.
9th..... 4D Westside Clinic 7 pm at the clubhouse.
13th..... Open House 11 am to 3pm.
17th..... Modelers Forum 6 pm at the clubhouse.
20th..... Open House 11 am to 3pm.
27th..... Open House 11 am to 3pm.

ON THIS DATE ... NOVEMBER

1st, 1919: The San Diego and Arizona Railway half-owned by the SP completes its line.

1st, 1960: The Chicago and North Western Railway acquires the property of the Minneapolis and St. Louis Railway.

1st, 1961: The Texas and New Orleans Railroad merges into parent Southern Pacific Company.

1st, 1978: The Missouri-Illinois Railroad is merged into parent Missouri Pacific Railroad.

1st, 1979: The San Diego Metropolitan Transit Development Board purchases control of the San Diego and Arizona Eastern Railway from the Southern Pacific Transportation Company.

1st, 1980: Chessie System, Inc. and Seaboard Coast Line Industries merge to form the CSX.

1st, 1984: Northwestern Pacific Railroad sells its lines north of Willits to the Eureka Southern Railroad.

6th, 1920: Southern Railway in Mississippi is renamed the Columbus and Greenville Railroad.

8th, 1924: The Southern Pacific Company leases subsidiary Arizona Eastern Railroad.

8th, 1989: Southern Pacific Transportation Company subsidiary SPCSL acquires the east half of the Alton Railroad from bankrupt Chicago, Missouri and Western Railway.

18th, 1883: US and Canadian railroads first use Standard Time.

21st, 1980: The St. Louis-San Francisco Railway merges into the Burlington Northern Inc.

26th, 1969: The Southern Pacific Company is merged into the Southern Pacific Transportation Company, which becomes an operating railroad.

28th, 1928: Pennsylvania Railroad subsidiary Baltimore and Eastern Railroad acquires the property of Baltimore, Chesapeake and Atlantic Railway.

....BC



CN 3023, 'The J', Elgin Joliet & Eastern Heritage Unit came through Tacoma on September 17, 2021. Prototype photos by Pete Bieber



Prototype Photo by Russell West.

NORTHERN VIRGINIA NTRAK CLUB "HOW-TO" ARTICLES

SUGGESTED READING

This is an infrequently recurring series of articles suggested by Bruce Himmerick, club president, covering topics that he hopes you will find interesting and perhaps will provide inspiration for your modeling projects.

This club is one of the most active NTRAK groups on the east coast and has been for many years. The club's website has a wealth of information that anyone can view and download without charge. Don't shy away just because this is an NTRAK focused site. There is information here relevant for most modelers.

<http://www.nvtrak.org/how-to>

The How-to Article section is divided into eight topics including General (1); Module Construction (9); Scenery (12); DCC (4); Electrical (4); Maintenance (3); Rolling Stock (3); and Modular Home Layout (1). The numbers indicate the number of files under each topic.

This month I am focusing on module construction since the Club's N Scale Division is building modules to expand the layout.

I would recommend our N Scale members download and study the nine Module Construction files before you begin construction:

DISCLAIMER: Regardless of what you may read anywhere, always refer to the official NTRAK stands which you can download here:

<https://nrail.org/resources/Documents/NTRAK%20Manual.pdf>

We have a paper copy in the clubhouse also.

....BC

Northern Virginia NTRAK "How-To" Article

SIMPLE NTRAK MODULE FRAME WITH FOAM
AUGUST 2020
BY
JIM DAVIS

Northern Virginia NTRAK "How-To" Article

NTRAK MODULE FRAME WITH FOAM
AUGUST 2020
BY
JIM DAVIS

Northern Virginia NTRAK "How-To" Article

MODULE METAL LEGS
JULY 2019
BY
JIM DAVIS

Northern Virginia NTRAK "How-To" Article

ROADBED AND LAYING TRACK
JULY 2019
BY
JIM DAVIS

Northern Virginia NTRAK "How-To" Article

WIRING A NTRAK MODULE
JUNE 2019
BY
JIM DAVIS

Northern Virginia NTRAK "How-To" Article

BALLASTING
AUGUST 2019
BY
JIM DAVIS

Northern Virginia NTRAK "How-To" Article

INSTALLING WOODEN LEGS USING "EASY LEGS"
FEBRUARY 2016
BY
STAFF

Northern Virginia NTRAK "How-To" Article

WHAT NOT TO DO WHEN BUILDING A MODULE
AUGUST 2020
BY
JIM DAVIS

Northern Virginia NTRAK "How-To" Article

MODULE ALIGNMENT PINS
JUNE 2019
BY
JIM DAVIS

STEVE'S STRAIGHTS

November greetings from Malvern and Ouachita Valley environs.

We have two occasions to give thanks this month. On the 11th we honor those who have served in the military, including some who made the supreme sacrifice. Two weeks later we give thanks to our Creator for provisions in general.

Missouri Pacific Historical Society's latest issue of the *Eagle* had an article about the G.E. C36-7. MoPac bought 60 of these (No. 9000-9059) in 1985, the last year before MoPac was fully absorbed into U.P. MoPac had been owned by the Union Pacific Corporation since 1982, but remained a separate railroad operation until the beginning of 1986. The locos were delivered in the so-called "Mop-UP" color scheme, decorated in the U.P.'s yellow and gray, but with Missouri Pacific lettering on the long hood. On Christmas day 1989 I photographed No. 9030 of the series on a siding here in Malvern.

In August I photographed U.P.'s biggest steam. Here's a shot of what was U.P.'s biggest diesel when it was delivered in 1969. I photographed the EMD DDA40X "Centennial" in North Little Rock. This loco is on permanent display next to the U.P.'s former MoPac Downing Jenks shop. Some of you may know Scott O'Dell from Southern Peninsula Rail Lines. Scott had *DDA40X* as his Washington vanity auto license plate number.

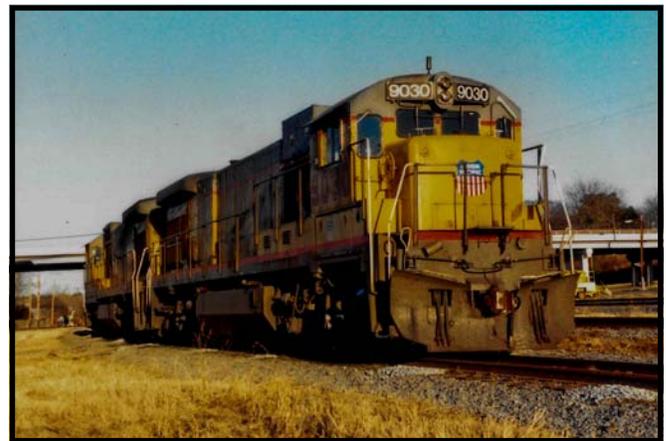
Signing off for now. Happy Thanksgiving to all.

YIMRR,

.... Steve



*UP EMD DDA40X in North Little Rock, October 2012
Prototype photo by Steve Strauss*



*UP GE C36-7, December 25, 1989
Prototype photo by Steve Strauss*



NEW MEMBER REPORT

Lenord Cope

A BRIEF HISTORY OF INTERMODAL SERVICE

A Brief History of the MI-Jack "Translift" Intermodal Crane.

The following text is from the instruction sheet for the Cornerstone kit #933-3222 and reprinted with permission of Wm. K. Walthers, Inc.

The late 50's and 60's was a time of innovation and change for intermodal operations, but loading and unloading trailers remained a constant headache. Terminals were equipped with huge ramps, some were several tracks wide, where trucks backed aboard the flats to drop or retrieve trailers. This was known as "circus ramping" as it resembled the methods used years before to load circus wagons.

Once the flats were spotted, there could still be problems: missing bridge plates, stuck hitches, hitches that had to be lowered or raised for loading or unloading and more. All the flats had to face the same way and time was usually lost switching cars. A trailer carrying priority freight or a "hot load" (such as mail or food) could be several cars deep and had to wait until all of the trailers ahead of it were removed first.

To alleviate these problems, railroads such as the B&O and New York Central went to the "Flexivan" system, in which containers swiveled onto special flat cars. Mechanical problems and shortages of wheel/axle arrangements made this system undesirable, along with high maintenance costs and the low availability of auxiliary equipment.

Another solution for the existing intermodal inefficiencies was a self-propelled crane, developed from a boat lifting design. Drott Manufacturing teamed up with MI-Jack Products to build these early units. In the 1960's, Jack Lanigan, Sr. joined with Drott where they began spearhead the use of these cranes for railroad duty. The units were being tested on the Santa Fe for containers used by ship lines, but these containers required special attachments to lift them on and off their highway chassis. Some

railroads simply handled them as trailers, leaving them on the chassis for shipment by rail.

The Drott crane tests caught the attention of other railroads, notably the Union Pacific and Southern Pacific. Based on data gathered from the test models, Drott Manufacturing and MI-Jack Products improved the design with a reliable stabilizing beam to eliminate swaying problems. Unit #1 was delivered to the Santa Fe in 1963 and assigned to Corwith Yard near Chicago. A second crane was ordered for Hobart Yard near Los Angeles and was delivered in 1965. At this time, Santa Fe began to develop their container business, which required the capability of lift containers from the top or bottom. Lanigan solved this problem by developing a side latch which used existing holes on the top of the container, originally intended for grappling hooks. Jack Lanigan, Sr. established MI-Jack Products in 1965 and became a dealership to sell the Drott cranes to railroads during the early 1960s. J. I. Case acquired Drott Crane in 1970, but decided to drop the line in 1980. At that time, Lanigan made the move from dealer to manufacturer. Purchasing the patents, drawings, parts and inventory from Case, he set out to re-design the machines.

Eventually these cranes became the present Translift Crane, a dual-purpose machine ideally suited to the modern mix of trailers and containers. The model MJ 1000R (the prototype for this kit) is fitted with an expandable grappler, which can be adjusted from 20' to 40' and has both top and bottom lift capabilities. These versatile machines are wide enough to straddle an intermodal car, along with two rows of trailers or containers parked side by side, making quick work of loading or unloading.

Helping keep hotshot intermodal traffic on schedule, the MI-Jack Translift Crane can be found in terminals large and small. Containers,

(Continued on page 7)

A BRIEF HISTORY OF INTERMODAL SERVICE, CONT.

(Continued from page 6)

regardless of length and width, can be loaded or unloaded from chassis to railroad car in one minute or less (complete cycle). The Translift Crane is maintained by MI-Jack and receives 99% availability. The Trans lift Crane has handled up to 100,000 lifts per year, per crane, depending on the inbound and outbound arrival and departure schedules.

Today's intermodal traffic requires high speeds, not only on the rails but in the terminals as well. MI-Jack's Translift Crane makes quick work of positioning trailers and containers aboard intermodal cars of all types and is designed to accommodate the increased business that railroads are anticipating from the trucking industry. Due to the excellent reputation that MI-Jack Products and its crane have earned, along with over 33 years of development, the Translift Crane is accepted world-wide.

MI-JACK and "Translift" are trademarks of Mi-Jack Product's, used with permission. Some names cited in the text are trademarks and are used solely for historic reference.

.... BC



THINKING ABOUT CAR FLOAT OPERATIONS?

Yes, we are thinking about that. It's an interesting way to add yet another traffic exchange to your operations. I have a car float facility on a two-piece Free-mo N module. It allows me to move 6-8 cars onto/off of my layout at one time. We may eventually add a facility to the club's N scale layout.

My facility consists of a small three track yard, a scratch-built float bridge, and a scratch-built barge (copied from the Sylvan version). The track serving the barge has a scale track under construction which I hope to finish one day! The use of a scale track adds yet another job for the facility operator to perform. Walthers has offered several HO scale kits that add up to a complete operation including a tug boat.

Here is a link to an article which appeared in the Potomac Flyer, the newsletter of the Potomac Division: <https://www.nmra.org/sites/default/files/st202006-carfloats.pdf>.

Yet another link of interest:

<http://www.trainweb.org/rmig/waltclin11.pdf>

Within North America, rail ferries have been used in the San Francisco Bay, Puget Sound, the Great Lakes, New York Harbor, and Canada all the way back to Civil War days. Once there was an operation between Florida and Cuba:

<https://en-academic.com/dic.nsf/enwiki/8415241>

One prototype operation of interest to me was between Port Costa and Benicia using the steam ferry Solano. You can read more about this here:

<https://beniciahistoricalsociety.org/railroad-heritage/>

[https://en.wikipedia.org/wiki/Solano_\(ferry\)](https://en.wikipedia.org/wiki/Solano_(ferry))

This subject is just one more small area of the prototype that makes our hobby so interesting to study and model.

.... BC

OCTOBER MODELERS FORUM

Six members showed up for last month's forum. In spite of a small turnout, we had a productive and enjoyable evening.

Mark brought the two stall engine house model shown in these photos and reports: "this was a Fine Scale Miniatures craftsman kit, probably 35 or 40 years old. I pulled it out a couple of months ago as I was looking to put a small engine house on my layout. This one looked nice, I liked it better than the corrugated metal kit I have from my dad, so I went with it. Was a fun build, pretty simple, the rock foundation was a nice detail on it, easy to add with the little pebble bits they provided."

Bruce, Pete, Jack, and I spent the evening working on track arrangements for Bruce's new NTRAK module set. The set is based upon the track arrangement located on R Street in Sacramento. The original plan is situated on five, 5 foot sub-modules. Bruce has reduced his plan to four 4 foot modules. The size reduction required a good deal of work to come up with a track plan we feel will work for operations.

I used a CAD program to make the plan revisions and displayed them on our big monitor so all of us had a good view as the modifications progressed. As we revised the drawing, we discussed how we might go about routing and switching cars to the various sidings.

After about an hour of 'what-ifs' and 'how abouts' we had a plan we feel will work. Now all that is left is for Bruce to build it!

Next month the N Division members will continue planning for formal ops to begin in January. Whether or we make the schedule remains to be seen, but progress is being made. Hardware and some other supplies have been sourced and new modules are under construction.

The next forum is scheduled for Wednesday, November 17th at 6 pm in the clubhouse.

.... BC



*Two Stall Engine House
Model Photos by Mark Stephens.*