

THE FLIMSY BOARD

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

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



*UP 844 at Sigh Ding Station.
Model photo by Ray Hagele.*

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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 2022 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: Jerry Enders
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/>

JANUARY CALENDAR

1st..... New Year's Day - No Open House
8th..... Open House 11 am to 3pm.
10th..... Annual General Meeting, 6 pm at the clubhouse.
11th..... 4D Westside Clinic 6 pm at the clubhouse.
15th..... Open House 11 am to 3pm.
19th..... Modelers Forum - Rolling stock workshop
22nd..... Open House 11 am to 3pm.
29th..... Open House 11 am to 3pm.

JANUARY 2022 DINNER MEETING

The first meeting of the calendar year is set aside for the installation of officers and presentation of awards. The meeting is social in nature with members' families invited.

The 2022 Dinner Meeting, on the 10th, will include a pot luck meal held at the clubhouse.

Plan to arrive and setup the room at 6 pm. Meeting to begin once setup is complete.

....BC



DECEMBER 4D WESTSIDE CLINIC REPORT

Topic was part 2 of a series on JMRI presented by John Forsythe. Ten persons were in attendance.

This installment covered the basics of adding a new locomotive to the software's database along with the various configuration variables available to edit for a basic decoder.

In addition to the presentation, we had light-hearted gift exchange which normally included the stealing of someone else's gift. This year it seemed that everyone was satisfied with the gift they choose thus no stealing resulted.

A discussion developed about how to promote the NMRA to modelers we meet who have no idea or more frequently miss-informed ideas about the organization.

Refreshments included the standard cookies and coffee, but thanks to Jack and his wife, a salad and cold cuts assortment was available.

Part 3 of this series is tentatively scheduled for the January clinic. Watch your email for details as the date approaches.

....BC



DECEMBER OPEN HOUSE REPORT

We opened the clubhouse two additional days in December to take advantage of the increase in holiday traffic.

Attendance totaled 1,363 adults and 631 children for the month with the following breakdown:

4th: Adults - 241 - Kids - 142

11th: Adults - 262 - Kids - 128

12th: Adults - 184 - Kids - 71

18th: Adults - 374 - Kids - 169

19th: Adults - 302 - Kids - 121

.... BC

N DIVISION REPORT

The layout has been expanded with the addition of three more modules. The addition of the junction module has changed the configuration to form three legs each with a return loop.

Work has begun on the new classification yard with the two sub-module frames able to stand upon their legs at this time. A few more turnouts have been ordered to allow the completion of the track plan. Twenty more sections of Atlas code 80 flex track have been purchased. Midwest Model Railroad had a very competitive price with no sales tax collected and with no additional shipping charge beyond their standard rate!

Two decoders for our two Kato E8A locos have arrived. This upgrade will allow the 10-car Broadway Limited passenger train to be used on the layout. Our passenger fleet will then include the RDC and four SP cars. While the club does not own an SP locomotive, I do have a bloody nose' GP available for use.

I recently purchased two used telephones and other hardware to make a telephone system to connect the yard area with the dispatcher's office, once we get to the point of operations. The location of the dispatcher's office is yet to be determined, but two options will be put to the N division for discussion.

Please realize that only rolling stock that has passed an inspection by John Forsythe will be used during formal operations sessions on the N scale layout.

.... BC



NEW MEMBER REPORT

No new members in December

JANUARY MODELERS FORUM

The January Forum will include a workshop with the topic of "Keeping Rolling Stock in Shape". John Forsythe (club's rolling stock inspector) and I will be leading the effort to provide information each member needs to bring our rolling stock up to snuff and keep it that way. We will cover both HO and N scales.

Various tools, RP-20.1, techniques, and testing will be covered. Weighting materials will be on hand for your use. Bring one piece of your rolling stock to work on during the 'hands on' portion of the evening.

It is important to realize that during an open house is not the time to give your rolling stock a test to see if it works!

A very good reference article is from the Railroad Model Craftsman October 2005 issue beginning on page 87. This issue is in our library. From the article: "A smooth running layout is a pleasure to watch and operate, but derailments, short circuits and poor operation can ruin your day", not to mention (but I will) make the public snicker at your problem!

Continuing from the article: "What causes derailments and shorts? Track, trucks, couplers, and car weight have a lot to do with them, and there are a number of things that can be done to minimize these annoying problems. On the top of the list is keeping wheels and track in gauge, along with having cars that are weighted correctly".

We will focus on trucks, couplers, car weight, and free rolling of the cars. Refer to the July and August issues of the Flimsy for how I prepared my rolling stock for a Free-moN meet. Not to brag (but I will) I had no problems with my 40 some cars over three days of operation. I credit much of that success to having given my rolling stock a comprehensive work-over following points outlined in the article.

.... BC

BOOK REVIEW

S.P.&S. *Spokane, Portland & Seattle*

By Ed Austin & Tom Dill

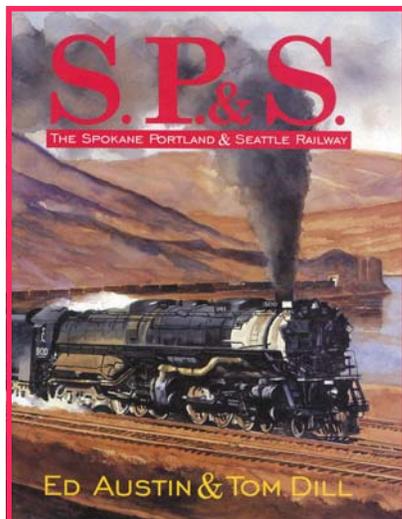
From the club's library, this book is filled with photos and maps in B&W and color.

Quoting from the book's cover sleeve:

"For many people the Spokane, Portland and Seattle is truly "The Northwest's Own Railway." Long enough to be a mainline, yet small enough to be a regional symbol. The Spokane, Portland & Seattle spanned the heart of the Pacific Northwest, binding western and central Oregon with eastern Washington and the Inland Empire. That its corporate identity sprang from the giant Great Northern and Northern Pacific Railways has in no way detracted from the SP&S's unique place in Northwest rail history."

"This book traces the development and operation of each segment of the Spokane, Portland Seattle system. Special care has been taken to document the exact route of each line. Also interjected throughout is the human side of railroading through anecdotes from employees "who were there."

The color map on the inside covers depicts the somewhat 'H' shape of the routes linking Spokane with Seattle, Astoria, Eugene, and Bend with Portland and Vancouver at the center. This



book is a wonderful reference for anyone interested in the history of this railroad.

This railroad would be a great inspiration for a point-to-point, operationally themed, club-sized layout. Sit back with your favorite drink and spend a relaxing evening of page turning in your easy chair.

The book contains 376 pages with an extensive index.

Publisher: Pacific Fast Mail, 1996

ISBN: 0-915713-30-6

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 - 4th Subdivision (Lyle-Goldendale)
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 - Introduction
 - Oregon Trunk (Wishram-Bend)
 - Great Northern Extension
 - Pacific & Electric
- Chapter III, Portland Division
 - Introduction
 - 1st Subdivision (Willbridge-Seaside)
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 - 4/5th Subdivisions (Albany-Sweet Home-Dollar)
- Appendix
- Index/Bibliography/List of Maps

.... BC

INDEX TO 'THE OPERATORS' COLUMNS

The late Andy Sperandio wrote 'The Operators' column, in Model Railroader, during 9 years for a total of 108 columns. As the N Division is preparing to begin formal operations, I felt certain articles would be useful for our *initial* purposes and are indicated in **bold**. Other articles may be of interest as we progress. Articles usually appeared on the last page of each issue. All issues should be available to read in the club's library.

.... BC

2007

January: OS-ing trains

February: Yard limits

March: Air brakes

April: Engine hostling

May: Yard work

June: Whistle (and horn) signals

July: Classification signals

August: Markers

September: Servicing passenger trains

October: In and out of staging

November: Name every track

December: Timetables as operating aids

2008

January: Ways to way freight

February: More ways to way freight

March: Numbers, symbols, and nicknames

April: Faster switching at slow speed

May: The Engine terminal business & a correction, p22

June: People on the ground

July: Freight station operations

August: Passenger train schedules

September: Flag protection

October: Decisions, decisions

November: The Blocking trains

December: Switch lists

2009

January: Running mixed trains

February: Sure spots for switching fun

March: Modeling livestock traffic

April: Helper operations

May: Weighing freight cars

June: Choosing locomotives for operation - part 1

July: Choosing locomotives for operation - part 2

August: Train order signals - part 1

September: Train order signals - part 2

October: Caboose operations

November: Running extra trains

December: Authority to use the main track - Part 1

2010

January: Authority to use the main track – part 2

February: Operating by the clock

March: Only perfect is good enough

April: Operate like an “old head”

May: Continuity in operation

June: Passenger opportunities

July: Switching mail and express

August: Industrial switching layouts

September: Perishable operations – part 1

October: Perishable operations – part 2

November: Operating night on the Beer Line

December: Blue signal protection

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2011

January: The Train dispatcher

February: Layout design for operation

March: Switching with momentum and brake

April: Interchange takes freight cars anywhere

May: "Loading zones"

June: Superiority of trains

July: Running on schedule

August: Lining switches back to normal

September: Meeting opposing trains

October: Forms of train orders

November: Uncoupling, manual and magnetic

December: Arriving in a freight yard

2012

January: Running sections of scheduled trains

February: Shortcuts for blocking and routing cars

March: Yard tracks, not yard limits

April: How many operators?

May: Dispatcher and operator, part 1

June: Dispatcher and operator, part 2

July: Modeling transfer operations

August: Types of staging yards

September: Do you need a throttle?

October: Aids to navigation

November: Challenging tower job

December: Switching along the line

2013

January: Getting a session started, Jan

February: Operating with fiddle yards

March: Start reading now

April: Train order questions and answers

May: Go for the long haul

June: Places for paperwork

July: Signals for operation

August: Signals for operation part 2

September: Signals for operation part 3

October: Two useful rules

November: Car cards and waybills

December: Card files for car cards

2014

January: From cards to trains

February: When and how to use helping orders

March: Basics of car switching

April: Getting out of the yard

May: Prefer "riding" to "walking"

June: Why I like operating with train orders

July: Running a passenger train

August: By the numbers

September: Operating small layouts

October: Running pusher engines, part 1

November: Running pusher engines, part 2

December: Meet the yard crew

2015

January: Basic operators' lingo

February: Switching with hand signals

March: Extra train questions and answers

April: Passenger train consists

May: Practicing what I preach

June: A Good pre-session checklist

July: Helping the yardmaster look experienced

August: Reading the fine print

September: Another look at yard limits

October: Using whistle (and horn) signals,

November: Moving empty freight cars

December: A Few of my favorite things