

THE FLIMSY BOARD



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

Watch your email and
the website for news
about meetings, clinics,
and clubhouse status.



The HO layout looking toward the front of the room.

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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/>

MARCH CLUBHOUSE SCHEDULE

5th..... Open House 11 am to 3 pm.
7th..... Board Meeting, 6 pm at the clubhouse.
8th..... 4D Clinic - John Forsythe's rolling stock maintenance.
12th..... Open House 11 am to 3 pm.
16th..... Modelers Forum - N Division operations planning meeting.
19th..... Open House 11 am to 3 pm.
26th..... Open House 11 am to 3 pm.

Business Meeting date is TBD - status of all dates is subject to change after Board Meeting.

MESSAGE FROM THE PRESIDENT

Dear Club Members:

As everyone has heard that we had to move again since someone want to rent the space we were occupying.

I don't want to tell you that this will be the last time we do this. The new Mall's Board is now enforcing the corporate policies.

Here is my forecast of what possibly could happen to our club in the next 6-12 months.

1. I believe that the mall will have us move to another location, and we won't be able to make the layout work and we will be forced to move out of the mall.

2. Before/After we move out of the mall we go back to the moving layout, going to special events. If this happens I don't think we would be a club much longer after that.

3. This is looking into the future for the club. We start looking for a more permanent spot to have our layout on display for the public.

What I would like for all of us to do:

1. Start looking for a business we can partner with and have our layout on display.

2. Look for a building that has been vacant for a while and we can rent at a discount.

3. Look into getting a grant to keep us open and operating.

Just keep in mind this is only me looking out to see where we could possibly go and what could happen to the club.

.... *Bruce Himmerick*

THE CLUBHOUSE HAS MOVED

In the middle of last month Bill received notice from the mall that we had until the end of the month to move. This is the second time in about a year that the mall has changed our space. It was not up to the club, we had no say about the move. Unfortunately we had no recourse but to pack up and move to our third location since moving into the mall in the fall of 2019. Our rent remains the same.

Our new space is slightly smaller overall from the last room, but the arrangement of rooms and walls is better. However, due to the available space around the HO layout, that planned switching module addition is now on hold. The floor space available for the N scale layout is reduced also and planned expansion is out.

A big plus is that all lighting is controlled with common wall switches located just inside the hall at the back of the room.

The mall did not allow us to bring the shelving from the last space, so we have had to find shelves for the storeroom and library. Thanks to Bob J. and Mark for the loan of some plywood materials to get started with.

Most of us are under the impression the mall would like us to move out. It seems the new management is not as supportive since the mall was sold a few of months ago.

Also since the economy is picking up, new businesses are moving in and one current business is expanding its space.

What does this all mean for the future of our club? Read the message from Bruce at left.

.... *BC*



N SCALE DIVISION REPORT

The move to the new mall space took up a good deal of my time last month so work on the new yard was delayed. However, I am confident it will be ready to install in the layout by the middle of March.

The layout space we have now required a rearrangement of the modules. One big benefit of a modular layout, as opposed to a sectional layout like the club's HO, is the ability to reshape the layout as needed to fit the available space.

Jack has provided two additional modules which are now incorporated into the layout. This gives us an additional eight feet of track or approximately three-quarters of a scale mile of track.

Pete's bare module will now be connected to the fiddle yard to provide a turntable and engine service facilities for passenger trains.

In the anticipated formal operations scheme, the fiddle yard will have two basic functions.

First it will serve as a passenger train staging and storage yard. The fiddle yardmaster will be able to service the locomotives and turn trains there. All passenger trains will originate and terminate there. Passenger trains will traverse

the layout, stopping at the various stations to simulate passenger pickup and discharge.

The second function will be for freight trains. Two types of freights will be used. Some will simply be through trains to provide work for engineers. Others will begin here and stop at the classification yard to bring freight cars onto the layout. Those cars will later be placed into local trains to be delivered to online customers. Other trains will be made up at the classification yard then routed to the fiddle yard so that those cars can be removed from the layout, thus simulating being sent to far off destinations.

The two photos below provide an overview of the new layout arrangement. Once installed, the new classification yard will take the place of the return loop currently in the middle of the layout, next to the fiddle yard.

Since attendance at the Modelers Forum has been poor, I expect we will use that time for formal N Division operations and expanding it to several Wednesday evenings each month. By meeting each week, we should be able to complete the Chief Dispatcher certificate in about 6 months time.

....BC



UPGRADING BLUE-BOX CARS

In this four part series of blog posts Tony Thompson discusses what can be done to an Athearn Blue Box box car to make it more faithful to the prototype. Now it must be understood that Tony is a serious Southern Pacific modeler who is extremely well versed in that prototype.

If you are on a budget or like me (an N scale modeler on a budget) who seeks to have a few cars to run once in awhile, the Athearn Blue Box cars are a very inexpensive way to get a decent looking car that can be turned into a good running piece of rolling stock. A visit to Online Trains or the Whistle Stop in Portland can provide a number of these cars usually at around \$5.00 each. I have even found them with Kadее couplers and trucks at that price!

From the introduction of part 1:

“I recently received a fascinating suggestion: why not discuss the terribly familiar, of both 40-foot and 50-foot length. The questions would be these: what was the prototype of those models (if there was one), what can be done with them, and would it be worth the effort?”

Tony uses photos of both a prototype and the model to illustrate the differences. In part two he looks at the roof walks and the brake wheel and step.

Part three addresses the side door and what can be done to improve it.

In the final installment he looks at the involved and tedious idea of replacing the end ladder. Tony relates this fix: “Back in the day, modelers would clean up one end, an “A” end, make a mold of it, and cast replacement ends that could receive good ladders (and good “B” end brake gear).” The more likely area of interest in part four is the underside brake gear. “I do have a few of these Blue Box 40-foot models still in service, with some upgrading, but have never gone to all the lengths described in these posts, nor will I.”

<http://modelingthesp.blogspot.com/2022/01/upgrading-blue-box-box-car.html>

<http://modelingthesp.blogspot.com/2022/01/blue-box-upgrading-part-2.html>

<http://modelingthesp.blogspot.com/2022/01/blue-box-upgrading-part-3.html>

<http://modelingthesp.blogspot.com/2022/02/blue-box-car-upgrades-part-4.html>

If you desire to take these upgrades even further, check out these discussions where Tony looks at weight, side doors, couplers, and trucks:

<http://modelingthesp.blogspot.com/2021/12/improving-freight-car.html>

<http://modelingthesp.blogspot.com/2022/01/improving-freight-car-part-2.html>

Finally, for NMRA members, refer to this PDF for some basic improvements to Athearn Blue Box cars:

<https://www.nmra.org/sites/default/files/sr201802carfix.pdf>

.... BC



Prototype photo by Russell West

NEW MEMBER REPORT

Jim Hochstein has joined the club. An S scaler he is willing to help with scenery and rolling stock.

BOOK REVIEW

Open Top Loads - Flatcar and Gondola Color Portfolio, Volume 3.

Each page contains one or two color photographs of various loads. Most photos have a caption with car reporting marks, number, location photographed, date, and photographer.

Loads shown include lumber; machines with continuous tracks; large oversized and heavy loads; MOW equipment; military vehicles & equipment; steel mill cars; pipe and tubing; poles & pilings; pulpwood; pumps; rails; ring forgings; RR cars; rubber tire vehicles; and a selection of miscellaneous loads.

This is an important reference for those railroad modelers who seek a variety of open loads and especially for someone working on the AP Master Builder - Cars certificate.

Published by Morning Sun Books (MSB). MSB produces digital (PDF format) versions of many of its publications. Volume 3 & 4 of the Open Top Loads series is available in one PDF for \$19.99 from the publisher's website:

<https://morningsunbooks.com/pages/digital>

Volume 3, in soft cover, will be available in our own library soon.

ISBN: 1-58248-649-2

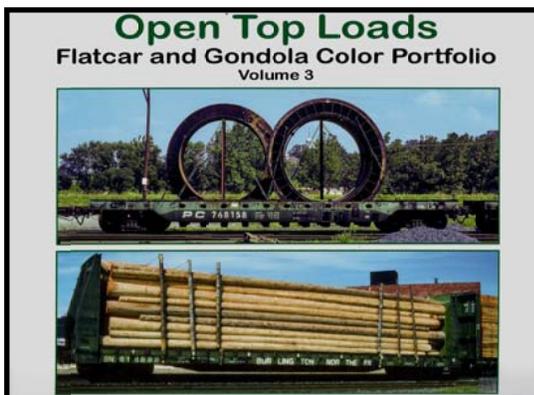
Author: Robert J. Yanosey

96 pages.

.... BC



Prototype photos by Pete Bieber



AMHERST TRAIN SHOW REPORT

The following article is reprinted with the permission of Jeff Gross and RINEWSTODAY.com. It was first published on February 6th, 2022. Watch for more from Jeff in the April Flimsy.

.... BC

Even with the inclement weather the show turned out well last weekend. A good group of diehard train people attended the show on Saturday even though a total of 5-7 inches of snow was falling throughout the day. Sunday had an even better turnout as a flood of people came through the door at 11 am, an hour after the doors opened to the public at 10am.

Sales were healthy and a few dealers did really well. People from all walks of life and backgrounds graced the halls with the desire to become more involved in the train hobby, either as a student of the hobby or a seasoned engineer, and everything in between. Notice I did not use the word “expert”. I have been enjoying this hobby since I was 9 years old and just like the chemistry field, I learn something new every day. I only encountered one train person in my life that claimed to be an expert. He is an American Flyer guy and I laughed when he told me he was an expert. There are many other train folks who are very humble to everyone. Many even helped form the Train Collectors Association. A number of ladies looking to get into the hobby even joined their friends as there were 2 groups of women with 3 in each group shopping in the aisles. That is a great sign that more will continue the life of the hobby.

For those of you who could not make the show especially from Rhode Island and Eastern Massachusetts due to the weather, I will highlight 3 dealers to patronize until the March 27/28 Shriner’s Train Show. The first is Deluxe Materials out of Lincolnshire, UK, on the other side of the pond. This company sells a variety of hobby supplies and items, and one product I can speak highly of is their track cleaning fluid. This fluid is the best track cleaner I have ever used.

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The track in the photos was slightly used. The track appears clean, but the white cloth says otherwise. For those new to the hobby clean both the rails and the wheels on your engines with this fluid. The engines are often overlooked for cleaning. The cleaner also works fantastic on the armature, E-unit, and E-unit finger contacts of older style Lionel, American Flyer, and Ives Engines. If you have a layout, the larger bottle is recommended. One can purchase Deluxe Materials supplies through Walthers Co, Tower Hobbies, and Mega Hobbies in the US. I would love to put a sample of the track cleaner in a Gas Chromatograph/Mass Spectrometer to find out what is in it. The fluid is proprietary information protected. Deluxe Materials website is: <https://deluxematerials.co.uk> Tell John, Vivien, Arek, and Sloan that Jeff recommended them.



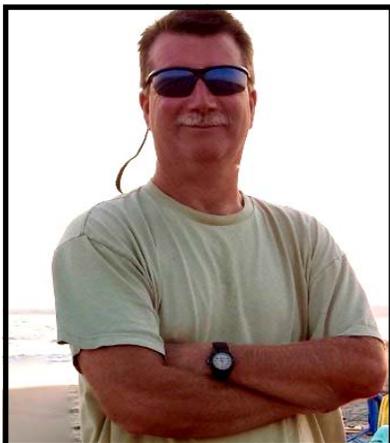
If one is looking for artwork to hang in their train room or on the living room walls, Peter Lerro is a train artist and does some exceptional work. Peter sells prints of his original paintings at the show either framed or unframed. Peter is also an artist for hire and one can have an original painting done of their favorite train location or train scene. My living room had a wall location that would only handle a certain size frame and Peter had just produced this Portland, Maine scene. It fits well. Oddly enough I was just in Portland in early December, not too far from this location though Maine Central no longer rides the rails there as the new company, Pan Am Railways, took over most of Maine. That scene is now forever highlighted in my living room. Peter will be at the Shriner's auditorium on March 27 and 28, 2022. In the meantime, if you have a family member who is into trains or looking for a unique print consider Peter's works. You can purchase Peter's work at: <https://www.lerroproductions.com/paintings/>.

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Looking for some interesting viewing rather than watching the same old commercial laden TV? Blackstone River Productions has a large variety of train related DVDs from all over the country. From major railroads to branch and short line, to tourist trains, Blackstone River Productions probably has it or at the least it will be filmed in the near future. Need a gift for a train people in your life, Blackstone River DVDs are locally made therefore the prices are kept very reasonable. Shawn, the owner, has offered a deal: buy 5 or more DVDs he will offer free local pickup within a 25 mile radius of Franklin, Massachusetts to save the shipping charges. Blackstone will also be at the Shriner's in March as well. You can purchase the DVDs online at: <https://blackstoneriverproductions.com/>



Jeffrey "Jeff" Gross spent 21 years as an Analytical Chemist at the USCG R&D Center in Groton, Connecticut, Woods Hole Laboratories, and Helix Technologies. Changing careers is a "great learning experience for everyone", Jeff says, and I'm an avid outdoorsman and conservationist, a student of the sciences, and the world. The US holds too many wonders not to take a chance and explore them".

Jeff is the Model Train and Railroad entrepreneur. Proud Golden Retriever owner. Ultra strong Second Amendment Advocate and Constitutionalist. "Determined seeker of the truth".

Jeff is a RIFGPA Legislative and Legal Officer, Freshwater Chairman, NRA Liaison.

His subjects include Outdoors, Second Amendment, Model Railroading, and Whimsical.

He can be reached at: trainsbythe144@aol.com

'Thank You' to Jeff and RINEWSTODAY.com for permission to reprint this story.

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