

THE FLIMSY BOARD



BNMR is a 100%
NMRA Member Club

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



The S scale layout curated by Jim Hochstein.

JUNE CLUBHOUSE SCHEDULE

Dates and times are subject to change — consult the website for updates.

- 2nd Open House 12 pm to 4pm.
- 2nd Business Meeting, 6 pm at the clubhouse.
- 4th Open House 12 pm to 4pm.
- 9th Open House 12 am to 4pm.
- 9th 4D Westside Clinic, 6 pm at the clubhouse, topic TBD.
- 11th Open House 12 pm to 4pm.
- 16th Open House 12 am to 4pm.
- 18th Open House 12 pm to 4pm.
- 23rd Open House 12 am to 4pm.
- 25th Open House 12 pm to 4pm.
- 30th Open House 12 am to 4pm.
- 30th Board Meeting 6 pm at the clubhouse

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.

FLIMSY BOARD STAFF:

Editor: Bert Cripe
Submit Contributions to: bert@wavecable.com

Submittal deadline is the 30th of the month, publication date is the weekend after the business meeting.
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Unless otherwise noted photos are by the Editor.

MEETINGS NOTICE:

Business meetings are held on the Thursday of the month in the clubhouse. Board meetings are held periodically in the clubhouse on the last Thursday of the month. The January meeting is our annual dinner meeting held at a local restaurant.

OFFICERS:

President:..... Bruce Himmerick
Vice President: John Forsythe
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/>

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DECODER PREFIXES & CONSISTING ADDRESSES

Due to confusion and some misunderstandings around this issue a formal proposal will be written and presented to the Board for review and then to the membership at the July Business meeting for a 'yea or nay' vote by the membership.

The original proposal was presented back in November but apparently it was not presented formally to the membership.

I believe it was discussed as part of the multi-part clinics that covered JMRI and consisting. Unfortunately even though this is a subject which several members have posed questions about and requested help with, few members attended.

The handouts from those presentations are available to download at the club's website in the 'Handouts' section:

<http://www.bnmrr.org/handouts.html>

John's handouts covering rolling stock maintenance and the N Division Info Bulletins are also available on that page.

On the 'Links' page you can find more info from outside sources covering DCC:

<http://www.bnmrr.org/links.html>

.... BC



NEW MEMBER REPORT

Welcome to new member Peter Solotruk who joined the HO division in May.

HO DIVISION LAYOUT REPORT



Dave Woodard and Bob Jensen have been engaged in "Earthwork" on the new addition to the HO layout. When completed a second inclined access between the North Main and the Branchline will allow trains to move between the two tracks in either direction.



THE ANNUAL SWAP MEET IS BACK!

What: A swap meet with vendors and individuals offering model trains, books, memorabilia, etc.

When: Saturday, June 18th from 9:00 AM to 4:00 PM.

Where: Central Kitsap Presbyterian Church, 9300 Nels Nelson Rd NW in Bremerton, Washington

The church is about 5 miles north of downtown Bremerton and about 1 mile east of Silverdale.

Vendor set up in the secure building will be available on Friday afternoon.

Vendor tables are available for \$25 each (a drop in cost from last year).

Contact Michael Boyle at boyle10017@comcast.net for registration details.

Members are needed to help move the club's items from the clubhouse to the church on Friday. Meet at the clubhouse at 4pm, June 17th, to assist Bill and others transport several boxes we intend to offer at the swap meet to raise money to fund club activities.



PROTOTYPE PHOTOGRAPHS



Prototype photos by Pete Bieber



Prototype photos by Russell West

EVERYWHERE WEST—THE BURLINGTON ROUTE

BOOK REVIEW

Everywhere West the Burlington Route
By Patrick C. Dorin

Another book from the club's library.

From the dust cover:

"The little Baldwin "Pioneer" pulling a borrowed coach chuffed out of Batavia, Illinois, at 6:30 in the morning of September 2nd, 1850, down the twelve mile stretch of track from Aurora to Turner Junction. And so she started the wheels rolling for what was to become another of America's great railways.

The tiny Aurora Branch Railway and its little locomotive and borrowed coach has long been forgotten by all but the most ardent of those seeking railway nostalgia.

The Burlington, giant descendant of the Aurora Branch, will always be remembered for the Zephyr and other world famous passenger trains, the high speed freight trains, the

triple track speedway between Aurora and Chicago, stainless steel commuter cars, Vista Domes, slumber coaches and last but not least, the red and grey freight Diesels. All of these and much more make up the story of the Burlington Route.

Author Dorin presents the story in full with photos (many rare), knowledgeable text, maps, rosters, schedules and equipment."

Chapters:

- 1-The Formation of the Burlington Route
- 2-The Standard Era of Passenger Service
- 3-The Gas-Electric Motor Cars
- 4-The Way of the Zephyrs
- 5-Transcontinental Streamliners
- 6-Commuter Trains
- 7-Freight and Mixed Trains
- 8-Coal trains
- 9-Burlington Route Subsidiaries
- 10-And Now It's Burlington Northern

Superior Publishing Company

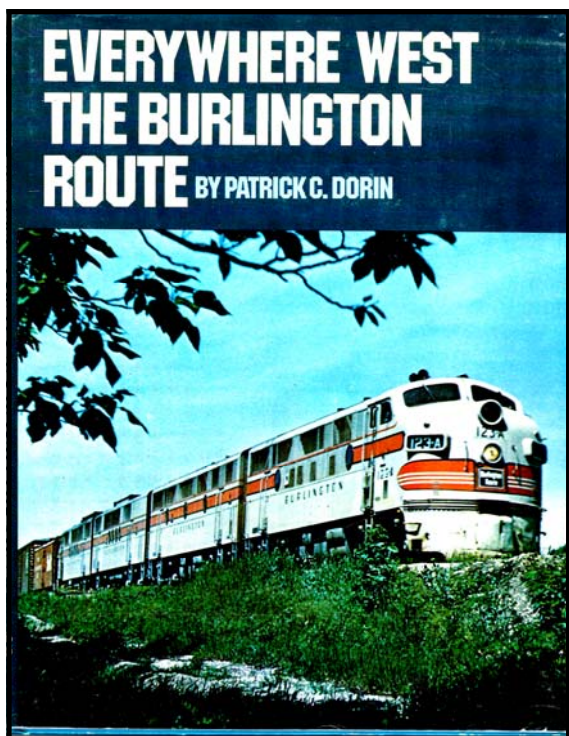
ISBN 0-87564-523-2

First printing 1976

171 pages

Over 240 black and white photographs with a station index, route maps, and tables.

.... BC



WILLAMETTE AND PACIFIC 3001 AND 102 IDLE IN SALEM, OREGON

GP40P-2 3001 started life as a Norfolk & Western high hood GP40 1377, built August, 1967. After the merger with the Southern Railway, the unit continued service and was rebuilt as GP40P-2 sometime between 1986 and 1987 as the 'mother' unit for slug 102.

An interesting side note to 3001 is the current disposition. At the time of the photograph, the unit was assigned to Genesee & Wyoming short line, Willamette & Pacific. However, it has since been repainted and is in service with G&W's Portland and Western and carries the same road number.

Not to be confused with the 3 passenger locomotives with the same designation built for Southern Pacific for passenger service between San Francisco and San Jose, these units did not have steam generators or flared radiators.

RP-E4D slug 102 was built as Norfolk & Western GP 18 945 in 1961 and was rebuilt in 1986 into its current form.

.... John Forsythe



Prototype photos provided by John Forsythe