

THE FLIMSY BOARD

Train No. 6 Vol. 48

<http://www.bnmrr.org>

Issue: June 2023



BNMR is a 100% NMRA
Member Club

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



Work continues on the European Layout being built by Trish and her grandson Aiden.

CLUBHOUSE CALENDAR

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

JUNE

- 3rd..... Breakfast social meeting at All Star Lanes, 8:30 am.
- 3rd..... Open House 12 pm to 4 pm.
- 8th..... Open House 12 pm to 4 pm.
- 10th..... Open House 12 pm to 4 pm.
- 15th..... Open House 12 pm to 4 pm.
- 17th..... Open House 12 pm to 4 pm.
- 22nd..... Open House 12 pm to 4 pm.
- 24th..... Open House 12 pm to 4 pm.
- 25th..... N Division Formal Operations Session
- 29th..... Open House 12 pm to 4 pm.
- 29th..... All hands HO work party 6 pm.

THE FLIMSY BOARD

Official Publication of the Bremerton Northern Model Railroad

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 periodically on the first 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:..... Bill Hupé
Vice President: John Forsythe
Secretary:..... Trish Williams
Treasurer: Bert Cripe
Sergeant-at-Arms: Jerry Enders
Directors: Ray Hagele, vacant,
..... Pete Bieber, Mark Stephens
Librarian: Tom Barrett
Web Site: <http://www.bnmrr.org>
Facebook: <https://www.facebook.com/groups/1988490354736510/>

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HO DIVISION REPORT

As most of you should have seen as you walk around the clubhouse, the HO layout's new "Port Hupé" Industrial district is taking shape. We have painted the base and are in the process of adding the cork roadbed. Currently we have roadbed down for the "main" industrial thru tracks, working towards getting the roadbed down on the ferry parking lot.

We will be incorporating a railcar barge and ferry landing, both of which are currently being built. When complete, we will have the barge on a cart and have the capacity in the "parking lot" for a barge of incoming and outgoing cars.

The industrial section will also include the, what else, industrial area, with a number of various and sundry industries and sidings to support railcar loads both for the barge and for movement to and from the main layout. We will shortly be adding two turnouts to the North Main siding that will connect to the industrial district providing us the opportunity to move loads to and from the main layout and the industrial district. Keep watching as the new world unfolds!

.... Mark Stephens

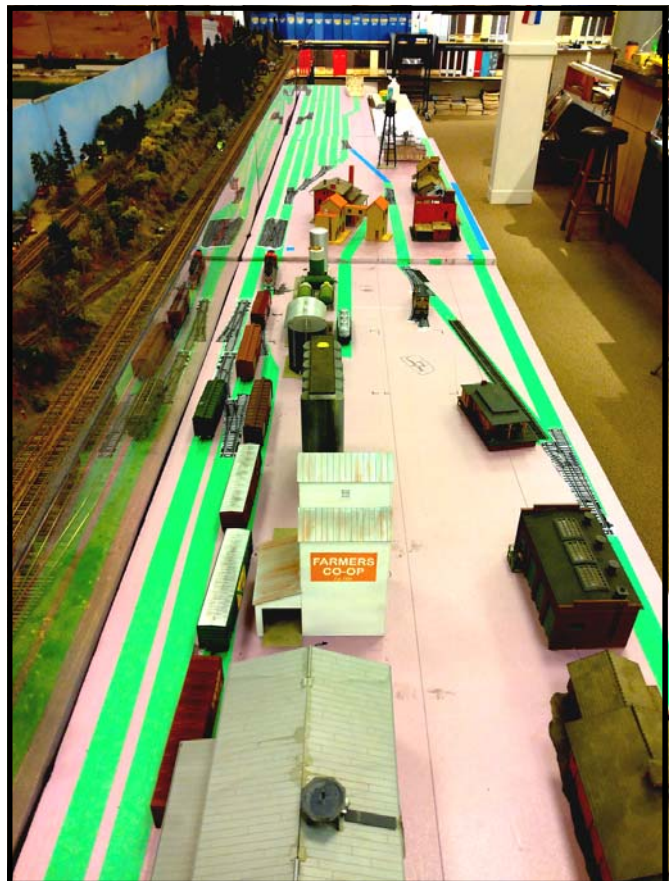
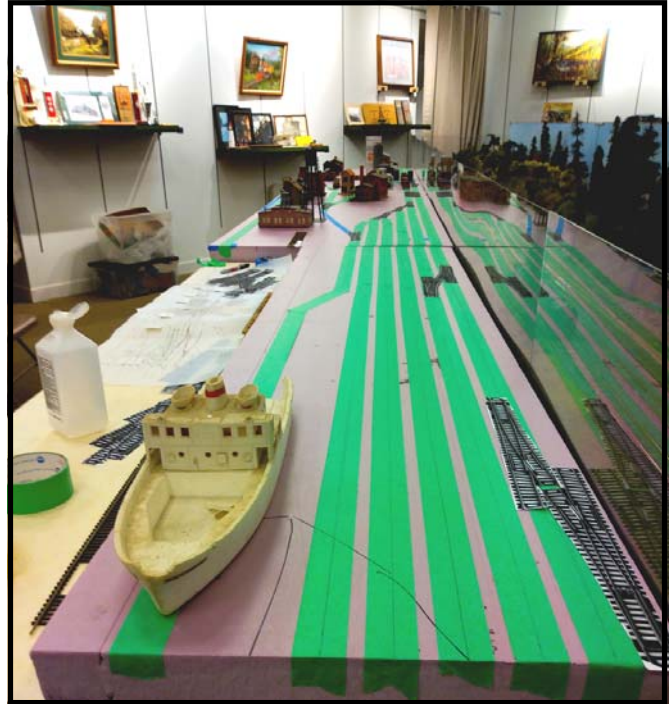
Shown above right is a view of the new addition from the rail-marine end with the existing HO layout on the right.

On the bottom right is a view of the new addition from the opposite end with the existing HO layout on the left.

These photos were taken during trials to determine how track and buildings might be arranged to get the most activity in the available space.

The rail-marine feature allows cars to be removed from and/or brought onto the layout thus resulting in many more car forwarding opportunities for realistic operations.

.... BC



UPCOMING EVENTS AROUND THE REGION

Visit the club website for updates: <http://www.bnmrr.org/upcoming.html>

LK&R Fall Swap Meet and Train Show

Three Rivers Mall, Kelso WA

Saturday, September 9

10 am to 3 pm \$5 admission, early bird special \$10 at 9 am

Facebook: <https://www.facebook.com/events/1891877794498900/?ref=newsfeed>

River City Modelers Train Club Model Train Show and Swap Meet

Sunday, October 15

9:30 am to 3:30 pm, \$6.00 CASH admission

Spokane County Fair & Expo Center, Gate G
404 North Havana, Spokane WA

Info: Shirley Sample at 509-991-2317 (cell) or 509-292-8332 by email at shirley@busnws.com



*Puget Sound & Pacific GP40.
Photo by Pete Bieber*

NEW MEMBER REPORT

We welcome new club member
JoAnn Cartwright, Leonard's grandmother.

7th Division PNR Convention



Wednesday May 22nd, 2024
to
Sunday May 26th, 2024

Meet and Greet Social
Self-Guided Layout Tours
Escorted Prototype Tours
Clinics, Contests, Displays
AP Evaluation
Modelling with the Master
Buffet Banquet with Keynote Speaker
Non-Rail Programme
OP Sessions
Raffle

Sheraton Guildford Hotel
Surrey, BC Canada



Pacific Northwest Region
National Model Railroad Association

President's Award
100% NMRA Club Recognition:

THE "GOLDEN GATE" AWARD

Celebrating 50 Years of Service
Is Presented To

*Bremerton Northern Model Railroad
Silverdale, Washington*



[Signature]
Date MAY 12, 2023

The Golden Gate was a named passenger train operated by AT&SF from 1938 to 1968.

The club was presented with this certificate in recognition of 50 years of service at the PNR Convention last month..

The 2023 PNR Prairie Line Convention is in the history books now. It was my first experience at convention and I hope not my last. While the venue was a disappointment the convention was not!

In attendance for the entire event were Jack Hamilton, Bob Shepperd, and myself with Jerry Enders and Dave Thompson there for part of it.

I had a pleasant surprise when I reconnected with a former Navy shipmate, now living in Oregon, whom I last saw in 1974.

The convention activities included a 'Modeling with the Masters' (MWTM) super-clinic (about 8 hours long, a scratch build of a flat car); over fifty clinics; 29 layouts open to attendees and the 4D NTRAK layout in the hotel to operate on; the regional general meeting; model contest and AP judging; door prizes and a raffle drawing; and a banquet to close out the event.

All the other four club members in attendance won either door or raffle prizes – I won neither. Setting through my planning mill Achievement Program evaluation was more educational than I could have imagined. The process gave me an understanding that cannot be learned by reading or simply talking about it. Having your own work evaluated using the judging forms and hearing the evaluator's thoughts and reasoning explained as he determines the points to be awarded is the most valuable experience I have had in this hobby! While I now believe I have more skill than I realized, I also have an understanding of how and where I can improve to develop more skills and build better models.

Bob and I gained some hours on the NTRAK layout towards our Chief Dispatcher certificate as way freight engineers. Jack took advantage to run a train also. Bob also visited a couple or three layouts that had their doors opened to attendees.

Next year the PNR convention will be in Surrey BC. See the notice on page 4. At this point in time I intend to participate in it.

OFFICIAL TIMETABLE

OF THE
2023 PNR Convention

PRAIRIE LINE EXPERIENCE



VALID: MAY 10, 2023

**STATION: Comfort Inn & Suites
Tacoma, WA**

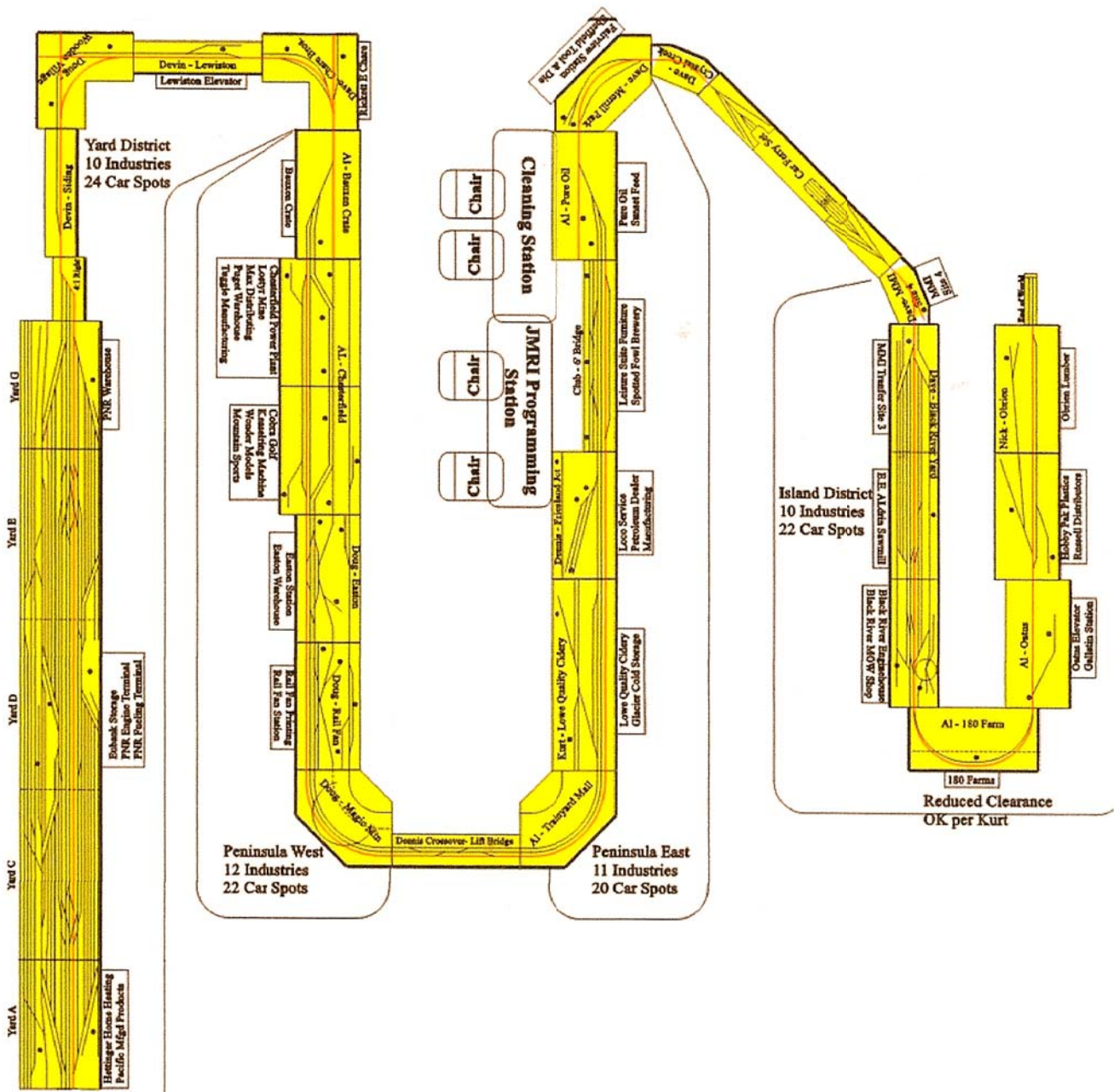
**FOURTH DIVISION
PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION**



On the next page is a diagram of the 4D NTRAK layout we had the pleasure of operating trains on. It had a large number of customers where switching operations were possible, including a car ferry.

Interestingly the 4D NTRAK modules have never been arranged in the same configuration

(Continued on page 6)



(Continued from page 5)

twice since the group formed over fourteen years ago.

The photo at left is an overall view of the *Modeling with the Masters* clinic. It was a very good learning experience building a flat car since all of the tools, materials, and written instructions were at our finger tips, along with help and guidance from one of the three MMRs facilitating the clinic.

.... BC

N SCALE DIVISION REPORT

Our Wednesday work nights have begun to pay off with the addition of the planing mill building and lumber drying rack placed upon the layout. Still remaining to complete is the burner, the details, and scenery to complete the scene.

At our last work night on the 31st we ran 18 pieces of rolling stock through our maintenance and upgrade program. Refer to the July and August 2021 Flimsy for the process details:

<http://www.bnmrr.org/flimsy/2021-07.pdf>

<http://www.bnmrr.org/flimsy/2021-08.pdf>

On Sunday, June 25th, we will begin structured, formal operations to gain the hours required to earn the AP Dispatcher Certificate. We will set aside two hours each Sunday afternoon from about 2:30 until 4:30 for ops sessions.

During formal operations we will only use cars that have passed the maintenance and upgrade program and four axle diesel locomotives for switching operation. Through trains may use locomotives with any wheel arrangement.

Expect to take 6 to 8 months to complete the requirements if all goes well...

The requirements may seem daunting, but working as a team, it will not be that difficult to complete them. Most of the paperwork can be shared among the crew-we do not have to individually originate each piece of it.

Jack already has his certificate, so he will guide us through the process.

Please understand that to be successful each of us must be willing follow instructions, work together, operate trains at prototypical speeds, and communicate. While we have a substantial rules book needed to meet the requirements, the basic rules are simple and easy to follow.

A HELIX IN MY FUTURE

I was not able to pass up this deal! I purchased the helix, seen in the photo below, at the Elma swap meet this past February. It was only \$25.00... how could I go wrong?

The paint is not a pleasing color for a layout and the 'fall guards' are falling off, the track is HO sectional, and the amount of elevation change is perhaps too great for my N scale layout - but other than that it is perfect!

There should be ample space for two N scale tracks side by side which is good for passing traffic during the transit from one level to the other.

Imagine two trains side by side, one climbing up while the other is descending to the lower level. It should be fun!

.... BC



The helix in my trailer for the trip home.



We will use FRS radios, the telephone system that links the classification yard to the dispatcher's desk, and at times the fast clock.

During the course of our work we will use track warrants, car cards & waybills, and time tables.

While there is much to learn, there will be ample time to learn it.

.... BC

IN REGARD TO NMRA DUES AND BNMR OPERATING FEES

Since becoming treasurer I have attempted to establish a 'baseline' of each members' operational fees (op fees) account and NMRA dues for those members who choose to pay their NMRA dues through the club each year.

Yet it seems my efforts have not made it clear how op fees and dues work let alone the status of each member's account. The club requires each club member to be a member of the NMRA. The NMRA dues are currently \$68.00 per year.

The club pays its bills by collecting op fees from each member, currently \$180.00 per year for the regular member category. That equals \$15.00 per month.

As treasurer I keep a record of each members' balance of op fees and dues. At the end of each month I subtract \$15.00 from each member's account. Thus if you are told you have a balance of \$30.00 in your account as of the first of the next month, you are covered for the following two months. Think of it like a checking account with \$30.00 in it and you must write a check for \$15.00 each month. At the end of the second month you will not have any money left in your account UNLESS you add some money.

I don't know how else to explain it. I intend to inform each member once a quarter of the balance of op fees in his/hers account.

If on the other hand you pay your NMRA dues through the club, you must also have that \$68.00 extra in your account by the time I pay the NMRA dues for you. That will be in the first week of your anniversary month. I will include your anniversary month in your quarterly report for the convenience of all members regardless of how the dues are paid.

Remember we secure our liability insurance through the NMRA by having all members as

BYLAWS REVISED

For the second time in as many years, the club has revised its bylaws.

The new bylaws have been reduced from an excessive set of detailed verbage of 18 pages to a streamlined set. It is generally recognized that bylaws should only dictate the basic rules needed by governing laws and common sense, especially in a simple social club of so few members such as ours. The previous bylaws, I am told, were fashioned after those of a much larger business organization.

As a small social club with a modest operating budget we need far fewer rules that are difficult to revise - thus the need to streamline our bylaws and move the more detailed day to day rules to a set of policies, which we term house rules. The beauty of placing these day to day rules in the policies is that they can be revised by a simple majority vote of the members.

The committee reviewed examples of bylaws used by other model railroad clubs and found all had far simpler and less detailed bylaws.

.... BC



members of the NMRA. We are required to submit a statement, certified by the club's president, that all club members are current with their NMRA dues. That statement includes each member's name, NMRA number, and expiration date. Failure to meet this requirement or allow a club member to stay on our rolls with not being paid up NMRA can result in cancellation of our liability insurance.

In any event, I will **bug** you about keeping both your op fees and dues current! If you are still not sure of how this works - contact me!

.... BC