


THE FLIMSY BOARD



[Member Club](#)

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

FROM THE EDITOR'S DESK

The point of this club's newsletter is to provide a platform for information to be presented to the all the members and for the members to share their efforts through words and photos.

Please continue to feel free to send comments and photos of works you or others have done at the clubhouse or at home, which might include models, scenery, backdrop paintings, prototype photos of motive power, rolling stock, etc. Anything train related or that we rail fans might appreciate.

If you desire to contribute material (text or photos) for publication, refer to the masthead for where and when to submit material. Thanks!.

BS (Shep)

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THE FLIMSY BOARD SUMMARY

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: Bob “Shep” Shepperd
Submit Contributions to: shepperd0718@comcast.net

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 monthly in the clubhouse starting at 5:30 p.m. on the first Thursday of the month.

Board meetings are held periodically in the clubhouse on the last Thursday of the month.

“Social” Club Breakfasts are held at All Star Lanes in Silverdale starting at 8:30 a.m. on the First Saturday of the month.

Clinics are held on the second Monday of the month at the “Community Room” (in the mall right next to Dick’s Sporting Goods) starting at 5:30 p.m.

OFFICERS:

President: Bill Hupé
Vice President: Jerry Enders
Secretary: Trish Williams
Treasurer: Bert Cripe
Directors: Mark Stephens
Pete Bieber
Jim Hochstein
Librarian: Tom Barrett
Web Site: <http://www.bnmrr.org>
Facebook: <https://www.facebook.com/groups/1988490354736510/>

NEW MEMBER REPORT

Welcome our new member!

Al Lowe

BREMERTON NORTHERN MODEL RAILROAD CALENDAR

Note: All dates and times are subject to change - check back often for updates.

AUGUST 2024

- 1st..... Thursday Open House (12-4).
- 1st..... Business Meeting starting at 5:30 p.m.
- 3rd..... Saturday “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 3rd..... Saturday Open House (12-4).
- 8th..... Thursday Open House (12-4).
- 10th..... Saturday Open House (12-4).
- 12th..... Monday 4D Westside Clinic in the Mall “Community Room” starting at 5:30 p.m.
- 15th..... Thursday Open House (12-4).
- 17th..... Saturday Open House (12-4).
- 22nd..... Thursday Open House (12-4).
- 24th..... Saturday Open House (12-4).
- 29th..... Thursday Open House (12-4).
- 29th..... Board Meeting starting at 5:30 p.m.
- 31st..... Saturday Open House (12-4).

SEPTEMBER 2024

- 5th - Thursday Open House (12-4).
- 5th..... Business Meeting starting at 6 p.m.
- 7th..... “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 7th..... Saturday Open House (12-4).
- 9th..... Monday 4D Westside Clinic in the Mall “Community Room” starting at 5:30 p.m.
- 12th..... Thursday Open House (12-4).
- 21st..... Saturday Open House (12-4).
- 26th..... Thursday Open House (12-4).
- 26th..... Board Meeting Board Meeting starting at 5:30 p.m.
- 28th..... Saturday Open House (12-4).

OCTOBER 2024

- 5th Open House 12 pm to 4 pm.
- 5th Business meeting, 5:30 pm.
- 7th Social breakfast meeting at the bowling ally 8:30 am.
- 7th Open House 12 pm to 4 pm.
- 9th 4D Westside Clinic in the Mall Community Room, 5:30 pm.
- 12th Open House 12 pm to 4 pm.
- 14th Open House 12 pm to 4 pm.
- 19th Open House 12 pm to 4 pm.
- 21st Open House 12 pm to 4 pm.
- 26th Open House 12 pm to 4 pm.
- 26th Board meeting, 4:30 pm.
- 28th Open House 12 pm to 4 pm.

PRESIDENT'S REPORT

Greeting all,

As always, I want to thank you all for helping me fulfill my lifelong dream of having a railroad to work on and run my trains.

Time to talk about conflict. There seems to be, in my opinion, storm clouds building. We are all here for our love of model railroading and spreading our love. We need to realize we all have different personalities and skill sets. We need to be able to accept each other and get along. If we don't understand why someone is doing something, ask them. Don't assume!

I'm still looking for someone to take over the Young Engineers and Lionel O-27 layouts. Interested? Let me know. We also need someone to be our IT guy. Any volunteers?

Bill

HO DIVISION REPORT

No news is good news (usually). So I'll assume it's true this month. Mark give us quite a summary at the business meeting Thursday night. He has plans to motorize some more turnout switches as well as replace the troublesome switch on the branch line near the sawmill entrance. I provided *nengineering* sound modules and Dave Johnson has installed IR motion detectors and powered them with a separate 12 volt buss. Great job.

Shep

N DIVISION REPORT

Two items of note:

First our storage room has been reorganized with some shelves. Also 16 cardboard boxes have been purchased to standardize the arrangement. We will be sorting all the various items in the existing boxes to make it easier to see what we have. An inventory will be created as the various items are sorted and placed in numbered boxes.

Secondly, we now have the wood pieces to build two more NTRAK modules to go with the two we currently have. This will give us four additional ones to begin swapping out with the four modules between Homestead Corner and Central Junction. These will give use the opportunity to design a more pleasing scenic track arrangement with some cuts and fills with water features and three possible bridges.

Bert Cripe



SHEP'S: DID YOU KNOW?...

In 1993, a man by the name of E. Hunter Harrison became the CEO of the Illinois Central Railroad (IC). This man pioneered the concept in freight operations with what is known as Precision Railroading or Precision Scheduled Railroading (PSR). He implemented it at IC and since then this system has been adopted by nearly every North American Class I railroad. With PSR, freight trains operate on fixed schedules, as they do with passenger trains, instead of being dispatched when ever a sufficient number of cars are available. Prior to this, intermodal and general merchandise trains operated separately; with PSR they are combined as needed. PSR results in longer trains; these trains typically operate with locomotive power distributed in the train.

The ultimate and designed result of this system is an often substantial reduction in operating ratios and other financial and operating metrics. However, this is at the cost of less-reliable customer service (particularly to smaller customers), long-term capacity issues, and increased derailments and other risks associated with safety involving longer trains, including train crew fatigue.

As just summarized, the PSR concept has its pros and cons. The pros include relative short term financial gains. The cons have metrics harder to measure. PSR has been criticized on any fronts. Shippers complain about poorer service and delays. Advocates claim that shippers benefit in the long term with reduced costs and more reliable schedules. Railroad workers have raised concerns regarding safety due to the reduced inspections and staffing. With PSR, fewer workers are needed despite higher traffic volumes. As a result, over 20,000 were laid off in 2019. Freight carriers employed 30% fewer workers in 2022 than they did in 2018, according to the Surface Transportation Board. In addition, since PRS leads to longer trains, as well as fewer inspections and less maintenance, this leads to a greater risk of derailments. In addition it leads to greater crew stress in operating trains 2 to 3

over a railroad network that was not designed to handle trains of this length.

I suppose it's ultimately a risk assessment. How much are you willing to gamble for relative short term gains that these will not be offset by long term losses. As the recent news has shown, train derailments can be catastrophic and result in vast damage, vast expensive cleanup, as well very costly lawsuits. Although it's done, it is hard to put a metric on the present cost of these unknown potential expenses.

I guess that's why "they" made the big buck while I play with model trains...

Shep



In February 2023, a Norfolk Southern train carrying hazardous materials derailed in East Palestine Ohio. Following the derailment, reaction and commentary focused on industry working conditions and safety concerns, including: 1) the lack of modern brake safety regulations, (2) the implementation of precision scheduled railroading (PSR), (3) reduced railway workers per train, and (4) increased train lengths and weight. The preliminary findings by the National Transportation Safety Board (NTSB) indicated that the derailment was caused by a mechanical problem on one of the railcars' trucks, which may be connected to reports that an axle was observed throwing sparks about an hour before. The crew received an alarm from a wayside defect detector shortly before the derailment indicating a mechanical problem, and then an emergency brake application was initiated.

Shep

The following is a book review of train derailment in Tennessee in 1978. Although this derailment was in no way responsible for the accident (PRS wasn't even conceptualized until 1996), the book describes the impacts one of these wrecks can have on individuals, communities, and businesses.

WALK THROUGH FIRE

A Book Review By

Peter Bieber

At approximately 10:30 PM on February 22, 1978 an (L&N) Louisville & Nashville freight train derailed at the main crossing in Waverly Tennessee, population 4700. Waverly lies 65 miles west of Nashville, TN. 23 of the train's cars derailed and two were white tank cars.

Walk Through Fire, by Yasmine S. Ali, MD is the story of the derailment, subsequent (BLEVE) Boiling Liquid Expanding Vapor Explosion 2 days later, triage at Nautilus Memorial Hospital, transport of the most severe patients to other hospitals, aftermath, changes to the railroad, hazardous material, disaster handling, and more.

Police Chief Guy Barnett, and fellow Waverly police officers, Senior Captain of the Waverly Volunteer Fire Department Frank Craver and Waverly volunteer firefighters and others were on the scene. A 1200' perimeter was established. 23 cars derailed including the two white tank cars. The tank cars were labeled as carrying anhydrous ammonia but were actually carrying liquefied petroleum gas. L&N railroad personnel and disaster relief personnel were also on the scene. To cool the tank cars they were being sprayed with water by the volunteer fire fighters. It was chilly with a light layer of snow on the ground.

On 24 February L&N railroad salvage crew and Steel City personnel are clearing the wreckage and restoring the train to open the damaged line. They are using two large boom cranes and several bulldozers. One of the cranes swung a freight car over tank car UTLX 83013, for Union Tank Car Company and it loses its wheel set and it impacts the egg shape of the tank car. There is also relief from the cold as the temperature climbs into the 50s. Plans are made to offload the first tank car and it's decided to move it 12' for better access.

At 14:55 there was a BLEVE, Boiling Liquid Expanding Vapor Explosion which produced a mushroom cloud. 5 individuals died instantly. Over 40 others were so severely burned they looked like the living dead their bodies smoking.

These individuals were transported to Nautilus Memorial Hospital in ambulances, privately owned vehicles, and laying in the bed of pickup trucks. Most of the emergency response vehicles at the scene were destroyed. Doctors Subhi D. Ali MD an surgeon, Maysoon Shocair MD and others doctors as well as Ms. Carolyn Tucker RN, Nancy Daniel RN, Barbara Horner RN and other nurses began the task of triage in an ER hospital. Patients could not be identified until some were recognized by their voice. Dr Ali stood on a gurney and proclaimed "I am a trauma surgeon and I am a Major in the US Army. And I am in charge. Patients were given IVs and morphine. After stabilization the most severe patients were transported to hospitals in Nashville, TN, Birmingham, AL, Cincinnati, OH, Louisville, KY by army helicopters from Fort Campbell and air force jets.

(Continued on page 7)

President Jimmy Carter called and talked to Mayor Powers.

The NTSB, National Transportation Safety Board and substantial property damage were a result of the tank car explosion. The derailment was caused by a fractured high carbon steel wheel on the 17th car an L&N gondola. The fracture happened 25 miles prior to Waverly. L&N train # 584 departed Radnor Yard near Nashville. The gondola was not part of the original train. It was picked up along with 4 others at Colesberg 39 miles north of Nashville. One car was set out. The brakes on the added cars were not properly tested. The wheels on car # 17 had a higher carbon content than cast steel wheels, and one wheel cracked all the way through to its rim causing it to move inward. UTLX tank car # 83013 was carrying 27, 871 gallons of LPG. The tank car did not have head shields, was not insulated or provided with a jacket. It also did not have shelf couplers. It received gouge like scrapes and indentations during the derailment. Additional damage was caused by the wheel falling on it as well as from the 12' move. The ignition source was never determined.

Over 200 people were injured with over 40 severely, 16 losing their lives, 5 instantly. Property damage in 1979 dollars exceeded 1.8 million.

The Waverly derailment with the loss of life and property damage brought about multiple changes.

One year later manufacturing standards for wheels changed. NTSB recommended immediate action to the FRA, Federal Railroad Administration used its emergency powers to remove wheels of that type issuing EO, Emergency Order No 7 on 27 March 1978. At the end of 1979 the FRA released full set of "Railroad Freight Car Safety Standards". At each location during a train's travels where cars were added, the cars have to be inspected before departure.

Congress on 14 October 1980 passed the Staggers Rail Act deregulating the railroad. This allowed the railroads to set rates and enter into contracts and services without the ICC, now FRA setting rates.

The Waverly derailment was the final catalyst in the creation of FEMA, Federal Emergency Management Agency. Prior to FEMA catastrophes and disasters were handled by agencies at the state and local level. President Jimmy Carter on 31 March 1979 issued Executive Order 12127 putting Reorganization Plan No 3 of 1978 into effect and officially creating FEMA the unified federal emergency management activity.

Changes were also made to the handling, storage, and transportation of hazardous material.

I just scratched the surface in these paragraphs, and I highly recommend Walk Through Fire, by Yasmine S. Ali, MD.

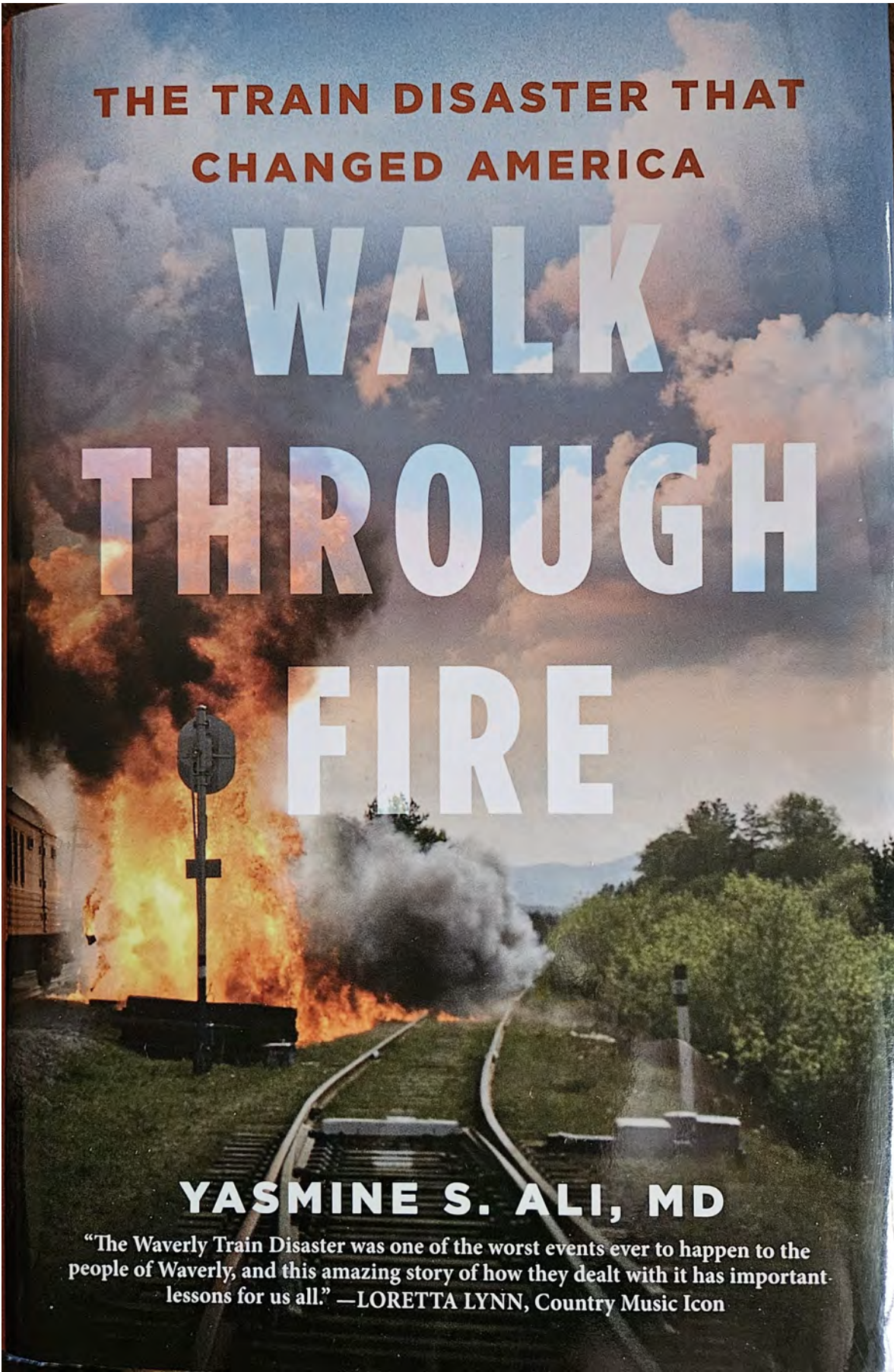
There is a Monument in memory of the deceased in Waverly.

There are black and white pictures about halfway through the book.

Peter Bieber

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**THE TRAIN DISASTER THAT
CHANGED AMERICA**

**WALK
THROUGH
FIRE**

YASMINE S. ALI, MD

“The Waverly Train Disaster was one of the worst events ever to happen to the people of Waverly, and this amazing story of how they dealt with it has important lessons for us all.” —LORETTA LYNN, Country Music Icon

The following article was submitted to me by Norman.

The following is a summarization of his findings after experimentation.

HOW MANY AMPS AN HO MOTOR PULLS

By Norman Racine

There has been some discussion on how many amps an HO engine motor pulls. The Soundtraxx documentation states their decoder is not to exceed a 2 amp stall current. Is this anything an HO train would exceed? I don't think so, because of the following data taken from a Walthers Trainline Santa Fe engine and a "Throttle Up" Soundtraxx decoder.

The decoders take the signal off the track in two ways. First, it rectifies it through a full wave rectifier (this can be seen on the back end of Soundtraxx decoders), which changes it to a DC source, and then filters it so the electronics can use it. Second, it takes the signal off the track to tell the engine what to do.

To measure the current on the motor, the amp meter must be put between the motor and the decoder with no other modifications to the engine in question. This was done, and then the motor was run at three different speed settings on a NCE Power Cab controller, at 1, 50 and 126 speed settings. The results are listed below, and the amperage reading on the controller is listed also as a comparison:

Amp Meter Between Motor and Decoder:			Amp Reading On The NCE Controller:
	Voltage	Amps	
Idle	0	0	.01 - .13 (The range is what the meter was showing, as a reading.)
Setting 1	2	.113-.122	.01 - .21
Setting 50	8.3 – 8.6	.128 - .134	.01 - .21
Setting 126	9.6 – 9.7	.134 - .137	.06 - .23

The voltage readings were taken at the motor with the settings shown above, and as you can see the amperage doesn't even come close to 1 amp, let alone 2.

The resistance of the coils on the motor in the Walthers engine have two readings. One pole reads at 15.5 ohms, and the rest read at 20.4 ohms. To figure the maximum amount of amps that this circuit will pull can be done with ohms law. This will calculate to a very close margin what the "stall current" would be in amps, because a stalled motor will only run electricity through one set of the windings, the 15.5 ohms set or the 20.4 ohm set.

$E / \text{Resistance} = \text{Amps}$ (E is the voltage.)

$$9.7 / 15.5 = .626 \text{ amps}$$

$$9.7 / 20.4 = .475 \text{ amps}$$

Continued on page 11

The stall current is normally stated as 2 amps, and .475 and .662 amps is a lot lower than 2 amps. This means that taking the manufacture's parameters of both Digitrax and Soundtraxx decoders will not blow due to a standard HO engine motor hooked up in a correct manner.

That doesn't mean that decoders can't be blown. I saw a Digitrax blow going down the club track, after running for a few hours on the club track, and a few weeks on my track. It just stopped, and didn't have any sound or motive power at all. So far I've had 3 Digitrax decoders go bad out of 5, and this is after they ran for awhile. Decoders do blow.

So as you can see the standard motor and decoder combination should not result in damage, because the motor operates well below the stated manufacture's standards for their decoders.

Norman Racine



UPCOMING EVENTS AROUND THE REGION

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

Saturday & Sunday

August 30th & September 1st

Mt. Rainier Scenic RR

Trucks, Trains, Planes, & Dollhouses

CANCELLED

Saturday & Sunday

September 21st & 22nd

Caldwell Train Show

O'Connor Field House

2207 Blaine St.

Caldwell, ID

Saturday, September 28th

**Southwest Washington Model
Railroaders' Great Train Swap
Meet**

Battleground High School Gymnasium

300 W. Main St.

Battleground, WA

Saturday (9-5) & Sunday (10-4)

September 21st & 22nd

**39th Annual Lynden Lions Model
Train & Toy Show**

NW Washington Fairgrounds

Lynden, WA

Saturday November 2nd

Oly Ops

Train Operation Sessions

Olympia WA

Opportunities limited to 40-50 Operators

For an Invitation Contact:

Greg Wright

360-870-9449

Early November

Date TBA

Columbia Gorge RR Club

Open House

Portland OR

Saturday & Sunday

January 11th & 12th

Clark County Fair

Ridgefield WA

Saturday & Sunday

January 18th & 19th

Washington State Fair

Puyallup, WA