

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.

FROM THE EDITOR'S DESK

As you all know, the point of this newsletter is to provide a platform for various information to be presented to the club's members; and, for the club members to share their efforts through words and photos.

I take this opportunity to thank you for your previous contributions and to strongly encourage club members to please continue to send information, comments, and photos of works you or others have done at the clubhouse or at home. These might include models, scenery, backdrop paintings, prototype photos of motive power, rolling stock, etc. Anything train related or that we club members 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!.

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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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/>

Scott Stuber is now in the role of the N-Scale Division Superintendent.
Bert Cripe has decided to pass the torch on and take on other club challenges.
Thank you Bert for your Service and Dedication!

BREMERTON NORTHERN MODEL RAILROAD

CALENDAR

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

OCTOBER 2024

- 3rd Thursday Open House 12 pm to 4 pm.
- 3rd..... Business meeting, 5:30 pm.
- 5th Social breakfast meeting at the bowling ally 8:30 am.
- 5th Saturday Open House 12 pm to 4 pm.
- 10thThursday Open House 12 pm to 4 pm.
- 12th Saturday Open House 12 pm to 4 pm.
- 14th Monday 4D Westside Clinic in the Mall Community Room, 5:30 pm.
- 17th Thursday Open House 12 pm to 4 pm.
- 19th..... Saturday Open House 12 pm to 4 pm.
- 24th Thursday Open House 12 pm to 4 pm.
- 24th Board Meeting 4:30 pm. Rescheduled due to Halloween.
- 26th Saturday Open House 12 pm to 4 pm.
- 31st..... **HALLOWEEN** Thursday Open House 12 pm to 4 pm.
- 31st..... **HALLOWEEN - Trick or Treat in Mall, times TBD.**

NOVEMBER 2024

- 2nd.....Saturday Social Breakfast Meeting at the bowling ally 8:30 am.
- 2nd..... Saturday Open House 12 pm to 4 pm.
- 7thThursday Open House 12 pm to 4 pm.
- 7thThursday Business Meeting 5:30 pm.; **Officer nominations for 2025.**
- 9th..... Saturday Open House 12 pm to 4 pm.
- 11th Monday 4D Westside Clinic in the Mall Community Room 5:30 pm.
- 14th Thursday Open House 12 pm to 4 pm.
- 16th..... Saturday Open House 12 pm to 4 pm.
- 21stThursday Open House 12 pm to 4 pm.
- 23rd..... Saturday Open House 12 pm to 4 pm.
- 28th..... **THANKSGIVING; NO OPEN HOUSE; No Board Meeting in November.**
- 29th **BLACK FRIDAY. SPECIAL OPEN HOUSE 12 pm to 4 pm.**
- 30th..... Saturday Open House 12 pm to 4 pm.

DECEMBER 2024

- 5thThursday Open House 12 pm to 4 pm.
- 5th..... Business meeting, 5:30 pm.; **Election of Officers for 2025.**
- 7th..... Saturday Social Breakfast Meeting at the bowling ally 8:30 am.
- 7th..... Saturday Open House 12 pm to 4 pm.
- 9th Monday 4D Westside Clinic in the Mall Community Room 5:30 pm.
- 12th Thursday Open House 12 pm to 4 pm.
- 14th..... Saturday Open House 12 pm to 4 pm.
- 19thThursday Open House 12 pm to 4 pm.
- 21st..... Saturday Open House 12 pm to 4 pm.
- 26th..... Thursday Open House 12 pm to 4 pm.
- 26th..... **No Board Meeting in December.**
- 28th Saturday Open House 12 pm to 4 pm.

The following article is from club member Norman Racine. He was asked by the Board to write this article and submit it's ideas to us for our review and discussion.

Around 1994 a Chris Palomarez, of the San Luis Obispo Model Railroad Association in San Luis Obispo, CA, came to the realization that the real trains didn't run in circles. He took inspiration from what was being done in Europe. He and another individual wrote out the first set of standards for Free-mo here in the US. In 1997 a group of four men in the San Francisco Bay area wrote out a more detailed standard to match the prototype as close as possible.

The presentation of HO scale Free-mo, like the 50" height, is a perspective unmatched by any other way trains have been presented in the past. It's for the enthusiast by enthusiast, and making HO Free-mo any other way is a compromise that defeats the purpose of doing Free-mo in the first place.

Today many clubs have adopted the standard, and have been able to gather clubs together, often at a show, to run trains on each others modules. They can do this because of the standard called Free-mo.

At shows they often have times when the owners of the modules and guest, not the general public, can run their HO trains. This can be before or after the time of the show, and can be for many hours, if not until the show opens to the public the next day. Playtime with the railroad with no public present together with other model railroad enthusiast.

The basic control for one module to another is the end plate, or mating surface to the other Free-mo module:

<http://www.free-mo.org/standard/>

The track shown below runs from one end to the other, and there are two options, one or two tracks. This also makes the module end wider to have two tracks. Any switches coming off the main or main runs have to be #8 switches. Off the main run the rules are a little different, and not as restrictive.

The modules can be any shape and size, but have to have these end plates to mate up with the other modules brought by other clubs to play with their trains together at a meet or show.

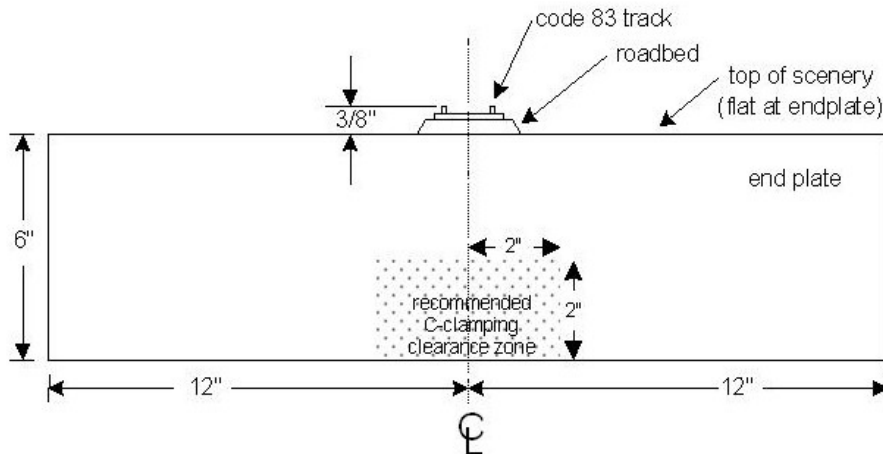
The smallest size the club may want to make is a 2 X 4 module, which would be an idea of the look of a Free-mo module, but the club should be looking at having at least three larger modules made.

The suggested, but not required material is $\frac{3}{4}$ and $\frac{1}{2}$ Birch plywood, for it's resistance to warping. Two of them can be used to make one 2 x 4 module with other hardware and leg supports. The following is an estimated cost of materials to the club:

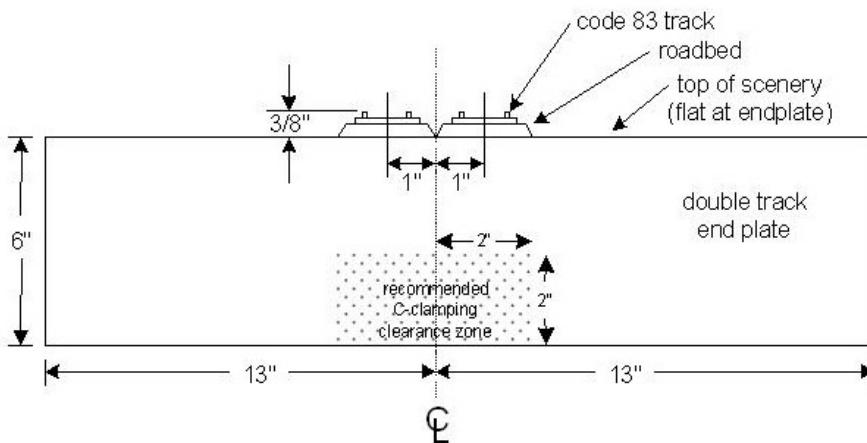
Parts	each	quantity	price
Lowes:			
3/4 Birch plywood	\$39.98	2	\$79.96
4 X 4 X 8 Douglas Fir (legs)	\$10.94	2	\$21.88
3/8 X 6 bolts	2 @ \$ 4.28	4	\$17.12
3/8 washer	\$ 0.18	16	\$ 2.88
3/8 wingnut	\$ 1.19	8	\$ 9.52
2" Screws	1 box \$10.48	1	\$10.48
Parts	price		
Amazon:			
4 Leveling Feet			<u>\$18.99</u>
Estimated cost without tax >			\$160.83

https://www.amazon.com/dp/B08CDZ9WH8?ref=ppx_yo2ov_dt_b_fed_asin_title&th=1

S2.2 Single-track endplates shall be 24 inches wide by 6 inches tall.



S2.3 Double-track endplates shall be 26 inches wide by 6 inches tall.



Wood glue would also have to be considered as part of the cost, which the club may already have.

Doing Free-mo will create an opportunity for us to be able to communicate and play with other clubs. We could bring our own set up or display, but we will be off by ourselves at shows and meets. Free-mo is the catalyst to bring us together with other enthusiast in the model railway community.

SHEP'S: DID YOU KNOW?...

Green means go; red means stop. Pretty simple; we learn that at a young age. What more is there to say?

Well, as it turns out—a lot more. If you plan to include train signals in your modeling, how you do it and what it will (or should) look like will depend on both the time period, as they changed over time, and the prototype you're modelling, as different railroad companies used different types.

“**I**n the beginning,” train traffic was light enough that signals weren't necessary. As traffic increased, train timetables were established. Telegraph lines were erected following the tracks. Thus, if a train was delayed, for example, and it did not show up at the designated location at the designated time, this information would be passed on to the next designated location via the telegraph. Crew flagmen would be sent both ahead and behind the train to warn any oncoming trains the track was blocked.

In order to stop trains and notify their crews of any necessary change to the timetable, for example, 'signals' were placed at designated locations indicating the train needed to stop there for further instructions. These instructions were eventually passed on using the “Form 19” and “Form 31.” The first signal developed was by using two large globes that would be raised/lowered much like a flag on a flagpole. When the ball was raised, it indicated to the train that the way was clear and the train had permission to proceed. Thus the expression to “high-ball” came into being. When the ball was in lower position, it indicated to the train that the train did not have permission to proceed but had to stop.

The next phase was the development of semaphores. These were set manually at first. Over time, color lights were added using lamps. Due

to the stage of technology of glass making at the time, as well as lighting, it was difficult to have the lenses transmit the light to an optimal distance. Consequently, different colors were experimented with. Red was used as stop from the beginning. As with the balls, the red or stop aspect was placed on the bottom of the signal. White was used as ‘go’ at first. But the lamps used flame to produce light so the ‘white’ had an amber cast. Next a blue lens was used for ‘go;’ however, with the ‘yellow’ flame and the blue lens this tended to have a green cast. Eventually they adopted the green on top for go and the red on bottom for stop. The white light found its way to the middle position and for obvious reasons an amber color lens was adopted. As will be discussed later, an absolute semaphore signal was painted red on front and black on back. Thus when the train was stopped here, the engineer would report he was “stopped at the red board.”

Today, semaphores have nearly all been replaced with light signals. The main advantage of these is they require less maintenance. The Pennsylvania Railroad was one of the first railroads to replace semaphores with position-light signals. These signals essentially show the same set of aspects as the semaphores but use lights. They feature a large round target with up to eight amber-colored lights in a circle and one in the center, could be lit in various patterns to convey different meanings. These were more visible in fog and were felt to be more effective than semaphores. Signal aspects, or meanings, were displayed as rows of three lit lights. The aspects corresponded with upper-quadrant semaphore signal positions: vertical for "proceed", a 45° angle rising to the right for "approach", horizontal for "stop", a 45° angle rising to the left for "restriction", a "X" shape for "take siding", and a full circle (used in electrified territory) for "lower pantograph". Additional aspects were conveyed with a second target head below the first, either a single light, a partial target, or a full target. Separate Manual Block signal aspects existed as well.

To be continued next month.

Wood glue would also have to be considered as part of the cost, which the club may already have.

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Norman Racine

UPCOMING EVENTS AROUND THE REGION

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

Early November

Date TBA

Columbia Gorge RR Club

Open House

Portland OR

Saturday & Sunday

January 11th & 12th

Clark County Fair

Ridgefield 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

Saturday & Sunday

January 18th & 19th

Washington State Fair

Puyallup, WA

Saturday & Sunday

February 8th & 9th: Elma, WA

**4th Annual Railroad Swap Meet &
Train Show**

Saturday 10am to 4pm; Sunday 10am to 3pm

Grays Harbor Fairgrounds