



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

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



Jim Hochstein progresses work on the American Flyer layout. Photo submitted by Bill Hupé

CLUBHOUSE CALENDAR

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

MARCH

- 2nd Open House 12 pm to 4 pm.
- 2nd All hands HO work party 6 pm.
- 4th Breakfast social meeting at All Star Lanes, 8:30 am.
- 4th Open House 12 pm to 4 pm.
- 9th Open House 12 pm to 4 pm.
- 11th Open House 12 pm to 4 pm.
- 15th N Division clubhouse work party 9am
- 16th Open House 12 pm to 4 pm.
- 18th Open House 12 pm to 4 pm.
- 23rd Open House 12 pm to 4 pm.
- 25th Open House 12 pm to 4 pm.
- 30th Open House 12 pm to 4 pm.
- 30th All hands HO work party 6pm.

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: Wes Stevens
Sergeant-at-Arms: Jerry Enders
Directors: Ray Hagele, Dave Woodard,
..... Pete Bieber, Mark Stephens
Librarian: Tom Barrett
Web Site: <http://www.bnmrr.org>
Facebook: <https://www.facebook.com/groups/1988490354736510/>

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N SCALE DIVISION REPORT

Our work parties at Jack's barn have been productive if not well attended mostly due to the dark, cold, snowy weather. As Spring approaches attendance should improve.

Bruce is making progress on the livestock corral and loading chute for Homestead Corner. I should finish the planing mill main building soon. The other structures are almost complete also.

This past week I replaced a cross-over turnout on Bob's Industries module that had a closure rail come loose from its hinge point.

I have been updating the rolling stock inventory database with car data. There are several pieces of rolling stock that need to be processed through our maintenance process. Weight is the most often needed item to correct. Photos need to be taken of many of the cars to finish making car card for use during formal operations.

Formal ops have been a learning experience for us. I think things will improve once we have more operating time under our belts. We will continue with using track warrants for the time being until their use is better understood.

We are not functioning in our best interests during open house sessions. Here are the areas we need to improve:

1. Slow down! While children love to see 100mph trains, we need to run at more realistic speeds of 30-50 SMPH. You will experience far fewer derailments at those speeds. An added benefit is the longer time it takes to cover the layout distance. You will also be more able to converse with visitors.
2. We need to have several trains staged. Run a train from the North staging yard to the fiddle yard and park it. Run a different train then in the opposite direction and park it at the North staging yard. Run a third train to

the fiddle yard. Continue that process so that we have many different trains running throughout the day.

3. Stage both passenger and freight trains. Run the passenger trains on the Red track and stop at the stations. Wait a few minutes to simulate disembarking and embarking passengers.
4. Don't be afraid to use cross-overs to move a train from one track to another. Remember we have three track to use. We could be running six trains at once IF we run at realistic speeds, pay attention to the other trains, and think about what we are doing.
5. All of these suggestions would give the public a better sense of what modeling railroading CAN be instead of seeing the same trains going round and round or several locos by themselves speeding along the track only to over run and derail at the autoreverser controlled turnouts. While the children love to see train wrecks, I don't think that helps project what this hobby is all about.

If we want to attract and keep serious modelers in the club we need to behave like serious modelers, otherwise we should just play on the Kid's HO layout!

.... BC



Prototype photo by Russell West

STEVE'S STRAIGHTS

Former member Steve Strauss remembers...

I realize I should have written this article a month earlier. The 50th anniversary of the club's charter will be a month past by the time you are reading this.

I remember a rainy November 1972 night at Millie's Craft & Hobby when it was located in east Bremerton near what was called Hal's corner. That meeting was the beginning. In short order came the election of officers. The secretary-treasurer, the late Tom Hall, got to work on the paperwork for the club's incorporation.

I have a lone piece of Burlington Northern rolling stock, an Overland Models BN caboose I kit-bashed and custom painted in 1980, based on a photograph I took of the prototype in Bremerton in the fall of 1979. A detailed description of that job appears in the March 2020 *Flimsy*. I am donating the caboose to the club, and will be mailing it shortly, along with some prototype railroad souvenirs.

I'm signing off for now.

YIMRR,

.... Steve Strauss



Steve's photo of the prototype BN caboose that inspired his model.



Steve's photo of his BN caboose model.



Prototype photos by Pete Bieber

RAILROAD FOCUSED ROAD TRIP

In 2009 club member Mike Johnson took a road trip following the Transcontinental RR from Sacramento to North Platte. Here is his account and some photos of that adventure on pages 5, 6, and 7. Mike has provided 44 photos from that trip only a few are included here. More will be published in future Flimsy editions in the coming months.

.... BC

In 2009, my neighbor Ed Ryan and I embarked on a seven day road trip for the purpose of tracing the Transcontinental Railroad from Sacramento, CA to North Platte, NE. We intended to visit the many museums and park locomotive displays along the way.

The high points were to be the California State Railroad Museum, The National Park exhibit at Promontory, UT, the Cheyenne Depot Museum and Steam shop in Cheyenne, WY, and the Rail Fest event in North Platte, NE.

I consider myself an amateur historian of the Union Pacific Railroad as well as a pretty decent photographer. I took close to 500 digital photographs. The high points of our trip were definitely the California State Railroad Museum and the Union Pacific Roundhouse and Steam shop. Ed and I got a ninety minute personal tour of the Steam Shop by the late Lynn Nystrom. He was their chief engineer at the time.

We also shot video of the UP Northern 4-8-4 "844" pulling a consist of passenger cars from Cheyenne to North Platte. For me the main purpose of the trip was to gather photos of UP equipment from the transition period from steam to diesel.

Enjoy!

.... Mike Johnson



Floyd Young's ten wheeler.

His son LT. Colonel Alvin Young was the chief toxicologist for the United States Air Force in the 60's and 70's. He was involved in all phases of agent orange research. His wife was the Great granddaughter of the photographer that took the famous "East meets West" photograph at Promontory Point in 1869. We met them by chance at breakfast in Cheyenne. She arranged our private tour of the UP steam shop. It does pay to be outgoing and friendly to people you meet!





Central Pacific Locomotive #3, the CP Huntington, became the Southern Pacific's locomotive #1. On display at the California State Railroad Museum in Old Town Sacramento.

.... BC



*Above: Central Pacific #40, the Jupiter
Below: Union Pacific Locomotive #119 seen at Promontory Point, Utah*

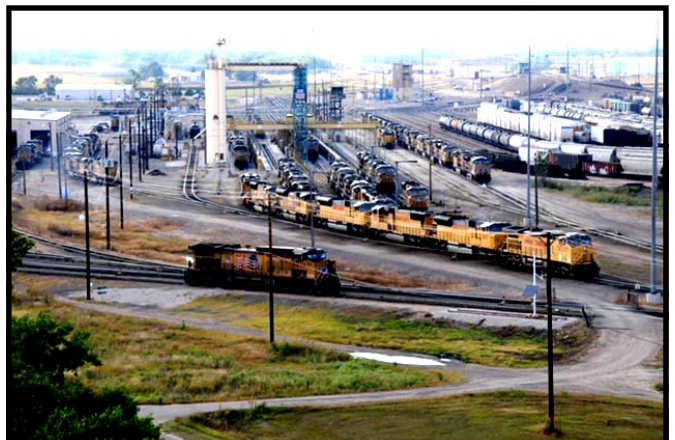
These are reproductions, the originals were sold and later scrapped - neither the SP nor the UP companies realized the historical significance! The reproductions were completed in the 1970s. Both are now in the care of the National Park Service

.... BC



Union Pacific Locomotive #4466, was a shop switcher at Cheyenne, Wyoming and was the last steam switcher stationed there. On display at the California State Railroad Museum.

.... BC





Photos of the Union Pacific machine shop, roundhouse, and power plant at Evanston, Wyoming. These buildings are now owned by the City of Evanston. They are undergoing restoration and conversion for events and as a museum facility.

The 2021 Free-moN event was held in the machine shop, seen above and to the left. The event will return in 2024.

.... BC



UPCOMING EVENTS AROUND THE REGION

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

Pacific Model Loggers' Congress Saturday, March 4

Camp 18 Restaurant and Logging Museum,
Milepost 18, 42362 Highway 26, Elsie, OR

Info: pacificmodelloggerscongress.org/

River City Modelers Train Club Model Train Show and Swap Meet

Sunday, March 5

9:30 pm 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

Willamette Model RR Club Annual Swap Meet

Saturday, March 11

Kliever Armory, 10000 NE 33rd Drive, Portland
OR

Hours: 9:30 am to 3 pm admission of \$6.00,
early entry at 9am \$12.00

Info: <http://wmrrc.com>



NEW MEMBER REPORT

Welcome back to former members Tom and
Karen Jordan who model in HO scale.

Lewis County Model Railroad Club Show and Meet

Saturday & Sunday, April 1st & 2nd

\$5.00 admission, 6foot swap meet tables \$25.00
each

Southwest Washington Fairgrounds, 1909 S.
Gold St, Centralia WA

Saturday 10 to 4 and Sunday 10 to 2

Contact Ted Livermore 360-269-0921 or ted-strains@lewiscounty.com



Prototype photos by Pete Bieber