

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 many of you probably know, I am taking the reins of the Flimsy beginning with this the January 2024 issue.

I want to thank Bert for training me in and assisting me with the software we use for this publication.

As Bert has mentioned in previous issues, point of this club's newsletter is to provide a place for important information to be presented to the members and for the members to share they efforts through words and photos.

Please 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.

I have had several members volunteer to provide materials for future publication already. 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)

CLUB ACTIVITIES CALENDAR

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

In accordance with new bylaws and house rules the Flimsy will now carry the next three months schedule in this calendar.

JANUARY

- 1st.....NEW YEARS DAY (closed)
- 4th..... Open House 12 pm to 4 pm.
- 4th..... Business Meeting 6 pm.
- 8th.....Westside Clinic 5:30 pm to 6:30 pm.
- 11th..... Open House 12 pm to 4 pm.
- 13th..... Open House 12 pm to 4 pm.
- 18th..... Open House 12 pm to 4 pm.
- 20th..... Open House 12 pm to 4 pm.
- 25th..... Open House 12 pm to 4 pm.
- 27th..... 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: 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 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.

“Social” Club Breakfasts are held at All Star Lanes in Silverdale starting at 6:00 on the First Thursday of the month.

Clinics are held at the clubhouse (in the mall) on the second Monday of the month.

OFFICERS:

President:..... Bill Hupé

Vice President: Jerry Enders (Newly Elected)

Secretary:..... Trish Williams

Treasurer: Bert Cripe

Directors:..... Mark Stephens (Newly Elected)

..... Pete Bieber, Jim Hochsteim

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 continues to take shape. Currently roadbed has been laid down for the "main" industrial thru tracks, and the roadbed for 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.

Power for this new section is nearly complete. Most of the wiring has been done but the soldering remains to be completed.

Keep watching as the new world unfolds!

.... Mark Stephens & Bob "Shep" Shepperd

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.

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.

These photos were taken during an open house and indicates how track and buildings are to be arranged and will get the most activity in the available space.

.... BS (Shep)



N SCALE DIVISION REPORT

Shep has committed to construct an addition to the N-scale layout. With the inspiration of Jack Hamilton and the cooperation of Bert Cripe and Bruce Himmerick, Shep has identified a vacant 4-foot module for the location of a propane fuel transfer station. The prototype to be used is the Ferrell Gas facility in Bremerton. This will not be a reproduction but rather a facsimile. In addition, he is considering adding another undetermined industry nearby. Construction is to begin shortly.

We are looking for members who are interested in operations (i.e. moving the models in a prototypical fashion). This would include switching cars according to a switch list of cars to be placed at specific industry spurs and cars to be pulled from these industries and returned to the classification or fiddle yard. You **DO NOT** need to personally own N-scale locos or stock; many are club owned. A successful operating session can last an hour or two, or more depending upon the number of trains you choose to operate. There is room for train operators (engineers), those who want to put trains together for others to operate (yardmasters), and a dispatcher to coordinate. It's really a lot of fun; please consider inquiring!

With formal operations you can gain the hours required to earn the AP Dispatcher Certificate from the NMRA. Through trains may use locomotives with any wheel arrangement, many spurs are really best served with four axle locomotives. 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.



Since Jack already has his certificate, he will guide us through the process. Please understand that to be successful each of us must be willing to follow instructions, work together, operate trains at prototypical speeds, and communicate. The basic rules are simple and easy to follow.

Bert has purchased FRS radios and installed a 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.

BS (Shep)



SHEP'S: DID YOU KNOW?...

I was interested in finding out about our “local” railroad.

The line is the Puget Sound and Pacific Railroad (PSAP). It operates 177 miles of standard gauge track and is headquartered in Centralia, where it interchanges with both the Burlington Northern Santa Fe Railway (BNSF) and the Union Pacific Railroad.

The road has four subdivisions: Elma, Shelton, Bangor, and Bremerton. As shown on the adjacent map, the line runs from Centralia to Elma to Grays Harbor (the Elma Subdivision). From Elma it branches northeast to Shelton (the Shelton Subdivision). From Shelton, it continues northerly through Silverdale to the Bangor Naval Base (where the federal government takes over). At milepost 32.1 (Bremerton Junction), located just northwest of Gorst, the Bangor Subdivision the line splits and the Bremerton Subdivision continues roughly northeast to the Bremerton Naval Shipyard (where again the federal government takes over).

The principle commodities the railroad transports are timber products, garbage, and chemicals. However, as the Port of Grays Harbor is the only deep sea port near Seattle, it has seen an increase in business between Centralia and the Port of Grays Harbor since 2011. This, the Elma Subdivision, has unit trains of soy beans, soda ash, autos, garbage, and military trains in addition to local traffic.

Kitsap County traffic consists primarily of garbage and propane. The garbage is loaded at the Olympic View Transfer Station in Bremerton into container cars and is shipped to Waste Management’s Columbia Ridge Landfill in Arlington, Oregon. Kitsap County uses a significant quantity of propane gas during the fall, winter, and spring. It is shipped in liquid form in special tank railcars.

Much of the line was constructed originally by the Puget Sound & Grays Harbor Railroad (PS&GH) in 1890. Shortly afterwards, the Northern Pacific purchased what had been con-

structed to this point and completing construction brought the rail service from Centralia to Grays Harbor in 1892.

The NP eventually became the BNSF who, in 1997, sold the lines involved to the ParkSierra Railgroup. This company, by the way, also formed the Arizona and California Railroad and the California Northern Railroad. ParkSierra Railgroup was purchased by RailAmerica in 2002. RailAmerica was subsequently purchased by Genesee and Wyoming Inc. in 2012. Genesee and Wyoming Inc. owns many short lines throughout this and other countries and now operates our local line as the PSAP.

Many thanks to Pete Bieber for his info and assistance.

Resource materials included the PSAP website.

www.pugetsoundandpacificrr.com





*Puget Sound & Pacific GP40
with a unique older paint scheme.*



*Another Puget Sound & Pacific GP40
but with a modern paint scheme.*



All Photos by Pete Bieber

WHIMSICAL NEWS



Dave Thompson interacting with a visitor during an open house.



MORE WHIMSICAL NEWS



Jim and his new addition to the American Flyer layout.

UPCOMING EVENTS AROUND THE REGION

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

GREAT TRAIN SHOW

Saturday & Sunday January 20-21, 2024

State Fair Grounds

110 9th Ave SW

Puyallup

<https://www.TrainShow.com>

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**

Elma's 3rd Annual Railroad Swap Meet & Train Show

Saturday & Sunday, **February 10 & 11**,
10 am to 4 pm an 10 am to 3 pm
(Sunday)

\$5.00, children under 12 free with paid
adult, free parking and food concession
on site

Saturday early bird special admission 9
am to 10 am \$10.00

Grays Harbor County Fair Grounds,
Elma, WA



NEW MEMBERS REPORT

Welcome our new members!

George Li

Ed Patterson

Great Train Show

Ridgefield, WA

January 13-14, 2024

Clark County Events Center

7402 NE Delfel Road

Ridgefield WA

Onsite Admission: \$12.00 for Adults on Saturday

\$11 For Adults on Sunday; Kids under 11 are Free

Cash only at the door. Saturday tickets are good for both
days! Kids 11 and under are Free!

200+ Tables of Trains for Sale

30+ Exhibitors

Huge Operating Model Train Displays