

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 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're 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 modelers/rail fans might appreciate.

Several members have already provided materials and ideas for this and future publications. If you desire to contribute material (text or photos) for publication, submit material to me at shepperd0718@comcast.net. Thanks!

All photos were by the author unless otherwise stated.

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 6:00p.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 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).

OFFICERS:

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

IMPORTANT information regarding Digitrax Series 6 Throttle Power-down Issues:

If you are using a series 6 throttle you may have noticed that after some length of time the throttle powers down and does not respond as you would like it to do. This can happen at the most inconvenient time. I recommend you refer to the manual UT6 Options Editor, page 18 or page 22 in the DT6 manual. There you will find instructions for changing various settings. ID18 and ID19 can be reset to zero. Changing these two settings has solved the issue for me.

Visit <https://www.digitrax.com/tsd/KB1068/ut6-throttle-options-settings/> for a listing of ID Options.

Visit <https://www.digitrax.com/tsd/KB1067/dt602-throttle-options-list/> for a listing of ID options for the DT6 series throttles."

Bert Cripe

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.

Welcome new members Scott Hartley, Bob Morris, and Mitch Hall. Make sure you introduce yourself to them.

The Lionel layout which Ed Patterson and George Li agreed to build is a dead issue. We have lost Ed as a member.

Mark Stephens is continuing his work on the industrial switching portion of the layout. He is currently installing the Tortoise Switch machines. I'm building a dive barge and Bob Morris is building a boat house.

Tom Barrett is continuing to provide technical assistance with track changes. He is also cleaning the carpet. Thanks Tom!

The N-scalers are doing wonderful work on their layout as well. Shep Sheppard is working on a module making track changes and scenery.

Jim Hochstein "S" scale layout is fantastic, recently he conquered the wiring of the yard extension..

Trish Williams is continuing to make progress on the Marklin layout.

My planned revision of the Young Engineers layout has been delayed. I'm currently revising the Lionel layout. As always, I welcome your help.

Speaking of help. The backroom is getting crowded and unorganized. Please offer to help. Bob Morris and Frank Ralph are helping but..... I think it is reproducing when we aren't there..

Bill

BREMERTON NORTHERN MODEL RAILROAD

CALENDAR

MARCH 2024

- 2nd..... “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 2nd..... Saturday Open House (11-4).
- 7th..... Thursday Open House (11-4).
- 7th..... Business Meeting starting at 6 p.m.
- 9th..... Saturday Open House (11-4).
- 11th..... Monday Clinic in the “Community Room” starting at 7 p.m.
- 14th..... Thursday Open House (11-4).
- 16th..... Saturday Open House (11-4).
- 21st..... Thursday Open House (11-4).
- 23rd..... Saturday Open House (11-4).
- 28th..... Thursday Open House (11-4).
- 28th..... Board Meeting
- 30th..... Saturday Open House (11-4).

ARRIL 2024

- 4th..... Thursday Open House (11-4).
- 4th..... Business Meeting starting at 6 p.m.
- 6th..... “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 6th..... Saturday Open House (11-4).
- 8th..... Monday Clinic in the “Community Room” starting at 7 p.m.
- 18th..... Thursday Open House (11-4).
- 20th..... Saturday Open House (11-4).
- 25th..... Thursday Open House (11-4).
- 25th..... Board Meeting
- 27th..... Saturday Open House (11-4).

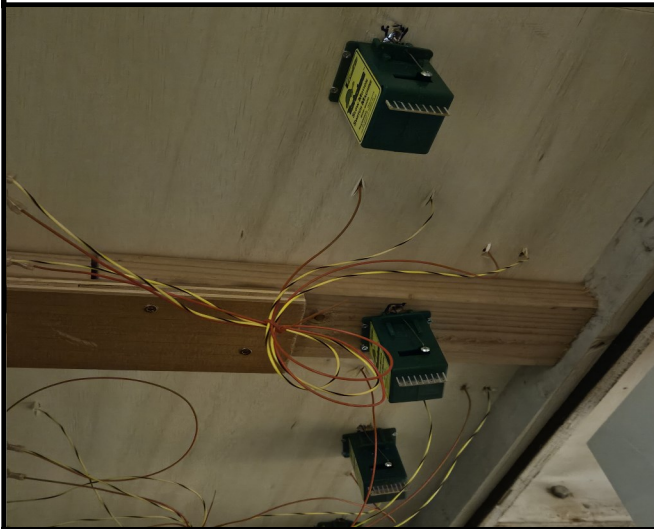
MAY 2024

- 3rd..... Thursday Open House (11-4).
- 3rd..... Business Meeting starting at 6 p.m.
- 4th..... “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 4th..... Saturday Open House (11-4).
- 6th..... Monday Clinic in the “Community Room” starting at 7 p.m.
- 9th..... Thursday Open House (11-4).
- 11th..... Saturday Open House (11-4).
- 16th..... Thursday Open House (11-4)
- 18th..... Saturday Open House (11-4).
- 23rd..... Thursday Open House (11-4).
- 25th..... Saturday Open House (11-4).
- 30th..... Saturday Open House (11-4).
- 30th..... Board Meeting

HO DIVISION REPORT

Work continues on the “Ferry” addition. Mark steadily continues to install and wire the Tortoise switch machines. Most (if not all) the industries have been identified and structures are in place. He would welcome any volunteers to help with this project.

Shep



Some of the Tortoises installed so far.



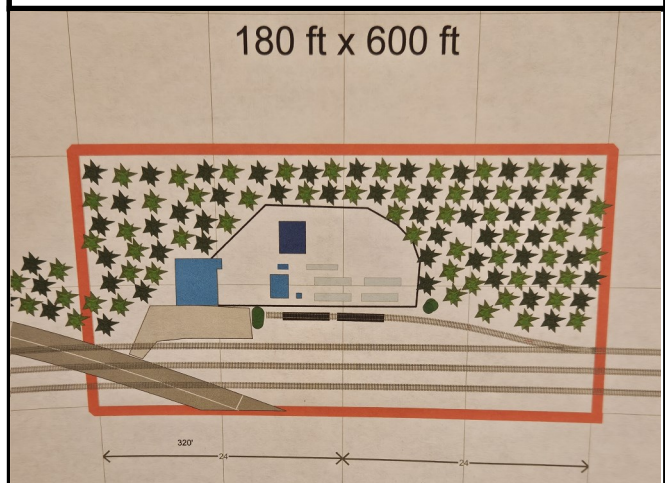
The work continues...

**Welcome our new members!
Scott Hartley, Bob Morris,
and Mitch Hall**

N DIVISION REPORT

Not much happening on the layout other than Shep's work on the new siding to serve a propane distributor as a new railroad customer. I have been working of a timetable and associated paperwork for the Chief Dispatcher certificate.

Bert Cripe



Plan of LP facility using Anyrail 6.



Work in Progress.

SHEP'S: DID YOU KNOW?...

I wondered how couplers came about so I've done some research that I'll share with you.

Railroads in the U.S. used the link-and-pin coupler through most of the 19th century. It was simply an iron loop, or link (like a 'link' in a chain), that was held in sockets or receptacles on adjoining cars by vertical pins. While simple in principle, no standardization regarding the size of the devices and the

From my prospective, it's biggest problem was the as cars came together for coupling, it was necessary for a switchman to guide the link in the socket by hand, then drop the pin through the link at the right instant. It was supposedly possible for the switchman to hold up the link with a stick, but in reality the switchman had to stand between the cars during coupling. Thousands of railroaders lost fingers and limbs – or



their lives – in the link-and-pin era.

In the U.S., the forerunner of today's coupler arrived after passage of the Federal Safety Appliance Act of 1893 (SAA) and a subsequent amendment in 1898, which required adoption of a coupler that would connect on impact and remove the necessity of putting a person between the cars. The implementation of this safety law had dramatic effects. Between the years 1887 and 1897, nearly 38% of all rail worker accidents involved coupling. That had fallen to 4% by 1902, just two years following the SAA's effective date.

The law sparked numerous inventions and designs, but the industry soon decided on a swinging-knuckle proposal submitted by Major Eli H. Janney. In 1916, the Association of American Railroads adopted the Janney-design Type D coupler. It featured interchangeable parts that could be produced by any of the industry's suppliers.

In North America, today's standard freight-car coupler is the Type E, a Janney "clapsed-hand" device that couples automatically when one or both knuckles are open and cars are pushed together. Upon impact, the knuckle swings into the closed position and a lock drops in place, securing the coupling. The coupling is not completely tight; between the knuckles there is a little space, or "slack."

Cars are uncoupled by lifting a lever that reaches from the coupler to the side of the car, making it unnecessary for a switchman to place himself between cars during coupling. Lifting the lever unlocks the knuckle and lets it swing open, allowing the cars to be pulled away from each other.

Article continued on the next page.

Continued from the previous page.

The modern coupler types include the Type E coupler, designed in 1932, does not interlock in the vertical direction. While closed, Type E couplers will separate only in the most extreme circumstances. This lack of a vertical interlock led to development of Type E shelf couplers and Type F and H couplers. Using varying “locking” features (e.g., top and bottom shelves and machined interlockings), these more intricate couplers in most cases will prevent disengagement during a derailment, reducing the chances of a train jackknifing, or cars puncturing each other, reducing the possibility of injuries and damage.

The bottom-shelf Type E was adopted as the industry standard following extensive testing in the 1970s. The Type F coupler is commonly found on hazardous-material tank cars, while the even more complex Type H “tight-lock” is standard on passenger cars.

The value of Type H couplers was sharply demonstrated in the May 18, 1986 derailment of a Norfolk Southern steam excursion train in the Great Dismal Swamp near Suffolk, VA. The train had 23 cars, all equipped with tight-locks except for three older ex-Southern heavyweight cars, two of which jackknifed. Most of the 18 people who were seriously injured were riding in those two cars.

The accident sent a shock wave throughout the recreational railroad industry and led passenger excursion operators to adopt the Type H coupler as standard. All cars on Amtrak’s roster are equipped with tight-lock couplers, and the company requires such couplers on all privately owned passenger cars the company hauls. This requirement has led most active owners of older, non-streamlined cars to install Type H’s; others have removed their cars from mainline activity.



Other than the Type E bottom-shelf, most recent improvements have not been dramatic, but rather focused on improvements in metallurgy, repair techniques, and the manufacturing process.

The Association of American Railroads (AAR) issues a manual of recommended practices for coupler use and maintenance, along with standards for interchange. The association also includes couplers in its quality assurance programs, which cover a number of freight car components. Manufacturers are certified by AAR auditors.

With the decline in North American car building in recent years there has been a corresponding shrinkage in coupler manufacturing. As recently as 1984 eight companies made AAR couplers, but today there are only four. Together these companies manufacture about 180,000 couplers per year, with 40,000 to 50,000 sold to car builders for new cars and the rest going to the repair market. That’s a lot of broken couplers. Prices for a new coupler vary. A Type E model sells for about \$300; a Type F model for about \$400.

The “automatic” coupler is not fully automatic; after coupling, a switchman still must climb between the cars to connect the air hoses for the brakes.

Fully automatic couplers are used in situations where cars are captive and not interchanged, such as on transit systems. Research on fully automatic couplers for North American freight trains has been conducted, but no economically practical way of installing them on the nation’s 1.4 million freight cars has been found. Instead, researchers at the AAR’s technical center in Chicago and its test center in Pueblo, Colo., are concentrating on new technologies in the field of slack reduction, heralded in the 1980’s by the widespread use of articulated double-stack and other slackless-drawbar cars.

Shep



AAR Type E coupler (left) c. 1932, and a MCB Type 5 coupler (right) as required by 1893 Railroad Safety Appliance Act.



Mated Janney Type E couplers, as seen from above. Left is top-operated on locomotives. Right is bottom-operated on cars.



Unusual gondola type car with two different sized material receptacles. What do you suppose it carries?



Panama canal “mule” used to guide ships through the original locks. The mules use a cog system between the 5 foot gauge rails to pull them up the 10% grade using electric power. Cruise ships usually have four mules attached but larger cargo ships have up to eight.
All photos and facts on this page are provided courtesy of Jerry Enders.

UPCOMING EVENTS AROUND THE REGION

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

LK&R's Spring Train Show

Model Train and Toy Swap Meet

Saturday & Sunday

May 4th & 5th 10 am - 4 pm

THREE RIVERS MALL, KELSO

Caldwell Train Show

September 21st & 22nd

O'Connor Field House

2207 Blaine St, Caldwell ID 83605

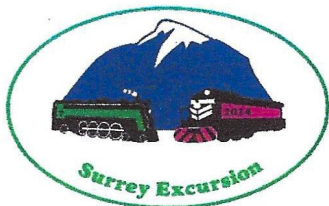
Setup on the 20th

8 foot table \$40.00 each

\$80.00 for a booth without tables (12' x 12'), \$100.00 for a booth with 3 tables

Contact cmrch2005@gmail.com or
farm4free@gmail.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**

**Visit RailServe.com for Events
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Website:

**[https://www.railserve.com/
events/train_shows.html](https://www.railserve.com/events/train_shows.html)**