



A Division of the  
**BREMERTON NORTHERN MODEL RAILROAD**  
c/o Reed Cranmore, 1229 NE Magnum Court, Bremerton, Washington 98311

FORM  
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# THE FLIMSY BOARD

FORM  
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Train No. 10 Vol. 41

Issue: October 2016



New Branch Line business (photo by Bill Hupé)

## NEXT CLUB EVENTS:

September 30<sup>th</sup> – October 2<sup>nd</sup> – Lynden Lion Model Train and Swap Meet, Evergreen Fairgrounds, Lynden

October 3, 2016, 7:00 p.m., BNMR Business meeting, 7:00 P.M. at United Way Building, Bremerton

October 8-9, 2016 - Lewis County Model Railroad Club's Annual Fall Model Train Swap Meet and Train Show. Southwest Washington Fairgrounds Blue Pavilion building. Sat: 10-4 Sun: 10-3 Admission \$5

October 11, 2016 – NMRA 4th Division Clinic, 7:00 P.M. at United Way Building, Bremerton

October 15-16, 2016 – North Olympic Peninsula Railroaders Train Show and Swap Meet, Sequim

October 24, 2016 – Board meeting, 7:00. Contact the President to confirm.

# NEUMANN'S CROSSINGS



## **ANNOUNCEMENTS**

**INTERMOUNTAIN RAILWAYS:** HO and N scale: Gunderson 50 ft. High Cube Double Door Boxcar – BN, SF (Large Logo), Milwaukee, CP Rail, SF Quality, BNSF, UP, BNSF (New Image), MDW (ex-Milwaukee), and Golden West Service – SP. 6 numbers each. Dreadnaught Ends and Flat Roof. Reservations due by October 31.

**SCALE TRAINS:** HO scale: Rivet Counter EMD SD40-2 – BN, Chessie, Norfolk Southern, Southern, and UP. In January 1972, Electro-Motive Division (EMD) of General Motors would build the first production models of a locomotive design that would prove to be legendary: the SD40-2. The flagship of the "Dash-2" series of 1972, the SD40-2 would build upon the lessons learned from its predecessor, the SD40. While the sixteen-cylinder 645E3 turbocharged prime mover remained the same from its SD40 cousin, the SD40-2 boasted a modular, solid-state electrical system, which featured removable "cards" in place of troublesome relays in its high-voltage cabinet, greatly simplifying electrical troubleshooting and repairs.

Externally, the biggest change was the use of the new HT-C three-axle truck in place of the Flexi-coil C of the SD40. The new truck promised greater adhesion, and was longer than the Flexi-coil C, necessitating an increase of the length of the SD40-2s frame to an overall length of 68', 10" over the couplers. This also had the effect of giving the SD40-2 its characteristic long walkway "porches" at each end. Other small external improvements, such as longer battery box compartments, rear overhang on the cab roof, and drip rail over the front cab door, added to the list of external differences between it and the SD40.

Domestic production of the SD40-2 continued until July 1984 making it one of EMD's most popular locomotives of all time. Many remain in service today, both with original owners as well as secondhand operators. Within the last five years, Norfolk Southern and CSX have rebuilt hundreds of SD40-2s to extend their operating life. This will ensure this venerable locomotive's presence on U.S. rails for decades to come.

Rivet Counter GATC 4566cf Airside® Covered Hopper - ADMX/MOLECULE, BNSF/Buffer Service, GACX/EX-ATW/Buffer Service, GACX/Wonder Bread, Missouri Pacific/Screaming Eagle, and Union Pacific/Aluminum. 4 numbers each. First built in 1978, the 4566 was used for hauling bulk commodities such as chemicals, flour, starch, sugar, etc. GATC built nearly 1,000 4566 Airslides for a variety of private and railroad customers before production ended in 1985. Today, many 4566s soldier on in their as-intended roles. Having been superseded by larger volume covered hopper designs, some 4566s have been demoted to buffer service for crude oil and ethanol unit trains.

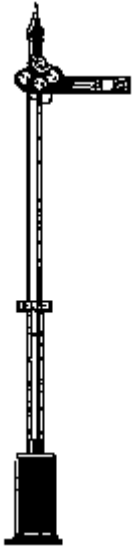
## **RAILROAD TRIVIA**

What year did railroads begin operation in Washington State?

(Answer in next month's Flimsy)

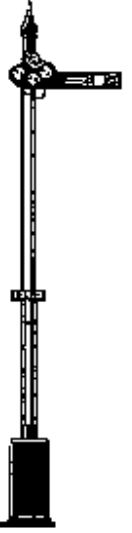
### **Answer to last month's question:**

Mining engineer Richard Trevithick invented the first steam power locomotive engine on rails in England in 1802.



# The Semaphore Board

October, 2016



The Kitsap County Fair for this year is history. As usual, by the end of the fair, everything was working pretty well. Actually, there were few problems with any of the lines. We did, however, occasionally have interference problems causing the DCC locomotives to surge or run erratic.

I apologize to all who showed up at the fairgrounds after 10 a.m. for layout take down. Because of traffic and schedule, Bob and I stayed later on Sunday and started the take down. The result was, all that was needed was to remove the skirts, load the racks and close up the trailer. It ended up we left the fairgrounds shortly after 10. I will try to be later next year so that all that signup can assist.

The problem of control interference isn't just at the fair. I just put a Digitrax decoder in my Porter Mogul and it worked fine on address 3. For a long address I decided I would use 1200 and I thought I'd have no problems. Well, no such luck. With the 1200 address, the loco surged like so many of us experienced. Turning off my remote throttle resulted in full speed forward. Unplugging the remote throttle receiver had no effect. The solution was to readdress the decoder to 12 and the surging/run on went away. Where did this happen? At my house with no apparent source of the interference. I conclude that decoders are good receivers of stray signals.

During the fair, we found some revisions to the switch layout for operating the engine terminal (ET). We found that the best way to ensure no conflicts when going between the yard ladder and the ET is to put the Track 5 and Ladder switch in the "Local" position. This is because the ET is always connected to the local power. The reason the "Lead" switch position will not always work is because the yard polarity changes with the position of the "E/W" switch required for the wye leaving the yard. If the operator wants to continue beyond the ladder gap, they must stop and change the Track 5/Ladder switch to the lead position and treat their continued operation as though they were going out of the yard. With little effort, it is possible to reverse a train and turn an engine without having to take any equipment off of the track.

Our next show is at the Retsil Veterans Home in Port Orchard on November 4-6 and we will be using the midsize layout. The signup sheet for that show is in this Flimsy Board. Notice that I have removed the job of security from the signup sheet. For the last few shows, I have not had enough volunteers to man that job and we have not had any problems. The operators can fulfill that function while watching their train.

Lastly, for this issue, our annual elections are coming up. I ask that all voting members consider and/or reconsider running for one of the eight voting and one non-voting positions on the Board of Directors. We need your ideas.

Tom Barrett

**Signup Sheet:**

BNMR Kitsap Western Signup Sheet:

Show Name: Retsil Veterans Home Show, Port Orchard

Dates: November 4 – 6, 2016

Setup: Friday, November 4 at 3:30 p.m..

Operation: Saturday, November 5 and Sunday, November 6

Tear down: Sunday, November 6, 3:00 p.m. following show.

Reply and indicate your available times and positions or entering text as appropriate prior to October 28, 2016, to Tom Barrett, 4293 Mayhill Dr. SE, Port Orchard, WA 98366.

I will be at setup at the date and time above:            yes        no

I will be at tear down at the date and time above:        yes        no

I will be at the show:

        Saturday:            10:00-1:30            11:30-3:00

        Sunday:             10:00-1:30            11:30-3:00

I prefer to serve as:            Mainline Engineer,            Branch Line Engineer,

I have trains I'd like to run on:        Mainline,            Branch Line

(Notes: Right hand rule will be used with freight and passenger trains mixed on the inner and outer loops. This show uses a medium sized layout.)

Notes: (add any notes that might assist in scheduling of work time)

Your Name:

## **BNMR Year Schedule:**

**September 30 - October 2, 2016 – SHOW –Lynden Lions Train Show and Swap Meet, Lynden**

**October 3, 2016, 7:00 p.m., BNMR Business meeting, 7:00 P.M. at United Way Building, Bremerton**

October 11, 2016 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton,

October 15-16, 2016 – North Olympic Peninsula Railroaders Train Show and Swap Meet, Sequim.

October 24, 2016 – Board meeting, 7:00. Contact the President to confirm.

**November 4-6 2016 – SHOW – Retsil Veteran’s Home Show, Port Orchard**

**November 7, 2016, 7:00 p.m., BNMR Business meeting, 7:00 P.M. at United Way Building, Bremerton**

November 8, 2016 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton,

November 28, 2016 – Board meeting, 7:00. Contact the President to confirm.

**December 5, 2016 – Annual Election Meeting, 7:00 P.M. at United Way Building, Bremerton**

December 13, 2016 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton,

December 26, 2016 – Board meeting, 7:00. Contact the President to confirm.

**January 9, 2017, 5:30 p.m., Annual Dinner & BNMR Business Meeting, (delayed one week because of the day after New Year’s Day being a holiday). Location to be announced.**

January 10, 2017 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton,

January 13-16, 2017 – Pacific Science Ctr Show, Seattle (no K W layout)

January 30, 2017 – Board meeting, 7:00. Contact the President to confirm.

**February 6, 2017, 7:00 p.m., BNMR Business meeting, 7:00 P.M. at United Way Building, Bremerton**

February 14, 2017 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton,

**February 24-26, 2017 – SHOW – United North West Train Show & Marketplace, Monroe**

February 27, 2017 – Board meeting, 7:00. Contact the President to confirm.

**March 6, 2017, 7:00 p.m., BNMR Business meeting, 7:00 P.M. at United Way Building, Bremerton**

March 14, 2017 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton

March 27, 2017 – Board meeting, 7:00. Contact the President to confirm.

**November 7 – 9, 2016 – SHOW – Retsil Veterans’ Home Show, Port Orchard**

**November 3, 2017, 7:00 p.m., BNMR Business meeting, 7:00 P.M. at United Way Building, Bremerton**

November 11, 2017 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton

November 24, 2017 – Board meeting, 7:00. Contact the President to confirm.

**November 29 – May 1, 2016 – SHOW – Montclair Park, Poulsbo**

**May 1, 2017, 7:00 p.m., BNMR Business meeting, 7:00 P.M. at United Way Building, Bremerton,**

May 9, 2017 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton

May 29, 2017 – Board meeting, 7:00. Contact the President to confirm.

**June 5, 2017, 7:00 p.m., BNMR Business meeting, 7:00 P.M. at United Way Building, Bremerton,**

June 13, 2017 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton

**June 17, 2017 – BNMR Swap Meet, Bremerton**

June 26, 2017 – Board meeting, 7:00. Contact the President to confirm.

**July 3, 2017, 7:00 p.m., BNMR Business meeting, 7:00 P.M. at United Way Building, Bremerton,**

July 11, 2017 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton,

July 31, 2017 – Board meeting, 7:00. Contact the President to confirm.

**August 7, 2017, 7:00 p.m., BNMR Business meeting, 7:00 P.M. at United Way Building, Bremerton,**

August 8, 2017 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton,

**August 20 – 28, 2017 – SHOW –Kitsap County Fair, Bremerton (TBC)**

August 28, 2017 – Board meeting, 7:00. Contact the President to confirm.

**September 11, 2017, 7:00 p.m., BNMR Business meeting, (delayed one week because of Labor Day) , 7:00 P.M. at a location to be determined**

September 12, 2017 – NMRA 4<sup>th</sup> Division Clinic, 7:00 P.M. at United Way Building, Bremerton,

September 25, 2017 – Board meeting, 7:00. Contact the President to confirm.