A Division of the
BREMERTON NORTHERN MODEL RAILROAD
P.O. BOX 4423, BREMERTON, WASHINGTON 98312-0380

FORM 19

THE FLIMSY BOARD

FORM 19

Train No. 11 Vol. 34 **Issue: Nov 2009**

On a colorful autumn day, a BNSF freight moves eastbound near North Bonneville, WA on the old SP&S route 20 Oct, 2009. The unit with the "Grinstein green" paint scheme now has the new speed lettering applied to the cab.

(Photo by, Paul Neumann, used with permission)

NEXT CLUB EVENTS:

Nov 2, 2009 - BNMRR working party – Bob Jensen's house

Nov 10, 2009 - 4th Division Clinic – United Way Building Downtown Bremerton

OFF THE MAINLINE

Another great month for BNMR!

We got a letter from the World's Greatest Hobby on Tour folks saying we were on a waiting list (On hold for Space) and they would contact us in approximately two weeks.

In two weeks, November 14th, the Boeing club has its annual swap meet at the Kent Commons. This is a real neat swap meet. I'll be working the 4th Division membership table along with Dan, Dennis, and others. Volunteering to help out in this booth is a great way to bring new and old modeler's into our organization.

As you may know by now I was defeated in my attempt to serve as a Board member of the 4th Div. I will continue on as Membership Chairman. Speaking of the 4th Division, I'm still waiting a reply from Sherm on the handling of our money. So we will continue business as usual and may make small changes to our By-Laws to align with the 4th's requirements.

The after effects of the Shingles attack are still here. But I'm able to limit the pain through medication. It's been 5 weeks. So let me reiterate, get the SHOT.

Time to climb back in the cab and get this train down the track...

Bill

November 2009

Flimsy Board

Addendum

Hello all!

Couple of things I that didn't make this month Flimsy.

1. Tom reminded me he had sent the following to be included and I forgot (Sorry Tom)

   Norm Curtis and the 4th Division HO Modular group has again invited us to run trains at the Science Center next January. Therefore, there will be no signup sheet provided. If you can help support the group, contact Tom Barrett with times and days available.

   Remember, the 4th Division HO Modular group only runs DCC and require that all rolling stock have metal wheels.

2. Stating health concerns, Glenn Walls resigned from his position of Vice President and from the club.

I've asked Bob Jensen to step into the VP position temporarily. We will confirm his appointment at the next board meeting (November 17th).

3. Thank you to all that helped Monday to move the layout modules Monday!

Time to climb back in the cab and get this train down the track…

Bill

HO ANNOUNCEMENTS

ATLAS: 53' double door boxcars. Roadnames: B&M, CSX, UP. Expected June 2010; No MSRP yet.
BROADWAY LIMITED: New run of "Zephyr" cars. Various names. Daylights cars pushed back to Nov...Maybe...Who knows?
NYC Dryfuss Hudson (brass-hybrid version) due in Nov, 2009.
MTH is suing BLI over patent infringement on BLI's Paragon Series II sound system. This is MTH's third attempt to win a lawsuit against BLI. 1st two suits were dismissed.

RAILFAN NOTES

Canadian National Wednesday said it has placed orders for 70 new high-horsepower locomotives from both GE Transportation and Electro-Motive Diesel, Inc. (EMD). CN will acquire 35 ES44DC locomotives from Erie, Pa.-based GE Transportation, beginning in the fourth quarter of next year, and 35 SD70M-2s from LaGrange, Ill.-based EMD beginning in January 2011.
Courtesy Railroad and Railfan

SP 4449 is set to pull Oregon Rail Heritage Foundation's Holiday Express train this December. The SP&S 700 will operate during the first weekend and SP 4449 on the second, all departures out of Oaks Park on the Oregon Pacific Railroad in SE Portland!
See **ORHF.org** for details, schedule and tickets
Courtesy sp4449.com website

RAILROAD TRIVIA

In railroad slang, what is a 'dinky"?

Answer in next month's Flimsy

Answer to last month's question: What is a Journal Box?

The metal housing which encases the journal of a car axle, the journal bearing and the wedge and which holds the oil and lubricating device for lubricating the journal.

DID YOU KNOW...?

Webster Clay Ball, founder of the Ball Watch Company, created a system for inspecting watches for the lake Shore and Michigan Southern Railways. Over time, this system was adapted by over 75 percent of American railroads.

Bremerton Northern Model Railroad
Setup and Tear Down of Kitsap Western Modular Layout
October, 08

By Tom Barrett

Preface,

These instructions are the opinions of the author. Departure from them may be prudent depending upon the situations. I suggest they be read prior to setup and tear down, as appropriate.

At times there are questions as to where north is on the layout. If one will remember that when inside the layout and looking over a module, you are always looking north. That makes the track furthest away from you the north track and, conversely, the one closest to you the south track. A train running over the module going from right to left is westbound and left to right is eastbound.

A. Setup Instructions:

A.1 Horse preparation:

A.1.a Remove the required quantity of horses from the carts. In many cases, the required number of horses (aka leg sets) are given on the schematic. If not, count them up. Two horses are used for each 8-foot module and for each corner except Geezer Gulch (no horses) and the Fiddle Yard (one horse). Each 4-foot module uses one horse except for the Engine Terminal (ET). The ET uses 2 extra long horses that are in the ET cart. See ET Assembly below.

A.1.b Adjust the support channel heights to “two-finger” initial height if Geezer Gulch floor protection blocks are not used or “three-finger” initial height if they are. For this determination, see instruction A.3.b.

A.2 Module Placement Schematic: It is best to start with a schematic of module placement. Usually, the planned layout is the front schematic in the “layouts” section of the Bremerton Northern Model Railroad Show Book (binder). If there isn’t an appropriate schematic in the front, select one from those in the section. Remember, we try to have at least a 4-foot walkway all around the

layout for the public. This keeps us in good standing with the Fire Marshall. The straight modules are 8, 4, and 2 feet long and nominally 2 feet wide. The corners fit in a 5-foot square. Therefore, the layout dimensions may be determined by simple addition. Overall dimensions are given on many of the schematics.

A.2.a Placement of Geezer Gulch (aka Walk Through) in relationship to the room configuration is important. Do not place Geezer Gulch next to Gorst Mountain or Le Matte. Visibility of the tracks on those two modules is poor.

A.2.b Placing Orton Mills and Refinery modules near equal distance each way around the layout aids in branch line operation. With DCC controls, the operator may run two trains in opposite directions with greater ease. Bloome County does not have a branch line through track. If used, Orton Mills and Refinery are best placed on either side so that trains may be turned ends for ends.

A.2.c Placing Pysht Crossing (candy module) next to the module with the mainline cabs, usually Richville or Hidden Valley, allows the mainline engineer to watch and prevent collisions at Pysht Crossing. Because of poor visibility, do not place Pysht Crossing next to Gorst Mountain.

A.3 Geezer Gulch Assembly: This module, when used, is the first module placed. Some of the schematics give dimensions for the one of the long and one of the short sides (ends) to walls or other obstructions to aid in initial placement.

A.3.a Be sure the “inside” and “outside” labels are placed as required. Geezer assembly will not work with the base backwards.

A.3.b If setup is on a good floor (hardwood, tile, carpet, etc.), protect the floor by using the eight blocks for the adjustment screws. When these blocks are used, all the leg horses need to be adjusted to “three fingers” to account for the blocks. Without the blocks, “two finger” leg adjustment usually works out the best.

A.3.c Level the base lengthwise and across using a 2 foot level. Measure level in the center and raise the outer four corners with the adjustment screws as necessary to obtain level. Keep the four inner adjustment screws off of the floor

until level is obtained. Once level is obtained, run the four inner adjustment screws down to just take up the clearance. These four inner screws will take most of the load of people going through Geezer Gulch.

A.3.d Assemble the tower sides, matching the letters and numbers on the inside of each panel. The tower sides travel in the Engine Terminal cart, under the yard control panel. When the control panel is removed from the cart, place it with, its bottom on the floor or other surface. Do not set on end as it is easily knocked over.

A.3.e Pick up the tower side assembly by lifting at the wider side pieces to prevent it from coming apart. Place the tower at the proper end of the base, over the two adjustment screws and being sure the metal bracket just clears the wood bracket retainer. Push the two metal brackets under the retainer and close the latches on each base end. Place the top section on the tower. Repeat with the opposite tower.

A.3.f Remove the hinge end protector board from the bridge and place the bridge on the East tower. (The latch end protector may rest on the latch without damage.) Assemble the hinges using the pins. Only one pin needs a retaining clip. The other pin is retained on the section by the Plexiglas support. Remove the latch end protector board and place both boards in a tower. Latch the latch. Leave it latched until after all of the modules are clamped in place and all adjustments are made to the layout.

A.3.g Connect the track power connectors. There are three, one on each tower top section and one on the bridge. The tower top sections power connectors go into sockets on the base and the bridge connector goes to a socket on the top section with the hinges.

A.3.h In the Geezer Gulch bag, in addition to the eight blocks mentioned above are some tools and two power cords. Plug the power cords in using one male to female and one female to male configuration. These power cords will connect to the adjacent modules after their placement.

A.3.i Assembly and alignment of the layout STARTS with Geezer Gulch. Attach modules to each end of Geezer then move to the next. Be careful not to move the towers of Geezer when placing the additional modules. When preparing to clamp adjacent modules to Geezer, push the top section of each Geezer tower down to remove any play. Any misalignment to complete the loop should be removed as far from Geezer Gulch as possible.

A.3.j Geezer Gulch has specific set of connector tracks in a "Walk Thru" identified box in the "Track" storage bin. The three connectors with gaps go on the latch (west) end with the gap on the outside (north) rail. The gaps provide for power stoppage while the bridge is open.

A.3.k Geezer Gulch has two sections of Plexiglas that travel in a box in one of the horse carts. These pieces are labeled "WT" as in "walk through".

A.4 Module Placement: When working near Geezer Gulch, take care NOT to bump, distort or move Geezer Gulch. Place modules as per the layout drawing and on the leg horses. Further information about the horses is included in instruction A.1.

A.5 Corner Module Placement: When placing the corners, put the channel on the horses as near to the inside of the layout as possible to assure that the legs do not stick out beyond the limit of the tabletop. This is not important with Richville. The two module cross braces fit inside the horses' channels.

A.6 Straight Module Placement: The two cross braces on each eight-foot and one cross brace on each four-foot module fit inside the horses' channels. The cross braces are approximately 4 feet apart on the eight-foot and in the center of the four-foot modules. CAUTION: Use one or two clamps to attach the four-foot modules to an adjacent module to keep the four-footer from falling.

A.7 Alignment of Modules: Proper alignment and leveling of modules will enhance operation.

A.7.a To align the tracks, sight down the outside main track (called Track 1 or Track A) and ensure the rails are aligned across where the joiner section will be.

Do not rely on the cork roadbed centerline as it may or may not be the center of the track.

A.7.b One way of aligning module (2) to a previously leveled module (1) is to lower the attaching end of module (2) slightly and then manually lift, align tracks and clamp to module (1). Then adjust the supporting legs at the opposite end to level module (2). During this operation, one set of legs must remain loose until the module is level. Tighten or raise the loose horse channels. Verify level of both modules.

A.7.c When moving modules, move them by using the leg horses together. To make small movements, slightly move one horse at a time and walk the module(s) into place.

A.8 Engine Terminal:

A.8.a Before removing the Engine Terminal (ET) from its cart, remove the Passenger Station and place out of the way where it will not be damaged.

A.8.b The ET has its own set of two leg horses and they travel with the ET. The painted legs go together on the inside of the layout (turntable side). Be sure to place the adjustment screws in the appropriate holes on the underside of the module. One of these holes is a recess on a metal strap that sticks out under the turntable drive wheel. The others are in blocks of wood. One of the blocks has two holes. The correct hole has an arrow pointing to it. Do not use the other hole. Align and level as above except use the horses to raise the terminal into alignment. The ET is too heavy to allow the adjacent module to support it as in instruction A.7.b, above.

A.8.c The ET has a set of connector tracks in a box marked “Engine Terminal” in the “Track” storage bin. The tracks are labeled as to their application. The turntable approach track has a special, longer, curved track that must be used in the right place and in the right direction. The inside rail is annotated on its label, goes on the inside of the layout and has its curvature maintained by a stop (ties)glued to the module. None of the connector tracks are gapped.

A.8.d The turntable motor mounts underneath and its wheel runs on the wood wheel. The wire with the spring goes across that wheel and its loop goes over a hook in the northwest corner of the module. The motor plug is polarized with a wide prong and plugs into the socket next to the motor. Note: the motor travels in the "Orton Mills" storage bin.

A.8.e The ET control panel, throttle, throttle holder and "blue" cable mount on the southeast corner of the module. The control panel and throttle cables plug into the sockets on the south side of the ET. The "blue" cable plugs into the socket in the east side of the ET and a socket on the West Yard module. All of these parts travel in the "Orton Mills" storage bin.

A.8.f The ET structures are in one of the storage bins labeled as such.

A.9 Yard: The yard consists of the West Yard, Mid Yard, East Yard and Ice Plant.

A.9.a Align the yard tracks using the mainline tracks. The siding, yard, and branch line tracks may be slightly out of alignment, but that should not be a problem.

A.9.b When using the full yard, make the connections between and under the yard modules. One set of connectors is between the West Yard and Mid Yard, two sets, a nine and a fifteen pin, are between the Mid Yard and the East Yard and the last set is between the East Yard and the Ice Plant.

A.9.c When using the short yard, the West and East Yard modules are connected with one pair of plugs.

A.9.d The Yard control panel attaches with three bolts to the East Yard near one end. Four cables connect the panel to each, East and West, yard module. When using the Mid Yard, use the long cables in the white container. Use the short cables when not. Match plug and jack numbers when attaching. Do not pull on the wires!

A.9.e The diesel house goes on the west end of the West Yard, the Ice Plant goes on the east end of the East yard and the icing platform goes next to the

building. The Ice Plant building has instructions for operating the double slip switch. Put the building on the East Yard even if Ice Plant module isn't used.

A.9.f Track connectors for the yard are in three boxes. Two of the boxes contain rerailer and two ballasted connectors for the West-Mid and Mid-East joints. Only one box is needed if the Mid Yard is not used. The last box is labeled "Ice Plant" and each track is labeled with its application. There are no gaps in any of the connectors.

A.10 Track Connectors: Other those mentioned above, there are several boxes of track connectors for specific applications plus two that are labeled "A & B" and "C" (tracks 1 & 2 and branch line).

A.10.a Orton Mills has track connectors that have gaps for the inside main and branch line. The gaps are to be placed on the inside (south) rail so that the gap is furthest away from the Orton Mills turnout. These gaps are necessary to isolate the power to those tracks when "Local" is selected on the panel.

A.10.b BH Junction and Hotspur Hills also have their own track connectors. These are only needed when these modules are to be connected to an outside module. The gaps provide an interlock to stop mainline trains should the track crossings be used. If the interchange isn't needed, use the standard track connectors from the "A & B" and "C" boxes.

A.10.c Once the ET, Yard, Ice Plant, Geezer Gulch and Orton Mills connectors are installed, complete the remaining connector track installation using the "A & B" connectors for the two mainlines and "C" connectors for the branch line.

A.10.d For most connectors, place them on the joint and slightly spread the rails to allow the pins to fall into the web of the module's rails. Repeat with the other end.

A.10.e There are some connector tracks that are made with rail joiners instead of pins. Sometimes these are called "Barrett Joiners". There are two versions, one with standard rail joiners at one end and half joiners at the other. The other version has the half joiner at both ends. Install the standard rail joiner

end first on the rail. Then slide the other joiner over the outside of the rail making sure the joiner base goes under the rail. Carefully lift the opposite rail over so that the other joiner base may slide under that rail. Be careful with these connector tracks as the half joiners may be sharp.

A.11 Orton Mills Control Panel: The Orton Mills control panel must be connected for the inside mainline to operate through Orton Mills. Attach the panel with the Velcro strips in the center of the backdrop. Plug in the two plugs into the jacks on either side of the panel. Attach a local power supply to the RCA plug on the panel if local control is desired or use the RCA jumper and splitter to connect the local control to the branch line power loop. All of these components travel in the "Orton Mills" storage bin.

A.12 Module Track Power Connections: Connect one module to the next using cables with phono (RCA) plugs. Use the shortest possible without stretching the wire. Verify that each connector connects to the same socket on the adjacent module. Socket "A" of one is to be connected to socket "A" to the next. The socket "SP" is not used. Socket "D" on Ice Plant is not currently being used but is wired to the drill track.

A.13 AC Power Connection.

A.13.a Decide where the power will come into the layout. Connect the female plug with a long (about 3 ft) cable to the male connector on the east end of the module nearest where the power will enter. This plugs into the "GFI" unit that plugs into a power source. With power, that module's red power indicator should be on.

A.13.b Starting with the west end of the powered module, plug the short jumpers between modules using the shortest jumper first. The red power indicator for each module will indicate a good connection.

A.13.c Some of the modules do not have the male receptacle. Those have a plug retained underneath that may have a long enough wire to reach the next module. Add the short jumper cable only if needed.

A.13.d Once you install the last one, the red indicator lights will be lit all the way around the layout. Do not try to connect the power entry module to the one to the east with a jumper.

A.14 Power Pack Installation: The mainline power packs are normally installed inside the layout at Richville or Hidden Valley. Connections use RCA phono plugs at those locations. Use the appropriate power pack shelf. The Branch Line power pack is installed anywhere desired using a RCA three way splitter. Power pack or DCC Command Station connections may be made using the splitters for any line except the yard or Engine Terminal. The yard and ET controls are DC only.

A.15 Attach Layout Skirts: Attach the layout skirts AFTER below module work, such as installing the jumper cables and leveling, has been completed. The attach with velcro along the top and have additional Velcro fastener at the bottom. Where the skirt panels meet, overlap a couple of inches so that the fasteners at the corners will meet. Try to place the "Kitsap Western" logo skirts where they will be most visible. There are special skirts for Geezer Gulch and bridge and Pysht Crossing.

A.16 Place Structures: Additional structures are in several storage bins. The bins are roughly labeled on their ends and top as to their contents. Structures are used on the Engine Terminal, West Yard, East Yard, and Le Matte. Le Matte structures are with others items for that module in a plastic box labeled "Le Matte."

A.17 Clean Glass: Use only the fabric cloths and spray plastic cleaner on the glass. Paper towels will scratch the plastic glass. Usually, one only has to spray on the outside of the glass, wipe and then wipe the inside. The cleaner will remove fingerprints and light scratches. Be sure to turn the spray bottles nozzle to "off" before stowing in the plastic box.

A.18 Clean Track: Use "bright boys" to clean all track. You might never know which tracks may be used during a show. All tracks should be cleaned because all are exposed to dirt during the interval of storage.

B. Tear Down Instructions: Following are items that may be found to assist in orderly tear down and future setups.

B.1 Removable Scenery Items:

B.1.a Some structures travel in storage bins. The structures for a given bin are written on the bin. Take the bins near the structure location and fill the bin from there. Do not take the structures off their normal locations and place on a table. Some of us don't recognize what they are and have problems figuring out where they go.

B.1.b Remove loose vehicles. Some are fastened in place.

B.1.c Remove and box deer and tiger from Hidden Valley. They travel in a small plastic box that is placed in the middle of the branch line track on that module.

B.2 Track Connectors:

B.2.a When taking up the track connectors, take the ones from the modules with designated boxes first (i.e. mid yard, Ice Plant, ET, Geezer Gulch, etc.). Try to take them in order across the module to aid in future installation. If someone decides to just pull the connectors off, leave them near their track so that the boxes may be filled in order. After all the designated connector boxes are full, go back and fill the "A&B" and "C" boxes (tracks 1 & 2 and branch line). Remember, the "A&B" connectors have gray ballast and the "C" connectors have red ballast.

B.3 Engine Terminal:

B.3.a Remove the ET's control panel, throttle, blue tipped ET to yard connector Cable and turntable motor. All these travel in the bottom of the "Orton Mills" storage bin.

B.4 Power Cords:

B.4.a Remove the power cords, both track and AC, from the modules by pulling on the connector, NOT the wire. With the AC cords, close the male receptacle door or stow the male plug in the holder as applicable. Be sure that nothing hangs down from the module. If one person does one type of connector, they can be kept together and that will assist the next setup. Geezer Gulch uses two long AC connector cords. These stay with Geezer in the bag in one of the towers.

B.4.b Disconnect and stow the plugs between the West Yard and the Mid Yard, Mid Yard and East Yard, East Yard and Ice Plant, Geezer Gulch tower tops and base, and Geezer bridge and east tower top. Under each module there are Velcro straps to retain the plugs and wire. Do not stow inside the module wiring.

B.5 Glass Removal: Some of the modules require "glass" removal. They are: the west end of Soda Springs (for cart retention strap clearance and that end is labeled "glass out"), Engine Terminal, West Yard, Mid Yard, East Yard, and Geezer Gulch. Those "glass" sections travel in a box in one of the horse carts.

B.6 Clamp Removal: Remove most of the clamps. Leave one clamp at one end of the four-foot modules held up with one horse. This will keep the short module from falling, as the layout is disassembled. All other clamps may be removed.

B.7 Modules

B.7.a As each module is lifted, confirm that the horse channels don't stay attached. When sliding the modules onto the carts, do not lift too far and don't push too hard or fast. If the module stops, find out why and resolve interference.

B.7.b One of the heaviest modules is the Engine Terminal. To cart that module, it must be lifted straight with the south end down, then slowly and evenly lowered into the cart. The leg horses go in next to the cart between the "bottom" of the module and the cart. The Geezer Gulch tower pieces separate the module and the horses. Finally a plywood panel goes on top of those pieces

and the yard control panel is placed. All is retained by a shock cord between the side of the cart and an eye screw on the Engine Terminal.

B.7.c The Mid Yard travels in the front of the trailer sitting on end. The module goes in closest to the front of the trailer, then the “show” sign, and then the “Shelton” plywood ramp. The sign and ramp protect the module tracks. A shock cord between two screw eyes retains all.

B.8 Horse Carts:

B.8.a One of the horse carts holds 20 horses. Put 17, or 18, in along the length of the cart. You will have to carefully remove any space between the horses as they are placed. Two or three horses are then placed along the open side of the cart. By putting 17 or 18 in as described, you will reduce the chance of the horses shifting during movement and possible injury to a member’s fingers at the pull holes in the ends of the cart.

B.8.b The other horse cart holds 10 horses that are kept from shifting by a shock cord.

Bremerton Northern Model Railroad Quarterly Business Meeting

Monday, October 5, 2009 – Knights of Columbus Hall

1. Call to Order: 19:10 hrs – Welcome
2. Visitors: Ed
3. Minutes from last Meeting
4. Treasurers' Report – Charla
    a. Checking: $1189
    b. Savings: $1154
    c. Cash: $0
5. Yard Sale: Both weekend yard sales went very well and made more money than expected and all remaining items were donated to St. Vincent de Paul Thrift Shop
6. Shows:
    a. Kitsap County Fair
        i. Show went well this year with very few issues
        ii. Setup went smooth with Steve using his laser level to align modules
        iii. Bill is checking with the fair board about space for 2010 fair due to space requirements of new layout.
    b. Lynden Lion's Show
        i. Setup somewhat difficult due to items not being put away properly after the fair
        ii. Went very well again with Steve Nupert's Laser being used for setup
        iii. Great show with fewer than normal venders and exhibitors
        iv. Smooth teardown with items being stored properly
    c. World's Greatest Hobby on Tour
        i. Application submitted
        ii. On waiting list, depending on space availability
    d. Pacific Science Center
        i. Invited by Science center to bring our layout
        ii. Invited by 4th Division Modular's to join them on their layout
            1. Have accepted this invitation and will run on the 4 Div track.
            2. Note: All Engines must be DCC and all rolling stock must have metal wheels
7. Old Business:
    a. Modules
        i. Modules are going well with most of under module wiring completed
        ii. One or more modules may need to be replaced due to out of square issues
8. New Business
    a. 501c3
        i. Bill will call Sherm from 4th Division to see if can assist us in getting our own 501c3
    b. Board Meeting – discuss the 2010 budget
        i. Next Board Meeting will be at Reed's on November 17th at 7PM
9. Meeting Adjourned at 2014

2009 Elections -- This is a sample ballot for the upcoming election in December. The people and positions listed are the nominated people as of November 10th. Any additions or subtractions are needed prior to 30 November when the final ballots will be printed.

President:

- Bill Hupe
- Marion Weston
- Write in _____

Vice President

- Bob Jensen
- Write In_____

Secretary

- Reed Cranmore
- Write In_____

Treasurer

- Charla Walls
- Write In_____

Sgt-at-Arms

- Wes Stevens

Board of Directors

Position 1

- Tom Barrett
- Marion Weston
- Write In_____

Position 2

- Dan Weston – Term Not Expired

Position 3

- Gene Olsen – Term Not Expired

Position 4

- Dan Ainslee
- Clyde Sandford
- Write In_____

PACIFIC NORTHWEST RAIL NEWS

VOL. 1, ISSUE 7 NOVEMBER 2009

The House of Poverty Museum may be closed, but Monte Holm's locomotive is still on display along a busy street in Moses Lake, Wash. Photo By Jenny Cole.

Where Are They Now? The Story Of Two Northwest Rail Collections

BY BILL VIRGIN
Publisher and Editor

They were two of the Pacific Northwest's most notable private rail collections, each the idiosyncratic product of its founder/curator, each with the capacity to inspire a flood of memories and stories.

And now both are gone from the scene – sort of.

One of those collections was the work of Monte Holm, a former Depression-era hobo turned successful scrap-metal and junk dealer who built the House of Poverty museum in Moses Lake.

The other was the work of John Keith-King, a Vancouver, B.C., developer who turned his interests into three museums on Granville Island, a popular tourist area of Vancouver.

Both the House of Poverty and the Granville Island museums are now closed. But parts of the two rail-related museums are still visible or eventually will be.

The visible reminder of Monte Holm, aside from a mural painted on the side of a downtown Moses Lake building, is a 2-8-0 steam locomotive, a business car and two cabooses parked in a fenced-in lot just off Broadway Avenue, one of the main thoroughfares through the Eastern Washington town.

Much of Monte Holm's collection – branding irons, a barber chair, old telephones, clocks, bells, cast-iron cookware, farm implements and hundreds more items – was sold at a two-day auction in 2008. Steve Rimple, president of Moses Lake Steel and Monte Holm's grandson, said that when his grandfather died, the collection became "just a bunch of stuff."

The most important feature of the House of Poverty museum was Holm himself, who often gave tours of his collection. "You'd never be able to get it" without the experience of talking to Holm and hearing his stories, Rimple said. "His greatest legacy was him."

Rimple did keep some of the railroad memorabilia Holm had collected, not because he's a rail fan but because "I'm a my-grandfather fan," and it was the railroad material that was most associated with his life and adventures.

Holm bought the locomotive in Alaska and had it shipped to Seattle. According to his 1999 autobiography, "Once a Hobo…," the locomotive sat on rails moved from a line used to haul material for construction of

(Continued on page 2)

The Story Of Two Northwest Rail Collections

(Continued from page 1)

Grand Coulee Dam. Holm ran a name-the-train contest in 1965, which led to the Mon-Road Railroad on the tender. He would on occasion fire up the locomotive; when his first grandson was born, he sounded the whistle, which attracted the attention of a few policemen who came calling to find out what the commotion was.

Rimple said there are no plans at present to sell it. The family had considered some offers, he says, but "nothing that was working."

Rimple is concerned about talk of abandoning the nearby rail line that would complicate moving the locomotive should that ever be contemplated.

For now, though, "We'll keep it where it's at and hope folks enjoy seeing it," he says.

Rimple is considering lighting for the locomotive. "I'd like to put lights up on it for Christmas, like the Polar Express."

The Granville Island museums also included the Sport Fishing Museum, with its collection of rods, reels and flies "dedicated to preserving the history and ideal of both fresh and saltwater sport fishing," according to a brochure, and the Model Ships Museum, which displayed miniatures of military and coastal B.C. vessels.

For train fans, the centerpiece was the Model Trains Museum, with its displays of Lionel, American Flyer, Trix, Hornby and Dorfan locomotives and cars.

While the museum claimed "the largest international collection of model and toy trains in the world," even that wasn't the highlight of the Model Trains Museum. That honor would go to the 80-foot long, O-gauge working layout recreating British Columbia scenery and railroads from the coast to the mountains, modeled roughly on the Fraser and Kettle valleys.

But the museum's Web site, which as of this writing was still active, has a message (www.modeltrainsmuseum.ca)dated Sept. 1, 2008: "Ladies, Gentleman and Humanists everywhere. The Granville Island Model Trains Museum has closed. We thank all of you who have supported us in the past and who embrace the wonderful worlds of railroading and model ship building."

Some of the trestle work on the Granville Island Model Trains Museum Layout.

John Keith-King wasn't available for comment on the decision to close the museums.

But at least one part of the museum will eventually return to public view, although at considerable distance from its former home.

The spectacular layout has been donated to the Canadian Museum of Rail Transport (www.trainsdeluxe.com) in Cranbrook, B.C., in the southeastern corner of the province on the western edge of the Rockies.

The museum already boasts its own impressive collec-

(Continued on page 3)

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www.pnwrailnews.com

TIMETABLE

Oct. 30 –Jan. 31	Portland	"The West The Railroads Made," exhibit at Oregon History Museum, 1200 SW Park Ave. Information: www.ohs.org.
Nov. 14	Kent, WA	Boeing Employees Model Railroad Club show and swap meet, 9:30 a.m.-4 p.m., Kent Commons. Admission: adults $6, children 14 and under free. Information: www.bemrrc.com.
Nov. 14-15	Portland	Great Train Expo, 10 a.m.-4 p.m. Saturday and Sunday, Portland Metro Expo Center. Admission: adults $7, children under 12 free. Information: wwwgreat-trainexpo.com
Nov. 14-15	Burnaby, B.C.	Trains 2009 model railroad show, sponsored by National Model Railroad Association (Canada), 10 a.m.-4 p.m. Saturday and Sunday, Cameron Recreation Center, Burnaby. Admission: $8 for adults, $4 for children and seniors, 0-5 free. Information: www.bctrains.org
Nov. 21-22	Puyallup, WA	World's Greatest Hobby On Tour show, 10 a.m.-5 p.m., Western Washington Fairgrounds, Puyallup. Admission: $10 for adults, children under 16 free. Information: www.wghshow.com.
Nov. 28-29	Medford, OR	Rogue Valley Railroad Show, Medford Armory, 1701 S. Pacific Highway, 10 a.m.-5 p.m. Saturday, 11 a.m.-4 p.m. Sunday. Admission: $5 for adults ,$4 for seniors, children 14 and under free with adults. Proceeds benefit Medford Railroad Park. Information: www.rvmrc.net.
Dec. 5	Rickreall, OR	Railroad show and swap meet, 10 a.m.-3 p.m., Polk County Fairgrounds, Rickreall. Sponsored by Willamette Valley Model Railroad Club. Admission: adults $5, children under 12 free.
Dec. 26-Jan. 2	Tacoma	Washington State History Museum 14th annual model train festival, 10 a.m.-6 p.m. each day. Admission: $8 for adults, $7 for seniors 60 and above, $6 for students and military, children 5 and younger free. Information: www.washington history.org.
Jan. 16-18	Seattle	Pacific Science Center 3th annual Model Railroad Show. Information: www.pacsci.org.
Feb. 6-7	Monroe, WA	United Northwest Model Railroad Club, 19th annual show and swap meet to benefit Snohomish County 4-H Foundation. 10 a.m.-5 p.m. Saturday, 10 a.m.-4 p.m. Sunday. Admission: adults ,$7, juniors (10-18) and seniors $5, children 9 and under free. Information: www..unwclub.org.

Two Rail Collections: Where Are They Now?

(Continued from page 2)

tion of full-sized railroad equipment, including a seven-car set of the 1927 Trans-Canada Limited, and a reconstruction of the grand café of Winnipeg's Royal Alexandra Hotel.

"We had plans for a model railroad, but not of that size," said museum founder and executive director Garry Anderson.

But when offered the Granville Island layout, the Cranbrook museum reconfigured plans for its building to accommodate both an HO and the O-gauge layout.

The Granville Island layout is in secure storage at the moment, Anderson says. While the room has been roughed out with drywall, there's still tens of thousands of dollars in work on tracks, electrical systems, lighting and the like to be done.

Anderson doesn't know when the work will be finished and the layout ready for viewing. "It depends on funding," he said.

But he also expects that once completed, the relocated layout will be one of his museum's top attractions.

On The Wire: The Latest Rail News From Around The Pacific Northwest

JACKSONVILLE, Fla.: RailAmerica Corp., which operates short-line railroads including several in the Pacific Northwest, completed an initial public offering of stock, trading on the New York Stock Exchange under the ticker symbol RA. RailAmerica's operations in the region include the Cascade & Columbia River, operating between Wenatchee and Oroville, Wash.; the Central Oregon & Pacific, which has lines running from Eugene west to Coos Bay, and south to Northern California; and the Puget Sound & Pacific, with lines running between Aberdeen-Hoquiam and the Bremerton-Bangor area of the Kitsap Peninsula, as well as a line from Elma to the Chehalis-Centralia area. The company operates 40 railroads in the U.S. and Canada.

SQUAMISH, B.C.: The government of Canada is contributing $2 million toward completion of the West Coast Railway Association's Roundhouse and Conference Centre Heritage Facility. The 20,000-square-foot facility will provide West Coast Railway Heritage Park its first indoor display space and help preserve seven of the oldest cars in its collection. The facility is scheduled to be completed in early 2010.

CALGARY, Alberta: Canadian Pacific's holiday train, which collects donations for food banks, will be making stops in British Columbia Dec. 12-18. The train features locomotives and cars decorated with Christmas lights, and musical entertainment at its stops. This is the 11th year for the holiday train, whose B.C. stops include Cranbrook, Castlegar, Nelson, Revelstoke, Kamloops and Port Moody. A complete schedule with times and locations can be found at www.cpr.ca.

TACOMA: Burlington Northern Santa Fe has filed with the Surface Transportation Board to abandon 1.56 miles of track in downtown Tacoma. The company said the tracks haven't been used in more than two years. BNSF plans to keep a portion of the line, sell a part to Sound Transit and sell or donate the remainder.

Winter Flooding Ahead For Railroads In Western Washington?

Being a largely outdoor activity, railroads are subject to multiple natural calamities – landslides, blizzards, avalanches, hurricanes, tornadoes, earthquakes and floods.

Some of those calamities occur regularly enough that railroad operators get a good sense not only of when but where the greatest risk lies.

This winter, rail operators in Washington are dealing with the threat of floods. That's nothing new; as the first issue of Pacific Northwest Rail News chronicled, flooding has hit tourist lines and mainline passenger and freight service in the state for several winters.

But what they're facing this year is something different – a flood that is not only predictable but intentional, if unavoidable.

The Army Corps of Engineers has warned that if winter rains are sufficient, it will have to release water from the Howard Hanson Dam on the Green River that could cause flooding along its route through such communities as Auburn, Kent, Tukwila, Renton and Seattle (the Green eventually becomes the Duwamish before flowing into Elliott Bay).

That's because of leaks along part of the Howard Hanson Dam – which, ironically enough, is a flood-control structure. While crews are working feverishly to bolster the abutment in question, the Army Corps has said that it will maintain the pool behind the dam at lower than normal levels. Heavy rains and runoff will mean higher-than-normal volumes of water sent downstream.

Downstream – into an important rail corridor used by Burlington Northern Santa Fe, Union Pacific, Amtrak and Sound Transit's Sounder commuter trains.

The railroads and government agencies are drafting contingency plans for dealing with the floods. Some of the freight traffic can be rerouted. BNSF, for example, has dealt with flooding that cut its Seattle-Portland mainline in Lewis County by sending trains over Stevens Pass. BNSF said experts are advising the impact on rail operations will be minimal.

Rerouting would not work for Sounder service.

If the tracks are impassable, Sound Transit would cancel Tacoma-Seattle Sounder service entirely, says Linda Robson. "We are not planning to run truncated or partial routes because that would likely overload services at the interim terminal station, i.e. several hundred people offloading at Auburn station all at once."

Two of the Sounder stations — Tukwila and Kent – could also be subject to flooding. Robson said electronic equipment will be removed and other steps taken to protect physical assets. But it's possible the stations could be flooded and the tracks still passable, since they're above the parking lots; in that case Sounder trains would skip those stations.

BNSF operates switching yards at Orillia (near Kent) and South Seattle (Tukwila). Spokesman Gus Melonas says the railroad's preparedness plan calls for removing power-switch components if flooding occurs, and traffic will be re-routed. The railroad removed switch machines last year at Centralia and Tacoma because of flooding.

The Semaphore Board

November, 2009

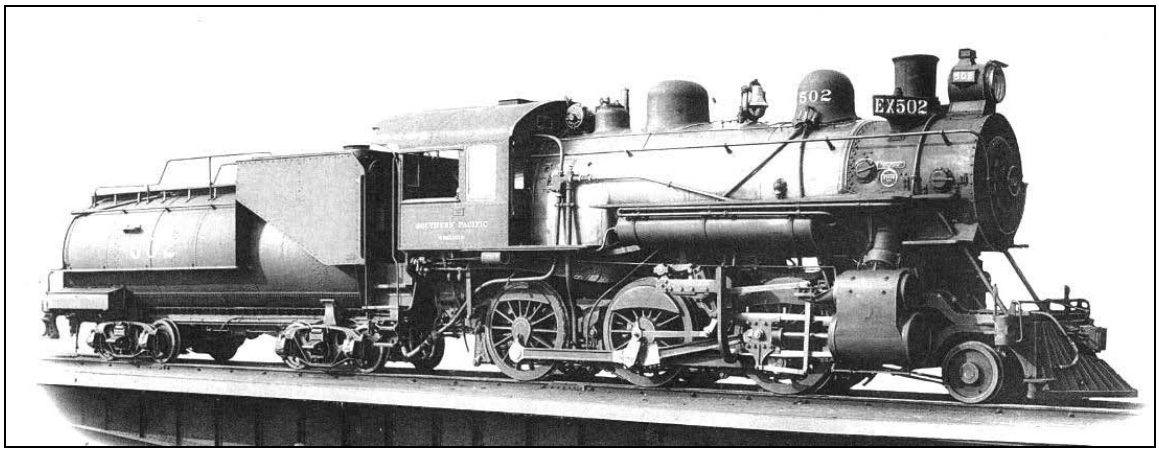
There is a special signup sheet in this issue. It is for our display at the World's Greatest Hobby on Tour at the Western Washington Fairgrounds in Puyallup. This show roams about the country with approximately four shows per year. It will not return to this area for several years. See the signup sheet for dates and times. Your Board has taken action to apply for exhibitor status for our club's layout. Let's rally to support the effort. However, at this writing, I have not confirmed that our application has been approved. I will contact the ones who sign up at the phone number they provide if our application is declined or if there are significant changes.

Looking at the show's web site, I concluded that it will be very similar to the PSX show a few years ago. There are to be manufacturer's representatives and clinics there. This show is sponsored by the manufacturers of train and model railroad equipment and supplies for the purpose of enhancing the hobby.

The Lynden show went well, with many of us finding new treasures. However, we did have problems at set up because items were not where they are normally kept. An orderly set up depends upon the previous orderly tear down of the layout. The set up and tear down instruction I prepared a last year ago is in this issue. Please read it.

Don't forget the new layout work party, most Thursdays starting around 9 in the morning. Come on over to Bob Jensen's abode and develop, hone, or utilize your layout building skills. I suggest you contact Bob to confirm the work party.

Tom Barrett



SP 2-6-0 502 - - build photo - {Jan Tepper Collection} (used with permission)

Show Name: World's Greatest Hobby on Tour Show

Dates: November 20 through 22, 2009
Setup: Friday, November 20 at 2:00 p.m.
Operation: Saturday and Sunday, November 21, 10-6, & November 22, 10-5
Tear down: November 22, following close of show at 5:00 p.m.

Reply to this by deleting non-appropriate times and positions or entering text as appropriate prior to 13 November, 2009. The information may be mailed to Tom Barrett, 4293 Mayhill Drive SE, Port Orchard, WA 98366 or emailed to tbarrett@oz.net.

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, November 21: 9:30-1:15 1:00-6:00
Sunday, November 22: 9:30-1:15 1:00-5:00

I prefer to serve as: Mainline Engineer, Branch Line Engineer, Yard Master/Dispatcher, Security, Pysht Crossing

I have trains I'd like to run on: Mainline Passenger, Mainline Freight, Branch Line
(Note: passenger trains normally run on the outside and freight trains on the inside mainlines.)

Notes: (add any notes that might assist in scheduling of work time, trains or meals)

Your Name and phone number:

BNMR 2009 Schedule:

November 2, 2009 – BNMR Clinical/Workshop Meeting
November 10, 2009 – NMRA 4th Division Clinic, Bremerton United Way Building, Make-n-Take
November 14, 2009 – Boeing MRR Club annual Swap Meet. Kent Commons
TBC November 20-22, 2009 – World's Greatest Hobby on Tour Show, Puyallup
December 5, 2009 – BNMR Fix-it Day
December 7, 2009 – Annual Election Meeting, Knights of Columbus
TBC December 8, 2009 – NMRA 4th Division Clinic, Bremerton United Way Building

BNMR 2010 Schedule:

January 4, 2010, 7:00 p.m., Annual Dinner & BNMR Quarterly Business Meeting, Family Pancake House, Wheaton Way
TBC January 12, 2010 – NMRA 4th Division Clinic, Bremerton United Way Building
January 16 – 18, 2010 – Pacific Science Center Show, Seattle (no Kitsap Western layout, support 4th Division manning)
February 1, 2010 – BNMR Clinical/Workshop Meeting
February 5-7, 2010 – United North West Train Show and Swap Meet, Monroe
TBC February 9, 2010 – NMRA 4th Division Clinic, Bremerton United Way Building
March 1, 2010 – BNMR Clinical/Workshop Meeting at the Walls in Poulsbo
TBD March 12-14, 2010 – Retsil Veteran's Home Show, Port Orchard
TBC March 9, 2010 – NMRA 4th Division Clinic, Bremerton United Way Building
April 5, 2010, 1900 hours, BNMR Quarterly Business meeting, Knights of Columbus
TBC April 13, 2010 – NMRA 4th Division Clinic, Bremerton United Way Building
TBD April 30, May 1 – 2, 2010 – Montclair Park Show, Poulsbo
May 3, 2010 – BNMR Clinical/Workshop Meeting
TBC May 11, 2010 – NMRA 4th Division Clinic, Bremerton United Way Building
June 7, 2010 – BNMR Clinical/Workshop Meeting
TBC June 15, 2010 – NMRA 4th Division Clinic, Bremerton United Way Building.
TBD June 12, 2010 – BNMR Swap Meet, Bremerton
July 12, 2010, 1900 hours, BNMR Quarterly Business meeting, Knights of Columbus
TBC July 13, 2010 – NMRA 4th Division Clinic, Bremerton United Way Building:
TBD July 21, 2010 – Annual Kitsap County Fair Kick-Off B-B-Q, Bremerton, 5:30 p.m., Presidents Hall
TBC July 31, 2010 – Kitsap County Fair Show Super Saturday & BBQ, Bremerton
August 2, 2010 – BNMR Clinical/Workshop Meeting
TBC August 13, 2010 – NMRA 4th Division Clinic, Bremerton United Way Building
August 9, 25 – 30, 2010 – Kitsap County Fair Show, Bremerton (dates of fair confirmed, setup TBD)
September 13, 2010 – BNMR Clinical/Workshop Meeting (delayed one week because of Labor Day)
TBC September 14, 2010 – NMRA 4th Division Clinic, Bremerton United Way Building
September 16-18, 2010 – PNR-NMRA Annual Convention, Lynnwood Embassy Suites
TBD October 1 – 2, 2010 – Lynden Lions Train Show and Swap Meet, Lynden
October 4, 2010, 1900 hours, BNMR Quarterly Business meeting, Knights of Columbus
TBC October 12, 2010 – NMRA 4th Division Clinic, Bremerton United Way Building