

THE FLIMSY BOARD



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

Watch your email and the website for news about meetings and clubhouse opening under Phase II.



Bill Hupé has added landscape flowers to the station scene.

Photo by Bill Hupé

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THE FLIMSY BOARD

Official Publication of the Bremerton Northern Model Railroad, Inc

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. We belong to the NMRA's Pacific Northwest Region (PNR), 4th Division.

FLIMSY BOARD STAFF:

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Submittal deadline is the 25th of the month. Copyright 2020 BNMR, Inc.

Unless otherwise noted photos are by the Editor.

MEETINGS NOTICE:

The regular Business meetings are held on the first Monday of the month at the clubhouse in the Kitsap Mall, Silverdale, beginning at 7:00 PM. If the first Monday is a holiday, the meeting will be rescheduled to the second Monday of the month. The January meeting is our annual dinner meeting held at a local restaurant.

Board meetings are held at a time and place set by the President. Refer to the Calendar below.

OFFICERS:

President:..... Bruce Himmerick
Vice President: Bob Jensen
Secretary: Bill Hupé
Treasurer : Wes Stevens
Sergeant-at-Arms: Ray Hagele
Directors:..... Bert Cripe, Mike Boyle,
Dick Stivers, Russell West

Web Site:..... <http://www.bnmrr.org>

Facebook: <https://www.facebook.com/groups/1988490354736510/>

SEPTEMBER CALENDAR

The Mall reopened in with reduce hours. Access to the clubhouse is limited with caution to avoid the spread of the virus. Expect more news as the details are determined and announced.

For true and responsible virus information please visit the CDC website:

<https://www.cdc.gov/coronavirus/2019-ncov/index.html>

FROM THE EDITOR'S DESK

I am glad to see more of our members are accessing the clubhouse. It is important to keep active in the hobby as long as we take the precautions necessary to prevent the spread of the virus.

I want to remind you to check the schedule to see when the clubhouse will be occupied and to keep me informed of your intended days and times. Access the schedule here:

<http://www.bnmrr.org/staffing.html>

Our presences in the mall is dependant upon our paying the rent and utilities. With the current state of affairs because of the virus, it is imperative to maintain our interest in the club and keep our membership at a level to sustain the club. Please keep your dues and fees current, thanks!

.... BC



Prototype Photo submitted by Peter Bieber

OFF THE MAINLINE



I hope you all are still well. Time once again to ask you all why you haven't come in to the clubhouse? Why would you want to go?

- 1) To run trains.
- 2) To work on the layouts.

The Young Engineers Layout needs painting and scenery installed.

The new HO layout need buildings repaired and the tunnel roof raised.

Electrical things that need to be done on both.

Interior of the tunnel on Kitsap Western needs to be painted black.

Ballast the mainline and branch line on Kitsap Western.

- 3) Work you can do at home

Build the bascule bridge.

Weather track ties.

Paint figures.

Troubleshoot and repair KW steam engines.

- 4) Sort out and organize stuff in meeting room. Get rid of what we can't use or sell.

- 5) Construct shelves along the wall in the meeting room to store magazines.

I'm sure there are more things to do....

... Bill Hupé

BOOK REVIEW

Modern Freight Cars, rolling stock from the '60s through today.

I bought this book to expand my knowledge base on rolling stock in my era. After reading for a week here are my thoughts on it.

Prior knowledge: I knew the basics like the difference between a reefer and a boxcar. I never asked the question why were cars design in such a way. My hope was this book can help me. I'm modeling 2012-ish so that's where I stand in this book.

Pros:

A timeline of when rules, rebuilds, limitations and banishments happen across the industry. I found this helpful to zone into what has happened.

Talks about load density and how it affected the

design. Something that I kind of knew, but didn't know how to apply it.

Which cars are rare now and which ones are more common.

Cons:

Technical reading. I skimmed read through this to get to the places where I wanted to know when were they were new.

General summary. Your railroad may be the exception to the rule, so do your home work.

Overall:

I recommend this to someone who is new to the Ditch Light era and to those who want to expand their knowledge on rolling stock.

.... Ray Hagele

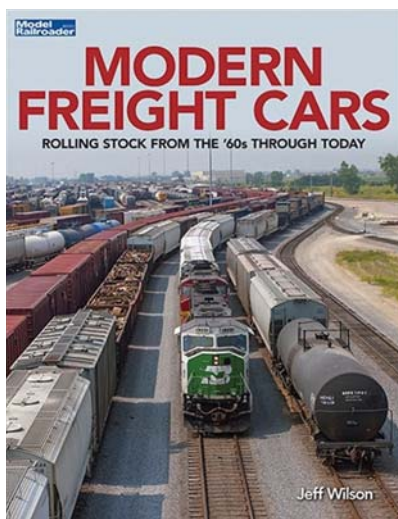


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- Chapter 9. Refrigerator cars
- Chapter 10. Trucks, brakes, and cushion underframes



Ray added some slide decals to one of his new engines. Its an Athearn Roundhouse GE AC44CW locomotive.

Relatively new run.

Photo submitted by Ray Hagele

ON THIS DATE ... SEPTEMBER

1st, 1813: Mark Hopkins of the Big Four was born in Henderson NY.

1st, 1935: NMRA is organized at Milwaukee, WI.

2nd, 1986: NMRA opens the Kalmbach Memorial Library.

3rd, 1930: Thomas Edison runs first experimental electric passenger train between Hoboken and Montclair, NJ.

9th, 1909: Edward H. Harriman of Union Pacific fame passed way.

10th, 1972: BART carries its first passengers.

16th, 1822: Charles Crocker of the Big Four is born in Troy NY.

18th, 1879: Daniel Drew of Erie fame passed away.

20th, 1850: The first Railroad Land Grant Act is signed into law by President Fillmore.

23rd, 1874: The East Broad Top runs its first train.

September 1868: The Big Four (Crocker, Stanford, Hopkins, Huntington) purchase the Southern Pacific Railroad.

.... BC



Prototype Photos submitted by Peter Bieber



"Too Much Potato Salad"

Photo submitted by Bill Hupé

NEW MEMBER REPORT

No new members in August.

TRACK PLAN OF THE MONTH

This is the second in a series of articles using track plans taken from switching puzzles that appeared in *Model Railroader* over twenty years ago.

This puzzle appeared in the January 1991 issue: <https://mrr.trains.com/issues/1991/january-1991> (currently in my collection).

Below is my rendering of the track plan made from the original image.

While the article described a puzzle requiring the reader to figure out how to switch Portage following a set of rules, I offer the track arrangement here as inspiration for a track arrangement on an NTRAK module.

Note that this image is not drawn to a scale since the original magazine image lacked a scale.

This then becomes a puzzle for the builder to figure out how to adapt the track plan to a standard size NTRAK module (normally 4, 6, or 8 feet long).

I hope this series of articles will inspire someone to add some switching opportunities to a module for the benefit of all our enjoyment.

This is a very simple track arrangement to build, but does offer a challenge when switching cars from the passing siding or storage track to the three customers. This kind of track arrangement may not always be prototypical but does make operations more interesting *or* frustrating depending upon your point of view.

.... BC

SHARED CONTENT

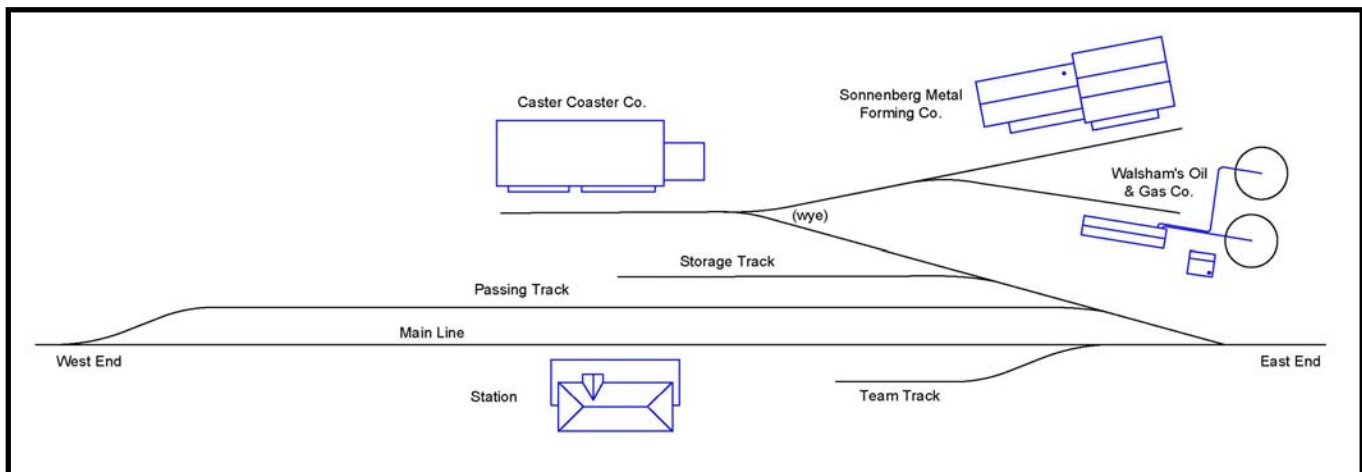
During this time of isolation, without group access to our clubhouse, finding content about our club is difficult. So, I thought it might be a good idea to reach out to other newsletter editors to suggest we share content.

On the next few pages you will find material from the Great Falls Model RR Club in Auburn, Maine. I want to thank Terry King, editor of the *Signal*, for allowing me to share some of his material with you!

If you enjoy the article, please consider sending Terry a 'thank you' message at:

Terrenceking112@yahoo.com

.... BC



Portage Track Plan

MODELERS FORUM

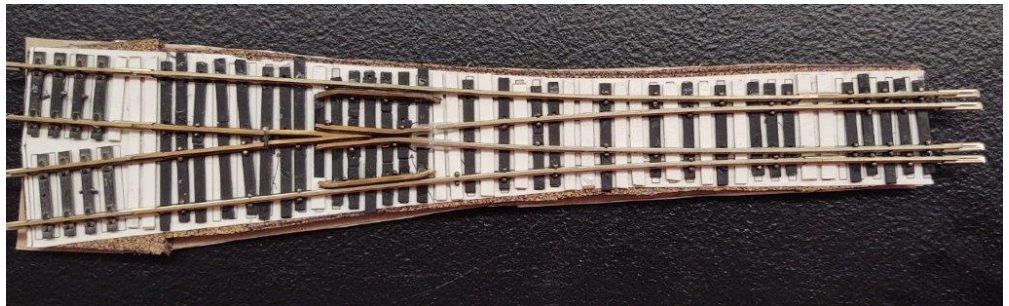
By Kent Waterson

A small gathering of modelers met on July 23 for another round of the Modelers Forum. Braving the pandemic were Jamie Robinson, Kevin LaMarre, George Pitchard, Dexter Baum and Kent Waterson.

Jamie started with a cordless Dremel-like tool he had found at a much more reasonable price. The Avid rotary power tool has a light surrounding the chuck and cost only \$30. When working around the layout, cordless tools are invaluable since you don't have to deal with the cord getting in the way or unintentionally knocking things over.

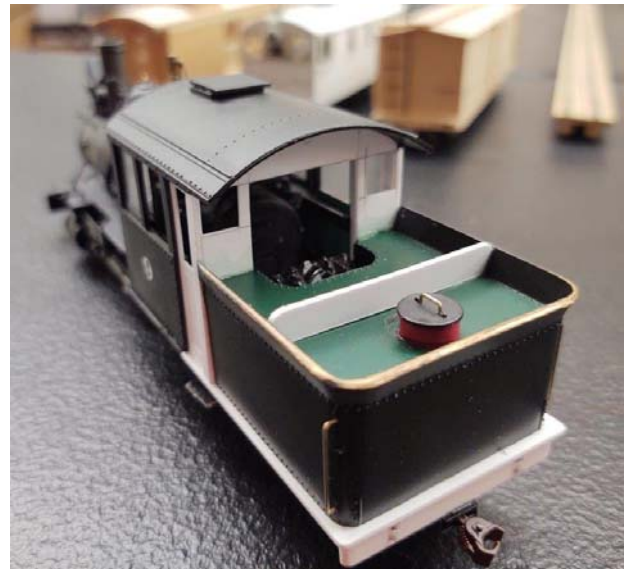


Jamie is also building some track that will be buried in the street and needed a street-car single point switch. He brought a part of the switch that he has built so far, constructed from a section of girder rail.



A hole was drilled and tapped for an 0-80 thread that will be fit with a threaded rod to form the pivot point.

Next up was George with a collection of self-proclaimed "half-done's". A few months back, while perusing Norm's O-Scale shop, George spotted a 30" gauge Bachmann 2-4-4-T that had been converted to a 2-4-0. George purchased the model and is in the process of restoring it to the 2-4-4-T and to 2' gauge. The back end has been rebuilt - compliments of the sacrifices of a 2-6-0 model - and a new electrical pick-up system has been developed. When complete, the model will represent the Sandy River #9.



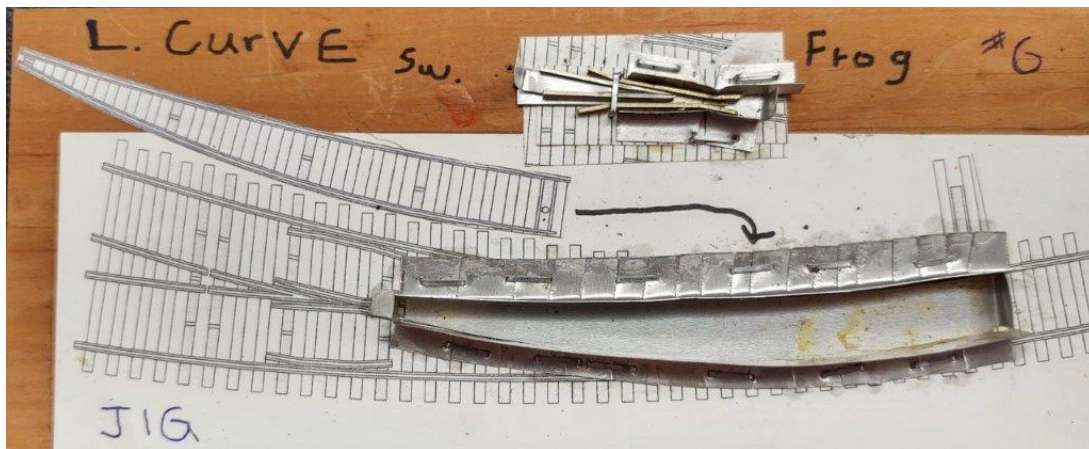
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George also brought a boxcab locomotive that started with an Athearn mechanism and was modified with an Ernst gear kit. George ran the model on his specially built 2' gauge test track. The model ran well, but the reputation of Ernst gears was evident in the very noisy operation. Other wooden models presented by George were a Sandy River style flanger, boxcar and caboose (Sandy River #553). All these models were scratch built from basswood.



Kevin finished the evening by showing his first-time efforts of building a curved switch. He started with a printed copy of a Fast Tracks switch template. He then built a jig for making the various parts and holding them while forming the switch. He said he spent more time thinking through how to do the various parts than actually building it! This was a learning experience that gave him confidence for future building projects. Kevin also brought in a gantlet that he had built in similar fashion. Another nice piece of work.



The evening wrapped up early, but the various presentations were impressive. Come join us next month (August 28). We'd love to see what is on other modelers' workbenches. Hope to see you there!

VISIT TO PROMONTORY

By Owen Buck

In August of 2019 I attended the NMRA National Convention in Salt Lake City, Utah. It was held in conjunction with the 150th anniversary of the Golden Spike, the 1869 completion of the transcontinental railroad. Two locomotives were involved: Central Pacific #60, named *Jupiter*, and Union Pacific #119. (It was the practice of CP at the time, but not of UP, to name locomotives.)

Jupiter was built in 1868 at Schenectady (NY) Locomotive Works, and sold to the Central Pacific Railroad. It was a 4-4-0 "American", with a wide smokestack used for wood-burning fuel. The locomotives were dismantled and shipped by sailing vessel, around Cape Horn at the tip of South America, to San Francisco. This was a long and hazardous voyage, upwards of 6 months, traversing the roughest seas in the world off Cape Horn. From the San Francisco waterfront, the locomotives were transported by river barge inland to Sacramento.

Early railroading was especially hazardous, even when the railroad president was aboard! Leland Stanford, the president of the Central Pacific, departed from Sacramento in a special train for the Golden Spike ceremony, behind locomotive #29 *Antelope*. Due to missed signals, a large log was allowed to roll across the tracks at a most inopportune moment, damaging the president's locomotive. The *Jupiter* had never been intended to have this role in history, but it was substituted to pull Stanford's train the rest of the way to Promontory. Two of the *Jupiter*'s sister locomotives, #62 and #66, also arrived for the ceremony.

Union Pacific #119 was built by Rogers Locomotive and Machine Works (Paterson, NJ), also in 1868. It had the good fortune to not have to be shipped by sea. The narrow smokestack of the #119 indicates that its fuel was coal, wood being in scarce supply over the plains. It appears to have arrived at the Promontory summit two days later than intended, but otherwise without incident. As the ceremonial spikes were driven, the news was instantaneously sent out by telegraph. The iconic photograph of the two locomotives nose-to-nose, and the many attendees, was taken.

After the Ceremony

Not much thought was given at the time to preservation of history. The interchange between the CP and UP was soon moved east to nearby Ogden, with the CP operating the original trackage. CP was acquired by Southern Pacific in 1885. The original track section was bypassed entirely when SP built the Lucin Cutoff, on trestles across Great Salt Lake. The original track saw only local use, then fell into disuse. Both locomotives were sold off by their respective railroads, served in various freight duties, and were eventually scrapped. The Promontory site itself was sidelined, then abandoned. By 1942 the rails had been pulled and scrapped to support the war effort.

After years of lobbying by a local newspaper writer, the Promontory site was acquired by the National Park Service in 1965. Track was re-laid and a visitor center constructed. By 1979, a replica of each locomotive had been completed, running just as

did the originals, albeit with a few modern safety alterations. The *Jupiter* runs on wood, and the #119 runs on coal, just as did the originals. Rangers and guests don period outfits and reenact the ceremony.

Reference: *Journey to Promontory* Trains Magazine Special 2019.



The Jupiter



Union Pacific #119



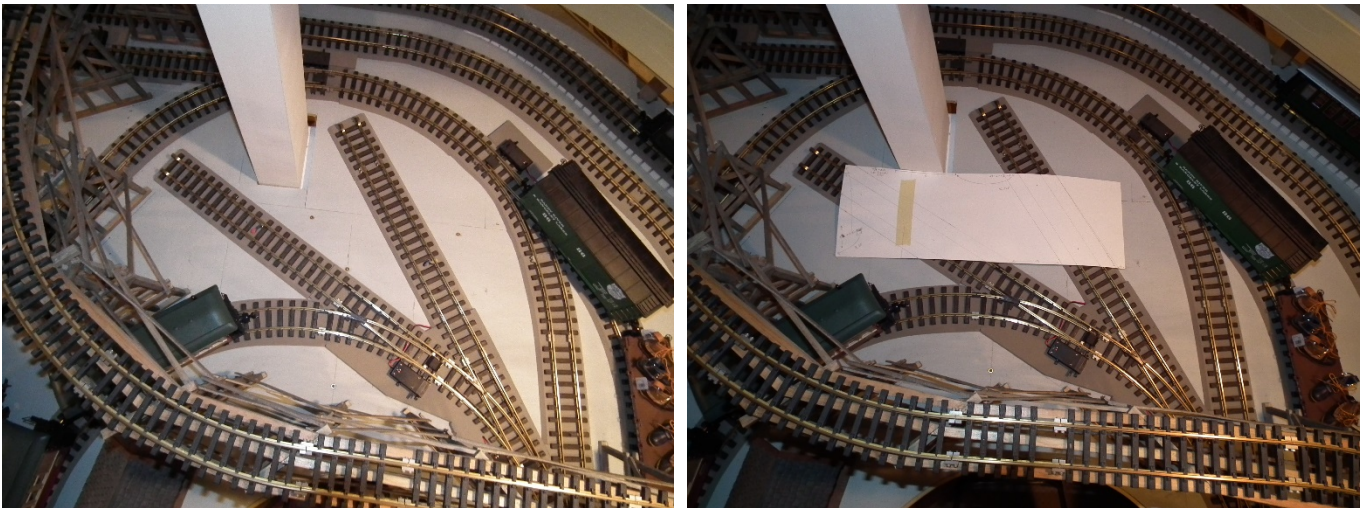
Golden Spike Reenactment

HOW TO SHOEHORN FORSTERS TOOTHPICK MILL

By Ray Parent

Several years ago we moved from Portland to a condo in Falmouth, necessitating the dismantling of my 2500' Garden Railroad. I am gradually replacing it with a four-loop bi-level indoor G Gauge layout of the Sandy River & Rangeley Lakes RR. The loops are fully operational, and now I'm into the building construction phase. Following is a brief summary of the design and assembly of the Forster Toothpick Mill, best captured in the iconic picture of SR&RL #18 pulling a mixed train in Strong after a trip down from Kingfield. All exterior components (except for the metal corrugated roof and hinges) were printed on my 3D printer.

Design: Since John Middleton helped me with the layout design, he insisted on adding as many sidings as possible to enhance operational reality on the layout. Little did I comprehend the challenges that would present in fitting all the buildings I wanted to build, especially the toothpick mill. Below is a bird's eye view of where the building will be sited. Note that it is bordered by a substantial column to the north and a trestle to the south and west. A partial building footprint in the second photo shows the need to have both the delivery and shipping sidings go through the building!



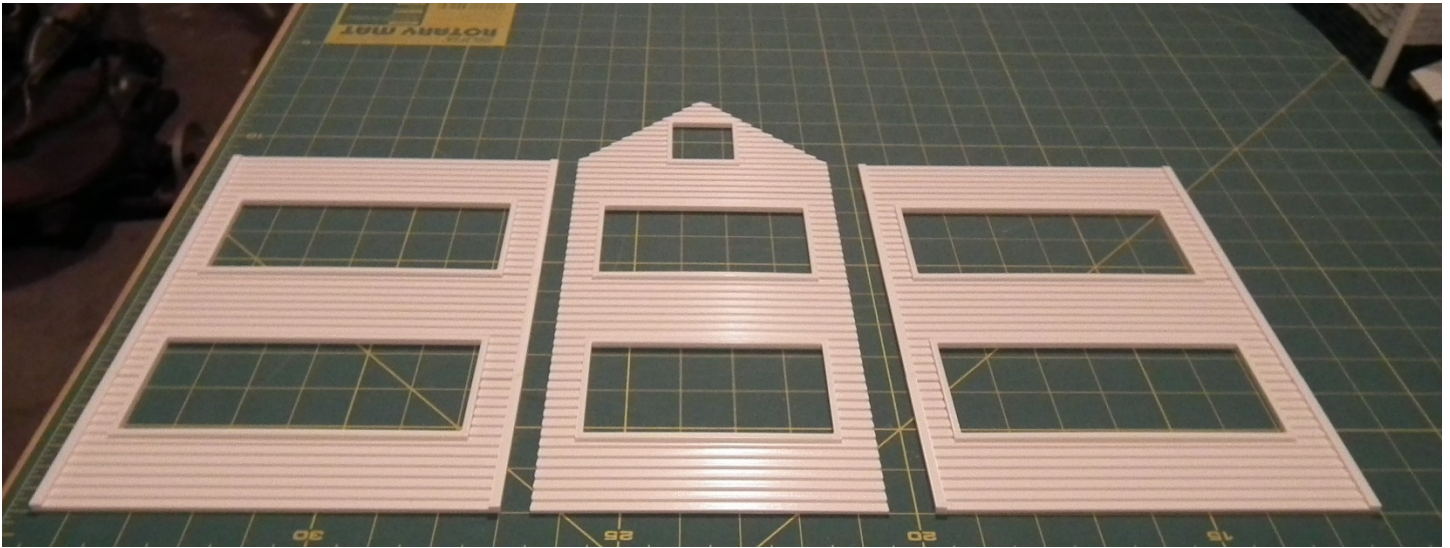
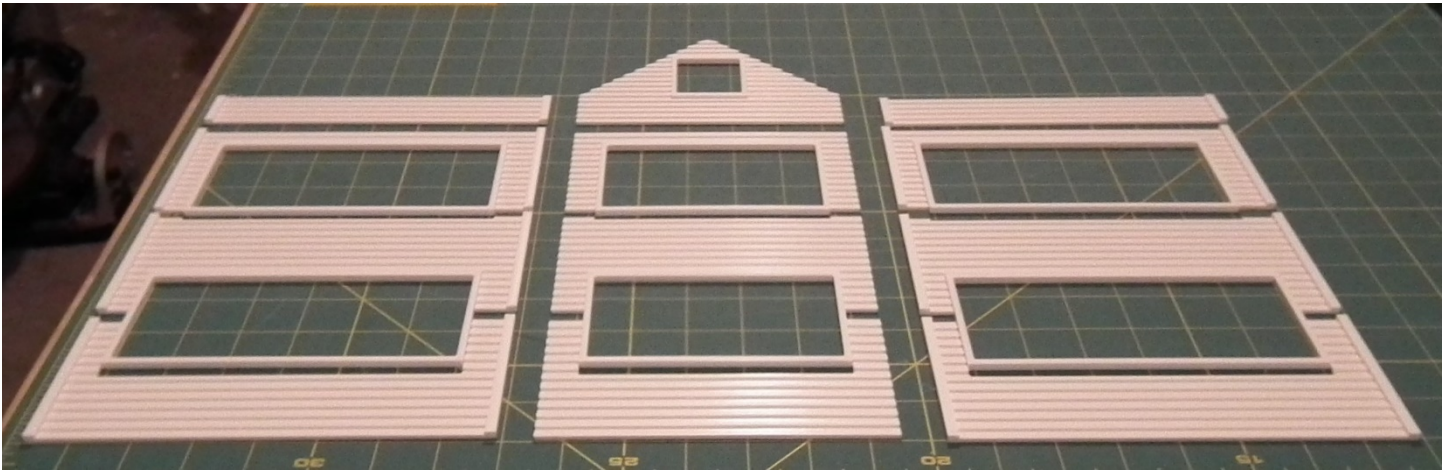
Construction: The building substructure was made from 1/2" plywood with rough cuts for all the doors and windows. I used Titebond III (my favorite glue) to assemble the entire structure into two pieces. Note the building that juts out to the right, which will hide the base of the column.



3D Printing: Now the real fun begins. I designed all external components with a free user-friendly online CAD program designed to create STL files for 3D printing, called Tinkercad. To the left is an example of what the main building wall components look like.

The STL files are then converted to G-code files by what is called a 'slicer program' which comes with the 3D printer. Once you transfer the G-code files to the printer, you're ready to print.

Below is an example of the clapboard siding pieces for the side building that will wrap around the column. On top are the 12 individual wall components, while on the bottom are the 'snapped' together pieces prior to gluing to the wooden substructure using Gorilla Super Glue Gel.



The final structure is shown below. Lighting is yet to be added, and of course the entire structure needs to be installed on the layout and checked for rolling stock clearance through the four doors, including the unique corner doors.



For you purists, the original mill never had a sign, and Forster is spelled with only one "s". I added the second "s" at the end of the name because this one is "special" to me!