

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.



The New NTRAK Return Loop Module – a work in progress.

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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 2021 BNMR, Inc.

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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/>

JANUARY CALENDAR

The Mall reopened 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>

BOOK REVIEW

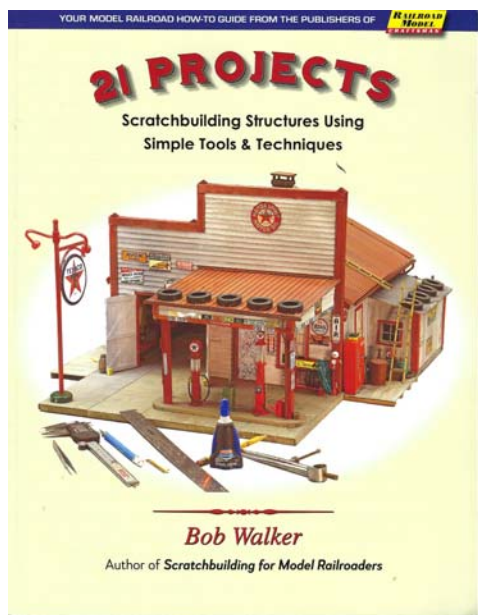
21 *Projects – Scratchbuilding Structures Using Simple Tools & Techniques*

By Bob Walker

“Veteran model builder Bob Walker has a full book’s worth of structure building inspiration, taking the reader through 21 building projects and detailing his materials, tips, techniques, tools, and methods....”

While the projects are detailed in HO (two are also in O scale) the photos and techniques should be practical in any scale. The water tank (chapter 1), sand house (chapter 3), and the MOW shed (chapter 7) look like projects I may pursue.

Every project is illustrated with color photos, some are detail close-ups, and extensive text explanations of the process of building each structure. The four conversion tables on the last page are worth keeping on hand since they are really handy references while bill of materials table for each project would have improved the usefulness of this book.



I think this book would be an excellent resource for anyone working towards the Achievement Program Structures certificate. This book is in the club’s library.

Published by White River Productions (publisher of Railroad Model Craftsman), ISBN 978-1-932804-46-3

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- Chapter 14 - Coal Distributor
- Chapter 15 - Freight House
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- Chapter 17 - Tavern
- Chapter 18 - Corset Factory
- Chapter 19 - Small Textile Mill
- Chapter 20 - Truck Repair Shed
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- Additional Resources
- Photo ideas, scale signs, and scale conversion tables

.... BC



PACIFIC CAR & FOUNDRY

PART 2

Railway Steel & Supply Company Seattle Car Manufacturing Company Seattle Car & Foundry Company

Reprinted with permission of Mid-Continent Railway Museum. This article along with illustrations can be found here: https://www.midcontinent.org/rollingstock/builders/pacific_car.htm

Citations, (indicated by {xxx}), in the body of the text can be found with links in the article at the above website.

Continued from the December 2020 Flimsy

The company was acquired 31 March 1924 by the American Car & Foundry Company as part of its national expansion. William Pigott approved the deal, which was done at least partly to solve financial problems of the Twohy brothers. Pacific Car & Foundry would be a wholly-owned subsidiary of AC&F, but continue to do business under its own name. While continuing rail car production, it expanded its product line to include steel bridges and buses. But its profits steadily declined.

The Renton plant suffered hard times during the early depression years as demand for rail cars dropped. On 31 March 1934, William J. and Paul Pigott—sons of the founder—organized a consortium and were able to buy the company back from American Car & Foundry for \$50,000. AC&F was happy to be rid of the money-losing operation, and the Pigott family—which had been unhappy with the sale almost from the day it happened—were thrilled to have their company back.

By this time, only the Renton and Portland plants were open, with a combined capacity of 750 cars a month. {245}

By the late 1930s, Pacific Car was doing steel

fabrication for many major bridges and dams, for Boeing aircraft and other Seattle firms, while its Motor Coach Division built buses and trackless trolleys for the City of Seattle.

During the 2nd World War, Pacific Car had a number of defense contracts, and cast huge panels of steel and armor for more than 900 Sherman tanks. In 1945, the company moved into the truck business when it acquired the Kenworth Motor Truck Corporation.

By the 1950s, Pacific Car was in almost too many different businesses to count, but it was still considered the leading builder of refrigerated and insulated railway cars. In 1958 it acquired the Dart Truck Company of Kansas City and the Peterbilt Motors Company of Oakland, California.

Paul Pigott ran the company as chairman and CEO until his death in 1961, when he was succeeded by his son Charles Pigott.

In 1972, the company's name was changed to PACCAR. The Renton plant, which still made rail cars, became a division and was known as Pacific Car & Foundry, specializing in refrigerator cars. But in the 1970s the rail car business slowed as the trailer-truck business made up most of PACCAR's business, and by 1984 the company was out of the rail car business.

You can read more about PACCAR's businesses at the Seattle/King County History Link: <https://www.historylink.org/File/3190>

Cast of Characters —

William Pigott (1860-1929) was born in New York City to Irish immigrant parents. The family moved to Hubbard, Ohio, where he grew up. He was employed by a local steel mill as a salesman, and was successful in that field. He became a partner in a blast furnace at Syracuse, New York, but it failed. He subsequently became a partner

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PACIFIC CAR & FOUNDRY

PART 2 CONTINUED

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in a steel mill in Colorado, and that business was eminently successful.

Pigott came to Seattle in 1895, where he joined a former partner in selling steel rails and railway supplies to loggers. But demand was slack in the wake of the financial panic of 1893, and the partners barely hung on. Business picked up again slowly, until hyper-stimulated by the discovery of gold in the Yukon Territory in mid-1897.

Pigott separated from his partner in 1901 to start the Railway & Steel Supply Company, dealing in rails, railway supplies, steel, pig iron and coke. But he dreamed of making Seattle a real steel town, and 23 January 1903 incorporated the Seattle Steel Company to smelt the local ores into pig iron, which in turn could be rolled into steel. A new works was built at Humphrey, and began operating 4 May 1905. In 1913, it would become Pacific Coast Steel Company.

Pigott saw another opportunity in the lumber industry, and in 1904 he incorporated the North Coast Dry Kiln & Truck Company to build drying kilns for lumber and shingles.

Pigott served on the Seattle School Board, beginning in 1908, and was elected its president in 1914. He supported numerous charities, both with money and with service. He fostered corporate responsibility long before it was considered fashionable. He was asked to run for public office, but declined for various reasons.

Pigott retired as president of Pacific Car January 1921. He died in 1929.

The original Twohy brothers were John W. (1854-1927), James C. (1856-1908) and Dennis D. (1859-1909), sons of John and Lucy Tuohy who had emigrated from Ireland in 1845. After various jobs and enterprises, in the early 1890s, James and Dennis successfully established themselves as Twohy Brothers Railroad Contractors

at Helena, Montana. About 1898, their brother John, after a 15-year career as attorney and judge decided to join them, now at Spokane, Washington.

During the next 10 years, the company was quite successful at building railroads in the Pacific Northwest, and several other family members became a part of it. But in 1908 James—and in 1909 Dennis—died, leaving “Judge” John to carry on. On 25 January 1910 he reorganized the business as Twohy Brothers Company, Inc., an Oregon corporation, with himself as President and his sons John D. (1885-1930) and James F. (1889-1976) as Vice-President/General Manager and Secretary/Treasurer respectively.

They were soon engaged in a variety of projects, including car repair and maintenance. When they found themselves with more shop capacity than they needed to fill their own requirements, they began building cars for others, and thus became competitors to Seattle Car & Foundry.

In 1916 the Union Pacific split an order for 400 steel underframe box cars between the two firms, and shortly thereafter the Southern Pacific did likewise with an order for 300 wooden box cars. The owners of the two firms knew each other, and decided their best future was as one company.

The exact nature of the combination is not clear. Twohy-84 says they “merged ... pooled their real estate, machinery, tools and raw materials, as well as their work forces of skilled mechanics, to form Pacific car and Foundry.” But he then goes on to describe continuing activities of the company, and the fact that by 1931 the depression had reduced it to “a corporation in name only.” {123}

For More Information —

Groner, Alex. *PACCAR: The Pursuit of Quality.*

(Continued on page 6)

PACIFIC CAR & FOUNDRY

PART 2 CONTINUED

(Continued from page 5)

Bellevue, WA: Documentary Book Publishing Co., 1981. A corporate history of Pacific Car & Foundry, which became PACCAR in 1971.

Marschutz & Cantrell Disconnected Log Truck built by Seattle Car & Foundry (plan). Narrow Gauge and Short Line Gazette, Jul/Aug 1995, p. 60.

Paul Pigott and Seattle investors buy back Pacific Car and Foundry Co. (<https://www.historylink.org/File/3190>) on February 27, 1934. Seattle/King County HistoryLink.org. The online encyclopedia of Seattle / King County History.

Twohy, John Roger. *Ten Spikes to the Rail; Twohy Brothers - Early Day Northwestern Railroad Builders.* Jenner, CA: Goat Rock Publications, 1983. A fascinating little book that records in detail the lives and works of an immigrant family that founded and built a powerful contracting business specializing in railroad construction in the Pacific Northwest. Besides business and family lore, it contains excellent discussion of national political and economic conditions of the U.S. from about 1850 to 1950.

1913 Seattle Car & Foundry Company Catalog. Reprint 2003 by Northwest Short Line, Seattle, Washington. 76 page catalog with numerous photos and drawings of logging railroad cars and associated equipment.

Thanks to Jeffrey Lentz, Assistant Webmaster at Mid-Continent Railway Museum for permission to reprint this article.

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ON THIS DATE ... JANUARY

1st, 1986: The Milwaukee Road is merged into the Soo Line Railroad in the largest railroad bankruptcy proceedings to date.

1st, 1935: Union Pacific M-10000 enters revenue service on the 187-mile Kansas City-Salina, Kansas route.

2nd, 1938: A new 14-car City of San Francisco train, powered by the 3-unit set of EMD E2 locomotives SF-1-2-3, replaces M-10004 on the UP.

8th, 1907: With Santa Fe, Southern Pacific forms Northwestern Pacific, unifying several SP and Santa Fe owned subsidiaries into one jointly owned railroad serving northwestern California.

11th, 1959: The UP City of Denver and City of Portland are combined and operated via Denver.

12th, 1983: The Southern section of the second transcontinental railroad line is completed as the Southern Pacific tracks from Los Angeles meet the Galveston, Harrisburg and San Antonio Railway at a location three miles West of the Pecos River near to Langtry.

27th, 1967: Union Pacific RPO service ends between Ogden and Los Angeles.

January, 1957: The last standard gauge steam locomotives in regular operation on the Southern Pacific are retired, the railroad is now dieselized except for fan excursions.

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NEW MEMBER REPORT

Jack Hamilton

BUILDING A MOUNTAIN

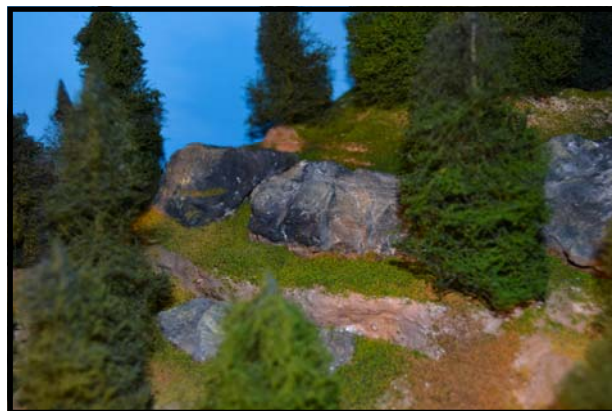
PART 2

A great deal of progress has happened since last month's report.

I had expected to have the new NTRAK return loop completed by now, but life seems to get in the way of my plans. I still have scenery work to finish and since I am winging it I expect it to be another couple of weeks yet. Also, it won't be put in service until a new approach module is ready since the new module is needed to facility full routing options of the return loop.

Once the plaster cloth was dry, I used vinyl spackling to smooth the surface and fill in irregularities. Then the entire mountain surface as painted with a brown latex paint I have been using for a basic ground color. The actual shade of brown is not very important - it is there to hide any of the white color that might show through the ground cover materials. The one issue I have had to deal with is shine on the paint. It is a satin style which has a slight shine to it. When this quart is gone, I will look for a flat style for future use.

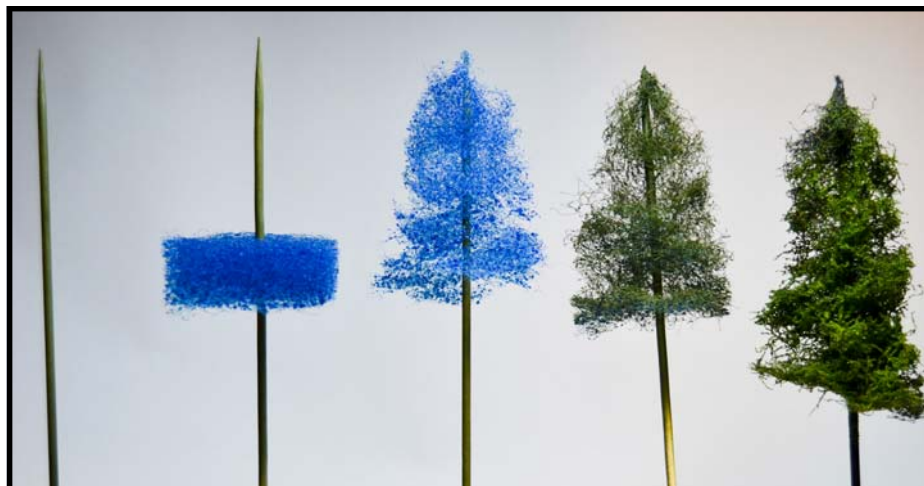
I allowed the paint to dry for a couple of days. Meanwhile I selected the various ground cover materials I wanted to use. Working in sections of the mountain, I applied a second coat of paint and then sprinkled on the various ground covers



using a small strainer while the paint was still wet. I attempted to vary the application of the materials so as not to have a uniform appearance to the surfaces.

Next came the rocks. I wanted spots on the mountain with rocks showing and no trees. The goal was to have peak-a-boo views of the rocks seen between the trees. I used a couple of the Woodland Scenics (WS) rubber molds borrowed from the club's stash. I used lightweight Hydrocal to cast the rocks. After allowing to dry for a couple of days, I began painting them with diluted acrylic paints using the methods outlined in the WS's "*The Scenery Manual*" (a copy is in the club's library). This is a one-stop source of how-

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tos for using WS products for those of us with little scenery building experience!

In the meantime, again allowing for drying, I was making trees. I found this YouTube video:

<https://www.youtube.com/watch?v=fhws01rx6y8>

I had attempted to make furnace filter trees in the past but never like my results. The material used in the video is much different than any I had used previously and I found it easier to work with.

An import note: this material is stocked at Lowes for a lot less than you will pay to the Amazon third-party seller! The item is #552965 and model #LOWESCTF12. Note that the photo at the Lowes website is not correct.

Shown in the photo, on page 7, are the steps in the tree making process. I will be the first to admit these trees are not as good as expensive commercial ones made by an under-paid young women in some Asian factory. But for N scale I think they are completely satisfactory. Also the trees should not be the focus of the module! The viewers attention should be on the trains as they move through the scene. I know from many hours as a spectator at big train shows I hardly notice the details of trees unless I make a conscience effort to notice them.

In the photos below are the glue and paint I used for these trees. I found the paint color to vary



from one can to the next event though they had the same name but bought at different stores two weeks apart.

I got the glue at Michaels and the paint at Lowes and Fred Myers. I found the paint to cost less at Lowes.

The approach module with cross-over turnouts still needs track laid, wiring installed, and some sort of scenery as yet to be determined (or even thought about).

.... BC



Prototype photo submitted by Pete Bieber

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

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NEW BUILDING PROJECTS

By Jay Wiley

I've been building some old and new plastic models for my layout. The first one was an old Athearn water tower kit. I used thin steel cable to support the hinged water spout, which can be raised and lowered by hand (or finger). The second was a new kit available through Walthers of a small wood coaling tower. It's a great kit that went together very well. I used the same cable trick on the hinged chute, and it can be raised and lowered too. The third was an old AHM kit that was a bit of a challenge because several large parts were warped, but it came out well and suits my steam era layout.



ANDREW VICK'S LAYOUT

