

# 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.



*At the time of this photo the HO layout modules are in place, in the club's new space, but yet to be leveled, bolted together and connected electrically.*

*Photo submitted by Pete Bieber*

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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.

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/>

# MARCH 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>

## BNMR MOVES TO NEW HOME IN THE MALL

Monday February 15th Bill Hupé, club secretary, called to tell me the mall had rented our space to another tenant and we had to be moved into a different space by the 25th. This was not entirely a surprise to me since in January I had walked into our space to find two men unknown to me. When I ask who they were and what they were doing I was told one was an architect and the other the mall manager. I asked if the space was being rented to someone else only to be told no.

So now the panic set in and the rush was on to make the move. The panic was because over the past 14 months the club has indiscriminately accepted any and all donations. Much, if not most, has turned out to be junk, in my not so humble opinion.

The first order of business was to inspect the new space and make a CAD drawing to accurately determine how the portable HO layout would fit in the space available. I was told the new space was about 5000 square feet - about 1400 more than the current space. Sounds good until I found that the new space had walls protruding into the main area, dressing rooms at the rear, two water closets, an office, and a storeroom along with two columns near the center of the space.

I thought I had hit pay dirt when I found the previous tenant's architect's drawings in the office. I used those to make the CAD drawing. Having worked as a designer in civil engineering for 20 years I knew full well that since the drawings were not marked 'AS-BUILT', the dimensions needed to be verified. Bob Jensen, club VP, and I measured the space and updated my CAD file. I then measured the HO layout modules and update that CAD file.

Then came the task of superimposing the layout over the floor plan to find what arrangements might work. Of course the columns and walls protruding into the room resulted in limited

possibilities. I presented the one I felt to be the best to Bob, since IAW the club's bylaws the VP is in charge of the HO layout. He concurred.

The previous tenant left many sets of drawers, much shelving, and some carts when it vacated. We then worked with the mall's maintenance staff to move the unwanted pieces out. We then moved all the remaining items out of the way of the main area so the HO layout could be moved in.

The column in the main area became the limiting point for the positioning of the HO layout. Normally the module known as Geezer is placed first then the rest of the modules are positioned from it. The CAD drawing made it clear how the layout needed to be positioned if there was to be adequate access clearance with the walls. In this case we had to position a corner module pair first near the limiting column, then position the rest off of those two. To do otherwise could easily result in the need to jockey modules about - no easy task.

To completely move all of the items (meaning lots of stuff) from one space to the other was completed over 6 days working mostly in the mornings when the mall was not open to customers. Added to that was the fact that most of us are over 60, needing to wear masks, and with limiting health issues in some cases if not all.

As this issue of the *Flimsy* is published, none of the layouts are completely set up, the 'stuff' in the storeroom needs to be gone through box by box to sort into 'keepers', 'swap meet', and 'trash'. This will take both time and decision making skill by someone with the knowledge and authority to do it correctly.

We need a volunteer to act as librarian to manage our collection of books, videos, and magazines. Photos on the next two pages are by Peter Bieber.

*(Continued on page 4)*

## BNMR MOVES TO NEW HOME IN THE MALL

*(Continued from page 3)*

The club owes a big 'Thank You' to these members who came forward to make the move happen: Bob Jensen, Chris Cox, Erik Thorsen, Jerry Enders, Norm Bruce, Peter Bieber, Rick Snyder, Russell West, and Tom Barrett. Forgive me if I missed anyone.

.... BC



## BOOK REVIEW

### **W**aterfront terminals and operations— *Modeling on the Waterfront*

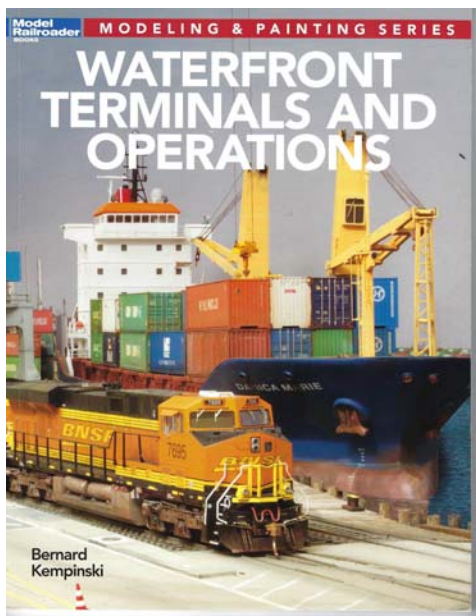
By Bernard Kempinski

“Rail-marine operations are a vital aspect of modern transportation, and this book details how to model those operations where railroad tracks meet the sea. *Waterfront Terminals and Operations* presents a historic look at rail-marine activity, explains various pier-side activities, features several harbor projects, shows how to build ships, and looks at modeling water and wharves.”

“Pier-side activities are explained through prototype information, photos of models, and a track plan or two that demonstrate how each activity can be adapted to a model railroad.”

“You'll learn how to model these subjects:”

- Break bulk piers and terminals
- Grain terminals
- Mineral terminals
- Railroad ferries and car float terminals
- Barge terminals
- Container terminals



The book contains dozens of photos, both prototype and models to inform and inspire your efforts to model these types of customers that exist in vast numbers on all of our coasts. There are eleven track plans to help you with ideas for yours.

I have used information from this book in one of my projects. I know that some of our members are interested in container terminals, a topic of this book.

Published by Kalmbach Books.

ISBN 978-1-62700-265-3, \$21.99 cover price.

### Table of Contents

- Chapter 1 - Rail-marine operations
- Chapter 2 - Break bulk piers and terminals
- Chapter 3 - Grain terminals
- Chapter 4 - Mineral terminals
- Chapter 5 - Railroad ferries and car float terminals
- Chapter 6 - Barge terminals
- Chapter 7 - Container terminals
- Chapter 8 - Project layout: Port of Los Angeles
- Chapter 9 - Project layout: Port of Los Angeles
- Chapter 10 - Building ships
- Chapter 11 - Modeling wharves and water

.... BC



## MINE PROJECT PHOTO

Club VP Bob Jensen has undertaken a mine project for his layout. Here is a new photo showing progress since the photos from last month.

.... BC



*Prototype photo submitted by Peter Bieber*

## NEW MEMBER REPORT

No new members in February.

## ON THIS DATE ... MARCH

1st, 1875: The Cairo & St. Louis railroad opened with a 150-mile system, then the longest of its type in service.

1st, 1881: The connection between Southern Pacific and Atchison, Topeka & Santa Fe at Deming, N.M., opened forming a second trans-continental route.

2nd, 1970: Great Northern Railway; Northern Pacific Railway; Chicago, Burlington & Quincy Railroad; Spokane, Portland & Seattle Railway merged to become the Burlington Northern.

2nd, 1934: M-10000 began touring the United States, covering 12,625 miles on 14 railroads and visiting 65 cities.

8th, 1904: Southern Pacific opened the Lucin Cutoff across the Great Salt Lake, bypassing Promontory, UT for the railroad's mainline.

11th, 1848: One of the original ancestor-railroads of Southern Pacific, the Galveston and Red River Railway (GRR), was chartered by Ebenezer Allen

15th, 1871: Major Peter B. Borst chartered the Washington, Cincinnati & St. Louis Railroad to link the cities in its name.

19th, 1881: Virgil Bogue Northern Pacific civil engineer discovered Stampede Pass.

20th, 1904: SP's Coast Line was completed between Los Angeles and Santa Barbara, CA

26th, 1952: Union Pacific announced that all passenger equipment will be painted in Streamliner colors of Armour yellow and Harbor Mist grey.

31st, 1892: The Pecos River High Bridge was opened.

.... BC



## ROCKS AND OUTCROPS

### SUGGESTED READING

This is a recurring series of articles suggested by Bruce Himmerick, club president, covering topics that he hopes you will find interesting and perhaps will provide inspiration for your modeling projects.

This 3-page PDF article is available to download from the Northern Virginia NTRAK” How-To” series. You can access all of these free resources at:

<http://www.nvtrak.org/how-to>

This particular article is by Kip Petzrick from January 2015.

*“Unless you are modeling an area along the East or Gulf coast or the Midwest plains, you are going to need to plan for some rocks or outcroppings on your module. Here are some things to think about.*

*“What is the basic geography or topography of the area that you are modeling? Obviously, there is a big difference between the steep valleys of the Rockies, the rolling valleys of West Virginia or Upper New York State...”*

*“Keep in mind that most cliff faces have large boulders and talus at the bottom. Many regions have outcroppings more than actual cliffs. Outcroppings are usually surrounded by large areas of ground cover and occupy significantly smaller areas than cliffs.*

*You will quickly discover that different materials will give you different effects which can allow you to achieve a good amount of variety in a small space.”*

There are a variety of articles to download at this website, take a look to see what may be of interest and use to you.

....BC



Prototype photos submitted by Peter 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](mailto:Terrenceking112@yahoo.com)

.... BC

## FREIGHT HOUSE KIT

By Mike Ricci

In just a month I finished this Sierra West kit of a freight house/repair shop. The vehicle was from Reynauld's. It was fully built and a very nice model.

This Sierra West kit was an out-of-production limited edition marketed in 2000, and I got it on eBay. I love Sierra West! Brett Gallant runs Sierra West ([sierrawestscalemodels.com](http://sierrawestscalemodels.com)). I've built several of his kits and they are excellent, with the best castings I've seen in the way of details.

The Ford vehicle is made by Artitec and I got it at Reynauld's, an online model train hobby shop, ([www.Reynaulds.com](http://www.Reynaulds.com)). Weathering is my effort. It's a very fine model but a bit pricy (\$41.52).

I used mostly Vallejo or Reaper paints. Sierra West offered a complete set some time ago. I did the weathering with chalk powders from Dr. Ben's or pastels I get from an artist friend.





## MODELERS FORUM

By Kent Waterson

The Modelers Forum was back in the clubhouse on January 28 after a three-month absence. It was great to see everyone again. Those attending were Bob Willard, Carmen Anastase, George Pitchard, Kent Waterson, Tom McAvoy, Jamie Robinson and Ed Webb.

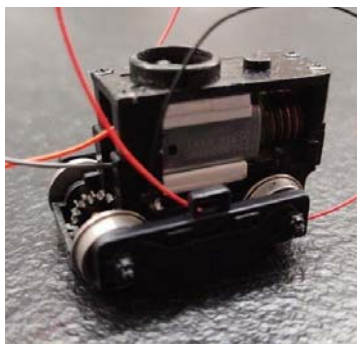
Bob Willard opened the evening's meeting by presenting a new glue he has discovered. Always a fan of the Gorilla Glue line of products, he has started using Gorilla Clear Grip contact adhesive. The product works well for joining dissimilar materials and has a working time that allows for adjustments after contact. Bob used this glue with the fire station (in progress) he showed. The top molding was built up from a variety of materials, and the glue worked well to provide strong bonds for all the different materials.



Bob then displayed a variety of O-Scale vehicles he continues to build. He showed a fire engine that started out as a British fire engine on which he had replaced the cab with the cab from a '36 Ford. He had converted a toy ambulance into a milk delivery truck. To a bulldozer, he had added a cab, winch, side curtains and shutters enclosing the engine. Last in this group was a 1946 Ford Station Wagon that he had changed to a 4WD setup with winch, gas cans, running boards and a roof rack. To wrap up his presentation, Bob also showed a pulp car on skids that he had built from a set of plans.



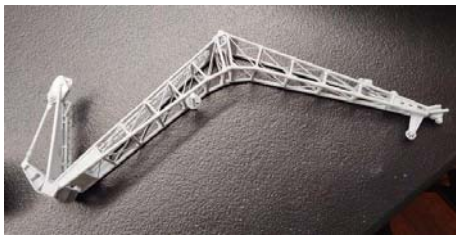
Jamie Robinson was up next with a further update on some projects he has been working on for Dexter Baum. The first was a Walthers Plymouth ML-8 Industrial Switcher. Jamie had re-lettered the small locomotive and was impressed with what the little switcher could handle. The switcher ran well and included a built-in keep-alive. The second locomotive was the 44-Toner he had previously shown. Both powered trucks have been completed, accounting for 20 hours work! After repeating the paint job a few times, he finally has the appearance he was looking for.



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Tom McAvoy followed with a kit, the Cornerstone Backwoods Locomotive or Carshop, he is working on. After Tom had assembled the base of the kit, he realized it was glued on upside-down – we’ve all been there! Tom looked for advice on how best to remedy the problem. Leaving it that way is not an option since the upside-down base interferes with the engine house entry doors. A few suggestions were offered. Tom could try to separate the pieces with either a hobby knife or razor saw. Another option was applying more glue with the hope of softening the joint and being able to separate the pieces. Perhaps the best suggestion was to cut the section that stretched across the engine house doors and then separate that smaller section from the structure. Much of the base will eventually be covered with scenic materials and would probably never be noticed once placed on the layout.



Kent Waterson followed with another round of updates on the battleship diorama he has been working on. Much of the hull is now complete, with the deck scribed and the 40mm Bofors gun shields in place. A few above-deck pieces have been added as well. The crane is almost complete except for some chains, cabling, and final paint. A few more parts have been designed and 3D printed, including the deck bollards, the Mk. 51 Gun Director shields, and a large vent structure.

Kent also showed a Coldheat soldering iron that Dexter had given him. The unique soldering iron has the advantage of being battery-less. It cools instantly after use, preventing accidental burns. This prompted stories of how we all have various scars from traditional irons! It is a little tricky to get the feel of the Coldheat iron, but it may come in handy when lying upside down under the layout to do wiring.

Carmen Anastase closed out the night by asking if anyone had used a product called Sugru moldable glue. He had only seen it advertised and thought it appeared to be an interesting product. More information can be found at [sugru.com](http://sugru.com). He also referenced an online site called “Wish”. This is a general retail site with hobby-related products that might be of interest to model railroaders.

Lastly, Carmen gave an update on the light rail cars he has been working on. He has worked out the mounting of the trucks to the frame but has had issues with the paint on the shell. He is currently stripping the paint and will try again



It was great to see the work that everyone has completed since the last time we met. I’m sure that other GFMRRRC members are also working on interesting projects. We would all enjoy seeing you and your current projects. All of us learn from other people’s experiences. Come join us next month on February 25, the fourth Thursday of the month. Our meetings start at 7:00 p.m.