

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 III.



[The Club's Library. Read more on page 3](#)

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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:

Editor: Bert Cripe
Submit Contributions to: Bert Cripe, 2398 Jefferson Ave SE, Port Orchard, 98366.
Email: bert@wavecable.com

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
Librarian..... Tom Barrett
Web Site:..... <http://www.bnmrr.org>
Facebook: <https://www.facebook.com/groups/1988490354736510/>

JUNE CALENDAR

The clubhouse is open to BNMR members during the week for work and to run trains for fun. The programming track is available for members' use, and the library is in the process of being organized and cataloged for your reference and reading pleasure.

The clubhouse is now open to the public on Saturdays from 11 am til 3 pm. Members are needed to staff the room and to function as engineers to keep the trains running for the viewing public.

CLUB LIBRARY

As most of you know, BNMR has received many donation of books, magazines, videos and other resource material. Now that we have a permanent home, we are able to organize this material for the member's use.

I have gone through most of the magazines and books to develop lists of available items. I am using a program called Open Office which is similar to Microsoft Office but not quite as powerful. The part of the program I am using is a spreadsheet, so that eventually, we can search for books of a specific title. The spreadsheet is divided into several "sheets." Each sheet is labeled for the type of resource listed thereon, i.e. magazines, books, videos, etc. Eventually, a copy of the file will be available on the computer that is used for decoder programming.

The magazines are filed in order of their publication date. Most of the magazines are separated by having one year per binder or box and appropriately labeled. If several years are listed on the binder or box, the contents are not full years or the magazine in question is not a monthly publication.

Near the magazines there are several white binders of indexes to assist in researching a particular subject.

The books are organized in alphabetical order using the main title. For filing purposes, the words "the" and "a" are ignored when filing. To accommodate sorting of the spreadsheet, the titles listed in the computer file are done similarly. For example, "The Train Station" would be listed as "Train Station, The." Also listed in the file is the ISBN and/or Library of Congress number allowing one to search those numbers if that is convenient.

The videos are organized similar to the books but are also separated by format. Both DVD and VHS videos may be in the collection. (I haven't completed the video list as of this writing.)

Currently there is no facility for checking items out of the library. I'm thinking of having a checkout sheet that is placed where the borrowed item was removed. Do you have another suggestion? Your help is appreciated.

Lastly, there are stacks of magazines and a few books on the floor under the shelves. These are duplicate items from the library. Most are Model Railroader. The magazines are organized by issue date, so if you want a particular issue for your use, just look in the appropriate stack. In most instances, they are organized with offset binding by year.

... Tom Barrett



The video collection drawers.

BOOK REVIEW

Best of Industries - 29 Detailed Layout Projects.

By Model Railroader

"In compiling this issue, the editors of Model Railroader magazine combed through years of back issues, special publications, and Kalmbach books to collect 29 of the all-time best and most useful articles on modeling industrial operations."

By now Flimsy readers must realize I am very interested in operations for a model railroad. Thus I continue to find sources of information that we can use to add customers and operations interest to our railroads.

This publication has far too many photos, drawing, and plans to count. This one publication alone could provide all the customers needed to build a club-sized, operations focused layout!

Available from Kalmbach Books, in magazine format and it will be on bookshelves for purchase until July 26, 2021. We have a copy in our club library.

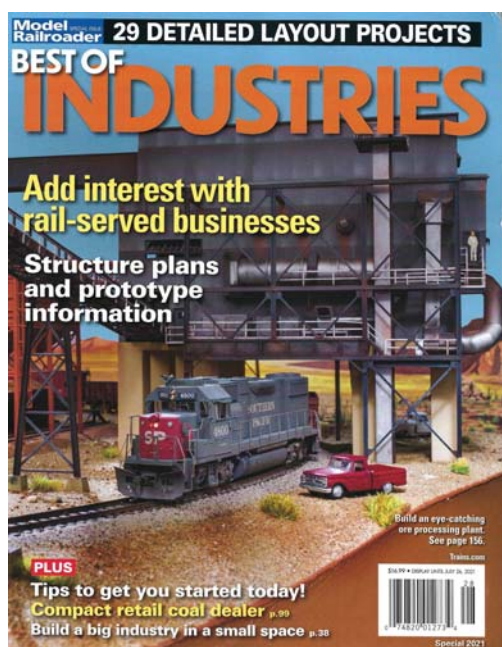
No ISBN since it is a magazine,

\$16.99 cover price.

List of Projects

- Building Freytag's Foundry, Parts 1 & 2
- Model an Automobile Loading Dock
- Plans for a Fertilizer Blend Plant
- Diesel-era Grain Operations
- Plans for a Rail-served Feed Mill
- Kitbash a Soybean Processing Plan
- A Massive Mill in a Small Space
- Big Industry in the Valley
- Shipping California Citrus
- Model a Bulk Propane Plant
- The Meat Packing Industry, Pars 1 & 2
- Rolling Livestock
- Big Industry on a Small Layout
- Build an Asphalt Transfer Terminal
- Ethanol: an Industry You Can Model
- Build a Lime & Cement Dealer
- Compact Retail Coal Dealer
- From the Freight House to Everywhere
- Add a Freight House to Your Layout
- Switching Santa Fe's Elevator 'A'
- Modeling a Steel Mill in 4 x 8 Feet
- Scratchbuilding a Cement Plant
- An industrial Layout in a Box
- Classic Mill Spans Many Eras
- Scratchbuild a Large Lineside Plant
- Build an Oil Dealership in a Small Space
- Model a Transload Terminal
- How to Model a Heavy Industry

.... BC



OFF THE MAINLINE



Hello all....

What a great month! We have been open for two Saturdays. It is good to back and the public seems to enjoy us being there.

Don Hamer has been converting our old DC locomotives to DCC and bringing cars up to NMRA Standards. He has also been busy selling our unwanted train stuff. We have made a significant amount of money from these sale. Thank you Don.

We have been experiencing difficulties with the new Digitrax system. Bert, Bob and I brainstormed the problem and Bert and Bob seem to have it under control. There will be procedures and toggle switch positions posted. Please follow these.

We are also climbing a steep learning curve with the JMRI programming capabilities. I managed to un-program an engine. Don't know how, but I did..

Please look at the free stuff. What hasn't gone away by the end of June is Dumpster bound.

The room (office) across the from the Men's Room is now the club members "For Sale by Owner" room. Feel free to browse and buy things. Bring in some of you excess and sell it to club member. Label your items and show a price. 10% of the sale price goes to the club.

I have rambled enough. Hope you all are in good health.

.... Bill

HO Division Superintendent

Remember our continued growth depends on all of us!

ON THIS DATE ... JUNE

1st, 1950: The Fort Worth and Denver City Railway (Chicago, Burlington, and Quincy Railroad system) and Chicago, Rock Island and Pacific both lease the jointly-owned Burlington-Rock Island Railroad operating it as the Joint Texas Division.

1st, 1972: The Chicago and North Western Transportation Company acquires the property of the Chicago and North Western Railway lessor Chicago, St. Paul, Minneapolis and Omaha Railway.

2nd, 1919: The Cumberland Valley Railroad is merged into parent Pennsylvania Railroad, but the lessor Cumberland Valley and Martinsburg Railroad begins operating its own line and is large enough to be Class I.

5th, 1914: ATSF subsidiary Southern Kansas Railway of Texas is renamed Panhandle and Santa Fe Railway.

6th, 1947: The Pere Marquette Railway merges into the Chesapeake and Ohio Railway, with which it has been affiliated since the Van Sweringen brothers purchased a minority of stock in the 1920s

21st, 1935: The property of the Arizona and New Mexico Railway is conveyed to lessee El Paso and Southwestern Railroad, itself leased to the Southern Pacific Company.

30th, 1941: The Kansas City, Mexico and Orient Railway merges into lessee ATSF Railway.

30th, 1942: The Grand Canyon Railway (no longer a Class I) merges into lessee ATSF Railway.

30th, 1952: The Toledo and Ohio Central Railway merges into lessee New York Central Railroad.

.... BC



NEW ADDITIONS TO BOB JENSEN'S LAYOUT

Bob submitted these photos of structures he has acquired from dismantled layouts, then added to his home layout.



New Truss Bridge to Logging Camp.



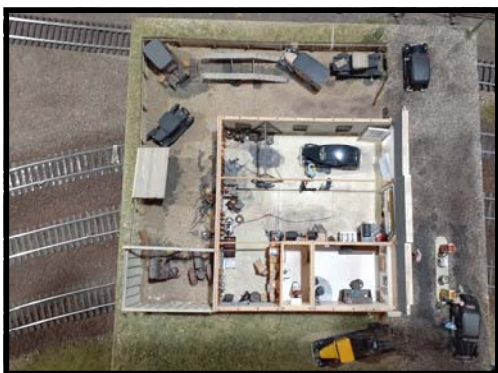
New Cooling Tower scratchbuilt in over 500 hours by the original modeler.



Sand and Gravel Distributor.



Mike's Garage.



Mike's Garage Interior.



NEW ADDITION TO HO LAYOUT



*A water tank recycled from an other layout.
Photos submitted by Bill Hupé*



NEW MEMBER REPORT

New member in May.
John Forsythe

FOR SALE

Members now have two ways to offer their unwanted, excess model railroading items for sale.

First is here in the Flimsy. This month Bill H. has this to offer:

Two weathered Athearn 57' FGE mechanical refers, Real Cold logo, metal wheels and KD couplers. Road #s 13244 & 13421, \$15.00 each.

The second way to sell your items is by placing them in the office area with your name, contact info and perhaps an asking price. The office area is located in the storeroom directly opposite from the men's restroom.

Additionally the club has a large assortment of items deemed excess offered for sale in the storeroom. Items include rolling stock, buildings, vehicles, track, among other things.

The club is also selling items online. Contact Don Hamer for details.

.... 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 two 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

MODELERS FORUM

By Kent Waterson

The slimmed-down version of the Modeler's Forum met on Thursday, April 22, with what proved to be a "vehicle" theme for the evening. Braving the high winds that night were Roger Plummer, George Pitchard, Kent Waterson, Jamie Robinson, Larry Cannon and Dick Holman.

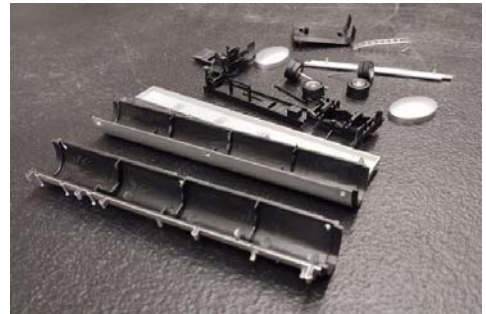
Roger opened up the evening with a collection of tank trailers. Roger explained that the project started when his brother asked for some vehicles on his layout, the one requirement being that the vehicles must roll (no static models). After Roger built a Herpa Elliptical Tank trailer (with two axles), his brother asked: "Can you build one with three axles?" Roger then described his procedure for making the modifications, including



lengthening the fenders and axle mounts, moving a ladder, and most impressively, the articulation of the three axles. Roger also showed a pair of logging trucks with similar modifications to the axles. Each truck



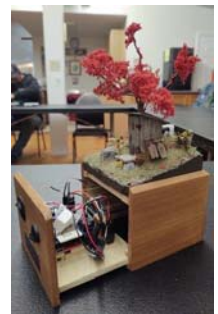
started as a dump truck, with the logging racks made from brass stock (soldered together by Jamie).



Kent was up next with a new circle cutting tool he recently purchased. The tool is a very high-quality tool from Dspiae (dspiae.com) made for cutting out circles in the range from 1mm to 50mm.

Kent also brought an older Modeler's Forum project. A few years ago, the Forum sponsored an "Outhouse" contest, in which modelers were asked to create a scene using an outhouse, the size of which would be based on the scale in which it was created. In this case, the outhouse was O-Scale and 4" x

4". The unique feature of this outhouse was that it included audio. (Yes, your imagination is probably correct!) The problem was that the volume was too soft. To correct the issue, a new speaker enclosure was 3D printed, and a 2.5w amplifier was added. Volume was then sufficient to produce a few laughs!



Larry then presented a variety of small projects he had been working on. First up was a collection of brass fire extinguishers (needed for a maintenance shed) that he had made from a leftover Tichy parts sprue. He also showed a collection of 55-gallon barrels, painted and then decaled with home-printed decals. Continuing with the "vehicle" theme, Larry then showed a pair of trucks for hauling coal at his Fairbanks Scale Co. complex. Larry added plow mounts and again custom-printed decals.

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Lastly, he showed a HO scale Bobcat from GHQ.

Closing out the evening was a short comment from Dick regarding a book he happened to pick up while walking into the club that evening. The book was an older layout design book and was the book he used to build his first layout as a kid.



The evening wrapped up about 8:15. An interesting collection of models and skills made for an enjoyable evening. We never know exactly what will show up! Come join us as we will be back again next month, May 27. Also keep an eye out for the upcoming business meeting on May 20. The club is only as good as the people who participate, so come and let your voices be heard.

EMC RR (part 4) EASTERN MOUNTAIN COASTLINE RAILROAD

By James Long

In earlier issues of *The Signal*, readers have been introduced to the Eastern Mountain Coastline Railroad (EMC), the fictitious railroad that my son Darin, my brother Bob and I began in 2001 and work on as time permits. EMC owns and operates the Selkirk Yard and the full servicing facility. Trains come into the huge Selkirk Yard, where freight is broken up and sorted for delivery by EMC to Jersey Central, to and from the paper mill at Linden, and serving the railroad barge on the Hudson River.

Bob Long has been coming up to make rock castings and to paint the backdrops on the "plywood canvas." He is doing a great job. I did not know he could paint scenery that looked so beautiful.

We recently started on an area in New Jersey where I decided to put a large viaduct around the "Horseshoe Curve."

I was watching TV awhile ago and saw a large viaduct in Switzerland with a train traveling across it. It looked really good, and I knew exactly where I could put it and make it fit into the landscape and track that were already in place. When Darin and I designed the track plan, we separated areas from one to another, so it looked as if the train had traveled a long distance between station stops or industries. We included elevations for a chance to have bridges over roads or tracks or waterways. The plan has worked very well, and I think it will continue to work well as we add scenery. We have put in a few spurs as needed that were not in the original plan, but real trains add spurs as industries demand.

On the New York side of the peninsula is the Hudson River with the train barge loading/unloading area. Darin said the Hudson is a tide river, so it has to move up and down with the tides. Another thing to build into the scenery! But realism is what we are trying to achieve, so it looks proper now. The river disappears around the corner and reappears in New Jersey, coming into the area where the viaduct and four bridges are located.

This part of the layout was all solid benchwork from the initial building and laying of track. Out came the hand saws and carpentry tools to make an opening for the waterfall and the bridges. Creating a waterfall and dropping the river bottom down below the bottom of the bench work allowed four bridges to go across the river.

This gave us room enough to put in the Retention Pond into which the logs can be dumped

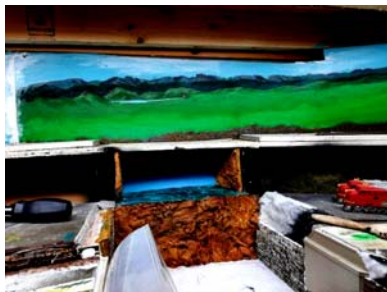
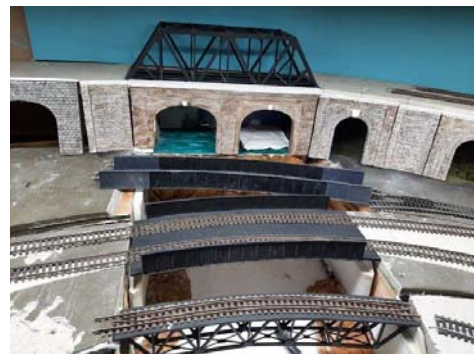
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from the log cars, shipping full-length logs for the sawmill. The steel bar in the photos represents the ramp to haul the logs up out of the pond and into the mill. I was fortunate to pick up a complete set of Walther's sawmill buildings, depicting the process for an actual log from sawing to drying and then to planing.

This leads to the local lumber yard retail sales area about a mile down the road, serving a city in New Jersey, and to the paper mill at Linden. The Linden Meyer Munroe Paper Company, which is the major industry in the town of Linden, is based on Linden Meyer and Monroe, a real paper company in Massachusetts. (A customer who was a friend of mine was a salesman there, and his father and uncle owned the company until they died. Peter and his brother sold the company and retired to Maine.) From the lumber mill along its route, EMC hauls in wood chips and sawdust for the paper digester. It also delivers tank cars of various chemicals and clay slurry to support the paper-making process of finished paper for magazines. Box cars take the finished paper from the paper company to other locations along the EMC route.

The attached photos show how progress was made with the viaduct, the bridges, and the sawmill.



HOBO HOLIDAY MEMORIES

Hobo Holiday was an annual event held in May at the Great Falls Model Railroad Club from 2012 to 2017. Jerry Johnston (nicknamed Hobo) developed a handout which explained hobo culture, folklore, and traditions and included a chart of symbols that hobos used to communicate with each other. A scavenger hunt to find these symbols encouraged visitors to see all of the model railroad layouts and to enter the library. Jerry also created "Hobo Stew" which was offered to our guests.

Railroads are private property and hobos rode the trains illegally. Because the railroad club does not want to encourage trespassing on railroad property, there was a Railroad Safety Quiz. Operation Lifesaver railroad safety posters throughout the building displayed information with the answers. Those who answered all questions correctly could enter their names for a drawing for a gift certificate from Governor's Restaurant or a chance to ride on one of Maine's participating tourist railroads. At the Hobo Holiday each year, Operation Lifesaver provided railroad safety tips and materials, including coloring books and activity books to give to the children.

On Saturday, May 12, 2012, the Great Falls Model Railroad Club celebrated National Train Day with our first Hobo Holiday. Club members and visitors were encouraged to come dressed as hobos. Dressing like a hobo or railroad engineer was optional for this family fun event which featured temporary and permanent train layouts, a scavenger hunt, and railroad games.

Hobo Holiday was an opportunity for the public to learn about a fascinating aspect of railroad history while enjoying model railroad displays and participating in various activities. Hobo symbols telling other hobos about potential dangers and about places where they were welcome or could find help were placed at strategic locations throughout the building for the scavenger hunt. Children could run trains on the club's permanent HO layout and fish for prizes in a special fish pond. In 2012 and 2013 parents and older children had an opportunity to practice railroad switching maneuvers with the club's *Timesaver* layouts, moving railroad cars to prescribed destinations.



On Saturday, May 17, 2014, the Great Falls Model Railroad Club held its third annual Hobo Holiday. This was the first Hobo Holiday at which younger children were introduced to the Thomas the Tank Engine layout in the G-Gauge room. In the large meeting room, a special rug defined the play area with age-appropriate trains for the youngest visitors.



Paul Lodge had designed and built two new games, *Hoop a Caboose* and *Roundhouse Roulette*. Dick Clark, who had built the "bridge" used for the fishing pond at every Hobo Holiday, helped to create a device for the *Roundhouse Roulette* that would spin without always stopping at the same place. This was the first year that the term Guest Engineers was used to identify the older children who were running trains on the club's permanent HO layout. Another innovation in 2017 was the portable Brio layout designed at a young child's height.



Hobo Bucks were used in 2016 and 2017 instead of tickets for games and guest engineers at a cost of \$1 each or 7 for \$5. Hobo Holiday admission

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from 2012 to 2017 remained at \$3, with children 12 and under admitted free.

Although the basic format for the Hobo Holiday remained the same, guests looked forward each year to seeing the changes in the permanent layouts as they were expanded and new details were added. These special events often provided motivation for railroad club members to complete new scenery or other features on the layouts.



G-GAUGE UPDATE

By Dick Clark and Ray Parent

The G-Gauge Crew of the Great Falls Model Railroad Club has had two work sessions during the past month. Dick Clark, one of the six members who attended the work sessions, wrote most of the following article.

The second work session was my first time back to the club house since March of 2020. Wow! A lot had happened to the G-Gauge layout. What I mean is that a lot of dust bunnies had invaded the layout and left dust all over the layout, causing engines to run sluggishly or not at all until cleaned. Thank goodness for track-cleaning cars.

At the same time the electrical kilowatts made some changes in the low voltage electrical system, causing a power loss in Number 2 Loop and not letting engines on # 2 Loop run at full power.

After a lot of persistence and brain power coming together, we were able to get all five loops cleaned and operating without the dust bunnies and the uncontrolled kilowatts interfering with our operations.

Yahoo! After much work, especially on Loops 2 and 3, we are up and running and ready for operations on the G-Gauge layout.

Although there were six members of the G-Gauge Crew at the work sessions, no pictures were taken as everyone was too busy. And yes, we all wore our masks, making communicating with each other interesting.