

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.



Work has begun on a new section of the HO layout. The addition will provide a new track access from the North Main Line to the Branch Line. Additionally two stub sidings will be joined to form a new passing siding.

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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 Board meetings are held on the first Monday of the month at the clubhouse in the Kitsap Mall, Silverdale, beginning at 6:00 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.

Business meetings are held on the Thursday following the Board meeting at 6:00 PM at the clubhouse. 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, Ray Hagele
Librarian..... Tom Barrett
Web Site:..... <http://www.bnmrr.org>
Facebook: <https://www.facebook.com/groups/1988490354736510/>

OCTOBER CALENDAR

2nd..... Open House 11 am to 3pm.
4th..... Board Meeting, 6 pm at the clubhouse.
7th..... Business Meeting 6 pm at the clubhouse.
7th..... N Division meeting following Business Meeting
9th..... Open House 11 am to 3pm.
16th..... Open House 11 am to 3pm.
20th..... Modelers Forum 6 pm at the clubhouse.
23th..... Open House 11 am to 3pm.
30th..... Open House 11 am to 3pm.

A WORD OF THANKS TO A FORMER MEMBER

The club owes Steve Strauss a very big 'Thank You' for a generous donation he made last month. Steve has been a frequent contributor to the Flimsy for which I am very grateful.

So again, Thank You Steve!

.... BC



NOMINATIONS FOR ELECTION OF 2022 OFFICERS

Michael Boyle is heading up the nominating committee.

If you are interested in holding a position or want to nominate someone for the upcoming election, contact Michael.

.... BC



A very uncommon sight around here is this bottle car used in steel mills.

Prototype photos by Pete Bieber

N DIVISION REPORT

There is an N Division meeting scheduled for Thursday, the 7th, following the regular Business Meeting.

The intent is to discuss expanding the layout, a formal operations scheme, a rolling stock inspection and maintenance program, and funding for future needs. These items need to be moved forward so we can begin formal operation sessions with the goal of earning the Chief Dispatcher certificate.

The planned expansion will approximately double the size of the layout. Currently there are eight modules under construction. Two more have the wood for the frames ready to be used. There is a need to construction three additional corner modules. Two more 4 foot straight modules are needed, but those may be available from a member soon.

I have two modules almost to the point of adding track. DCC buss and LocoNet wiring will be installed next week. These two were constructed from 'kits' provided by Jack Hamilton.

The Division has 33 freight cars that have gone through my maintenance/upgrade program. We have perhaps another 20 needing inspection and up grading. John Forysthe and I will soon discuss a formal program for the N Division.

In regards to a car forwarding system, I have files set up to allow car cards to be printed, with photos, with the appropriate identification to be filled in automatically for each car. Division cars just need to be photographed to complete the first set of car cards.

For those Division members who cannot make the meeting next week, I will be available, on Saturday the 9th during or after the open house, to meet to discuss these items and pass on the outcome of the Thursday meeting.

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ON THIS DATE ... OCTOBER

1st, 1917: The San Diego and Arizona Railway acquires the property of the San Diego and South Eastern Railway.

1st, 1934: The Chesapeake and Ohio Railway acquires the properties of lesser Chesapeake and Ohio Railway of Indiana.

1st, 1941: The Spokane International Railroad begins operating the former property of Canadian Pacific Railway subsidiary Spokane International Railway, in trusteeship since August 28, 1933.

6th, 1938: The Union Pacific Railroad buys control of the Spokane International Railroad.

11th, 1939: In receivership since June 1, 1931, the Fort Smith and Western railway abandons all operations. A portion is acquired by Kansas City Southern Railway subsidiary Fort Smith and Van Buren Railway.

17th, 1960: The Delaware, Lackawanna and Western Railroad and Erie Railroad merge to form the Erie-Lackawanna Railroad.

19th, 1929: The AT&SF purchases the Kansas City, Mexico and Orient Railway and subsidiary Kansas City, Mexico and Orient Railway of Texas, and leases the former directly and the latter to Texas subsidiary Panhandle and Santa Fe Railway.

22nd, 1941: The Northern Pacific Railway purchases the property of subsidiary Minnesota and International Railway at foreclosure.

29th, 1924: The Denver and Rio Grande Western Railroad exits a receivership that began on July 1922, and became equally owned by the Western Pacific Railroad Corporation.

....BC

Right: U.P. Big Boy No. 4014 in Malvern, AR,
August 26, 2012.

Prototype photo by Steve Strauss

STEVE'S STRAIGHTS

October greetings from Malvern and Ouachita Valley environs.

In a variation on an old song....”Down by the station not so early in the morning (11:15 a.m.) see the big pufferbelly (but not in a row).”

This shot of Big Boy No. 4014 on August 26 is far and away my personal favorite. This time I was able to get up close to the track (about 15 feet), and get a view that was unobstructed by fellow railfans. I felt the heat as it went by, too.

The passing of the big Boy reminded me of a time when I was 7 years old and rode MoPac No. 4, the *Ozarker*, to Little Rock with my grandfather. I got scared of the noise, and ran back behind the depot. The *Ozarker* (Nos. 3 & 4), as a milk train, still drew steam. E-units and PAs had already taken over on the more upscale MoPac passenger trains, including the new *Texas Eagles*.

At far right in the Big Boy picture is the Diamond Jo roundhouse, dating back to the 1870s. This roundhouse is on the National Register of Historic Places. The Diamond Jo, officially the Hot Springs Railroad, was originally narrow gauge. It replaced a rough-riding stagecoach line from Malvern to Hot Springs. The current Arkansas Midland follows the Hot Springs Railroad’s route. I wrote a comprehensive history of this route for the December 1989 and March 1990 issues of the *Flimsy*. The articles pre-date Arkansas Midland.

Signing off for now.

YIMRR, Steve



NEW MEMBER MENTOR PROGRAM REVISED

Purpose:

The mentor program outlined in this document is designed to provide a new club member a supportive means of learning how the club functions, how the layout(s) are operated, and become a capable club member.

Definitions:

Program Manager: Overall responsibility for the functioning of the program.

Mentor: Club members who volunteer to provide support and assist new club members.

Mentee: A new club member.

Program goal: Assist new members in becoming knowledgeable and capable club members.

Discussion:

When people first join a club they may be shy or afraid to ask questions or they may not know who to ask questions of. Even the most seasoned model railroader will need to learn how the club functions and how the layouts are operated both technically and procedurally.

As the assigned mentor, you are the “welcoming handshake” for the entire club. Your time and support will help the new member feel comfortable in the club. You will provide the support and resources to put the new member on the path to becoming a knowledgeable and capable participant in club functions and operation of our model railroads.

Your job is not to teach a new member everything there is to know, but instead to act as a point of contact for the new member when questions arise.

Your job is to be that person the new member can trust to provide information in a support-

ive manner without judgment or criticism.

If the mentee asks a question and the mentor doesn't know the answer, think of this as an opportunity for both persons to learn something! The club has members with many skill sets and knowledge levels. As a mentor, your job is to answer questions or find the person with the answer and share it with your mentee. Be sure the mentee knows who provided the answer.

If either the mentor or mentee feels the relationship between the two persons is not working, it is recommended the program manager be informed and re-assignments requested.

It is recommended, but not required, that the mentor and mentee model in the same scale.

Responsibilities

Program Manager:

Has overall responsibility of implementing the mentor program.

Assigns a volunteer member as a mentor for each new member.

Monitors the new member's progress towards becoming a capable club member.

Monitors the mentor's relationship with the mentee to ensure the program goals are being met.

Mentor:

Possesses the ability to answer questions and provide advice and guidance in a supportive and non-critical manner.

Contacts the new member when assigned as his/her mentor. Ensures both persons have the other's contact information.

Be available to answer questions and provide

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NEW MEMBER MENTOR PROGRAM REVISED, CONT.

(Continued from page 5)

advice or guidance when asked.

Introduces the new member to club officers and other club members.

Ensures the new member receives a 'Welcome Aboard' booklet and explains the routine club meetings and special events.

Gives the mentee a tour of the clubhouse to point out the various areas and their functions. Ensures he/she understands how to secure the clubhouse and what electrical equipment is to be turned off upon leaving for the day.

Monitors the new member's attendance and helps him/her to understand the requirements of participation during the new member probation period.

Ensures the newsletter editor is informed of the new member so he/she can be introduced in the next edition of the Flimsy. Verifies the mentee is receiving the newsletter.

Works with the mentee when he/she first begins to operate on a club layout. Helps him/her understand how the layout functions and the protocols in place. Proper operation of equipment, such as the Geezer Gate, is of vital importance for new members.

Keeps the program manager informed of the mentee progress and the mentor/mentee relationship.

Mentee:
Maintains contact with his/her mentor.

Attends club functions as required to meet probationary period requirements.

Works to learn how the club is organized and functions.

Works with his/her mentor and other club

members to learn layout technical and procedural matters.

Maintains NMRA membership and club operating fees current.

Makes an honest attempt to become a capable club member.

.... BC



Here are a couple of shots taken in Lafayette, IA a few weeks ago.

CSX ES44DC 5325 picking up a short collection of cars on a siding off of Canal Road (East of the Wabash).

Norfolk Southern ES40DX 5768 leads a South bound mixed freight under the Union St bridge (old US 231). Photo taken 8-20-2021,

Prototype photos submitted by John Forsythe

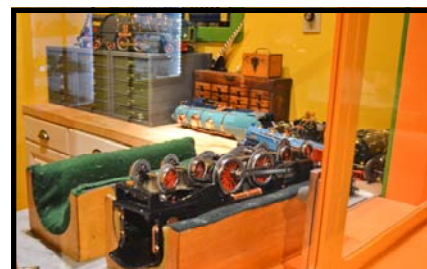
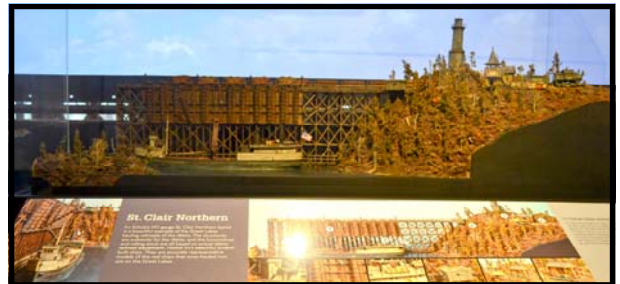
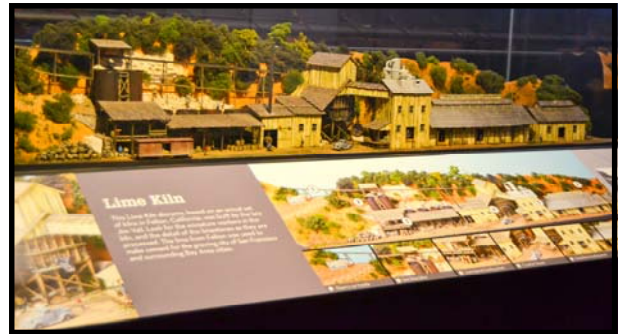
NEW MEMBER REPORT

No new members in September

A VISIT TO THE CALIFORNIA STATE RAILROAD MUSEUM MODEL RAILROAD EXHIBITS

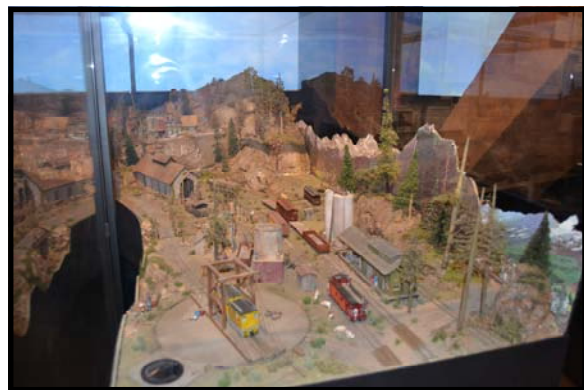
On our road trip to Evanston in August we spent a day in Sacramento specifically to visit the museum. I was a docent there in 1981 when the museum opened and had not been back since 1982. Since I was familiar with the prototype exhibits, I wanted to focus on the new model railroad exhibits. To my surprise and pleasure it was much larger and impressive than I imagined. Here are some photos of the models and a couple of the prototypes as well.

.... BC



The CP Huntington, purchased in 1863 by the Central Pacific as #3, it became SP's #1 in 1871.

Seen here at left and on the previous page are two photos of the shop where the large scale rolling stock is maintained.



The late Geoff Knott and Michael flack were inspired to build Smuggler's Cove (seem in the three photos above-Ed) after discovering the history of the rum-running along the East Coast of the U.S. in the early 1900s. Their inspiration for Smuggler's Cove came after they traveled to New England and visited Cape Cod, Boothbay Harbor, Bar Harbor, and Kennebunkport. Geoff and Michael helped to popularize O scale models.

This O scale narrow gauge layout, depicts a fictional New England fishing community modeled after towns in coastal Massachusetts and Maine. Small and large fishing boats and the steamboat Sabino play a prominent role in the coastal diorama. The layout features intricate details such as scratch built lobster traps, floats, and fish crates stacked on the pier.

SEPTEMBER MODELERS FORUM

Several buildings were on display. These are intended for 'customers' on the N scale layout. Bob Wojcikowski donated a Woodland Scenics ready-built while Jerry Enders and Mark Stephens assembled and painted kits provided to them by the N Division. It should be noted that Jerry and Mark are HO modelers - thanks guys! Jack Hamilton MMR assembled and painted a DPM warehouse kit and another of the shop kits which he donated towards the effort to improve the N scale layout.

A presentation was made introducing plans to expand the N scale layout, add more customers, and develop a formal operations scheme to earn the Chief Dispatcher certificate. The goal is to almost double the layout size and begin formal operations in January. While this is an ambitious schedule, setting a deadline can be a good motivator.

The next forum is scheduled for Wednesday, October 20th at 6 pm in the clubhouse.

.... BC



Jack Hamilton built, painted, and detailed this DPM warehouse kit (above).



Three of these industrial shop buildings have been constructed. Mark Stephens and Jack Hamilton built these.



Jerry Enders combined two Life-Like hotel kits and added a sky bridge from another kit to model this structure.

Bob Wojcikowski donated the building seen below.

