

THE FLIMSY BOARD



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

Watch your email and
the website for news and
updates about meetings,
clinics, and clubhouse
status.

FROM THE EDITOR'S DESK

As mentioned in previous issues, point of this club's newsletter is to provide a place for important information to be presented to the members and for the members to share they're efforts through words and photos.

I thank you for your contributions!

If you desire to contribute material (text or photos) for publication, submit material to me at shepperd0718@comcast.net.

Shep

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THE FLIMSY BOARD SUMMARY

Official Publication of the Bremerton Northern Model Railroad

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.

FLIMSY BOARD STAFF:

Editor: Bob “Shep” Shepperd
Submit Contributions to: shepperd0718@comcast.net
Submittal deadline is the 30th of the month, publication date is the weekend after the business meeting.
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Unless otherwise noted photos are by the Editor.

MEETINGS NOTICE:

Business meetings are held monthly in the clubhouse starting at 5:30p.m. on the first Thursday of the month.

Board meetings are held periodically in the clubhouse on the last Thursday of the month.

“Social” Club Breakfasts are held at All Star Lanes in Silverdale starting at 8:30a.m. on the First Saturday of the month.

Clinics are held on the second Monday of the month at the “Community Room” (in the mall right next to Dick’s Sporting Goods) and begin at 5:30p.m..

OFFICERS:

President: Bill Hupé
Vice President: Jerry Enders
Secretary: Trish Williams
Treasurer: Bert Cripe
Directors: Mark Stephens
Pete Bieber
Jim Hochstein
Librarian: Tom Barrett
Web Site: <http://www.bnmrr.org>
Facebook: <https://www.facebook.com/groups/1988490354736510/>

CLUB MEMBERS EARN AP CERTIFICATE

Congratulations to these members for earning an
Achievement Program Association Volunteer
Certificate:

Brian Arlt and Bill Braidic

WELCOME NEW MEMBERS

Welcome two new members this month!

Robert Pierce (a regular member)

and Andi Spearin
(an adult family member sponsored by Robert)

BREMERTON NORTHERN MODEL RAILROAD

CALENDAR

ARRIL 2024

- 4th..... Thursday Open House (11-4).
- 4th..... Business Meeting starting at 5:30 p.m.
- 6th..... “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 6th..... Saturday Open House (11-4).
- 8th..... Monday Clinic in the “Community Room” starting at 5:30 p.m.
- 11th.....Thursday Open House (11-4).
- 13th..... Saturday Open House (11-4).
- 18th..... Thursday Open House (11-4).
- 20th.....Saturday Open House (11-4).
- 25th..... Thursday Open House (11-4).
- 25th..... Board Meeting
- 27th..... Saturday Open House (11-4).

MAY 2024

- 2nd.....Thursday Open House (11-4).
- 2rd..... Business Meeting starting at 5:30 p.m.
- 4th..... “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 4th..... Saturday Open House (11-4).
- 9th..... Thursday Open House (11-4).
- 11th..... Saturday Open House (11-4).
- 13th..... Monday Clinic in the “Community Room” starting at 5:30 p.m.
- 16th..... Thursday Open House (11-4)
- 18th..... Saturday Open House (11-4).
- 23rd..... Thursday Open House (11-4).
- 25th..... Saturday Open House (11-4).
- 30th..... Saturday Open House (11-4).
- 30th..... Board Meeting

JUNE 2024

- 1st.....Saturday Open House (11-4).
- 6th..... Thursday Open House (11-4)
- 6th..... Business Meeting starting at 5:30 p.m.
- 8th..... “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 8th..... Saturday Open House (11-4).
- 10th..... Monday Clinic in the “Community Room” starting at 5:30 p.m.
- 13th..... Thursday Open House (11-4).
- 15th..... Saturday Open House (11-4).
- 20th..... Thursday Open House (11-4)
- 22nd..... Saturday Open House (11-4).
- 27th.....Thursday Open House (11-4).
- 27th.....Board Meeting
- 29th..... Saturday Open House (11-4).

PRESIDENT'S REPORT

Greeting all,

As always, I want to thank you all for helping me fulfill my lifelong dream of having a railroad to work on and run my trains.

Things continue to improve. Nothing new to report. Work continues on the Lionel Layout. I need to glue the foam down and paint the same. After the paint dries. I'll lay the track. After this month's excellent soldering clinic. I have decided to solder the power leads. Should improve power distribution. Any offers to assist would be good.

Time for me to vent. If you're coming into the clubhouse, please log in. I'm there almost every day, I notice when things change. It bothers me when I get there and something I turned off is turned on and nobody signed in.

That's it for today.

Bill

HO DIVISION REPORT

As 'they' say, "no news is good news. Work continues on the "Ferry" addition. Mark steadily continues to install and wire the Tortoise switch machines.

Shep

N DIVISION REPORT

Bert says that not much is happening on the layout. Shep's work on the new siding to serve a propane distributor as a new railroad customer slowly continues. The new turnout switches, track and wiring have all been installed and are in working order. I have been working on the actual facility with the buildings, tanks, fences, etc. from my home. Most of the buildings have been constructed and painted and the doors and windows installed. The tanks still need to be painted and placed on supports, and the pipes need to be configured and painted. And then finally the scenery needs to be installed and the background painted. Obviously there's still a lot of work to do before final completion. I may be overly optimistic, but I plan to have it all done by the next publication of the Flimsy. We'll see...

Shep

When train orders were being written, nearly all North American railroads issued them on either a Form 19, (delivered to the train "on the fly") or a Form 31 (which required a signature). There were carbon copies but the top sheet was typically made with tissue-like or 'onion-skin' paper—that is the paper allowed it to be read when the light source was either above or below the document. The flimsiness of the paper used resulted in the form's nick-name—**The Flimsy**. This is a nod to our own monthly document.

SHEP'S: DID YOU KNOW?...

In the "old" days, there was a locomotive up front and a caboose at the end of a train. Trains traveled relatively slowly and railroads found they needed an a way to provide their crews with a place at the end of a freight train the conductors and brakemen to perform switching and shunting, keeping a lookout for load shifting, damage to equipment and cargo, and overheating axles and other duties. Caboosees were originally flatcars fitted with cabins or modified box cars, they later became purpose-built, with projections above or to the sides of the car to allow crew to observe the train. The caboose also served as the conductor's office, and so especially on long routes, included sleeping accommodations and cooking facilities.

A similar railroad car, the brake van, was used on British and Commonwealth railways (the role has since been replaced by the crew car in Australia). As discussed in a previous *Flimsy* article this year, trains not fitted with continuous brakes pulled a brake van at the end of the train which provided a supplementary braking system, and they helped keep chain couplings taut.

Caboosees were used on every freight train in the United States and Canada until the 1980s. So what happened to them? Why don't we see them anymore? The simple answer is advances in technology and economics.

A major purpose of the caboose was for observing problems at the rear of the train. Now lineside defect detectors and end-of-train devices eliminated much of this need. Older freight

cars had plain bearings with hot boxes for crews to spot overheating. Now freight cars have roller bearings. Consequently there is less need for cabooses to monitor them. Nowadays, cabooses are generally only used on rail maintenance or hazardous materials trains, as a platform for crew on industrial spur lines when it is required to make long reverse movements, or on heritage and tourist railroads.

I was surprised to find out how many types of cabooses there were at one time.

The most common caboose form in American railroad practice has a small windowed projection on the roof, called the cupola. The crew sat in elevated seats to inspect the train from this perch.

The position of the cupola varied from railroad to railroad. For example, in most eastern railroads, the caboose cupola was in the center of the car, but in most western railroads it was placed toward the end of the car. Some conductors preferred to have the cupola toward the front, others liked it toward the rear of the train, and some just did not care. Interestingly, ATSF conductors could refuse to be assigned to a train if they did not have their cabooses turned to face the way they preferred. However, this was a rare union agreement clause that could be used.

The classic idea of the "little red caboose" at the end of every train came about when cabooses were painted a reddish brown; however, some railroads (UP, and NKP, for example) painted

Continued from the previous page.

cabooses yellow or red and white. The most notable was the Santa Fe which in their cabooses in which they were painted bright red with an eight-foot-diameter Santa Fe cross herald emblazoned on each side in yellow.



Cupola Caboose

In a bay window caboose, the crew monitoring the train sits in the middle of the car in a section of wall that projects from the side of the caboose. Obviously, this type is called bay window caboose as it resembles an architectural bay window. This type afforded a better view of the side of the train and eliminated the falling hazard as in the cupola.



Bay-window Caboose (photo from trains.com)

The expanded-vision or wide-vision caboose

began to see service after World War II. Rock Island In the extended-vision or wide-vision caboose, the sides of the cupola project beyond the side of the car body. Rock Island created some of these by rebuilding some standard cupola cabooses with windowed extensions applied to the sides of the cupola itself. However, most have the entire cupola compartment enlarged. This allowed the crew to see past the top of the taller cars that began to appear then.

The drovers' caboose was tied to the shipment



Drover Caboose (photo from trains.com)

of livestock such as cattle and sheep. In 1906 Congress passed a law requiring the feeding and watering of livestock every 28 hours. Since most shipments took longer than that, to comply with the law trains had to carry drovers, men who handled the livestock, along with those men who crewed the train.



Drover Caboose (photo from trains.com)

Article To Be Continued Next Month.



As you know, Silk has always been a very valuable commodity, and the silk markets in the US were very large prior to nylon taking over much of it.

From around 1900 to about 1949 when the market for silk began to shrink noticeably, railroads were the only means of transporting very large quantities of raw silk in a very short time frame, as it is a perishable commodity.

The primary railroads involved were the Milwaukee Road and Great Northern, and the Canadian Pacific up in Canada. These trains were very valuable, often carrying between 5-10 million dollars of raw silk (in 20's/30's dollars!!) in one run. These were given absolute priority over anything, and typically could make the run from Seattle to Chicago 18 hours faster than their top passenger trains. Even the railroads to passenger trains took to a siding and waited if a silk train was coming.

The cars used were customized for the purpose with special paper lining walls and floors to prevent rubbing, sealed up tight against moisture, etc. and had the fastest locomotives for power. Where speed restrictions were in place because of switches in the tracks, the switches would often be staked in place to allow crossing them at higher speeds when a silk train was coming.

The photograph is of a silk train on the Milwaukee Road. This was a returning empty, as there was no way the railroad would risk stopping a loaded westbound train just for a publicity shot.

Photograph and story used with permission of Gary Dowler. Article curtesy of Tom Barrett.

UPCOMING EVENTS AROUND THE REGION

Visit the club website for updates: <http://www.bnmrr.org/upcoming.html>

LK&R's Spring Train Show

Model Train and Toy Swap Meet

Saturday & Sunday

May 4th & 5th 10 am - 4 pm

Gen. Admission: \$10.00each

Children Under 12 Free w/ paid Adult

THREE RIVERS MALL, KELSO

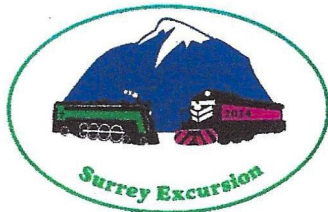
I-5 to Exit 39

SW Corner of the mall

Free Parking

Visit website: <https://lkrtrains.yolasite.com>

7th Division PNR Convention



Wednesday May 22nd, 2024
to
Sunday May 26th, 2024

Meet and Greet Social
Self-Guided Layout Tours
Escorted Prototype Tours
Clinics, Contests, Displays
AP Evaluation
Modelling with the Master
Buffet Banquet with Keynote Speaker
Non-Rail Programme
OP Sessions
Raffle

Sheraton Guildford Hotel
Surrey, BC Canada

4th Division's 2024 Spring Meet

Saturday, June 8th

The Spring Meet will be held at the
Northwest Railway Museum in
Snoqualmie, WA.

Included in the Schedule will be:

Registration at the North Bend Depot
Train Ride from North Bend to Museum

Six Clinics to Choose From-

Up to Three to Attend

Lunch and Annual Meeting

1 Free Time at the Museum

Return Train Ride to North Bend

Caldwell Train Show September 21st & 22nd

O'Connor Field House

2207 Blaine St, Caldwell ID 83605

Setup on the 20th

8 foot table \$40.00 each

\$80.00 for a booth without tables (12' x
12'), \$100.00 for a booth with 3 tables

Contact cmrch2005@gmail.com or

September 21st & 22nd

Caldwell Train Show

O'Connor Field House

2207 Blaine St, Caldwell ID 83605

Setup on the 20th

8 foot table \$40.00 each

\$80.00 for a booth without tables (12' x 12'), \$100.00 for a booth with 3 tables

Contact cmrch2005@gmail.com or farm4free@gmail.com

Visit RailServe.com

for Events

All Around the Nation:

Website:

https://www.railserve.com/events/train_shows.html