


THE FLIMSY BOARD



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, the point of this club's newsletter is to provide a place for information to be presented to the members and for the members to share they efforts through words and photos.

As many of you have already done, please feel free to send comments and photos of works you or others have done at the clubhouse or at home, which might include models, scenery, backdrop paintings, prototype photos of motive power, rolling stock, etc. Anything train related or that we rail fans might appreciate. This month, we particularly spotlight submissions thanks to Jim Hochstein and Pete Bieber.

If you desire to contribute material (text or photos) for publication, refer to the masthead for where and when to submit material. Thanks!.

TABLE OF CONTENTS

The Flimsy Board Summary	2
New Members Report	2
Achievement Award Certificate Report.....	2
Clubhouse Calendar	3
A Bit of History.....	4-5
HO Scale Division Report.....	6
N Scale Division Report.....	6
Did You Know?	7-8
Upcoming Events.....	9

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

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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 6:00p.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 8:30 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).

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/>

NEW MEMBER REPORT

Welcome our new member!

Al Lowe

AP CERTIFICATE AWARD REPORT

Achievement Program Association Volunteer Certificate:

Bob Morris

BREMERTON NORTHERN MODEL RAILROAD

CALENDAR

Note: All dates and times are subject to change - check back often for updates.

JULY 2024

- 4th..... No Open House and No Business Meeting.
- 6th..... Saturday “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 6th..... Saturday Open House (12-4).
- 8th.....Monday 4D Westside Clinic in the Mall Community Center starting at 5:30 p.m.
- 11th..... Thursday Open House (12-4).
- 13th..... Saturday Open House (12-4).
- 18th..... Thursday Open House (12-4).
- 20h..... Saturday Open House (12-4).
- 25th..... Thursday Open House (12-4).
- 22nd..... Board Meeting starting at 5:30 p.m.
- 27th..... Saturday Open House (11-4).

AUGUST 2024

- 1st..... Thursday Open House (12-4).
- 1st..... Business Meeting starting at 5:30 p.m.
- 3rd..... Saturday “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 3rd..... Saturday Open House (12-4).
- 8th..... Thursday Open House (12-4).
- 10th..... Saturday Open House (12-4).
- 12th..... Monday 4D Westside Clinic in the Mall “Community Room” starting at 5:30 p.m.
- 15th..... Thursday Open House (12-4).
- 17th..... Saturday Open House (12-4).
- 22nd..... Thursday Open House (12-4).
- 24th..... Saturday Open House (12-4).
- 29th..... Thursday Open House (12-4).
- 29th..... Board Meeting starting at 5:30 p.m.
- 31st..... Saturday Open House (12-4).

SEPTEMBER 2024

- 5th..... Thursday Open House (12-4).
- 5th..... Business Meeting starting at 6 p.m.
- 7th..... “Social” Club Breakfast (All Star Lanes in Silverdale starting at 8:30 a.m.).
- 7th..... Saturday Open House (12-4).
- 9th..... Monday 4D Westside Clinic in the Mall “Community Room” starting at 5:30 p.m.
- 12th..... Thursday Open House (12-4).
- 21st..... Saturday Open House (12-4).
- 26th..... Thursday Open House (12-4).
- 26th..... Board Meeting Board Meeting starting at 5:30 p.m.
- 28th..... Saturday Open House (12-4).

A BIT OF HISTORY

Club member and one of the Club Directors, Jim Hochstein, visited the Tennessee Valley Railroad and Museum (TVR) and the Chattanooga Choo Choo Museum in Chattanooga, Tennessee, and sent these photos of the TVR to share with the club.





Below: Pete Bieber shares with us his one of his many photos acquired in his railfanning expeditions. These pictures were taken in Tacoma. Engine #1076: notice the various road names: Cotton Belt which was absorbed by Southern Pacific which was then absorbed by Union Pacific. Engine #1216 has its own unique paint scheme.

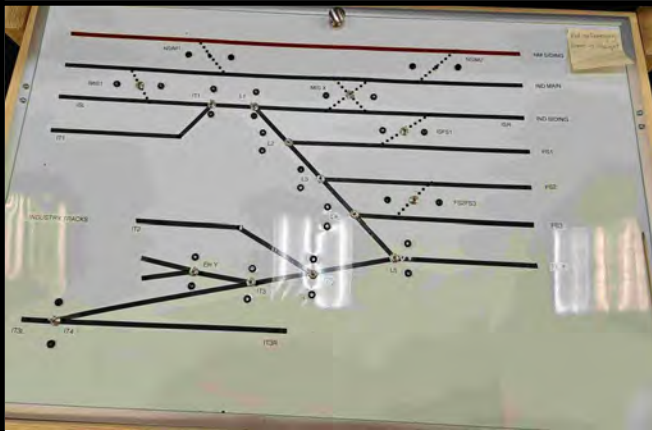


HO DIVISION REPORT

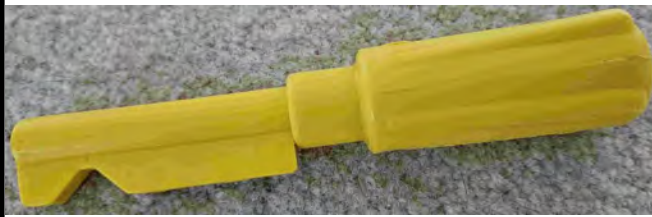
The HO layout's new "Port Hupé" Industrial district continues to take shape. All the track has been laid and it is tied into the Main-line on the HO layout.

This "Industrial district" has now been DCC electrified as well as having the turnouts electrically operating using Circuitron slo-mo switch machines. A lighted Dispatcher's Board is also operating indicating the status of each switch.

Good job!!



The new Dispatcher's Board



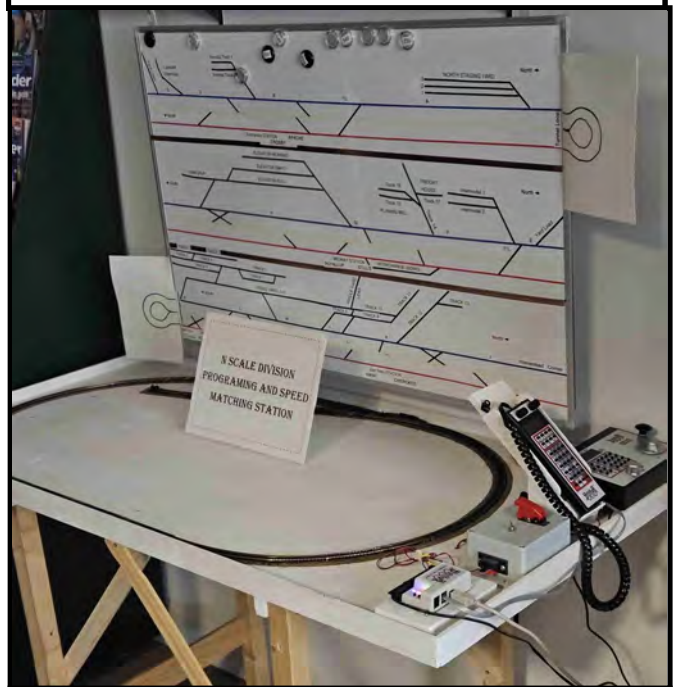
The "Reverser": Normally a 3 position handle, Forward, Neutral, and Reverse. The handle is inserted into the locomotives control stand. When the engineer places the handle in forward and applies throttle the engine moves forward. When handle is place in reverse and throttle is applied the engine moves in reverse. Photos courtesy of Pete Bieber

N DIVISION REPORT

Not much is happening in the N Scale division. I am building a curved turnout that will be installed in the inner loop at Jack's quarry scene on the return loop. This turnout will provide a siding track for ore cars to service that industry.

A programming and speed matching loop has been set up beside the N Scale Dispatcher's desk. It is provided with a Zypher DCS and a DT throttle. A toggle switch allows DCC power or JMRI programming signal to be applied to the loop track. This arrangement allows decoder programming and, with the flip of the toggle switch, test the running of a locomotive.

Bert Cripe



The new programming and speed matching loop.



Above: A relatively new addition to the N scale layout: a stock yard

SHEP'S: DID YOU KNOW?...

Ah, the iconic sound of the train whistle/horn. Many of us (like myself) are too young to really remember the whistle. The town in which I grew up was served by ATSF, SP, and UP. I could walk to the tracks which were situated just before an 'S' curve bisected by a grade crossing. There were also signal lights to watch and anticipate the next passing train. Well, it was fun as a kid anyway.

Obviously, the primary and original function of the whistle was to warn pedestrians, carts, vehicles, and animals of the approach of a train. But as train traffic increased and before radio communication came into wide use in the 1960s, a locomotive's whistle was an important tool in conveying information to other employees, both on and off the train. The General Code Of Operating Rules (see The Rights of Trains by Peter Josserrand) are used by many, many railroads. This rule book contains a codified list of hand and lamp signals as well as whistle/horn signals (Rule 14) and their meanings:

Note: "o" denotes a short sound; while a "-" is for a longer sound.

- ooo When standing, train is starting to reverse.
- oooo A call for signals.
- oooooooo Alarm for persons or livestock on the track.
- When stopped, air brakes have been applied, pressure equalized
- Releasing brakes and proceeding.
- o - - - Flagman, protect the rear of the train.
- - - - Flagman may return from west or south.
- - o - Approaching public crossings at grade and private x-ings as well in CA & MT.
- o - Inspect line for leaks or brakes sticking.
- o Approaching men or equipment near the track. I have been told that this is also the designated signal for approaching a bridge or tunnel, however I cannot actually find it in the Rules.

There are many, many more.

Since steam was relatively plentiful, it naturally followed that the whistle was originally powered by steam. The pitch of the sound produced is dependent on several factors including the "bell," the aperture (the orifice through which the steam escapes), the pressure of the steam emitted, which the engineer can control somewhat but how he operates the valve. Some locomotive engineers invented their own distinctive style of whistling.

There is a plethora of whistle types including the plain, the chime, the organ, the gong, the variable pitch, the Toroidal or Levasseur whistle.

Several whistles or horns with different pitches operating at the same time produces what is known as a "chime."



Steam locomotive whistles on display at a railroad museum in San Luis Obispo, CA. Photo by John Roskoski.

When Diesel-electrics came into use, compressed air horns came into use. Originally, these were pretty much the same as those used on big trucks. However, "those in charge" thought that these were confusing. That the public was used to hearing the high pitched steam whistle.

When they heard the compressed air horn, they would likely look for a truck rather than a train and therefore would not be as safe. Consequently, over time the locomotive air horn has evolved into the sound(s) we're used to hearing these days. I find it ironic that what was settled on doesn't sound anymore like a steam whistle than a horn at a truck stop — but, true, it is different.

Since many of us operate model locomotives on DCC with sound, I thought a little background on whistle and horn use might be helpful to some.

More Next Issue.



Three-chime Nathan Airchime air horns are still common, but most new locomotives are equipped with five-chime



The P-5 Horn, a Five-chime Nathan Airchime air horn. This is one of many models manufactured by this company.



This Nathan K5LA five-chime assembly has five "bells" whose musical chord helps the horn to be heard and lessens complaints. The bells may be reversed for trains that go backwards and help those working at the back of the train hear the horn on the front. The K5LA is the most popular horn in use today. For those musically inclined it has a B major 6th chord (D-sharp, F-sharp, G-sharp, B, D-sharp). Though first used by Chessie System, it was developed for Amtrak as a variation on the original K horn, and is the standard horn for Amtrak, CSX, Norfolk Southern, and Illinois Central as well as commuter and passenger trains.



UPCOMING EVENTS AROUND THE REGION

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

Saturday & Sunday

August 30th & September 1st

**Mt. Rainier Scenic RR
Trucks, Trains, Planes, & Dollhouses**

CANCELLED

Early November

Date TBA

Columbia Gorge RR Club

Open House

Portland OR

Saturday & Sunday

September 21st & 22nd

Caldwell Train Show

O'Connor Field House

2207 Blaine St.

Caldwell, ID

Saturday & Sunday

January 11th & 12th

Clark County Fair

Ridgefield WA

Saturday, September 28th

**Southwest Washington Model
Railroaders' Great Train Swap
Meet**

Battleground High School Gymnasium

300 W. Main St.

Battleground, WA

Saturday & Sunday

January 18th & 19th

Washington State Fair

Puyallup, WA

Saturday (9-5) & Sunday (10-4)

September 21st & 22nd

**39th Annual Lynden Lions Model
Train & Toy Show**

NW Washington Fairgrounds

Lynden, WA

Saturday & Sunday

February 8th & 9th

**4th Annual RR Swap Meet &
Train Show**

Grays Harbor County Fair

Elma WA

