

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 through my email: @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.

NOTICE: Due to the first Thursday in July being a holiday (July 4th), **July’s Business Meeting** will be held on **Thursday the 11th**.

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..

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

WELCOME OUR NEW MEMBER

Norman Racine

who is into HO

BREMERTON NORTHERN MODEL RAILROAD CALENDAR

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).

JULY 2024

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

I'll keep this brief. There are many opportunities to volunteer to help the club. You that attended the meeting tonight probably got tired of hearing me report. I'm looking for someone to take over both the Lionel and Young Engineers layout. I have plans in my head what I would do, but if you want to take over, I will gladly stand by your choices and help where I can. Let me know.

That's it for today.

Bill

HO DIVISION REPORT

Work is continuing on the Port Hupe Industrial District." We have pretty much completed all the trackwork except the final line from the staging ladder to the ferry dock; looking to complete that in the next week or so, The control panel has come together nicely and we have all the tortoise motors that have been installed connected to a switch on the panel. We have run a DC loco-

motive on all the track and through all the switches with no obvious glitches (hurrah!). Once we have the line to the ferry landing (and of course the ferry landing itself) completed, we'll work on switch machine installation on the crossover from the main layout (from the N Main siding) to the industrial main line. There are two crossovers, one at each end of the district. In parallel with that, Bill and others can start working on the final setup of structures and corresponding scenery work. Starting to think of how we are going to play on this section, think we'll probably take a page from our N scale brethren and maybe start with some simple switch lists. More to come!

Mark

N DIVISION REPORT

Bert says that not much is happening on the layout. Shep's work on scratch built buildings and facilities for a propane distributor as a new railroad customer has hit a wall. What I had built to the point didn't pass muster so I need to start over. So I constructed and installed two Walther's N scale "Cornerstone Central Gas and Supply" kits (for now). I will continue to work on the scratch-built portions in the future. But first, I will finish up with the Cornerstone facility by installing tanks, fences, trees, background painting, etc.

Shep

LIBRARIAN'S REPORT

The library has expanded again. New shelving for videos is now in the corner near the television. As of this writing, we have 311 titles.

If you check out a video (or book) please fill out the checkout form for each video (or book) taken and put the form on the shelf as a place holder and in the particular place you removed the item.

Remember, the library is for all the Club members use and it is expected that items be returned after a short time. At last check, there were three videos unaccounted for.

Do you have any of the following?

1. BNSF Spokane to Portland, The Columbia Route
2. Dream-Plan-Build, Roger Russell's 3 Narrow Gauge layouts
3. Dream-Plan-Build, Scratch Building Structures

When going through and arranging the videos in alphabetical order, no completed check out forms were found for these items.

Tom

SOUNDRAIL 2024 REPORT

SoundRail 2024 was a three-day event (Friday-Sunday, March 22-24) where 22 layouts were opened to support purposeful operation of model railroading.

For the modest registration fee of \$5.00 and a tank of gas I was able to operate on three very impressive layouts: Boeing Employees' Model Railroad Club's *Seattle & North Cascades Railway*, Burr Stewart's *Burrington Northern*, and Jim Younkin's *Mud Bay & Southern*.

The *Seattle & North Cascades Railway* is HO

scale located at the same location as the Pacific Northwest Railroad Archive in Burien. I logged 5 hours as dispatcher on this layout on Friday. We ran 18 mainline trains and several branchline logging and mining trains. Radio communications are used on this club's layout.

On Saturday, day 2, I logged 6 hours as assistant yardmaster on the *Burrington Northern's* Balmer yard. This HO scale layout is at Burr's home in northwest Seattle. There are four major yards on this layout. The yardmaster and I each worked a locomotive from opposite ends of

Article Continued on the Following Page.

Balmer yard since it is doubled ended and the largest yard on the layout. Almost all trains terminate, originate, or pass through this location. We also ran two transfer trains over to another yard when the need arose. We were constantly busy here sorting cars based on their waybills.

Sunday, day 3, found me at the N scale *Mud Bay & Southern* in Olympia. Jim's layout is in his basement. This is perhaps the most complete and beautiful layout I have ever visited. I am most impressed with Jim's craftsmanship. The layout is 25 years old. Here I logged 5 hours as yardmaster at Bordeaux yard with one assistant. I handled the car cards while Hans, the assistant, used three different locomotives to shuffle and classify the rolling stock. This is, again, the largest yard with three different railroads meeting. Thus we had to move cars from interchange tracks to different areas to make the cars available for each of the three railroads. Each railroad's locomotive must stay on its own track except to work the shared interchange trackage.

Scheduled sessions began at 10am and ran until the participants called it quits. The number of workers at each location varied by the number of jobs available on each layout. Participants (77 by my count) came from as far away as California, Utah, New York, Oregon, Alaska and perhaps other places I did not hear of. Also participating were two former club members, Mike Boyle and Norm Bruce.

Not only was I able to log 16 hours towards the Chief Dispatcher certificate, but I gained much more experience that I could have done at the BNMR clubhouse. The number of more

experienced operators I worked with provided a good deal of 'tips and tricks'.

One of the benefits of participating in this kind of event is to make new connections and renew old ones. I made contact with Tony Thompson who has a very informative blog about the Southern Pacific and was a publisher of several prototype railroad books. He presented a very informative freight car clinic at the PNR convention last May in Tacoma.

His blog is here:

<https://modelingthesp.blogspot.com/2024/03/soundrail-2024.html>

Byron Osborn is president of the Boeing club and the 4D Membership Chairman. He can help me determine the status of our club members' NMRA dues status. I was able to get my name added to the Boeing Club's call board for upcoming operation sessions.

Finally, while talking with Al Lowe, of 4D NTRAK fame, we discovered we grew up in neighboring towns in the San Joaquin Valley way back in the 50s & 60s.

While the amount of activity with driving & fighting traffic 'stuffed' into three days was very tiring for me, the benefits far exceeded any down side!

There are other similar events on the West Coast, some are by invitation only, but others are open to anyone. I will be looking for more of these in the future.

Life is too short to only run trains in endless circles.

Bert

Article continued from previous page.

Become a Scouting Railroad merit badge counselor? The club would then hold sessions once or twice a year to help scouts earn the merit badge.

Yes = 7

No = 6

Maybe = 2

No answer = 0

The club currently has two programs in-place but needs a member or two to manage each of these:

Manager for the club's HO division rolling stock maintenance and upgrade program.

Yes = 5

No = 7

Maybe = 2

No answer = 1

Manager for the club's mentor program to assist new members to become fully functioning members.

Yes = 3

No = 9

Maybe = 3

No answer = 0

Interestingly enough the two easiest jobs with the most positive results for the club are Da and Db. These require the smallest time and effort commitment yet are so meaningful to reliable train running and assisting new members to assimilate into club life.

Handouts for the rolling stock maintenance and upgrade program are at our website here:

<https://www.bnmrr.org/handouts/gen-build-guidelines.pdf>

<https://www.bnmrr.org/handouts/couplers.pdf>

The Mentor Program is set forth in a handout at our website here:

<https://www.bnmrr.org/handouts/BNMRmentorprogram.pdf>

SHEP'S: DID YOU KNOW?...

ARTICLE CONTINUED FROM LAST ISSUE

The drovers' caboose was used with the shipment of livestock such as cattle and sheep. In 1906 Congress passed a law requiring the feeding and watering of livestock every 28 hours. Consequently, since most shipments took longer than that, trains had to carry drovers (men who handled the livestock) to comply with the law. These men traveled along with those men who crewed the train.



A dover caboose (Photos from trains.com).

An uncommon caboose was known as the "bobber". This as a two axled cupola caboose. It was known as the "bobber" because of its uneven ride due to its lack of trucks.



By the mid-1980's cabooses were an uncommon occurrence. Technology and economics made them obsolete. With the disappearance of cabooses, the conductor (and flagman) moved to the now larger, more powerful, and roomier locomotives (and longer, more profitable trains). The caboose was replaced with the "end-of-train-device (ETD)". Even in the earlier days, lamps were used to indicate the position of and the end of the train.



The ETD, sometimes referred to as a "flashing rear-end device (FRED)" or a "sense and braking unit (SBU)", is an electronic device mounted on the end of freight trains actually intending to replace the caboose.



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In the “old” days, where the wheel axles fit into the truck, metal rested on metal and was lubricated and cooled by it being surrounded with a material called “dope” that would lie in a bath of oil. Often enough, this material would get hot and catch fire. One of the responsibilities of the crewmembers in the caboose was to watch for fires. Now days, roller bearings are used which significantly reduces the fire risk. Track-side detectors are used to monitor the wheels as they pass and electronically notify the engineer if there is a problem.



The typical “Wilma”, head-of-train (HOT) device (HTD), displays the current brake line pressure on the rear end.

Two-way communication from both ends of the trains enables the engineer to apply brakes from both ends of the train simultaneously when necessary.

Obviously, these devices must be made so they will work in all weathers. Most modern ETDs have a small turbine-powered electrical generator using air pressure from the brake line to power the ETD’s radio and sensors.

Because modern trains have no caboose, there are times when an employee must stand on the

last car of the train when it is going in reverse to assure the track is clear; obviously something the ETD cannot do.

Shep



A UP train backing up across a throughfare with a crewman assuring the way is clear (photo from Wikipedia.com)



Another view of an ETD. (photo from Wikipedia.com)

SPEAKING OF CABOOSES...

I had the opportunity to visit with an ex-club member—Bob Makin. Many of you I’m sure know Bob. Although he may not have been a “founding member” of the club, he joined the same year it was founded—in 1973. He remembers the first home at a hobby and craft store in downtown Bremerton and then the later move to the vacated fire station and so on.



Bob's NP #1713 R Caboose

The 24 foot long wood caboose shown above was built as part of the 1700 series caboose and obtained by Bob in 1983 from a salvage company in Tacoma. He has been in the process of refurbishing it until it was completed in 2021; that year marked the 100th year anniversary of its construction. Yes it was built in 1921 by the Pacific Car Foundry (now PacCar) for the Northern Pacific Railroad (NP) as part of the 1700 series of cabooses. This was the first of the cabooses not built in their own shops. Number 1713 served on the mainline until it was stricken from the roster in 1981. It was used mostly on the Spokane Division. With the Burlington Northern merger, the caboose was trans-

Article continued on the next column.

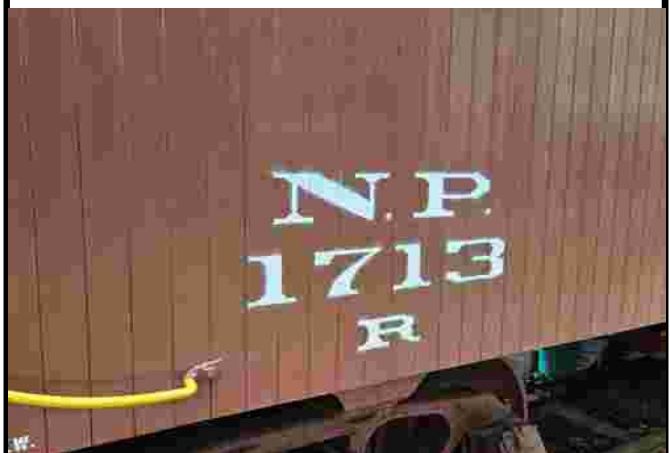
ferred to the Tacoma Division. Its last run was on the Asarco Local in Tacoma.

As stated above, Bob obtained #1713 in 1983, he then disassembled it, and hauled it to Evergreen. In 1991, he hauled it to its present home in Bremerton, where it has been meticulously reassembled. Rotten parts were used as templates and replaced. Although nearly all of the caboose is original, some missing or ruined pieces were replaced with authentic parts from other NP cabooses. I think Bob has done a fantastic job of reconstructing a piece of the past!

In addition to the caboose, Bob has a section of track the caboose rests. In addition he has the stand and rods for an operating turnout switch, semaphores (although the paddles are mostly rotted away), the cab to an SW 1 (the shell), and other miscellaneous pieces of railroad history.

Perhaps if there is enough member interest, a club tour could be arranged since it is local.

Shep



The “R” indicates it is radio equipped.

Article continued on the next page.



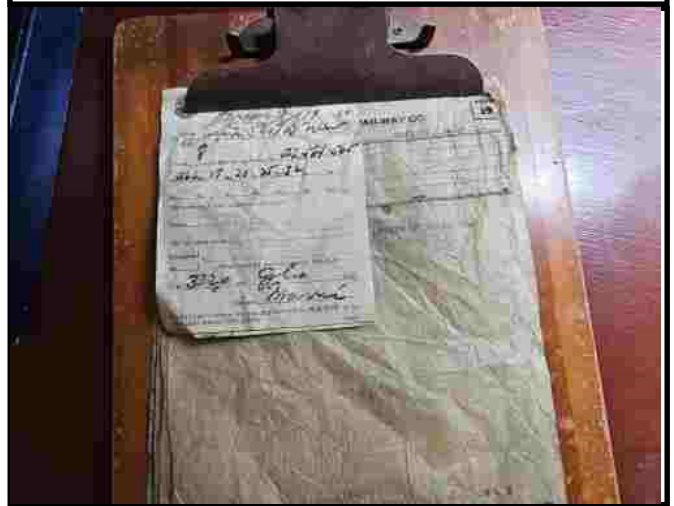
A doorway with the water closet and ice box on the right.



A view of the cupola from below.



Conductors work station



Actual train orders from 1954.



Hand washing station.



The stove/heater.

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>

Kitsap Live Steamers

A non-profit, 7.5" gauge scale railroad located in the heart of Port Orchard offering **free rides** to the public. as well as provide demonstrations and promote education in railroad safety.

Starting in May 11th.

It runs every **2nd and 4th Saturday of the month** (along with some Sundays and holidays).

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
farm4free@gmail.com

September 21st & 22nd

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O'Connor Field House

2207 Blaine St, Caldwell ID 83605

Setup on the 20th

8 foot table \$40.00 each

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

Visit RailServe.com

for Events

All Around the Nation:

Website:

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

