

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 II.



*Cattle Pen on the HO layout.
Photo submitted by Mike Bay*

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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.

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Submittal deadline is the 25th of the month. Copyright 2021 BNMR, Inc.

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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, Russell West

Web Site:..... <http://www.bnmrr.org>

Facebook: <https://www.facebook.com/groups/1988490354736510/>

FEBRUARY CALENDAR

The Mall reopened with reduce hours. Access to the clubhouse is limited with caution to avoid the spread of the virus. Expect more news as the details are determined and announced.

For true and responsible virus information please visit the CDC website:

<https://www.cdc.gov/coronavirus/2019-ncov/index.html>

BOOK REVIEW

BY PETER BIEBER

Proud Colors—Canadian Pacific's Military Tribute Locomotives

By Adam Meeks

“Proud Colors is the story of Canadian Pacific’s commitment to the armed forces of North America and the 5 commemorative locomotives it unveiled as a tribute in November 2019. From initial concept, to choosing the right color palette and lettering, to assembly, and unveil. These locomotives can be spotted roaming North Americans trackage.”

“The locomotives were remanufactured from SD9043AC cores into SD70ACu’s at Mayfield, Kentucky.”

“Drawing on material from CP’s archives and featuring photos from several of North America’s most talented railway photographers, this full-colour, 120 page hardcover railway pictorial book documents CP’s legacy of support for the military, a heritage celebrated by the release of five commemorative locomotives painted to honour the men and women of our armed forces. This book provides information about the creation of these locomotives, including a behind-the-scenes look at the design and construction processes.”

“In the spirit of supporting our troops, 100% of all profits from the sale of this book will be donated to the Homes For Heroes Foundation.”

CP 6644 Acknowledges the 75 anniversary off the D-Day landings on June 6th 1944

CP 7020 Army temperate climate wears NATO green

CP 7021 Army arid climate

CP 7022 Navy

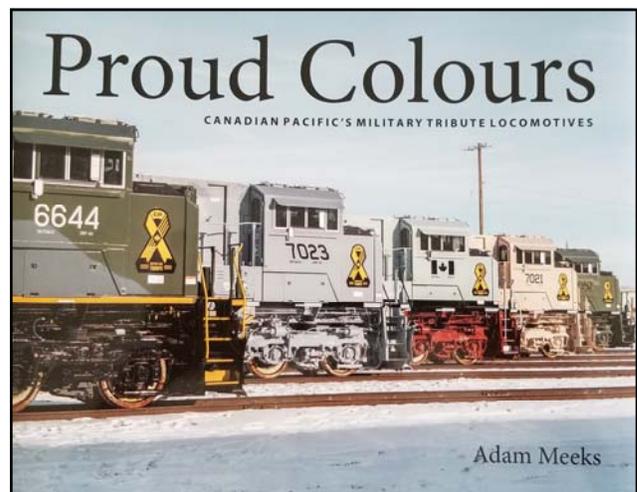
CP 7023 Air Force

Four of the five units bear a Canadian flag on one side and an American flag on the other.

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- Introduction: A Tribute to the Troops
- Chapter One: Army
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- Chapter Five: Heroes
- Chapter Six: Mayfield
- Chapter Seven: To The Brave
- Afterword: Lest We Forget

.... PB



INDUSTRIAL SPRAWL IN LIMITED SPACES

SUGGESTED READING

This is a new, recurring series of articles suggested by Bruce Himmerick, club president, covering topics that he hopes you will find interesting and perhaps will provide inspiration for your modeling projects.

This 8-page article is sub-titled “Ideas for modeling industries where space is tight”. It contains 10 photos and 4 track plan diagrams.

“Most full-size railroads earn their keep by serving industries, so factories, mills, and warehouses are important scenic and operational components of model railroads. Some prototype industries are compact, but many are huge, stretching for a mile or more along the right-of-way.”

“So how do we depict the railroads' links to such industries, especially on a linear, narrow shelf layout? What follows is a catalog of ideas for modeling industries, large and small, where space is at a premium.”

Suggestions cover both large and small industries; less-than-carload lot businesses; using a locomotive service area as a customer; interchanges with other railroads; and using building flats and other ways to suggest the presence of a larger customer.

Learning points:

- Look to the prototype – it has space problems too.
- Simulate nearby large industries with tracks that stub of the layout edge or butt into the backdrop, plus a few key (signature) structures modeled or depicted on the backdrop.
- Tracks that disappear into buildings mean that cars on them disappear as well, so provide easy viewing or access

Ideas for our N Scale Division members to apply to NTRAK modules? The entire article can be found in the 2003 issue of Model Railroad Planning (MRP) (available to us on the MRP DVD 1995-2019). Paul Dolkos (author).

I happen to have the DVD containing all issues from 1995 to 2019 in my personal library,

....BC



Prototype photo submitted by Peter Bieber

CHANGES AT ROB'S ONLINE TRAINS STOREFRONT

Effective February 1st are new hours and payment policies at the brick and mortar storefront.

Hours: Tuesday, Wednesday, & Thursdays 10 am to 3 pm. Closed all other days.

Payment policy: Cash and checks only.

His internet store is ‘open’ 24/7 with plastic payment accepted.

It is worth noting that Rob’s storefront shop is one of the last remaining in our region. If you are looking for used equipment, this is a good place to begin. He also buys trains.

The storefront is located at 5423 S Tacoma Way, Tacoma 98409, phone: 253-678-1544

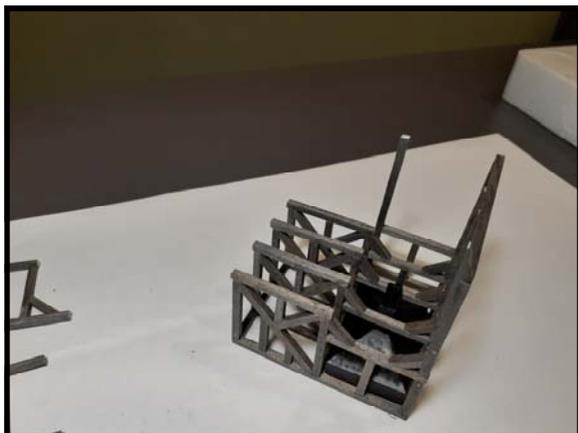
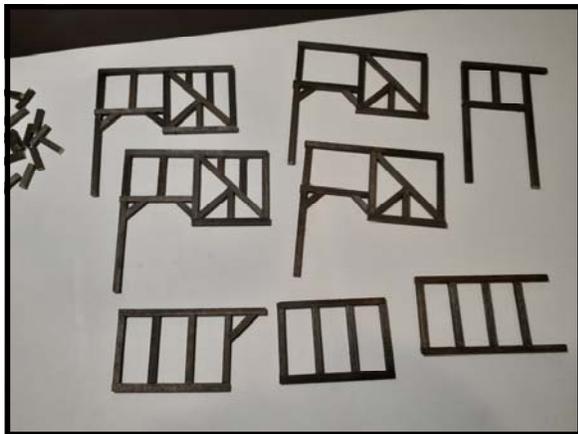
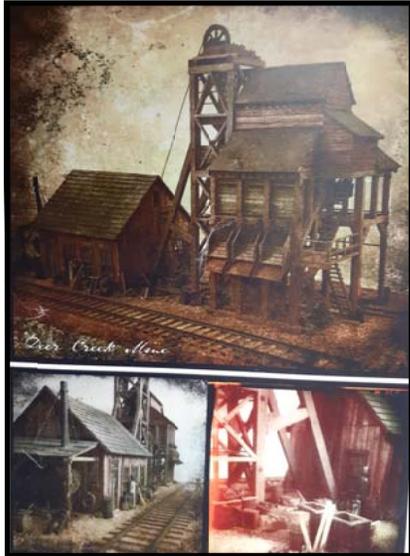
<http://onlinetrains.com/>

.... BC

MINE PROJECT PHOTOS

Club VP Bob Jensen has undertaken a mine project for his layout. He has shared these photos of the project.

.... BC



ON THIS DATE ... FEBRUARY

1st, 1968: The Penn Central was formed.

5th, 1883: First through passenger trains between Los Angeles and New Orleans leave their respective terminals.

15th, 1934: Union Pacific's M-10000 exhibited at Union Station in Washington, DC.

15th, 1947: Union Pacific's City of Portland enters service between Chicago and Portland, OR.

16th, 1877: The Galveston Harrisburg, & San Antonio line running between Houston and San Antonio became part of the Southern Pacific.

17th, 1885: The Southern Pacific and Central Pacific are combined under a holding company named the Southern Pacific Company.

22nd, 1856: Sacramento Valley Railroad completed from Sacramento to Folsom.

25th, 1869: San Rafael and San Quentin Railroad, a narrow-gauge railroad formed to connect the ferry landing at Point San Quentin with San Rafael on San Francisco Bay.

.... BC



NEW MEMBER REPORT

No new members in January.

TRACK PLAN OF THE MONTH

This is the fifth in a series of articles using track plans taken from articles that appeared in Model Railroader over twenty years ago.

While previous track plans were taken from puzzles, this one was about an NTRAK module. The author had several buildings already constructed and desired a module on which to use them. The module framework is different from normal in that the track passes over a creek which required the bench work to be depressed so the creek could flow under the bridge. The magazine article includes drawings detailing the construction used including dimensions for the major pieces. The option of adding an additional 3 inches to the front of the module was used to allow for the scenery between the tracks and the front fascia.

The bench work is more involved, than for a typical module, but the results should be a very interesting and scenic module. The use of a

band saw or saber saw would be required to make the curved cuts in the wood supports. I would recommend reading this article, even if you don't want to build it, since the approach to building this module might provide ideas if you intend to build a module with a creek or river.

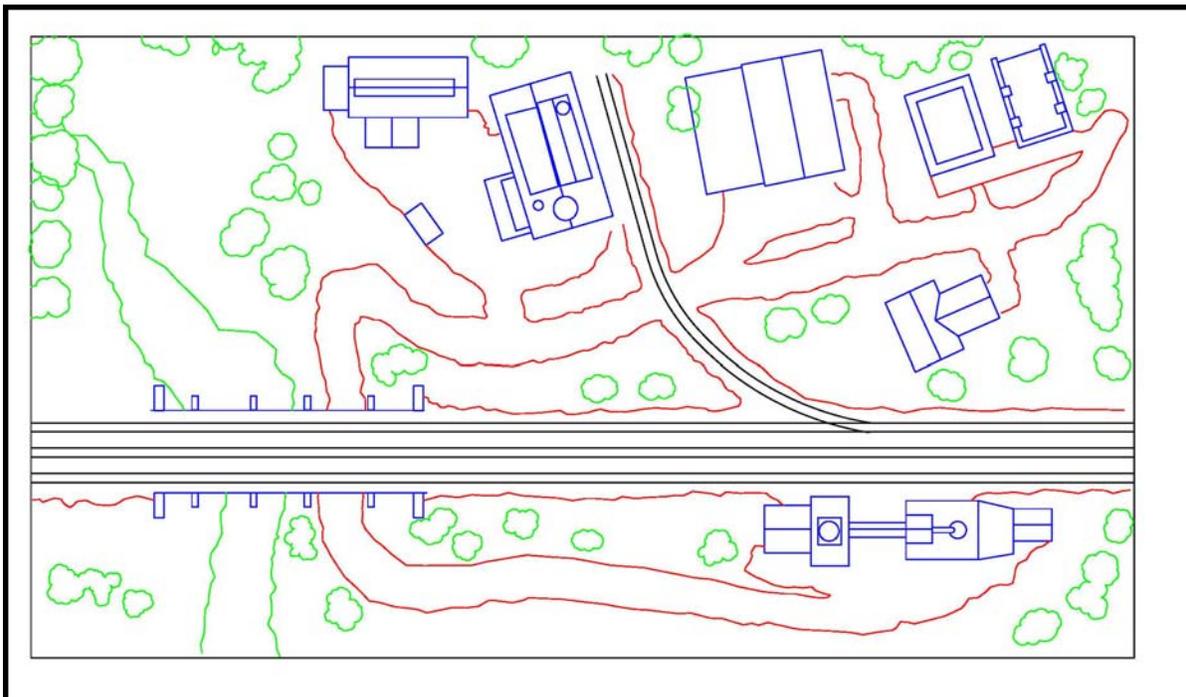
This track plan appeared in the November 1992 issue: <https://mrr.trains.com/issues/1992/november-1992> (currently in the club's collection).

Below is my rendering of the track plan made from the original image.

Note that this image is not drawn to a scale since the original magazine image lacked a scale.

I hope this series of articles will inspire someone to add some switching opportunities to a module for the benefit of all our enjoyment.

.... BC



Farmington Track Plan

PUSH-PULL TRAINS

BY RAY HAGELE

You know the Sounder commuter train? The idea of the push-pull train came from the Great Western Railway back in 1905. Before then, they used steam powered rail motors, the problems were the fuel storage was limited and can barely haul themselves never mind an extra coach.

The idea was to put the engine outside the coach and use mechanical gear to drive the engine from a cab at the end of the coach. The Driver had the regulator, brakes, and whistle mounted to be operated remotely through these means. The Driver also had a bell gong on the front to communicate with the Fireman inside the locomotive.

These trains were used on Branchline runs. Most of these had no wye or turntable at the end due to cost and/or space. There are some pros and cons to this concept.

Pros:

1. The coach cab was cooler and cleaner than on a foot-plate coal fired locomotive. The Driver also had full visibility since he was positioned in front of the coach.
2. There is no need to turn around the locomotive or run around the train at the end of the route. Simply attach the bits on and you can propel the train backwards. This means you can add more round trips in a single day versus other means.

3. As essentially the prototype for commuter train, this inspired the concept for push-pull trains around the world.

Cons:

1. There is no way for the Driver to release the brakes once applied. He would need to rely on the Fireman to release them. Which means he needed to have good judgment to where to stop.
2. Only 2 coaches can be added at either end of the locomotive. Any more and the controls become too heavy to operate.
3. There is no scene of fine control for the Driver. There is a big delay in response time and the Fireman has to jump in and override when the wheels begin to slip.

What was I doing on the Kitsap Western?

I was testing my new coaches that I recently received. These are known as "Autocoaches" and I got enough for the full set. I was seeing how the locomotive would handle them and work out some operational issues that might come up. I can propel the train on the Branchline at realistic speeds of 15 mph with no issues.

The hook and loop couplers are being swapped out for Ka-dees to increase reliability and couple closer together to eliminate a jerkiness I was witnessing in the coaches. Overall I'm happy with these Autocoaches.

Thank you for reading.

.... RH



Photos submitted by Ray Hagele

BUILDING A MOUNTAIN

PART 2

A great deal of progress has happened since last month's report.

I am finished with the new NTRAK return loop module. However, it won't be put in service until the new approach module is ready since that new module is needed to facilitate full routing options of the return loop.

Once the plaster cloth had dried, I used vinyl spackling to smooth the surface and fill in irregularities. Then the entire mountain surface was painted with a brown latex paint I have been using for a basic ground color. The actual shade of brown is not very important - it is there to hide any of the white color that might show through the ground cover materials. The one issue I have had to deal with is shine on the paint. It is a satin style which has a slight shine to it. When this quart is gone, I will look for a flat style for future use.

I allowed the paint to dry for a couple of days. Meanwhile I selected the various ground cover materials I wanted to use. Working in sections of the mountain, I applied a second coat of paint and then sprinkled on the various ground covers using a small strainer while the paint was still wet. I attempted to vary the application of the materials so as not to have a uniform appearance

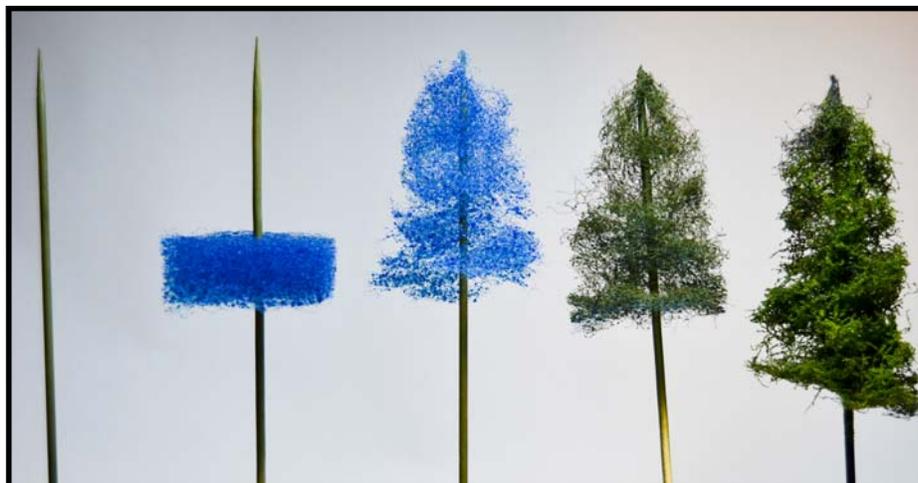


to the surfaces.

Next came the rocks. I wanted spots on the mountain with rocks showing and no trees. The goal was to have peak-a-boo views of the rocks seen between the trees. I used a couple of the Woodland Scenics (WS) rubber molds borrowed from the club's stash. I used lightweight Hydrocal to cast the rocks. After allowing to dry for a couple of days, I began painting them with diluted acrylic paints using the methods outlined in the WS's "*The Scenery Manual*" (a copy is in the club's library). This is a one-stop source of how-tos for using WS products for those of us with little scenery building experience!

In the meantime, again allowing for drying, I was

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making trees. I found this YouTube video:

<https://www.youtube.com/watch?v=fhws01rx6y8>

This is much the same technique that Jack Hamilton discussed during the January clinic. I had attempted to make furnace filter trees in the past but never like my results. The material used in the video is much different than any I had used previously and I found it much easier to work with.

An import note: this material is stocked at Lowes for a lot less than you will pay to the Amazon third-party seller! The item is #552965 and model #LOWESCTF12. Note that the photo at the Lowes website is not correct.

Shown in the photo, on page 7, are the steps in the tree making process. I will be the first to admit these trees are not as good as expensive commercial ones made by an under-paid young person in some Asian factory. But for N scale I think they are completely satisfactory. Also the trees should not be the focus of the module! The viewers attention should be on the trains as they move through the scene. I know from many hours as a spectator at big train shows I hardly notice the details of trees unless I make a conscience effort to notice them.

In the photos below are the glue and paint I used for these trees. I found the paint color to vary from one can to the next event though they had



the same name but bought at different stores two weeks apart.

I got the glue at Michaels and the paint at Lowes and Fred Myers. I found the paint to cost less at Lowes.

The approach module with cross-over turnouts is well underway with track laid, but wiring yet to be installed and some sort of scenery as yet to be determined (or even thought about). Watch for details about a customer to be serve on the approach module in the March Flimsy.

.... BC



Prototype photo submitted by Pete Bieber

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 few 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](mailto:Terrenceking112@yahoo.com)

.... BC

Grandkids at Layout

By Jay Wiley

I have been busy building several Laser kit wood buildings and an old plastic station kit over the summer and fall. Most of the wood kits are pretty straight forward and go together quickly, but I did replace the tape strip roofing material with some Northeastern Scale Models roofing material. I'm waiting on roof material from Maine Model Works for the last two buildings. The latest project is an old Campbell wood freight station kit that was more of a challenge. I have several more building kits and car kits to work on over the winter.

During the past few weeks, I've had a couple of visits from my three grandchildren and I've enjoyed sharing my railroad layout with them. I have three separate loops set up and they take turns (sort of) and do a pretty good job. The oldest, who is 8, likes operating the DCC and does well at operations. The 3- and 5-year-olds run the outer DC loops well on their own, but they need help with DCC. They tend to mash a lot of buttons. They also like playing with the figures and animals when they get tired of running trains. Letting them have a variety of activities gives them a good introduction to the hobby of model railroading.



South River Modelworks Car Shop By Mike Ricci

Mike Ricci just finished working on the South River Modelworks Car Shop. Since his layout is still under construction, the car shop is not yet installed on his layout.



EASTERN MOUNTAIN COASTLINE RAILROAD, Part 4

By James Long

In the June 2020 edition of *The Signal*, Great Falls Model Railroad Club readers were 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. Progress on the EMC was reported in the July and November newsletters.

This fourth article is about work in the New Jersey geographical section of the railroad. Trains come into the Selkirk Yard, owned and operated by EMC, then pass freight to Jersey Central and peddle freight on their way north towards Canada. One of the major industries Jersey Central serves is a lumber mill that receives logs by train.

The first picture shows the cutaway for the river coming into view with five tracks going across three bridges. The front single-track curved bridge is a kit-bashed Atlas \$3.00 bridge that was originally not curved. This track brings the log cars off the main line so they can dump the logs into the water in the retention pond to keep them from cracking while waiting to be sawed. The sawmill and planing mill, adjacent to the pond on the right side, feeds the lumber yard that is on the same piece of land.

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The next curved double-track bridge is the north/south main line from CSX Selkirk Yard, to EMC north yard, to Jersey Central, to Linden Yard with DM&I, to Illinois Ford Motor Company yard, served by EMC. This is a scratch-built bridge on a 1/4" plastic sheet with Micro Engineering bridge girders and custom-made bridge track rail guards. As my son Eric pointed out, the tips need to be electrically isolated to prevent shorts if a derailed truck goes over the bridge.

The next single-track curved bridge is a scratch-built bridge using a 1/4" sheet of plastic and Micro Engineering bridge girders with the same custom-made bridge guard rails. This track serves the local town of Hoboken, New Jersey. The area, which is part industry and part residential land, is served by the Jersey Central local job.

The next double-track bridge is a Walther's kit. This is the main line from all of the previously listed railroads, going to the north and the upper level of bench work to get to Canadian National and Canadian Pacific, which is Darin's section of the layout. This is a 2.4% grade double-track main line until the sharp curve at the "TOP OF THE HILL" (as it is referred to). From there it transitions to a single track with pushers until arriving in Hamilton, Ontario.

The riverbed is made from the Woodland Scenics Shaper Sheet with seamed corners rising up the side of the cut stone banks to retain the leakage of the poured water. Behind the bridges is a waterfall for depth effects and scenic interest. The rock castings are homemade and painted by Bob. The tracks are switched with Shinohara curved 30" and 22" radius switches from M. B. Klein mail order. This is a good company to deal with. We've had 20 years of buying from them, including all 450 feet of track, switches, and accessories.

