

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.



BNMR hosted a swap meet for vendors on August 28 & 29.

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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/>

SEPTEMBER CALENDAR

4th..... Open House 11 am to 3pm.
6th..... Board Meeting, 6 pm at the clubhouse.
9th..... Business Meeting 6 pm at the clubhouse.
11th..... Open House 11 am to 3pm.
15th..... Modelers Forum 6 pm at the clubhouse.
18th..... Open House 11 am to 3pm.
25th..... Open House 11 am to 3pm.

FROM THE EDITOR'S DESK

This issue of the Flimsy is short on club content since I was on the road for much of August. My first stop was at Sacramento to visit the California State Railroad Museum. I had not visited it since 1982 when I was a docent there. I had the honor and pleasure of being a member of the first group of docents to graduate from training at the museum.

My visit this year was primarily to see the new model railroading exhibit. The photos will have to wait until next month. The exhibit was far larger and extensive than I had expected. It does a good job of presenting the hobby to the public.

My next stop was Tehachapi for lunch at Kohnen's Country Bakery where authentic German food is offered.

It is situated next to an old SP caboose and the Tehachapi Depot Museum, self described as:

"Old-school depot offering exhibits on trains, a working signal garden, play area, gift shop & tours."

From here we drove south to San Diego to visit our daughter and her family and a cousin of mine.

We then drove north to Evanston Wyoming for the Free-mo N group show at the former UP machine shop. You will find my report and photos beginning on page 5.

In regards to club activity, please remember our Modelers Forum on Wednesday, September 15th at 6 pm. The N Scale Division will be discussing plans to complete the requirements for the Chief Dispatcher certificate. There is much work to do in both planning and on the layout to make this goal a reality. I have two more turnouts to install thus adding two more customers for our trains to serve. By its vary nature the certificate requires a group effort. Perhaps the HO Division will want to pursue it also.

....BC

ON THIS DATE ... SEPTEMBER

1st, 1935: The NMRA is organized at Milwaukee, Wisconsin.

1st, 1944: The Minneapolis, St. Paul and Sault Ste. Marie Railroad begins operating the former Minneapolis, St. Paul and Sault Ste. Marie Railway in trusteeship since January 1, 1938.

2nd, 1986: NMRA opens the Kalmbach Memorial Library.

11th, 1996: Union Pacific Railroad parent Union Pacific Corporation takes control of Southern Pacific Rail Corporation subsidiaries Southern Pacific Transportation Company, St. Louis Southwestern Railway, and Denver and Rio Grande Western Railroad.

13th, 1992: CSX Transportation subsidiary Three Rivers Railway takes over the remaining trackage of the Pittsburgh and Lake Erie Railroad. One year later on the 17th CSX Transportation takes over the operations of the Three Rivers Railway.

18th, 1947: The New York, New Haven and Hartford Railroad reorganizes, ending a trusteeship that began in 1935.

22nd, 1995: The Burlington Northern Santa Fe Corporation acquires control of the Atchison, Topeka and Santa Fe Railway and the Burlington Northern Railroad.

25th, 1961: Operations cease on the Rutland Railway due to a strike and abandonment is approved in 1963. The State of Vermont buys much of its property and the Vermont Railway begins operating the main line in 1964.

30th, 1955: The Southern Pacific Company merges several lessors into itself: Arizona Eastern Railroad, Dawson Railway, El Paso and Rock Island Railway, El Paso and Southwestern Railroad, and the Southern Pacific Railroad.

.... BC



STEVE'S STRAIGHTS

September greetings from Malvern and Ouachita Valley environs.

I had a pleasant surprise when I saw one of my scatchbuilt models pictured on the front page of the August *Flimsy*. I made that model of Sammy's Triangle Café (earlier called the Y Café because of its proximity to the YMCA) in May 1976. Older club members will recall that the prototype was located at the 45 degree intersection of Washington Ave. and First Street in downtown Bremerton. The late Bob Gherna was the club's second president, and his wife Nancy and sister-in-law Lola both worked at Sammy's.

We often had coffee and chow breaks there when working on the club's first fixed layout upstairs at Millie's Craft & Hobby. The model made a brief appearance on the original club layout at Millie's before we dismantled that pike in May 1978. Then I used it on my module after we built the club's first set of modules later in 1978. Subsequent to the two photos I later corrected some roof detail, and that shows up in the *Flimsy Board* picture. Before my move back to Arkansas I gave it to Bob, who died in 2011. His family evidently gave it back to the club. So this is its third time to be seen in public.

I shot the MoPac Alco FA-1 pictured in the August *Flimsy* when I was 15. Fast-forward 15 years. By then I had a 35mm camera and was shooting slides. After the Jenks team came to MoPac in January 1961 the FAs were an endangered species. They were soon traded in to EMD for GP-18s. MoPac's second group of GP-18s, bought in 1962, had trucks recycled from the Alco FAs and were low-nose. Number 1964, shown on a siding in Malvern on a damp misty morning in October 1975, was one of that series. As the photo shows the front, one can't make out the Alco trucks. No. 1964 was originally delivered to MoPac as No. 469 and in the solid Jenks blue. This Life-Like Proto 2000 model is of sister engine No. 450. MoPac's first group of GP-18s had been acquired in 1959-60 and were high-nose and painted in the Eagle blue and gray scheme.

As this goes to typing, it is the 19th. One week from today Big Boy No. 4014 comes through again. I'm looking forward to it.

This is about it. I'll send some more No. 4014 pix for the October *Flimsy*. Drive carefully, and look out for school busses as school gets under-way again.

YIMRR, Steve



Sammy's Cafe Model on BNMRR Module, March 1980



Sammy's Cafe Model on First BNMRR Layout, May 1978



Life-Like MoPac GP18 ca. 1962



MoPac GP18 in Malvern. October 1975

EVANSTON FREE-MO N SHOW REPORT

This show was the largest Free-mo N event held in the United States since the groups have been getting together. Free-mo N is an informal group of modelers from across the country. We have no formal organization nor are we recognized by the NMRA. A steering committee has been established to review and revise the standards to reflect advances in technology and the variations recognized by the various groups. All of the groups have individual standards that vary slightly from the original set of standards.

The show was a closed event and self-funded by the participants with generous support from the Golden Spike Train Club of Utah www.goldenspiketrainclubutah.org/home.html. The event spanned four days from August 19th through Sunday, the 22nd.

The show was held in the former Union Pacific machine shop in Evanston, Wyoming. The machine shop and roundhouse are now managed by the city of Evanston. The 15,000 square foot shop is a well equipped event center with modern restrooms and a full kitchen. The electrical outlets, in the floor, spaced about 20 feet apart throughout the room made the electrical setup so easy. Most venues are lacking in this regard. Setup took about 7 hours while take down was completed in about 2 hours.

The roundhouse is undergoing restoration and conversion to meeting facilities and museum displays. Currently in the roundhouse, which is a full half-circle building by the way, is a steam locomotive being restored and expected to be returned to operation on a tourist train. The turntable is operable and we were treated to a ride on it. A group photo was taken on it.

The 50+ participants came from 25 states, bringing a total of 293 module pieces or 143 stand-alone modules by my count. As an example, most return loop modules are made up of 5 sub-modules, thus there can be a variation when counting the number of modules present at a show. There were just over 1,100 linear feet of track. The layout measured 90 x 140 feet. Several trailers were used to transport the modules and other equipment.

Eight clinics were given. Topics included Operation of the Proto Throttle; tree making; railroad photography and scanners; freight car loads; weathering; RFID in operations; signal aspects; and decoder installation.

Large N scale layouts of this size allow the running of long trains. Several people ran trains of 60 to 90 cars. One participant put together a train of one scale mile, that being 33 actual feet.

Here are comments from Lee Calkins who provided overall coordinated of the event:

“The Evanston show was never planned to be what it became. I figured we would get 30 people max show up. I figured no one further east than Mark (*Nebraska - Ed.*) would come. In reality I was completely wrong, we had people fly in (*and drive - Ed*) from all over the USA. I didn't make it THE event, the planning didn't make it THE event, the people who came made it THE event.”

Lee expects our next show at Evanston will be in 2024.

.... BC

Photos on pages 6 through 9

NEW MEMBER REPORT

Mark Stephens





The machine shop venue.



Several trailers were used to transport modules and equipment to the show.



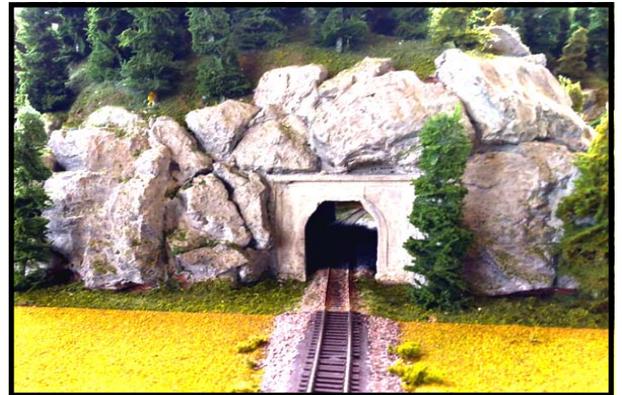
Setup began at ~8am and was complete by 4pm.



The building is large enough to drive vehicles inside for loading and unloading during setup.



One of several tunnels on the layout.



Another of the several tunnels on the layout.

NEW MEMBER REPORT

Mark Stephens





One of three major yards on the layout. This one is not yet finished, but is operational.



An old west themed module complete with saloon music.



One of the mine customers on a return loop module.



The approach to one of the eight return loop modules on the layout. The approach wye turnout, near the bottom of the photo, is controlled automatically by the PSX-AR reverser.



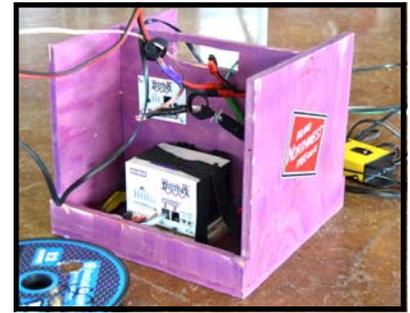
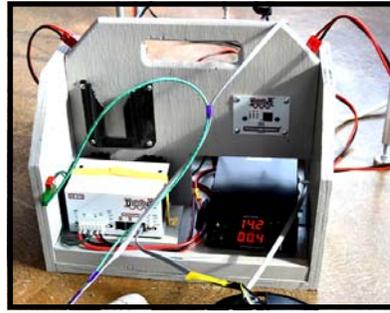
The Grim Reaper, complete with a lighted lantern, was present on this module - not a place to de-rail!



One of several bridges, this one is ~8 feet long, installed on a 12 foot long, 4 piece module.

A Union Pacific work train is seen crossing the bridge and trestle on my module - BC.





Three of the 12 Districts in a Box (DIABs) boosters used to power the DCC buss. The shape, size, and arrangement of the installation is up to the whim of the owner, however the basic component configuration is standardized.



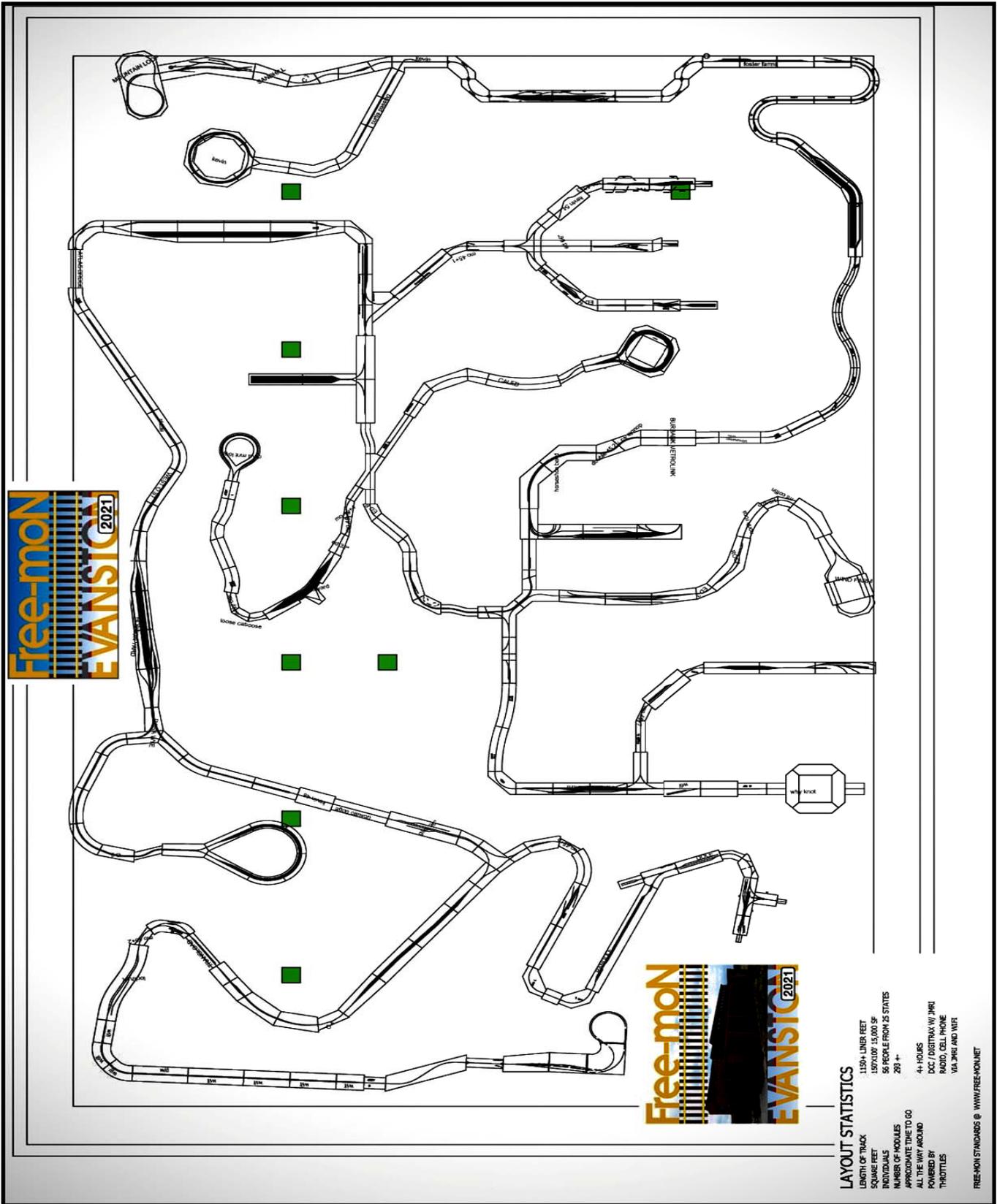
The steam locomotive undergoing restoration in the roundhouse..



Real trains passed by frequently throughout the day, just a short distance away.



This historic photo shows the roundhouse and machine shop near the top of the photo. Only the powerhouse located to the right of the roundhouse is the other significant structure still standing.



This is the 'final' module arrangement drawing before the event date. The actual arrangement varied somewhat due to modules that didn't arrive and slight re-arrangements during setup.