A Publication of the
BREMERTON NORTHERN MODEL RAILROAD
Kitsap Mall, Silverdale, Washington

Form 19

THE FLIMSY BOARD

Form 19

Train No. 11 Vol. 49 http://www.bnmrr.org Issue: November 2024

BNMR is a 100% NMRA

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.

We all appreciate 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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"Do you read the NMRA Magazine?"

We need to know if our members are making the effort to access and read the NMRA Magazine. Like many, I initially had a good deal of trouble accessing it.
I suspect most of you have not read the magazine. This is sad since each issue has interesting and informative articles as well as information about upcoming events and the progress of members efforts earning AP certificates.

Please send me an email at bert@wavecable.com to share your experience and especially if you have never attempted to access it. Your responses will be tallied with the results sent to NMRA President Gordon Robinson, MMR in an effort cause a much needed change about access.

Bert Cripe

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.

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 Hochsteim
Librarian:	Tom Barrett
Web Site:	http://www.bnmrr.org

CLUB MEMBER EARNS AN AP CERTIFICATE & A MERIT AWARD

Congratulations to Bert Cripe for receiving the AP Civil Certificate. The scratch built track pieces were a gauntlet track, cross-over turnouts, and a curved turnout.

At Surrey B.C., he received a Merit Award for a scratch built On30 wooden gondola.

Photo by Scott Surber

BREMERTON NORTHERN MODEL RAILROAD CALENDAR

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

NOVEMBER 2024

2nd…….Saturday Social Breakfast Meeting at the bowling ally 8:30 am.

2nd……..... Saturday Open House 12 pm to 4 pm.

7th …….Thursday Open House 12 pm to 4 pm.

7th …….Thursday Business Meeting 5:30 pm.; **Officer nominations for 2025**.

9th……. Saturday Open House 12 pm to 4 pm.

11th …….. Monday 4D Westside Clinic in the Mall Community Room 5:30 pm.

14th …….. Thursday Open House 12 pm to 4 pm.

16th……... Saturday Open House 12 pm to 4 pm.

21st ……...Thursday Open House 12 pm to 4 pm.

23rd……... Saturday Open House 12 pm to 4 pm.

28th……... **THANKSGIVING; NO OPEN HOUSE**; No Board Meeting in November.

29th …….. **BLACK FRIDAY. SPECIAL OPEN HOUSE** 12 pm to 4 pm.

30th……... Saturday Open House 12 pm to 4 pm.

DECEMBER 2024

5th …….Thursday Open House 12 pm to 4 pm.

5th……. Business meeting, 5:30 pm.; **Election of Officers for 2025.**

7th……. Saturday Social Breakfast Meeting at the bowling ally 8:30 am.

7th……. Saturday Open House 12 pm to 4 pm.

9th ……..... Monday 4D Westside Clinic in the Mall Community Room 5:30 pm.

12th …….. Thursday Open House 12 pm to 4 pm.

14th……... Saturday Open House 12 pm to 4 pm.

19th ……...Thursday Open House 12 pm to 4 pm.

21st……..... Saturday Open House 12 pm to 4 pm.

26th……... Thursday Open House 12 pm to 4 pm.

26th……... No Board Meeting in December.

28th …….. Saturday Open House 12 pm to 4 pm.

JANUARY 2024

1st…….. HAPPY NEW YEAR!!

2nd …….Thursday Open House 12 pm to 4 pm.

2nd ……NOTICE: Business meeting, POSTPONED until the 9th.

4th……. Saturday Social Breakfast Meeting at the bowling ally 8:30 am.

4th……. Saturday Open House 12 pm to 4 pm.

9th ……..... Thursday Open House 12 pm to 4 pm.

9th……. Thursday DINNER BUSINESS MEETING 5:30 pm. Location to be announced.

11th …….. Saturday Open House 12 pm to 4 pm.

13th……... Monday 4D Westside Clinic in the Mall Community Room 5:30 pm.

16th ……...Thursday Open House 12 pm to 4 pm.

18th……....Saturday Open House 12 pm to 4 pm.

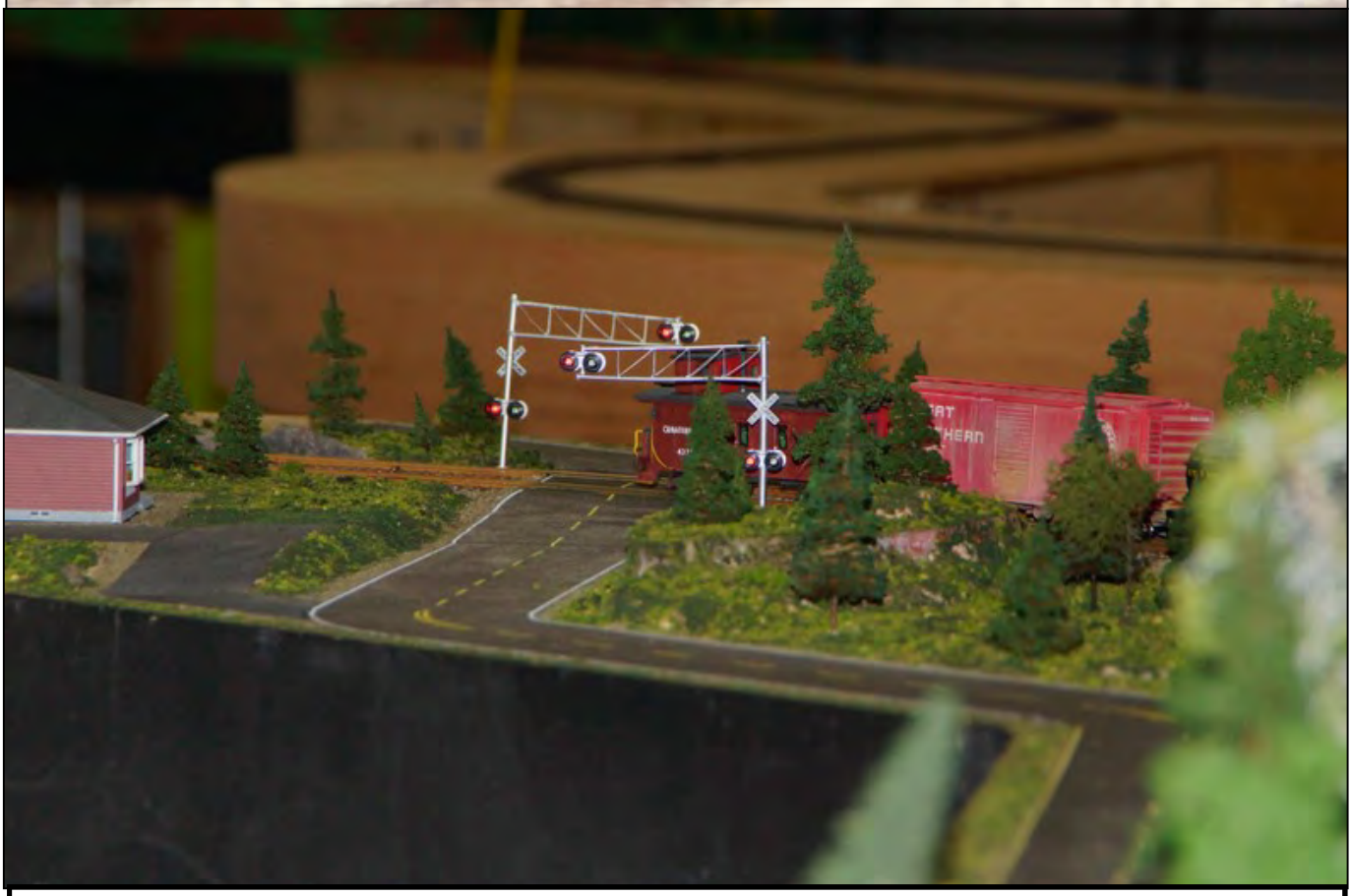
23rd……... Thursday Open House 12 pm to 4 pm.

RECENT EVENTS REPORT

Recently, Norman Racine and his associates from another club, of which he is member, attended the Lyden Free-mo Train Show. The following are photos and comments regarding his experiences.

This was about half of the train show floor space for setups and vendors. Most of these here are vendors.

This is a shot of the attending members of Norm's clubat the event.



Two photos of the Free-mo setup.

A ‘G’ scale exhibit.

I like the dog in the cab.

Had some rolling stock for as little as $1, which is in great shape. Debby bought a UK engine and three trucks. I got about 14 rolling stock, and two of which I never seen before. One “Ralston Purina” that is still on Trainworld as a pre-order, go figure. On average we spent no more than $15 on average for the rolling stock. Some of it never out of the package.

We could have easily set up a table up there to sell what is in the back room. Only one person didn’t have a Free-mo setup, and that was a Lego train setup, which he received a award for. Something to aspire to.

Proposal for Establishing a BNMR FreeMoN Division

Introduction

To further the goals and purpose of our organization. We propose the creation of a dedicated division for FreeMoN (Modular N-scale).
This division will enhance our offerings, attract new members, and expand our collaborative efforts.
To educate persons engaged in model railroading in methods of building and operating model railroad equipment and prototype practices.
To develop the technical skills of persons engaged in the art and craft of model railroading.
To facilitate communication among all model railroaders, members and non-members alike.

Objectives

- **Diverse Membership**: Welcoming modelers with an interest in the modular N-scale format.
- **Enhanced Education**: Coordinate and facilitate new techniques and methods for building a module from skeleton to traveling display.
- **Community Engagement**: Engaging with local and national FreeMoN groups.

Benefits

- **Attracting New Members**: A new division offers fresh appeal, bringing in members who specialize in or prefer the FreeMoN standard.
- and**Flexibility and Creativity**: The modular nature allows for new construction of sections mod ules.
- **Community Building**: Strengthening ties with the broader modeling community by hosting Free MoN-specific events and collaborations.

Implementation Plan

Step 1: Modification for display

FreeMo modules are at a height of 50" to the rail head; this is a bit tall for display here.
I propose the club provide additional sets of legs for display at a more common viewing height.

Step 2: Infrastructure Setup

Secure necessary resources and space for FreeMoN activities.
This may require a shuffling of existing layouts.

Step 3: Launch and Promotion

Host an inaugural event to showcase the FreeMoN format.
Promote the new division through items in the newsletter, ***The Flimsy***, pictures on our social media **FaceBook** group **Bremerton Northern Model Railroad Club.**

Conclusion

The establishment of a FreeMoN division aligns with our club's mission of fostering education, technical growth, and attracting new members into our model railroading community.
By embracing this popular and growing format, we enhance our club's offerings and can attract a different set of people into the hobby.
This proposal seeks the approval and support of our board members to allow bring this vision to life.
Your feedback and engagement are vital to its success.

For Consideration

I look forward to discussing this opportunity further.
Thank you for your support and dedication to the World's Greatest Hobby.

Another photo showing one of the results of the Boeing engineers strike with this back-up of fuselages. *Photos by Scott Surber.*

A photo of some of our finest. *Photo by Scott Surber.*

These photos show one of the results of the Boeing engineers strike with this back-up of engines and fuselages. *Photos by Scott Surber.*

SHEP'S: DID YOU KNOW?...

As discussed in the October Flimsy, there is more to railroad signaling than simply "green means go" and "red means stop."

We discussed that the first type of traffic control was the timetable. This specified where each train should be at a given time. The dispatcher subsequently issued train orders to cope with unforeseen circumstances, such as breakdowns and other delays as well as extra trains. These train orders then superseded the timetable.

We discussed the use of balls on a pole and of board and semaphore for traffic control. Lights came into use. By 1915, lights and lenses had improved to the point where they were visible to about 2,500 feet in daylight. Red, yellow (amber) and green are still the predominate colors; (lunar) white, blue and others are used by various railroad companies. The three color aspect target signal is probably the most common. Also developed and used are the position light signals (PLs). "Three-lens signals" were developed by the Pennsylvania Railroad. These signals use seven lights of the same color (white) mounted on a large, circular background. The various orientations of these lights are the indicators. Another style is the "color position lights." These are similar to the PLs but use colored lights and do not use a center light so use only two bulbs to indicate direction. Another style is the tri-light signal head. It has three lights (a red, a yellow, and a green) in juxtaposition on a circular target head. Another style is the "searchlight" signal. Similar to appearance to the tri-light signal, it uses only one bulb and one aperture. It appeared in the 1920's and gained wide acceptance. A relay type mechanism moves colored lenses in front of a white light. However today, its single light low power consumption has come to be offset by the high maintenance costs of the movable lens system. It appears now that three-color light signals are once again preferred for new installations and in replacements of the searchlight style.

Other types of traffic control are of two categories: block or interlocking. With block signaling, the train line is divided into sections or 'blocks' and then only one train is permitted to occupy that block at a time. The primary function of block signals is to space trains running in the same direction on the same track so one does not rear-end the other as well as to monitor the movement of trains. Block signals are of two types: manual and automatic. This manual type is a labor intensive operation as at the end of each block, a person had to record the entering and leaving of trains at the beginning/end each block. This information was then communicated to others by way of the telegraph and all concerned could keep track. This manual block system still exists on many lines but often now has different names and technology and communication is by radio.

With the development of better electric equip-

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ment, the manual block system was followed by the automated block system. Track occupancy systems were developed which automatically trigger the signals to an appropriate aspect and indication.

Signals have two functions: protection and control. The control function breaks down into route control and speed control. In the western state, where block lengths tend to be long, there is more emphasis on route control with signals. In the east where the opposite tends to be true, there is more emphasis on speed control with signals.

However, the blocks were still limited to being occupied by one train only. So the "Overlap System" was developed for automatic block signals; it was developed for single-track main line where the risk would be two trains entering a block moving in opposite directions simultaneously. Notably, this was important for such companies as the Union Pacific and the Southern Pacific since they had (have) long stretches of single-track line through the largely empty western U.S.

In the early 1900's the "Absolute Permissive Block (ABS) method. My automobile has a label engraved by the name and model that defines the car as having "partial-zero" emissions. What the heck does that mean? And Absolute Permissive? Well now the name makes more sense to me. Almost all single-track signal systems built after 1920 use the ABS method of wiring. Consequently, two types of signals were (are) used: absolute and permissive. The "absolute" meaning stop-and-stay; the "permissive" meaning stop-and-proceed. One can tell the difference between an absolute and a permissive signal. A permissive signal will usually have a numbered plate or the letter "P" or "G" mounted on the mast, or a marker light mounted on the mast below the signal head. An absolute signal will not be labeled. The absolute stop is always in force at interlockings. But along most stretches of block signaled track absolute indications can be a nuisance because, for example, a red block signal resulting from circuit failure will cause a train to be held up for hours even though the track is actually clear. So, to keep traffic moving, the stop-and-proceed (permissive) rule is preferred in most block signals. It is considered that there is a reduced danger in permitting a train, after a stop, to proceed, with caution, into the next block. Interlocking signals protect movements through sidings, crossings, crossovers, junctions, drawbridges, etc. These signals are "interlocked," either mechanically or electrically, to prevent conflicting routes from being cleared to proceed at the same time. Consequently, interlocking signals are always absolute signals.

All this seems to have led to the next phase in signal technology that combined the visibility and safety of the electric color-light signal into an integrated, automated system that eliminated the need for towers, operators, and Time Table and Train Orders operation (TT&TO): Centralized Traffic Control (CTC). This was pioneered in the 1920's. Instead of a complicated and unwieldy system of train class an priority, time tables and train orders, the dispatcher had the sole authority in real time to determine train pri-

Article To Be Continued Next Month.

ority and route. CTC helped to make the railroads more efficient resulting in four-track lines becoming two and two-track lines reduced to one, or CTC relieved the potential need for an expensive double- or triple-track to remain a single-track line.

The latest development in signaling is Positive Train Control (PTC). This system uses a combination of the Global Positioning System (GPS) co-ordinates and locally installed transponders This is a very interesting subject to me; however, as it really has little application to train modeling, I will discuss no further.

A modern railroad may have any combination or systems or head styles. Each railroad firm has its own rules defining what the aspects or combination of aspects indicate. So, unless you are modeling a specific line, you are free to create your own. I have always gone by the KISS principle (Keep it Simple Stupid). So I've just stuck with absolute red/yellow/green (stop/approach/proceed). Although they are wired to function, I use them only to provide color and additional interest the layout.

All this background is to help develop an interest in the designing and installing a working system on a layout. I turn 72 next week. But as a teenager, I built an HO scale model train layout using DC power that was roughly 4' x 10' on one side and about 2' x 18' with a 4' x 4' turnaround at the end. So it was long enough for me to fit in working signals and a road crossing. I went to Radio Shack and got the need transistors and resistors, etc., and build and installed the hardware to have it work properly. Just like with the prototype, track occupation detection is essential. I used Reed switches. Today there are many fine products available to make a functioning signal system for you model railroad. I intend to propose we build and install a simple system on the HO layout. Dave Thompson also has experience with these systems. Bert Cripe installed a system on the N scale layout at the junction of the mainline and the yard.

A simple starting method for a model layout are "manual" signals. This involves attaching a magnetic base to the layout 'ground' and a metal base to the signal mast. A painted (red or green) target (or targets) is/are attached (glued) to the top of the mast. The magnet holds the signal in place until it is time to change the aspect. This method is also useful for attaching 'tall' scenic items along the edge of the track that tend to be accidentally "knocked about" during operation. This might be anything from a crossing signal to a tree. That way the item is not broken and can be easily put back to into 'play.' However, as you can imagine, this method is very labor intensive.

Now I've spoken with a number of operators who (each) have differing opinions. But some seem to prefer manual turnout switches for example, as compared to electronically controlled ones. They feel that prototypically someone had to physically throw the switch so they find it more satisfying to throw them manually too. Others like to it electronically using buttons on

Article Continued in the Next Flimsy Issue

UPCOMING EVENTS AROUND THE REGION

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

BOEING EMPLYEES MODEL RAILROAD CLUB

44th Annual Model Railroad and Railroadiana

SATURDA NOVEMBER 9TH
9:30am TO 4pm

At Kent Commons Community Center

Enjoy the train show and swap meet with more than 250 tables and many vendors selling new and used model trains, railroad collectibles, and more.

Early November

Date TBA

Columbia Gorge RR Club
Open House

Saturday & Sunday

January 11th & 12th

Clark County Fair
Ridgefield WA

Saturday & Sunday

January 18th & 19th

Washington State Fair
Puyallup, WA

Saturday & Sunday

February 8th & 9th: Elma, WA

4th Annual Railroad Swap Meet & Train Show

Saturday 10am to 4pm; Sunday 10am to 3pm

Grays Harbor Fairgrounds

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