



Sunrise Herald

September 2013 Volume 6, Number 9

Notes from the Secretary

Now we are into autumn which is a great time to renew our modeling efforts. One event we are looking forward to is the Train Show at the end of November. There is still a lot of work that needs to be completed on our modular layout and we need more people to become involved. If you can't attend our Saturday work sessions, there is still a need for many structures that can be built at home. Starting this month I am going to include information about the various achievement programs that you can pursue along the right-of-way to becoming a Master Model Railroader.

I now have an updated E-mailing list for the Herald, but if you do not want to keep receiving it, please E-mail me, jonesjcsh@msn.com, and I will delete you from the list.

In the Herald

Notes from the Secretary.....	1
Next Meeting.....	1
September Meeting Notes.....	1
What's New at Caboose.....	3
September Show and Tell.....	4
Module Report.....	5
NMRA Achievement Program Awards.....	6

Next Meeting

Our next meeting will be October 3rd, and we hope to see you at this meeting. Dick Hunter will present the clinic: "Railfanning the Rio Grande Narrow Gauge – Cumbres & Toltec Scenic Railroad"

Show & Tell Themes

October 3..... On-line structures
November 7..... Narrow gauge rolling stock
December 5..... Christmas memories

September Meeting Notes

Assistant Superintendent Steve Schweighofer opened the meeting at 7:15 with our usual introductions and comments about what scale we work in and what our current projects are.

Dick Hunter then presented the Sunrise Division Module report. First he showed pictures of modules from the Division's previous modular layout. They are currently in storage and no longer in use. These units meet all existing modular standards and he urged anyone who would like one or more to pick them up and contribute an appropriate donation. If you don't plan to use them as modules, there is material you can salvage. Next he reported on the progress on the new modules. All the mainline track is in place and operational. About half the modules now have mainline ballast. Many, if not most, of the yard tracks are now in place. Two of the Tortoise switch motors are installed and operating (now all of them are). So far six Division people have worked on the modules and he invited more to participate. Our greatest need now is structures and he invited those who like to build to make some new ones or renovate some of the old ones. Most of this work could be done at home. Contact Don Francis for the types and sizes of structures needed.

Dick Hunter also provided the tool time, displaying a coupler gauge for checking coupler height. This tool is simply a board, 12 to 18 inches long, with Kadee coupler gauges mounted on each end. This eliminates the need to pick the car up and turn it to check the coupler on the opposite end. Dick also mounted a strip of 0.080 styrene down the center of the track to simplify railing the car. He admitted that he really used two pieces of 0.040 styrene cemented together because it was easier to cut. One member observed that the older Kadee gauges were a bit low and suggested that newer gauges be used instead.

Ernee Edwards highlighted an article in Railroad Model Craftsman magazine that would be of interest to many modelers.

Rich Flamini reported on NMRA membership.

A suggestion from the floor was that the Division consider a swap meet. There is a meet held every other month on the far west side of town which is not particularly convenient for the east-siders. The suggestion was that we find a venue on the east side of town in the alternate months. Dick Hunter observed that this was a decision that should be made by the Division Board.

We proceeded to Show and Tell with five exhibits. The theme this month was United States Railroad Authority (USRA) models. For those who are unfamiliar with the USRA, it was a government agency established in 1917 to assist U.S. railroads cope with the demands that World War 1 placed on railroads. It established standard designs for steam engines and freight cars and assisted railroads in building their fleets. Many USRA designs persisted into the 1950's.

Following a 15 minute break, Gary Myers presented this month's clinic: qualifying for the Chief Dispatcher's AP Achievement Award. He explained that the AP program consists of a number of awards that are required for obtaining the NMRA Master Model Railroader certification.

The Chief Dispatcher program involves developing the skills for operating model railroad layouts. Its objectives are to promote team building among model railroad crews and requires at least fifty hours of operations. The various jobs required for operation include mainline engineer, way freight engineer, yard master, station master, hostler, power desk, towerman, traffic manager, road master and dispatcher. To qualify you must keep a log of all the functions you have performed by date and number of hours on each layout you have operated on. Keeping the log is on the honor system.

Gary stressed that one of the advantages of operating someone else's layout is discovering what you like or dislike about each one and which ones seem to operate the best. That can be a big advantage in developing or improving your own layout. He observed that yards and online switching that most closely follow the prototype seem to be the most efficient. There is a reason why the prototypes designed their layouts that way.

Another aspect of the award is developing a schematic diagram of the layout as an aid to developing an operating plan. He used the example of his club layout (the Lockheed Martin Club) by presenting the actual club trackplan and then the schematic plan derived from it.

He discussed the pros and cons for operating with a "fast clock". The fast clock is an advantage when scheduling mainline runs because our modeling distances are highly

compressed compared to the prototype.
However switching moves generally take just as long on the model as they do on the prototype, so a fast clock becomes a hindrance.
Compromises are necessary here.

Next he discussed the pros and cons of timetable verses car card operation. Again the same limitations occur as with fast clock operation. It is good to develop a timetable to establish when priority trains need to move, but car card operation is preferable for way freights. Some modelers also develop rulebooks that define the basic operating rules for their layout.

Finally, Gary displayed and discussed various switch lists that he has developed which include train identification, source and destination, car pickups and setouts and offer a few simple rules to be observed during the train movement.

We adjourned for pie and coffee about 9:35.

What's New at Caboose (September 22)

Z Scale

Marklin

NYC&H 4-6-0 steam locomotive
NYC&H 5-car passenger set.

N Scale

Kato

Norfolk Southern Erie SD70ACE diesel locomotive

Micro-Trains

“Steel” graffiti autorack cars, 5-pack

Athearn

4-6-6-4 Challenger steam locomotive and tender with DCC and sound, UP, Clinchfield

HO Scale

MTH

4-6-6-4 Challenger steam locomotive and tender with DC and synchronized smoke puffing and Proto sound, UP

Tangent Scale Models

Bethlehem 52'6" gondola, B&O, PRR, Lehigh Valley
Covered Hopper, CB&Q, Erie Lackawanna

On30 Scale

Bachmann

Tsunami-equipped narrow gauge geared type locomotives:
2-4-4 Forney
28-ton 2-truck Climax

O Gauge 3-Rail

Lionel

Polar express chocolate passenger car
Polar Express diner
Harry Potter Hogwarts Express Dementors coach
BNSF Dash-9 diesel locomotive
0-8-0 steam switch locomotive and tender, New Haven, Lionelville & Western
0-4-0 steam switch locomotive and tender, Rio Grande, PRR, UP

Calendars

Union Pacific Then and Now 2014
Trackside with Trains 2014

Books

Steel Mill Railroads – Volume 4, Stephen M. Timko
Conrail in Color – Volume 3: the 1990s, Jeremy F. Plant
Southern Pacific Historic Diesels – Volume 18: Alco and GE Diesel Switchers, Joseph A. Strapac

The Chesapeake & Ohio Railway in Hinton,
West Virginia, Thomas W. Dixon Jr., Allen
Eckle, and William Simonton, III
The Great Western Railway, Kenneth Jessen
Trackside around South-Western
Pennsylvania, 1965-1975, John P. Stroup
and William Tilden
Southern Railway in Color – Volume 3, Kurt
Reisweber

Magazines

Diesel Era, September/October
Passenger Train Journal 2013, Issue 256
Railpace, September
The Prospector (D&RGW) , Second Quarter
2013
Corona Telegraph, Issue 30
First & Fastest, Autumn 2013
Z-Track, July/August
S Gaugian, September/October
The Keystone (PRR), Volume 46, No. 3
BM Bulletin, Volume 28, Issue 2
CP Tracks, Issue 11-4

Show and Tell

The first exhibit by John Kerbaugh was not a
USRA design at all but presented as a mystery
car. John described it as a car that would not
travel more than a few inches before derailling
despite all the corrective actions he took. He
solicited ideas from the group.



The next exhibit by Stewart Jones, included
three cars: a box car, a hopper and a tank car, all
built to USRA designs.



Dick Hunter exhibited the USRA Heavy
Mountain 4-8-2. The lettering on the tender is
Lake City & Junction Railway covering the
original Norfolk & Western ownership. Dick
explained how he developed the lettering using
Microsoft Word. (See below)



Rich Flamini exhibited the Grand Trunk
Western USRA flat car. He wasn't sure whether
the GTW name actually existed in the 1920's,
but many USRA designs were still in operation
decades later.



Finally John Griffith presented the Omaha Road
double-sheathed USRA boxcar. This is a
custom painted Accurail car with a weathered
undercarriage, trucks and metal wheels. The
brake wheel has been lowered and Kadee
couplers added. John received the Caboose gift
certificate for his entry.



What kind of car is this?



Ernee Edwards brought in this photo of a railroad car, but how would you classify it? It could be a maintenance-of-way car, a “single door” boxcar, a tank car, a container car, a TOF (toilet on flat) or even a covered hopper. You decide! Should Lionel make a model of this?

Decals for the Lake City & Junction Ry: White on Black Lettering

When presenting his Show & Tell model, Dick Hunter described how he developed the lettering for this locomotive. White lettering is almost impossible to print on decal paper from a computer unless you can locate a printer that prints white ink. Few exist.

Dick’s used the following method using Microsoft Word:

1. Type the lettering in the desired size and font.

2. Move the cursor to the left of the line until you see an arrow
3. Click to highlight the line
4. Click on Bold (or press Ctrl-B)
5. Click on Text Highlight Color and select Black (for weathered black or other color you may need to go to the custom color panel and generate your own, - editor)
6. Click on Font Color and select white.
7. (Don’t forget to duplicate the line so you can letter both sides) then print on white paper.

You might get better results by using a “bright” paper rather than general printer stock. You might have to experiment a little to get the exact background color you want. Trim your lettering and apply to the model with an appropriate cement. – ed.)

Editor’s note: Another method someone suggested for white lettering is to obtain solid white decal film and print it with a black (or other color) background using Dick’s method. The trick here is to match the background color to the underlying paint color on the model without wasting a lot of decal paper. You will probably need to print from a laser printer (available at Office Max, etc. for a nominal charge) since most decal papers don’t accept inkjet ink well. However Evans Design, Broomfield CO, does make a decal film designed for inkjet printers. It mostly works like conventional decals except that conventional decal setting solutions (such as Solvaset) won’t work with it. You must use lighter fluid instead, but test first to ensure that it won’t damage your underlying paint.

Module Report

The NMRA Achievement Program Award

In simple terms, the Achievement Program (AP) is a travel guide, to help you on your journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you will be issued a certificate acknowledging your achievement.

The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modelers.

Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby. It covers not only building various types of models, but also building other things which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and the NMRA, which are important as well. Use the links on the right to explore the different certificates and requirements.

We hope that you will soon find just how easy it is to participate in the Achievement Program, and if you are not yet involved start you off on the right foot. Please visit the AP Staff Roster page to find contact information for your Regional AP Manager.

The Chief Dispatcher Achievement Program Award

To qualify for the Chief Dispatcher certificate you must:

A. Have participated in the operation of a model railroad, either home or club, for not less than fifty hours. A minimum of ten hours each must have been served in three of the five categories listed below, one of which must be #5, Dispatcher:

1. Engineer (mainline freight, passenger, or wayfreight)
2. Yardmaster (or station master)
3. Hostler (or power desk)
4. Towerman (or traffic manager, or road master)
5. Dispatcher

This experience shall be accumulated on one or more model railroads having at least two mainline trains plus yard switching in simultaneous operation. Some system of freight and passenger car movements, including road switching, shall be used for controlling train activity.

The following descriptions are not designed to list ALL of the things that a particular job must involve - they list things that are typically involved in each job. Naturally, jobs, duties, and overall operating complexity will vary from one model railroad to another.

6. Engineer:
 - a. **Mainline Passenger or Freight Engineer:**

Shall run their train in a manner that simulates the prototype, following the rules of the model railroad being used, and operating

according to the signal system (if present) or by direct instruction of the Dispatcher.

b. Wayfreight Engineer:

Will meet the requirements of Mainline Engineer. In addition, he or she shall perform all required switching with approval from the Dispatcher in a manner not to adversely affect the overall railroad schedule or operations.

Operating in a prototype manner includes no 'jack-rabbit' starts or sudden stops during normal operations.

7. Yardmaster:

a. Yardmaster:

Runs the freight yard. He or she makes up trains with the appropriate cars in the desired numbers to have trains ready when the timetable or Dispatcher requires them. Generally, the Yardmaster operates the switch engine, but in a large yard could direct other yard engineers.

b. Station master:

Is in charge of the passenger station and all passenger switching. He or she makes up trains with the appropriate consists so that the trains are ready when the timetable or Dispatcher requires them. Terminating trains are broken down appropriately and the cars are serviced and stored as needed. Through train switching is accomplished.

8. Hostler:

a. Hostler:

Shall run the engine facilities. He or she shall have each locomotive facing the correct direction, double-headed or lashed up, ready for the Engineer to easily leave the engine area. Service to locomotives shall be simulated. Returning locomotives are placed in their appropriate stalls or tracks. On layouts with advanced control systems, the Hostler can handle assignment of locomotives to the appropriate engineer's throttle.

b. Power Desk:

Decides what is the correct motive power for each train. Assigns throttle control to the motive power. When assignment is finished, he or she returns control of that motive power to the Hostler, or to off.

9. Towerman:

a. Towerman:

Operates one or more towers (control panels) on a layout. He or she sets up appropriate routes at the correct time under direction of the timetable or the Dispatcher. Reports train passings to dispatcher if required.

b. Traffic Manager:

Determines which cars come and go from each industry, and the amount and location of traffic, and specifies the route. May create a computer program to do this automatically.

c. Road Master:

The operating trouble-shooter and repair person. He or she keeps things moving smoothly. Can take track in or out of service.

10. Dispatcher:

Coordinates all train movements, either by sequence, timetable and fast clock, or other operating system.

B. Documentation

The applicant shall also do the following: (please note that the use of a computer to accomplish these requirements is acceptable)

1. Prepare a schematic drawing of a model railroad layout meeting the operating conditions described in (A), and indicating all pertinent simulated distances.

Normally, this would be a diagram of one of the layouts you put in your qualifying time on - but there is no requirement that it must be. The drawing must be neat and readable, but it does not have to be in ink.

2. Develop a timetable appropriate to this model railroad, simulating prototype time, covering a period of eight hours or more, during which at least three scheduled mainline trains move in each direction.
3. Develop an operating train chart (graph) which interprets the above schedule for timetable operation of the model railroad. Indicate at least one train meet on the schematic

drawing required in (B-1) above. Show the position of the trains involved and describe the action, giving pertinent time and movement data to effect the meet.

4. Develop or adapt a system of operation for the layout in (A), including all the necessary forms and explanations for their use for controlling car movements, train makeup, and operation in a prototypical manner.

Members of the same club or home layout operating group who are applying for the Chief Dispatcher certificate can use copies of the same paperwork for requirements 1 and 4, but each must develop and submit their own timetable and train chart (even if they are all copies of the same one). Another possibility would be to have all the members who qualified submit their application at the same time. and just use one set of the paperwork for #'s 1 & 4.

C. Statement of Qualification

The applicant must submit a completed Statement of Qualification (SOQ) (PDF) which shall include the following:

1. The forms and drawings meeting the requirements in (B).
2. Description of the jobs held and the approximate number of hours in each.
3. The signed witnessed "Certification of Operation" showing that all the

requirements have been met and the applicant has operated a model railroad in a prototypical manner.

Further Information

Contact National Achievement Program General Manager, Paul Richardson, MMR achiev@hq.nmra.org, or your Region or Division Achievement Program Manager for more information.

Also refer to the article "Chief Dispatcher", NMRA Bulletin, May 1991.

Forms available for this category:

- SOQ Form: (PDF)
- Record and Validation forms: (PDF)