



Sunrise Herald

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Sunrise Division Officers

Superintendent.....Steve Schweighofer
 Asst. Superintendent.....Frank Germo
 Secretary.....Stewart Jones
 Treasurer.....Bill Johnson

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Notes from the Secretary

This has been a cold winter for most of us. While this has made outdoor railroading, including work on our modules, a difficult enterprise, perhaps it has provided some additional time to work on your own layouts.

The Estes Park will be presenting the Estes Valley Rails in the Rockies February 15-16. Charlie Getz hosted a Town Hall meeting on Sunday, February 16, on the internet

Next Meeting

Our next meeting will be Thursday, March 6, at Holy Love Lutheran Church, South Chambers Road, and we hope to see you there. For this month we have planned:

Opening Video:
 DVD: Railway Journeys: The California Zephyr
 Gary Myers

Clinic:
 "Preparing your Mainline, Yards, and Switches for Bullet-Proof Ballasting"
 Larry Stephens

Tool Time:
 Gary Myers - Helping Hands Clamp

Show N Tell:
 Gas Stations

Show 'n Tell Themes for 2014

Mar 6 - Gas Stations
 Apr 3 - Sheep
 May 1 - No Meeting, Offsite Layout or Museum Tour instead
 Jun 5 - Steam/Diesel MOW
 Jul 3 - Naked Ladies
 Aug 7- Residential Structures
 Sep 4 - Agriculture
 Oct 2 - Sports
 Nov 6 - Mail
 Dec 4 - Switcher Engines

February Meeting Notes

Steve Schweighofer, Division Superintendent, called the meeting to order at 7:15. Although it was a cold evening, 21 members were in attendance. Your secretary unfortunately had to be absent. Steve announced the Estes Valley Rails in the Rockies meet, February 15-16 and also an internet Town Hall Meeting with Charlie Getz. Don Francis announced that the trailer would be coming back to Aurora early in February so we could begin scheduling Thursday, Friday evening and weekend work sessions to prepare for the Denver Train Collector's Association meet at the beginning of March. (Unfortunately bad weather appears to have disrupted those plans.)

We are planning member's layout tours for May 1 since the church will not be available to us that evening. Current layout tour volunteers include Bob Rothgery (Elk Pass, 1892), Dennis Hagen, and John Griffith.

Upcoming Events

April 5 – Sunrise Division Layout Open Houses
Layouts and addresses will be announced later.

June 13-15-- SER/MCoR NMRA Joint Regional Convention <http://mrtm.org/convention>

June 19-22-- NMRA Regional Golden Spike Limited, Salt Lake City <http://GSL2014.org>

July 13-19-- NMRA National Convention, Cleveland <http://www.2014cleveland.org/>

February Show and Tell

The Show and Tell theme was "Military", without specific categorization. The models on display included:



Wayne Parker displayed a UP flat car loaded with half tracks, Roco tanks, and a cannon.



Ernee Edwards brought in several books on civil war and confederate railroads and also a flatcar load of trucks. He also displayed a model of GE 44-ton locomotive which he and his buddy ran on PRR tracks when stationed at Grissom Air

Force base. He included fuel tank cars for aircraft and a U.S. Navy boxcar manned by two guards that carried National Cash Register code breakers for enigma machines. The idea of naval guns mounted on flat cars was an idea original proposed by Franklin Roosevelt when he was Undersecretary of the Navy in WWI.



Steve Schweighofer contributed this N scale “War Bonds” hopper



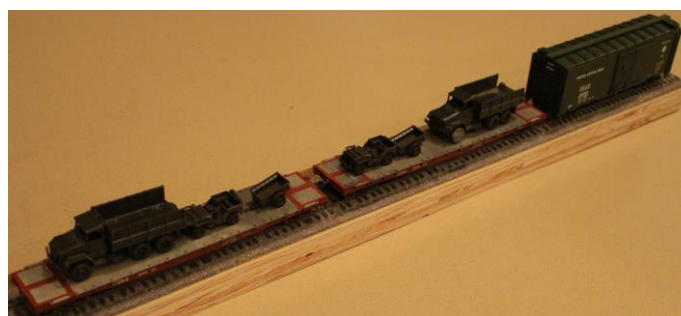
Larry Stephens brought in a U.S. Navy flat car, an old Mantua model upgraded with Kadee couplers and wheels. The chain was from the scrapbox.



Rich Flammini created this model of an Army Huey helicopter mounted on a flatcar being transported from Ft. Lewis, Washington to a fictional museum.



Gary Myers brought in this Air Force SW1200 and boxcar.



Don Francis displayed these 70' Athearn/Bev-Bel flats and a box car with military loads.



Dick Hunter brought this photo taken on the old Division layout at Buckingham. Dick also has some JPEG files of WWII military posters.

Rich Flammini was awarded the Caboose gift certificate.

February Tool Time

Gary Myers provided the Tool Time on “Helping Hands”

February Clinic

Larry Stephens presented the February Clinic on Traditional ballasting with wet glue. Some of the problems observed: Woodland Scenics ballast moved when the glue was applied. Another approach was to use glue and sand, but he didn't like the color and resorted to the Internet to find photos of ballast.



The next approach was to use paver sand from Home Depot and strainers to sort the sand into 4, 3, and 1-inch scale sizes.

Another approach was to use Arizona Rock Ballast, available at Caboose Hobbies, but that material scaled out at about 5 inches, which is too large. The rock should be no more than 2-3/4 inches for correct scale.

Larry showed ballast examples of Omaha yards and Amtrak, Wabash, Burlington Northern and Santa Fe mainlines and noted that mainline, siding and yard ballast can be different colors. Even along the mainline different ballast colors appear. He also showed examples of rail wear and wheel greaser equipment.

Larry also observed that drywall can make a good sub-roadbed along with 45-degreed tapered cork for a better ballast taper. Paint the cork where turnouts will be located the same color as the ballast (presumably so that ballast will not hinder the turnout point movement.)

The technique for applying ballast is to mix three parts of water to one part of wood glue and mix in the ballast to form a paste. The “paste” can then be spread using a sculpting tool. Use a toothpick to clean the insides of the rails. Protect the turnout points with waxed paper. The remainder to the turnout interior can be ballasted at the workbench by placing it on waxed paper.

Some other track laying points include: providing easements for mainline curves, avoid “S” curves in yards, use #6 turnouts instead of #4s whenever possible. Larger turnout sizes may be required for large steam engines. To facilitate laying out yards, make turnout templates and copy them full size on a copier, then lay out your yard track on paper. Mark crossover turnouts on 2-1/4 centers.

Larry also suggested soldering feeder wires to the track ahead of time, then later drill holes through the roadbed at the required locations then lay the track on the roadbed.

Kadee provides uncoupling magnets for \$4.80 apiece. Radio Shack provides similar magnets for \$1.40, but they are thinner and weaker.

Other ballast material include dirt and decomposed granite as found on the D&RGW. Between World War I and the 1950 such ballast

was generally upgraded. RIP tracks would have ballast 1 inch up to the track (level) so that trucks could easily negotiate the yard. Final ballast coloring can be applied by scraping colored chalks against a strainer. Away from the track, recycled sawdust can be used for additional ground cover.

Module Report

Our next opportunity to display our modular layout will be the Rocky Mountain Toy Train Show at the Denver Merchandise Mart, March 1 and 2. There has been only a brief interlude since the last show at the end of November and with the intervening holiday season, we have done little further work on the layout itself. However we have had several Thursday evening sessions to do some city planning for modules 3, 4, and 5. We hope to have a number of finished structures to populate the town on these modules by the end of February. Also we will bring the trailer back to Dick Hunter's house in February so we can do some more work on the modules themselves, weather permitting. This will include ballasting and painting the track and laying out streets and the remaining side trackwork. We will try for some Saturday and Sunday work sessions, and probably some Thursday evening sessions as well when we can work indoors. For those who would like to build structures at home, we have a few kits available and footprints for those who might want to scratchbuild or kitbash structures. Contact Don Francis for information.

The NMRA Achievement Program Award

Master Builder - Prototype Models

This category is the newest in the Achievement Program, having only been added in 1987. It is also the category which

many consider to be the most challenging. It goes beyond the Master Builder - Scenery which calls for creating scenery in a prototypical manner, and judges how well you create a specific prototype scene.

To qualify for this certificate:

1. Construct an animated or static model of a prototype scene containing at least six models of prototype equipment or structures.

The first difference that you should notice between this category and Master Builder - Scenery is that there is no minimum size requirement for your prototype scene. The only requirement is that it be big enough to adequately display the required models, and give the overall effect of the intended scene.

- A. At least four different types of models must be represented:
 - Rolling stock
 - Railroad structure
 - Caboose or passenger car
 - Motive power.
- B. Any two of the six models must be scratch built: the remainder must be super detailed. Plans or photographs must be provided to verify the final prototypical appearance of each model and of the total scene.

2. Earn a Merit Award of at least 87.5 points with the above scene.

This does not mean that each of the six models must win a Merit Award individually. It means that the scene as

a whole, with the six models in place, is judged using the Prototype Modeler criteria. You may have these models judged separately if you wish, either before or after their inclusion in a Prototype Model scene. You may also use them as some of your qualifying models for other categories, such as Motive Power, Cars, or Structures. None of this will affect, or be affected by, their use in a Prototype Model scene.

Note that in this category, simply having the scene win 87.5 points in an NMRA contest (in "Modules" or "Displays", for example) will not qualify it. It must be evaluated using the judging factors (and point ranges) specifically for this category, which are described below. However, if there is time, you can ask the contest coordinator or AP Manager to have the module judged according to the Prototype Modeler standards. It is a good idea to arrange for this in advance.

The judging factors and point ranges for the Prototype Structures Certificate are as follows:

A. Terrain (35 pts)

The ground and all natural features such as rocks, water, trees, hills and depressions, as well as manmade features such as railroad roadbed, cuts, fills, drainage ditches, embankments, streets and roads, etc.

Also remember different types of vegetation and the effects of weather animals and humans.

Remember the detail on streets and roads, whether in urban or rural areas: sewers / storm drains, man-hole covers, shoulders, drainage ditches, cracks, patches, road wear marks, oil stains, and tire ruts in dirt roads. Look at the photograph(s) that you are working from, and notice the details there, then work to recreate them. If your model includes areas which are not included in the photographs, make sure to carry the same level and type of detail throughout.

B. Structures (35 pts)

Structures are considered from the standpoint of prototypical suitability, placement, and appearance as scenic effects - Not as to construction, which is covered under Master Builder - Structures. This includes bridges, trestles, culverts, buildings and all other types of structures (towers, power lines, signs, fences, retaining walls, etc.), track and right-of-way features such as turnout controls, signaling structures, crossing gates and shanties, turntables and other service structures, etc.

These are but a few examples - additional features are encouraged. Also remember that structures should be *in* the ground, not sitting on top of it. Again, notice the little things about the structure that you are trying to model, such as the number of chimneys and other roof details. It is those things which will give your model the look and feel of the prototype. Selective

compression is acceptable as long as the character of the original is preserved (modeling a six-door prototype freight house as having only four doors to save space, for example). If you are in doubt, consult your local or regional AP Manager.

C. Background (15 pts)

Treatment of the wall, backdrop, and/or ceiling to realistically depict depth, distance, horizon, and sky.

This doesn't mean that you have to have a photographic quality background. Your background should continue the 'illusion of reality' that you are trying to create with your scenery. Make sure that the background matches the scenery, and the transition where the two of them meet is smooth and/or hidden. Skyboards behind the model are a good way to control the background.

D. Lighting (5 pts)

Illumination effects from three aspects:

- Railroad cars, signals, etc.
- Buildings, streets, and roads, etc.
- Overall lighting effects - day and/or night.

Note that a fully day lit scene is perfectly acceptable, although you may get more points for a scene that allows you to show off more lighting elements. You should

include the lighting information in your documentation for the judges.

E. Realism / Conformity (35 pts)

Since this whole category is about conformity to the prototype, this area actually counts for more than the 35 points listed. Each of the other criteria are evaluated in terms of how well they match what you are trying to recreate

3. Prepare a written description along with photographs, documented evidence and/or maps, which will verify the actual prototype scene, used as a basis for the modeled scene. Some things to remember are:
 - A. Include 2 sets of photographs (or a video tape presentation) that will document the prototype being modeled and the model of the prototype
 - B. Include a written description that clearly describes the intended setting of the model railroad
 - C. Include a written description that clearly describe the scenic details, including any towns or cities used to achieve the desired effect

You must demonstrate that you have modeled from a specific prototype, by submitting plans and/or photographs. If at all possible try and take pictures of your model that are from the same angle as pictures that you have of the prototype. That way you can have side-by-side pictures showing how well you have re-created the scene you are

modeling. If you create your own plans (which you will often have to do) you will need to include them, along with a description of how you developed them. This is one category in which you cannot have too much documentation!

4. Provide color photos (or video presentation) and a written description of materials and methods used to build the prototype scene
5. Submit a completed Statement of Qualifications (SOQ) which shall include the following
 - A. Attachments for Sections 2 & 3 above
 - B. The signed Merit Judging forms from Section 2
 - C. The supplemental material with the photographs of both the model and the prototype attached

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 articles "Master Builder - Prototype models" NMRA Bulletin, March 1991, and "Prototype Modeler... Getting Judged" NMRA Bulletin, April 1991.

Forms available for this category:

- SOQ Form: (PDF)
- Record and Validation form: (PDF)
- Judging Form: (PDF)