Sunrise Herald

May 2014 Volume 7, Number 5

Sunrise Division Officers

Superintendent……..…Steve Schweighofer
Asst. Superintendent……..Frank Germo
Secretary……...……..Stewart Jones
Treasurer……..Bill Johnson
Program Chair……..…….Gary Myers

In the Herald

Notes from the Secretary

In June we have the Rocky Mountain Region Convention in Salt Lake City. That will be a long trip for us, but it appears that it will have many events of interest and I hope that many of you are making plans to attend. Several people are planning to drive to Salt Lake City and I hope we can arrange some ride sharing. If there are any of you who would like to attend, but don't want to drive alone, we will try to arrange car pooling at the June meeting, or send me an E-mail at jonesjcsh@msn.com and let's see what we can do.

I have been including requirements for the NMRA Achievement Program for a number of months. This month I describe the Chief Dispatcher. If you enjoy operating a model layout, take a look and see if you can qualify for this award.

Note that we are almost out of Clinic and Tool Time topics and need more for the late summer and fall. If you have some skills you would like to share with the Division, please step forward.

In my model railroad Periodical index I have more than 1200 subjects listed, so there are many topics we haven't even explored yet.

Next Meeting

Our next meeting will be Thursday, June 5, at Holy Love Lutheran Church. Dennis Hagen will discuss inexpensive drilling during Tool Time and Ernee Edwards will present a clinic on World War II railroading.

Upcoming Clinics for 2014

June: World War II Railroading – Ernee Edwards
July: Open

Upcoming Tool Times for 2014

June: Inexpensive Drilling – Dennis Hagen
July: Parts Storage – Gary Myers

Show ‘n’ Tell Themes for 2014

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

May Layout Tour

Five layouts were featured on the May 3rd tour.

Bob Rothgery’s Elk Pass Railroad

We began with Bob Rothgery’s standard-gauge turn- of-the-century Elk Pass railroad set in the Wolf Tooth Mountains in 1892. The layout is point-to-point with about 101 feet of mainline track with turning facilities at each end. It also incorporates an oval for continuous running. This layout, although only partly finished, features many beautiful period structures, both kit-built and kitbashed. The excellent scenery is made from many rock castings and the backdrop is hand painted.

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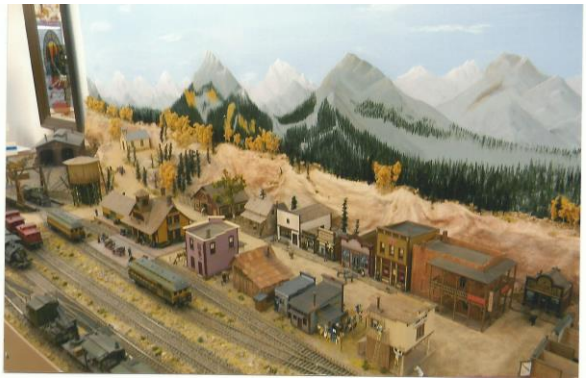


The town of Redcliff is the starting point for a trip over the Elk Pass Railroad.

Locomotive Number 5 is about to be turned and readied for its next trip over the line

It looks like the stationmaster is positioned to give orders to the next arriving train at a station up the line.

One of many on-line industries that will keep Bob’s crews busy.

At the Rantszid meat packing plant we hope that this is either a cool day or the busy train crew will deliver the reefer promptly before these slabs of meat begin to “age” prematurely.

Dennis Hagen’s Wolf Creek Southern

The second stop on the tour was Dennis Hagen’s freelanced Sn3 narrow gauge layout. Dennis has completely rebuilt this layout from the one that we toured a few years ago. The inspiration for the layout is the Telluride Branch of the Rio Grande Southern, but with much heavier traffic. The layout, housed in a 25 foot x 20 foot room, is set in September-October 1930. His previous layout featured all hand-laid stub switches, typical for the 1900-1905 period. This time around he opted for "store bought" turnouts and flex track. He finds that operation is somewhat more reliable and the track went in a lot faster. He began serious construction in 2011 after a couple of design flaws caused some false starts. He has not constructed any scenery yet but all operations are going. The main branch from Vann's Junction (Vance Jct. on the RGS) to Pyrite (Telluride) is 180 feet. There are three extensions out of Pyrite. The Cimarron extension will feature a lot of cattle traffic. Narrow gauge lines often had large stock rushes in September-October moving cattle down from high-mountain grazing to lower elevations before winter. Mineral Gulch is the main stop in the Quartz Creek Mining District extension and will feature six fairly large mines and mills. The Keystone extension simply goes to a small-town switching area. The three extensions accountt for at least 120 more feet of track, so there is probably about 300 feet of more or less main line, with about 300 feet of sidings and spurs. There are 56 turnouts.

The Quartz Creek Mining and Milling Company started a railroad to the mines in the 1890s. When this failed, it was bought up by the Wolf Creek Southern. The trackage was never very well maintained, so all normal Wolf Creek Southern traffic terminates at Pyrite. Smaller engines and a railbus provide service over the extensions which, according to his history, are too light and poorly maintained to support heavier engines. The time period is a full year after the stock market crash, but the depression has not hit southwestern Colorado quite as heavily yet. Mainly this is due to the bad roads and lack of trucking. You still can't get a lot of supplies in except by rail. In the old days, the mines supported several turns every day. Now (1930) only about one train a week handles the traffic, but the largest mines are still working.

Dick Hunter, Steve Schweighofer, Al Johnson, and Larry Stevens are surveying Dennis’ layout. Dennis is busy “engineering” a way freight.

John Kerbaugh, Dillion and Barry Allison and several unidentified guests inspect two levels of Dennis' layout.

This appears to be Pyrite, the largest town on the system, and by all appearances it generates a lot of traffic.

A Consolidation pulling a local freight is nearing the end of its run as it passes one of Dennis' many exquisite scratchbuilt structures. Beyond this point it will be turned on a turntable and reassembled with its train for its return trip.

The railbus is ready to roll out of Pyrite

Stewart Jones' Boreas & Saguache Railroad

Our next stop was Stewart Jones' standard-gauge Boreas & Saguache layout. The fictional Boreas & Saguache (pronounced SUH-watch) was originally chartered about 1900 as a bridge route connecting the Santa Fe, Denver and Rio Grande Western and Union Pacific railroads through northern Arizona, northern New Mexico, western Colorado, eastern Utah and western Wyoming. Like many railroads of this era it was subject to mergers and acquisitions, but retained its original corporate name through the process. Today it is generally known as "the Boreas". Eventually it became a route running from The San Francisco area north to Portland, Oregon with an eastward extension running through Klamath Falls, Oregon, Salt Lake City, Utah, and terminating in Denver, Colorado. This layout is built on three levels connected by a helix in one corner to provide long runs and varied scenery. The layout has a double-track main line oval that snakes around the room for continuous running on the first level. This represents a line from San Francisco to Portland. The Sierra Division diverges to traverse the upper two levels to facilitate heavy east and west

traffic. There are three passing sidings and a small division point yard on the upper level. In all, there are about 450 feet of mainline track. The progression of the line from urban through foothills to mountainous terrain and through a succession of small towns also provides the impression that the mail line is actually going somewhere. At least 20 line-side industries help to keep revenue flowing to the Boreas. In addition there is a waterfront wharf, a freight house, several team tracks and two interchange tracks, enough to provide unlimited way-freight and switching opportunities. The layout has seven tunnels, eleven bridges, and six rivers and creeks.

Larry Stephens is inspecting the three levels that are visible as you enter the layout room. The small control panel automates the turnouts in the division point yard.

On level 2, Boreas crews and passengers pass through a scene reminiscent of Glenwood Canyon.

John Kerbaugh takes in a panoramic view of the system while Stu concentrates on running a train. The steam roundhouse and servicing facility is visible at the lower left and the main classification yard is just behind it.

This is the main passenger terminal at the city of Boreas. The two freights to the right are waiting for clearance to cross the drawbridge which is currently open (to allow visitors access to the layout.) In the background, the Boreas Zephyr and the all-Pullman High Country Limited are ready for a later departure.

Bob Rothgery inspects the partly finished resort town of Saguache Springs on the upper level as the Saguache Daily Mail stops at the station to exchange mail and passengers. The tunnel at the far end of town leads to a return loop and small staging yard.

John Griffith's West Point & Northern RR.

The fourth layout was john Griffith's layout that he has constructed in a spare bedroom.
The "West Point & Northern RR" is an around-the-wall, partially finished layout. It is primarily a switching layout with continuous running. (It is optional if he has the bridge / duck-under in place. Well, actually there is no duck down there.) Most of the track is Atlas code 83 rail with some Shinohara code 70 and one siding is Micro Engineering code 55. All of the track has been painted and some weathered with various paints. The era is September 1959 so he can run both steam and early diesels. Most of the railroad cars on the layout are Intermountain, Red Caboose, Kadee, Athearn, and Roundhouse with a few Westerfield and Sunshine kits. He is slowly weathering these cars. The cars and trucks on the roads generally fall within the period being modeled. The small town on the north side, West Point, is taken from a 1960 article in Model Railroader. Power is by Model Rectifier Prodigy Wireless and most of the engines that are DCC have sound. One end, the staging yard is over the workbench which is a converted and enlarged closet. Most of the buildings are plastic kits. Some have been kitbashed, but all have been painted and weathered. He is in negotiations with the superintendent to put up some photo backdrops, but so far.....?

John at the controls

One of the switching yards along the West Point & Northern.

The D&RGW North Yard on the Forney Museum Layout. Union Station is visible in the background across the aisle.

Dillion and Barry Allison look over the West Point & Northern.

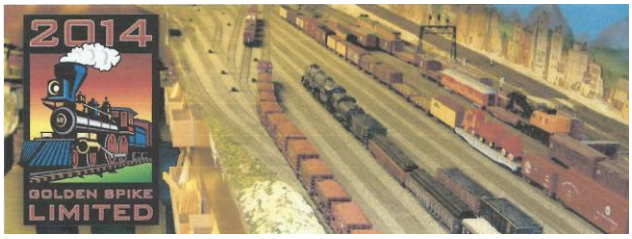
The Big Ten Curves with Rocky Siding in the foreground. The track to right center is the spur to Rocky Flats.

Forney Museum Denver & Rio Grande

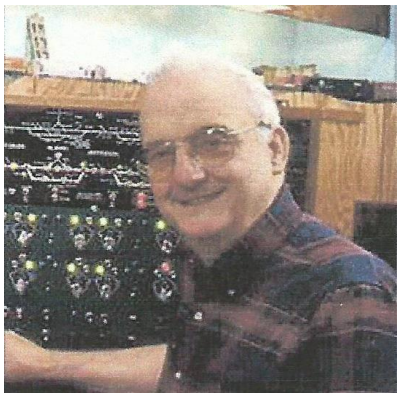
Our last stop was to visit the N scale layout being constructed at the Forney Museum. Frank Germo is heavily involved in this effort. This club is building a reconstruction of the Moffat road from Denver to the Moffat Tunnel. The Forney has provided a lot of room so in N scale they have included a considerable part of the mainline. This layout portrays the Moffat road as it appeared in early days of operation, albeit with a modern signaling system and a contemporary view of the Colorado Railroad Museum.

Tunnel Number 1, with Coal Creek in the background, and the beginning of Plainview Siding in the lower right.

The Regional Convention



The Rocky Mountain Region convention will be held at the Cotton Tree Inn in Sandy, Utah, June 19th through the 22nd. The registration cost is now $50.00, but there additional activities you may want to register and pay for. If you can't attend all days, you can also register and pay for single days only at a reduced rate.



Bruce Chubb

The featured speaker for the convention banquet is nationally known modeler and author Bruce Chubb, brass hat of the Sunset Valley layout. Bruce will also be offering five different clinics:

1. Sunset Valley system updates and operation.
2. Interfacing layouts to a computer to model your railroad.
3. Fundamental concepts of railroading signaling
4. Turnout control and grade crossing systems
5. Centralized Traffic Control Systems

Another attraction on Thursday will be a trip to the Golden Spike National Historic Site. The convention has been successful in getting the Historic Site to re-enact the driving of the golden spike.

As always, there will be layout tours and many more clinics. To register, go to : http://gsl2014.org/registration-is-now-live

The NMRA Achievement Program Award

Chief Dispatcher

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)