



# Sunrise Herald

June 2014 Volume 7, Number 6

## Sunrise Division Officers

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

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## Notes from the Secretary

A number of Sunrise Division members attended the regional convention in Salt Lake City. Those of us who were able to attend found it very informative and enjoyable. You will find a more detailed report below.

I have been including requirements for the NMRA Achievement Program for a number of months. This month I describe the Association Official award. There aren't many requirements for this award. All you have to do is get elected and serve but that includes a national office.

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. I attended an EduTrain clinic at the convention, which contained a number of excellent ideas about how to create and present a clinic. I would like to present these ideas to the group at a future meeting to help those of you who would like to present a clinic get started.

## Next Meeting

Our next meeting will be Thursday, July 3, at Holy Love Lutheran Church. Rich Flammini will describe how to create a non-stick gluing surface.

## Upcoming Clinics for 2014

July: Moffatt Modelers N-Scale Club – Frank Germo

August – November - TBD

## Upcoming Tool Times for 2014

July: Making a Non-Stick Gluing Platform – Rich Flammini

August – November - TBD

## Upcoming Show 'n' Tell Themes for 2014

Jul 3 - Naked Ladies

Aug 7- Residential Structures

Sep 4 - Agriculture  
Oct 2 - Sports  
Nov 6 - Mail  
Dec 4 - Switcher Engines

## June Division Meeting

Steve Schweighofer, Division Superintendent, opened the meeting at 7:20 with 24 members present. Following the usual introductions, Gary Myers urged us all to vote in the regional election for new officers and demonstrated how to vote on the Internet. There followed a series of convention announcements.

## June Tool Time

We immediately moved to Tool Time. Dennis Hagen described an inexpensive method for drilling small holes. Dennis was building a fleet of narrow-gauge boxcars for his layout and was faced with the problem of drilling multiple holes, about 1500 of them, to install grab irons, etc. Faced with the prospect of breaking numerous small drill bits where the cost could mount rapidly, he hit on the idea of using small diameter spring wire, about .012 diameter, as a drill. The idea worked well and he didn't break a single "bit."

(Editor's note: I found that this works very well if the wire is cut with diagonal wire cutters giving the wire a "chisel" tip. If you have a Dremel drill press and an adjustable Dremel chuck you can drill each hole quickly and perpendicular to the surface.)

## June Show and Tell

The Show and Tell theme for this month was maintenance of way equipment. Ernee Edwards submitted several photos of SP rotary snow plows. Don Francis brought in an OGW wedge snow plow, a CB&Q side dump gondola and a UP crane, all HO scale.



Don Frances' MOW cars

Steve Schweighofer exhibited an N scale D&RGW rotary snow plow with a detailed interior. Sorry if it's a little out of focus, but how do you focus on something that small?



Steve Schweighofer's rotary plow

Bob Rothgery displayed a long HO scale MOW train with assorted equipment. He explained that many of these cars started life as MDC kits.



Bob Rothgery's equipment

Larry Stephens' contribution included an HO scale crane and an HO scale rotary snowplow. Both of these models have been animated and can be controlled from a DCC throttle using function keys. The rotary has a spinning blade that will move in both directions. The crane's hoist can be raised and lowered, the hook can also be raised and lowered and the cab and boom can swivel 360 degrees, all independently. The forward and reverse lights can also be illuminated from the throttle. The cab contains three miniature motors and a decoder to control all these functions. We all crowded around the table while Larry demonstrated his equipment.



Larry Stephen's MOW equipment

## June Clinic

Ernee Edwards presented a clinic on war time railroading from the Civil War through World War 2. Many of his early examples were photos but moving into World War 1, he presented a number of film clips.



A view of City Point in Norfolk VA, during the Civil war

For the Civil War he showed photos of General Hoff who organized the railroad war effort for the north, a number of views of City Point in Norfolk, VA., and a rail-mounted siege mortar that had a range of about 1 mile.

During the First World War the United States formed the Railroad Administration (USRA) to standardize the production of freight cars and steam locomotives. He presented a number of photos USRA-designed box cars, hoppers, flat

and stock cars. A feature of many of these cars was the extensive use of wood to conserve steel. He showed film clips of gun cars developed during this period and of laying narrow gauge track in France using prefabricated sectional track (Atlas, take notice). He also displayed photos of whale guns deployed in Italy and Germany and a rail gun with a 10-mile range that was situated in Buffalo, NY, to protect the Great Lakes.

For World War 2, he showed clips of whale guns shelling offshore targets.



A Whale Gun

Following D-Day, the military built causeways along the French shore and another film clip showed railway equipment being offloaded from LST landing craft on June 10<sup>th</sup>.



Post D-Day Rail Operations



He continued his presentation with a U.S. Government film about troop trains and the kitchens on board those trains.

He concluded his presentation of special bomb trains run during the Cold War, and finally film clips of recent military movements of men and equipment by rail.

## 2014 Regional Convention

The Utah Division hosted the 2014 Regional Convention in Sandy, Utah, just south of Salt Lake City. This convention featured a Promontory tour, layout tours and operating sessions, 24 clinics, a final banquet and an awards breakfast.

One of the highlights of the convention was a tour to Promontory, the site of the completion of the first transcontinental railroad on May 10, 1869. In actuality both railroads bypassed each other before a final meeting point was negotiated. The tour was limited to 50 people by the size of the bus, but it was well worth the trip for those who signed up. Gary Myers, Rich Flammini and Stu Jones were among the Sunrise members included. The day was picture perfect and by mid-morning the Central Pacific's "Jupiter" and the Union Pacific's Number 119 were brought nose-to-nose on the track. Originally both railroads built side-by-side in either direction from Promontory as each company strove for maximum distance. Promontory was then negotiated as the meeting point and a crossover was constructed for the final ceremony. Later Ogden became the connection point between the two rail lines. Today only a few hundred feet of track and a two-stall enginehouse remain at the site.



Jupiter and Number 119 meet on June 12, 2014

Both locomotives are reproductions of the originals. Since no drawings have survived, they follow the originals as faithfully as possible as determined from photos. The Jupiter is wood-burning while the 119 is coal-burning, reflecting the fuel abundance for each line. Our guide explained that the diamond stack on the Jupiter was not for decoration but functioned as a "cyclone" to trap cinders before they could be emitted and start fires.

Re-enactments of the Golden Spike ceremony only occur on Saturdays, national holidays and May 10, so we were fortunate to have a re-enactment on our tour. A regular group of volunteers re-create the ceremony at scheduled times, but since only two were available on this particular Thursday, members of the tour group were conscripted to play the roles. Gary and Stu were among the conscriptees. We were given scripts to read at the appropriate time and we donned some period clothing for authenticity.



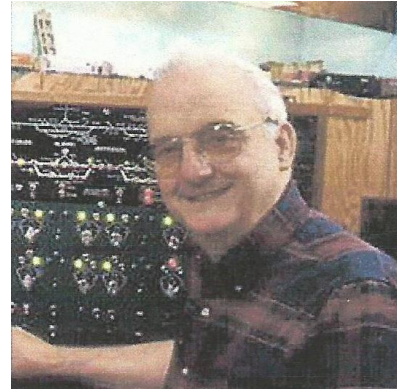
This was the re-enactment cast. Stu is second from the left and Gary is at the far right. The photo is courtesy of Rich Flammini

As we left Promontory, we stopped at the nearby Thiokol plant to view a number of their rocket products on display. We finished our tour at Lee Nicholas' amazing HO scale Utah, Colorado & Western. His layout apparently fills his entire basement and its serpentine aisles seem to go forever. He has many scale miles of track.

Our hotel in Sandy did not have a large number of meeting rooms, so the convention was restricted to two clinic rooms and one room for the model contest. There was no space for vendors or modular layouts and the "Company Store" had to use a bedroom. However, there were 24 clinics to choose from on Friday and Saturday. Operating sessions, layout tours were also available on Wednesday, Thursday and Friday for those who were not involved in other activities.

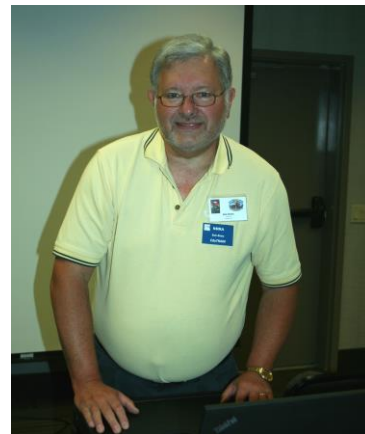
Bruce Chubb, who was the speaker for the final banquet, also presented four clinics. The first three clinics covered model railroad signaling using the C/MRI system that he has developed starting in 1985 with a series of 16 articles in Model Railroader magazine. Part of his presentation described prototype signaling practices while the remainder showed how to interface a model signaling system to a computer to provide prototypical signaling and layout

control. His final clinic described the development of his latest Oregon Sunset Valley layout which takes up his entire basement and requires at least 17 operators to run using three different CTC machines.



Bruce Chubb at a CTC machine

Bob Blake presented two more clinics describing EduTRAIN, a national NMRA program aimed at providing a set of clinics for distribution to local divisions to supplement their own clinic programs.



Bill Blake

Gil Bennet, a professional artist, presented another clinic on painting backdrops. He took requests from the audience for scenes to represent and in the space of an hour came up with an amazing scene making the painting process seem quite simple. In addition to a wide selection of paint brushes he made liberal use of

his hands and fingers as paint spreading tools. His paints were inexpensive bottles (some as low as \$.50) from Wal-Mart. He threw in a great deal of humor along the way



Gil Bennet and backdrop scene

Al Badham was one of the last presenters who described a method for making very realistic-looking pine trees. He had a small diorama on display in the hotel lobby as an inducement. His trees are primarily O scale, equal to about the length of a boxcar, which can be produced in other scales as well.



Al Badham and trees

Al's method is quite time-consuming, but well worth the effort for foreground trees.

There were many other clinics presented, but there wasn't enough time to attend them all nor do I have space to describe the ones that I

attended. Let me just observe that attending a convention is a wonderful way to amass and hone your modeling skills. Fortunately for us, next year's convention will be at the Sheraton Hotel in the Denver Tech Center and I hope to see many of you there.

In the model contest, both Rich Flammini and Stu Jones won first place awards for their diesel enginehouse and dynamometer car respectively.

Doug Geiger, a well-known Boulder modeler, won the Caboose award for a highly detailed blast furnace that he spent at least 2000 hours constructing. There was at least one part for every hour of construction time and he said there were about 100 surface-mounted LEDs for illumination. Unfortunately your editor neglected to take a photo of it.

## **The NMRA Achievement Program Award**

### **Association Official**

To qualify for the Association Official certificate, you must:

1. Have served in an office of President, Vice-President, Secretary, Treasurer, or Director, and have completed satisfactory service in one of the following:
  1. At least one year in office at the national level.
  2. At least two years in the office(s) at the regional level, of which one shall be Region President or Trustee.
  3. At least three years in the office(s) at the regional level, if other than Region President or Trustee.
  4. Division Superintendents or Directors who serve as voting members of the Region Board of Directors, either by election, appointment, or automatic by-

law provision, shall be eligible for the certificate on the same basis as any other Region Board member (i.e. three years of service required).

"Satisfactory service" means that you actually performed the duties of your office, not just being elected and holding the title while doing nothing.

In some regions the President and the Trustee were the same person (The Region Trustee position was eliminated in January of 2005 when new NMRA Regulations were formally adopted by the BOD). In this case, that person would get credit for serving in both offices, which would mean that they would only require one year of service.

Sometimes there is a question about whether a particular office qualifies for "Association Official " or "Association Volunteer". In general, the test is: if holding an office makes you a voting member of the Region (or National) Board of Directors, then it counts toward "Official"; otherwise, it counts toward "Volunteer".

However, you may receive "Volunteer" credit for holding an office that would otherwise qualify for "Official" as long as you are not claiming credit for "Official" at the same time. For example, if someone were to serve as Division Superintendent for 5 years (and that being Superintendent made them a voting member of their Region's Board of Directors). They could use the first three years of their term to qualify for the "Association Official" certificate, and the remaining two years to qualify to 24 months worth of "Association Volunteer" points.

2. Must submit a Statement of Qualification (SOQ) listing the offices held with dates (which must be a matter of public record), and containing the signature of a qualified witness to the record (usually the Region President or Secretary).

#### Further Information

Contact National Achievement Program General Manager, Paul Richardson, MMR [achiev@hq.nmra.org](mailto:achiev@hq.nmra.org), or your Region or Division Achievement Program Manager for more information.

Also refer to the article "Achievement Program Skills and Service Awards", NMRA Bulletin, September, 1992.

Forms available for this category:

- SOQ Form: PDF
- Record and Validation Form: PDF