



Sunrise Herald

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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

We have almost concluded 2014 and it has been an exciting year for the Division. We have made great progress on our modular layout this summer, we had layout tours for four member layouts in May including Bob Rothgery, Dennis Hagen, Stewart Jones, and John Griffith, a few of us attended an exciting Regional Convention in Salt Lake City in June.

Next Meeting

Our next meeting will be Thursday, December 4, at Holy Love Lutheran Church. This will be our Christmas gathering. Instead of a clinic this

month, we will have an entertaining movie to watch. Also, all of us will bring seasonal treats and goodies to share with the group. We will have Show and Tell and the Swap table will be open. All proceeds from the December swap will be donated to Holy Love Church. We will also pass the hat for additional donations for Holy Love to show our appreciation for their providing us with a meeting place this year.

Upcoming Clinics for 2014

Dec - Movie & Seasonal Treats
Jan - Moffatt Modelers - Frank Germo

Upcoming Tool Times for 2014

December - None

Upcoming Show 'n' Tell Themes for 2014

Dec 4 - Switcher Engines

November Division Meeting

Steve Schweighofer opened the meeting at 7:15 with introductions. 28 members were present. Gary Myers gave the first report on the September 27 Board of Directors meeting in Colorado Springs. John Griffith, Sunrise Division, was appointed the AP program chair. The board also adopted a code of ethics and is working on preparing a disclosure form. Bill Johnson gave a brief Caboose Hobbies report. He also provided a list of clinics that the

Division will present at the November TCA show. The Division receives a nominal honorarium for each clinic. Dick Hunter gave a brief report on the status of our modular layout with a few photos to illustrate our progress.



Gary Myers

Upcoming Events

Nov 29-30 Train Collectors Association Meet,
Merchandise Mart, Denver, CO

Dec 6-7 TECO Train
Show, Colorado Springs, CO

Feb 13-14 Rails in the Rockies,
Estes Park

June 4-7 Regional Convention
Smoke & Steam in 2015, Denver

November Tool Time

Bob Rothgery presented the November Tool Time and described a number of painting aids that he has developed.



Bob Rothgery



Shown left to right and top to bottom:

- A painting clamp for holding cars and other models.
- A pair of rubber gloves to keep paint from your hands. These are particularly good when using solvent-based paints.
- Another commercially available clamp
- Fine tip markers for adding details to painted figures that can't conveniently be brush-painted.
- Bottles of inexpensive acrylic paint that can be obtained from Joanne, Michaels, Hobby Lobby and Guireys.

- A wood strip with Roofing nail inserts (top center). Individual figures can be ACC'd to the nails which become handles while painting. A razor blade will quickly separate the figure from the nail head.
- Paint containers for mixing colors..
- A bench-hook (bottom center - underneath) with holes cut into it to hold paint bottles. This eliminates unfortunate paint spills.
- A tile strip with wood strips cemented on.
- Poly brushes. These inexpensive foam brushes are good for painting large surfaces.
- A paint palette. These palettes are useful for mixing small amounts of color.
- Colored pencils.
- Paint markers. Originally sold by Floquil are used for painting the sides of rail.
- Foam wedges from beauty supply stores can be broken into smaller pieces to insert small parts into and act as handles.
- Wheel jig sold by Micro Mark. This jig will hold four wheel sets at a time for airbrushing. The wheels fit into round holes that protect the treads and flanges from being painted.
- A corrugated cardboard strip. Bob cements nut and bolt castings into the cardboard grooves for painting. Individual castings can then be nipped from their sprues for insertion into a model.
- Battery operated paint mixer, available from Micro Mark. Insert the mixer all the way to the bottom of the bottle to stir up pigment that has settled to the bottom. (Hint: make sure the shaft has stopped rotating before removing it from the bottle). Clean the shaft by inserting it into thinner and turn the mixer on for a few seconds.
- Micro-brushes come in at least three sizes and are useful for reaching areas where a brush won't work.
- Various fine-tipped paint brushes.

A few other items not pictured here:

- Pieces of old nylon panty-hose that can be held over the mouth of a paint bottle when pouring paint to strain out paint chips. Some art stores also sell paper filter cones for this purpose.

November Show and Tell

The November theme was Mail which brought in a variety of exhibits:



Larry Stephens submitted this collage of stamps and postal envelopes with railroad themes.



Stewart Jones displayed this Walther's baggage-mail combine lettered for his Boreas & Saguache railroad. Walther's produced this kit in the 60s and 70s.



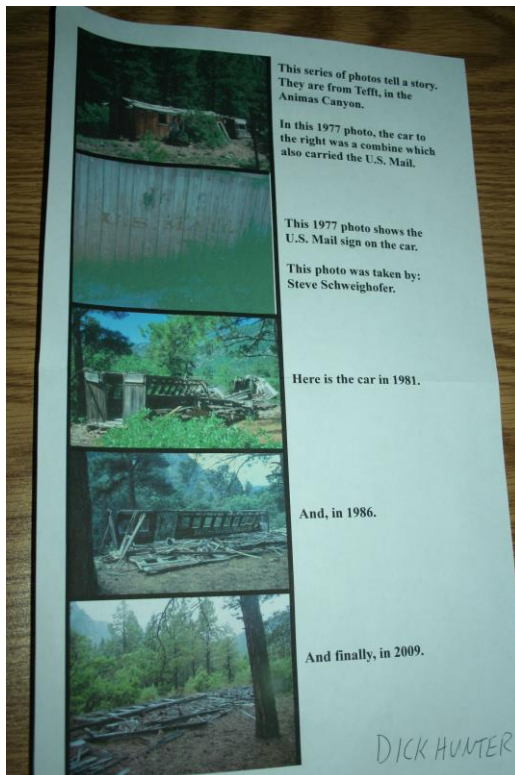
Gary Myers brought this Railway Express baggage car lettered for the Missouri Pacific.

This is also a Walthers heavyweight model of more recent vintage,

Rich Flammini brought a book of stamps (not pictured) with a railroad theme. He emphasized that these were not “forever” stamps and had a denomination that was insufficient to mail a current letter.



John Griffith displayed two cars: a mail car lettered for his home road, the West Point & Northern and a baggage-mail combine, unlettered but apparently in a Missouri Pacific paint scheme.



Dick Hunter submitted this photo story about a mail car in the Animas Canyon along the former D&RGW tracks to Silverton.

The first two photos show the car as he photographed it in 1977. In the second photo you can still see the U.S. Mail lettering. The third photo shows the deterioration of the car by 1981. The local snowfalls are taking their toll.

The fourth photo shows further deterioration in 1986.

Finally in 2009 nothing is left but scattered wood on the ground. In a few more years those remains will probably be reduced to detritus.

November Clinic



Bob Hochstetter presented the November clinic on the Missouri Pacific Railroad in Colorado. This line was built westward from the Kansas state line, 151 miles, to Pueblo. Much of Bob's information was garnered from a 1958 employee timetable.



Missouri Pacific Eagle: St. Louis – Denver. This view is obviously along the Front Range as the Eagle approaches Denver under D&RGW control.

The line originated about 1851 as the Pacific Railroad. Its incursion into Colorado was intended as a bridge route to connect St. Louis and Kansas City to Pueblo where it would interchange with the Santa Fe, Colorado & Southern and Denver & Rio Grande Western.



Missouri Pacific Freight. The lead locomotive looks like an early ALCO unit.

The line was entirely single-track with the exception of about one mile of double track just east of and into Pueblo. All mileage was measured from St. Louis. At Pueblo, the MP crossed AT&SF, C&S and D&RGW tracks. The amount of traffic on these lines created a bottleneck for the MP, the timetable no longer sufficed and movements were strictly by train order. The MP made a loop through Pueblo and terminated facing east at the Pueblo Union Depot.

There were few facilities along the right-of-way in Colorado although most towns contained about a mile of siding track for meets and passes or for freight delivery. The timetable listed the length of each siding as the number of 40-foot cars it would hold.



This MP freight appears to have Fairbanks-Morse units on the point.

The line was signaled with Automatic Block Signals (ABS), but this system only protects trains against collisions and does not convey track authority, so the timetable and train orders provided operating authority using telegraph and telephone for communication. Radio communication came into use in the later years.



Another MP freight is being pulled by a set of EMD F7s.

The MP operated two passenger trains through Colorado, the Colorado Eagle, #12 eastbound and #11 westbound. The Eagle stopped at the Pueblo Union Station where it became a D&RGW train operated by Rio Grande crews through to Denver. It operated three daily westbound freights, numbers 61, 81 and 95 and four eastbound freights, 62, 68, 82 and 96. The extra eastbound freight collected interchange traffic at Pueblo, leaving at 3:00 a.m., to speed eastward to reduce per diem charges. Eastbound

and westbound locals met at Haswell, where there was possibly a crew change.

There were few online shippers in Colorado. Most freight amounted to grain shipments and many towns had a grain elevator. Today grain farming is declining significantly because most of the farmers have sold their water rights and no water is available for agriculture. There was also a sugar mill that is no longer in operation. Many of the original stations were little more than grade crossings, and the towns that did exist have diminished greatly in population. The grain elevators are no longer in use.

The NMRA Achievement Program Award

Motive Power

First, let's define what is meant by "Motive Power": it is any type of steam, diesel, or electric locomotive, traction unit, maintenance vehicle, or other type of self propelled vehicle that runs on rails. This includes everything from speeders to streetcars to Big Boys. It does not include things that are powered models of unpowered vehicles (like hand cars) or unpowered models of powered prototypes (like dummy locomotives).

Contact your [Regional AP Manager](#) if you have a question about which category a particular model would fall into.

To qualify for the Master Builder - Motive Power certificate:

1) Build three scale models of railroad motive power, one of which must be scratchbuilt. Motive Power is defined as a locomotive or a self-propelled vehicle.

- a. To qualify as scratchbuilt, the motive power must contain the following scratchbuilt items as applicable:< >Steam Locomotives: frame, boiler, cab, tender, frame, body, either valve gear or main and side driving rods.

Other Motive Power: body, frame, cab, power truck side frame, pantograph or trolley poles where appropriate.

All models must be capable of self-propulsion on track of the same gauge as the model. Power trains for all models may be commercial motors and gears.

All models must be [super detailed](#) either with scratchbuilt parts or with commercial parts as defined in the [Definitions Section](#).

- b. The following parts are specifically excluded from the scratch built requirement (*although you may scratch build them to earn additional points*):
 - o Motor
 - o Gears
 - o Drivers and wheels
 - o Couplers
 - o Light bulbs & electronics
 - o Trucks
 - o Paint, decals, etc.
 - o Bell
 - o Marker and classification lights
 - o Brake fittings
 - o Basic shapes of wood, plastic, metal, etc.

("Basic shapes are things that builders of the prototype would have used as raw materials. For example an "I" beam would be a basic shape; a commercial door or window casting would not.)

- c. The term "scratch built" implies that the modeler has done all of the necessary layout and fabrication that produces the final dimensions, appearance, and operating qualities of the model.

This is a good statement of the intent and spirit of the 'scratch built' requirement. Notice that it does not say that the use of a few commercial detail parts will disqualify the model as being "scratch built". In general, the same standard applies that is used in contest judging: "*Completely Scratch built*" means that 90% or more of

the model was scratch built. (But you do need to scratch build the listed in requirement 1-A above.) *Taking an existing model and modifying it to be a powered model is not considered "scratch building."* Examples of this would be taking a passenger car and converting it into a trolley, or a box car and converting it into a box-cab locomotive. These do not meet the definition or the spirit of the term "scratch built" given above.

2) Earn a Merit Award of at least 87.5 points with each of the three scale models of motive power either via an NMRA sponsored contest or AP Merit Award Judging.

3) You must submit a Statement of Qualification (SOQ, see below) which includes the following:

- An attachment giving a detailed description of each model, including:
 - Identification of all scratch built features
 - All commercial components used
 - Materials used in building the model
 - Copies of the plans you used are NOT required, but many people do submit them.
- Verification of the Merit Awards (photocopies of the certificates)
- Photos of the model are helpful, but not required.

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 "[Master Builder - Motive Power](#)," NMRA Bulletin, December 1992.

Forms available for this category:

- SOQ Form: [\(PDF\)](#)
- Record and Validation form: [\(PDF\)](#)
- Judging Form: [\(PDF\)](#)