Sunrise Herald

March 2015 Volume 8, Number 3

Sunrise Division Officers

Superintendent……..…Steve Schweighofer
Asst. Superintendent……..Frank Germo
Secretary……...……..Stewart Jones
Treasurer……..Bill Johnson
Program Chair……..…….Gary Myers
Division AP Chair……...…….David Bol
Youth Coordinator……...Ernee Edwards
Education Chair……..Stewart Jones

In the Herald

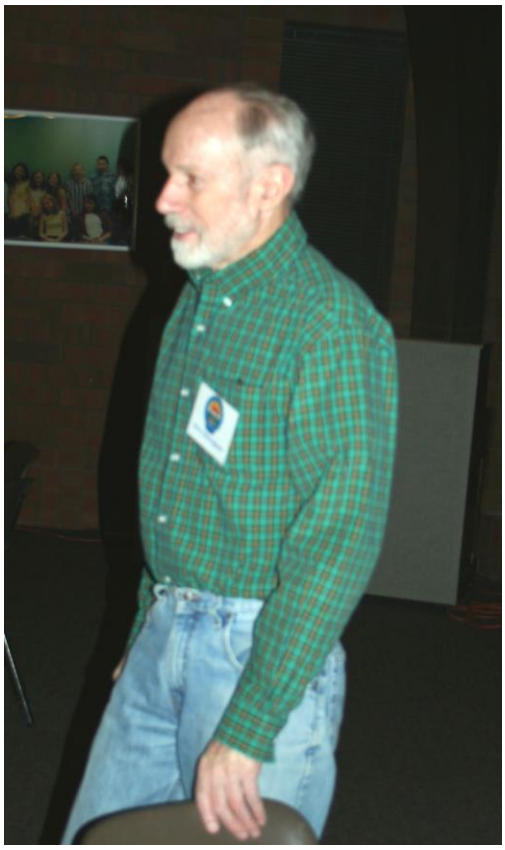
Notes from the Secretary

We are now well into 2015 and I hope all of us are energized for modeling. Note that there are still many open topics for Tool Time and Clinics. If you have some ideas or techniques that would be of interest to your fellow modelers, here is your opportunity to present your ideas. Send your suggestions to Gary Myers, Program Chair at: garymyers06@comcast.net

He would love to hear from you.

March Division Meeting

Steve Schweighofer opened the meeting at 7:15 with introductions. Instead of talking about our scales and layouts, each of us described what our current modeling projects were.



Steve Schweighofer

Barry Allison raised a question about sources for acrylic paint now that Floquil is no longer marketing Polly-S paint. Stu Jones responded

that there is a brand, Golden, sold by Guirey's that can be applied through an airbrush. However there are three grades with varying viscosity and only one is thin enough to use in an airbrush, so inquire if you purchase.

Gary Myers, NMRA Regional Superintendent, with John Griffith, AP Award recipient

Gary Myers presented two AP awards to John Griffiths: Association Official and Association Volunteer. Gary also announced the new NMRA membership policy stating that non-NMRA people may attend only three NMRA functions. After that they must either join the NMRA, for a nominal fee, or refrain from attending further functions. This requirement was passed by the national Board of Directors. This policy is not capricious, but established to address some insurance issues that have come up in the past.

There were several announcements about the Train Collectors Association March 7-8, the June District convention, and the NMRA referendum and opinion poll that we discussed in the February Herald.

Dick Hunter passed out packets of scale people that he invited members to paint for our modular layout.

Finally there was a brief discussion about whether we would be able to meet at our regular time in April because if falls on Thursday of Holy Week. See the Next Meeting announcement below.

Next Meeting

We must cancel our April meeting because it falls during Holy Week when Holy Love Church will not be available to us. Also many members may also have religious obligations on that day. Instead we have scheduled a tour of Don Meeker's layout on April 9. Details will follow in a separate E-mail. Our next regular meeting will be Thursday, May 7th at Holy Love Church, South Chambers Road, 7:15 pm.

Upcoming Clinics for 2015

May – Structure Lighting
June - TBA
July - TBA
August - TBA
September - TBA
October - TBA
November - TBA
March - TBA

Upcoming Tool Times for 2015

May - TBA
June - TBA
July - TBA
August - TBA
September - TBA
October - TBA
November - TBA
December - TBA

Upcoming Show 'n' Tell Themes for 2015

May – Yard Offices
June – Fruit and Vegetables
July – Water / Fuel Tanks
August – Conveyors
September – Logging
October – Warehouses
November – Pork

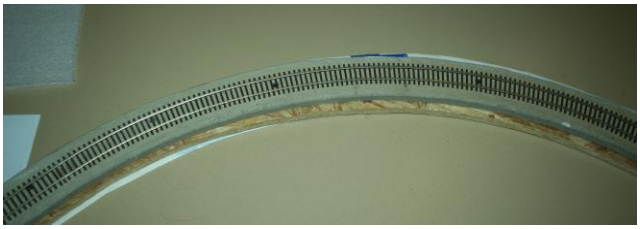
March Tool Time

Bob Rothgery presented the Tool Time by describing jigs to create wood trestles. He decided to replace a curved section of track with a wood trestle to increase interest on his layout.

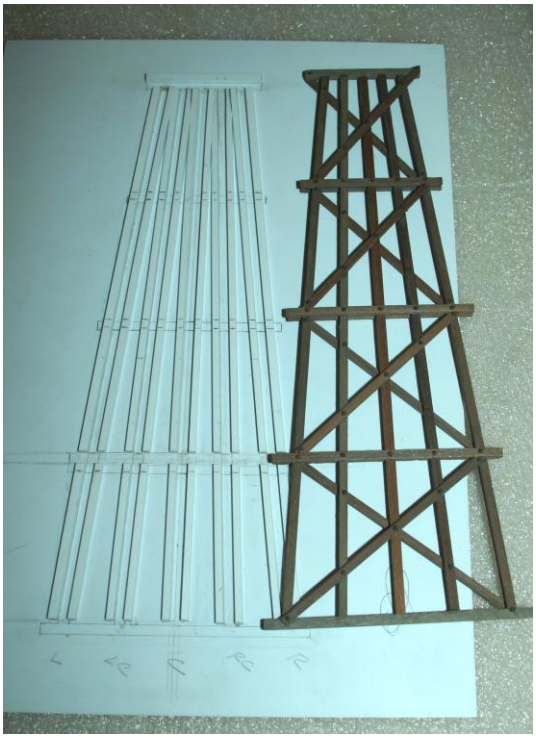
However, he had never built a trestle before so he had to develop his own construction methods. He first built a bent jig, shown below, using plastic strips cemented to a plastic sheet. He obtained the dimensions from official blueprints. When the jig was completed, he inserted his wood uprights into the channels and glued the crossbeams and diagonals to the uprights. The channels kept the uprights perfectly aligned while the glue dried

Bob Rothgery

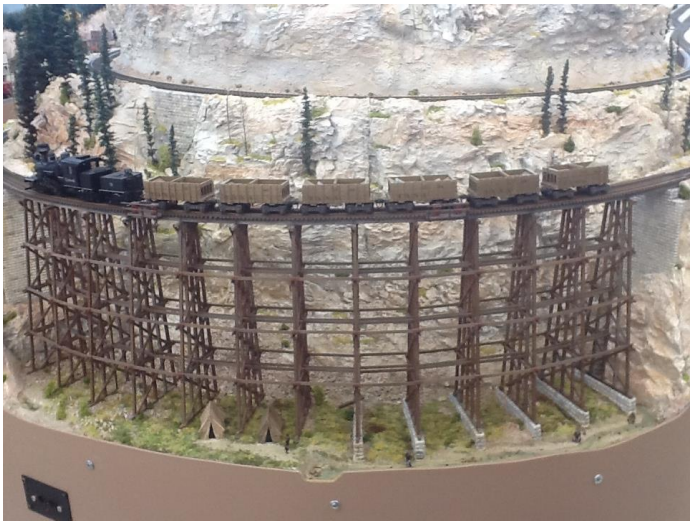
To ensure that his stringers (the base of the trackwork) had the correct curvature and length, he used the trackwork that he removed from his layout to form the stringers. For this he soaked stripwood in water, then laminated them while wet into a curve that conformed to the track he had removed. When those assemblies had dried, he placed them on his layout and glued the assembled bents to the stringers at the correct locations and secured them with rubber bands until the entire assembly had dried, and voila – a completed trestle.



Track Template



Trestle Bent Jig



The completed and installed trestle

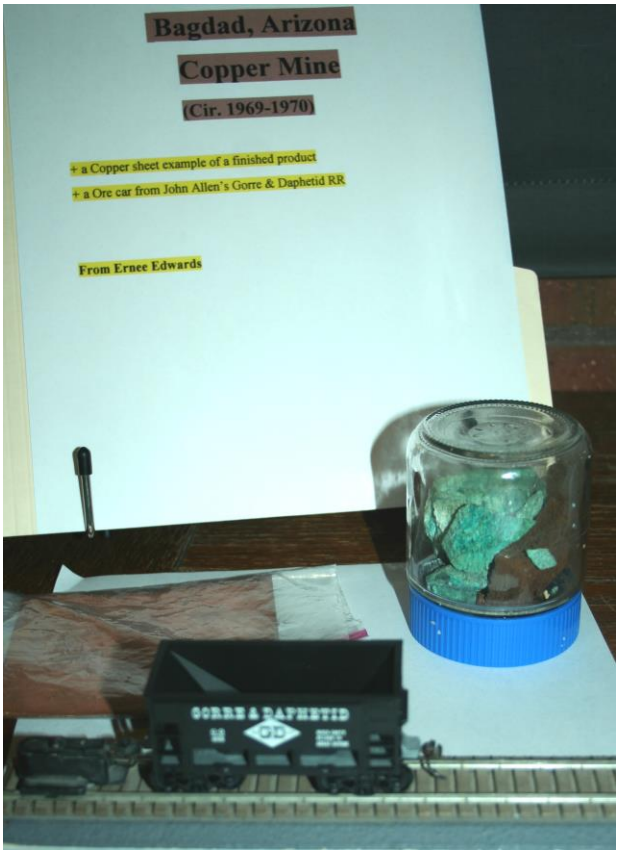
March Show and Tell

The March Show and Tell theme was ore. All entries, but one, were of ore cars.

John Griffith submitted this model lettered for the Virginia and Truckee located in Nevada.

Stu Jones' Boreas and Saguache line does not haul ore, so instead he submitted this drop-bottom gondola that hauled limestone from a quarry to a steel mill where it was used to smelt iron ore. The D&RGW used similar cars to carry limestone from the Monarch Branch west of Salida to the steel mills in Pueblo

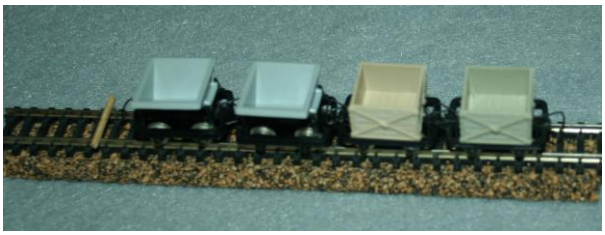
Dick Hunter showed this ore car that was used on the Gilpin Gold Tram, a short line that ran from the mines around Central City down to the mills in Blackhawk. Although this is an HO scale model, the Tram was a two-foot gauge railroad, so this model almost appears more like an N scale model.



Ernee Edwards brought in this model, lettered for John Allen's fabled Gorre & Daphetid layout (pronounced gory and defeated). The material in the jar is authentic copper ore.

Gary Myers displayed this string of ore hoppers. The bottom cars are painted, lettered and weathered. His weathering is so good that the lettering is difficult to read in this photo, but appears to be D&RGW. The green car is Burlington Northern and apparently hasn't seen

much service yet. The two cars in the upper right are new, but waiting for lettering and weathering.



Finally Larry Stephens brought in a string of mine cars that would probably be used in underground service.

Dick Hunter received the Show & Tell Award

March Clinic

Dennis Hagen presented the March Clinic on Steam Engine servicing

Dennis Hagen

He began by reminding us that servicing a steam engine before, during and after a run involves a lot of work and that work should be represented during our operating sessions. He showed numerous 35 mm. slides that he took on location on the Cumbres and Toltec railroad, mostly around Chama, New Mexico.

Before a steam engine takes the road, at least an hour and a half of preparation must occur. He explained that steam locomotives are kept under steam all night before a run because it takes a long time to bring them up to full steam from a cold start and also because the repeated cooling and expansion when changing temperatures takes its toll on boilers.

The first stop after steam is brought up to full pressure is the ash pit, where the ashes and clinkers are dumped from the fire grate. Part of this process is to blow out the firebox to remove residual soot and also to create a draft through the boiler to improve fuel combustion. The ash pit is usually no more than a depressed opening between the rails, but there is usually a depressed track alongside with a gondola where the cold ashes can be shoveled. When using a wooden gondola, make doubly sure that the ashes are cold. On the model, ballast can be used to simulate ashes.

The next stop will be at the water tank where the water is literally dumped into the tender. To make sure the tender is full, the water is kept running until the tender overflows. On the model, make sure there is plenty of standing ground water to simulate the overflow. (Editors note: Wood water tanks are often leaky, so make sure you model plenty of standing water around the base of the tank also.) In addition to yard tanks, numerous tanks will be found along the mainline to replenish water during a run. Don't forget to stop model trains at these intermediate tanks. Water is critical to steam locomotive operation, not only for making steam, but for keeping the crown sheet covered at all times.

The crown Sheet is the steel plate part of the boiler that covers the firebox. If it goes dry, the heat of the fire will soften the steel to the point where the boiler pressure will buckle it, causing an explosion that would be disastrous (i.e. fatal) for the engine crew and anybody standing nearby. This is equally important when traveling downhill because the firebox end will be higher than the front of the locomotive.
Before proceeding, the locomotive will usually move to a remote location for a boiler blowdown. As water is evaporated to steam, minerals dissolved in the water will solidify and precipitate to the bottom of the boiler where it must be removed periodically. The blowdown ejects this material. The crew will also periodically conduct blowdowns during a run to keep the boiler clean.
The next stop is for fuel. Chama has a very picturesque coaling tower that has been frequently modeled, but the technique du jour is to use a front loader.
Sand is next. All locomotives, including electric and diesels, require sand to improve traction on slippery rails. When modeling an engine terminal, don't forget to include the sand facilities. These include a green (wet) sand bin, a drying room and storage facilities. Dry sand may be forced into an overhead sand bin by compressed air or it may be blown directly into the sand dome of a steam locomotive in smaller facilities. Sand may also be shoveled directly into the firebox of a steam loco. There it will be sucked directly into the boiler flues to clean soot which will issue a great cloud of black smoke from the stack. You may want to model a sand bucket on your tenders next to the coal bin. On a steam engine, the sand dome is always the forward dome. Somewhere in this sequence, the major bearings will need to be greased which is generally accomplished by a procedure using compressed air or steam that sounds like a jackhammer.

The final step is coupling to the train, connecting the air hose and performing a brake test. This step must be completed for all trains, regardless of the motive power. Now the train is ready to roll.
At the end of a run, the locomotive may need to be wyed or turned on a turntable, if necessary. If minor maintenance is necessary, the engine may return to the roundhouse. If major repairs are in order, the locomotive will be sent to the backshop.

Rocky Mountain Train Collectors Association March Show

On March 7 and 8 we set our modular layout up for the Train collectors meet at the Denver Merchandise Mart. Here are a few photos from the show.

A new viaduct has been added at the west end to improve traffic flow through town. A Union Pacific hotshot hustles a freight under the bridge.

A Norfolk & Western Articulated speeds a manifest freight through farmland.

Here is another view of a Union Pacific freight powered by a set of PA-1s and PB-1s.

The Nebraska Zephyr passes through town with a CB&Q GP30 on the point.

The N&W Powhattan Arrow hustles past the interlocking tower on its way into town.

Sunrise members Larry Stephens, Stu Jones and Gary Myers also presented clinics at the show. Shown below is Larry Stephen's D&RGW coach that he outfitted with LEDs and a decoder to illuminate the interior. This was part of Larry's clinic on installing surface mount LEDs.

Larry Stephen's D&RGW lighted coach

Modeling Tips and Techniques: Power Lines for N Scale

One of the things that brings urban and right-of-way scenes to life is utility poles with wires stretched between them. The problem for smaller scales, particularly N and Z, is that most of the materials for representing utility lines are grossly oversized. However there is a low- or no-cost solution for this: spider silk. Why, you ask? It happens that spider silk is one of the strongest materials on earth, stronger than steel of comparable diameter and it is extremely flexible. It can stretch up to 35% of its original length without breaking. Even better, it is absolutely free.

To obtain it, simply go outdoors on a sunny summer or autumn morning. Often you will see long strands of silk across your yard or patio shining in the sun. Spiders use this as a travel road and they always leave it behind when their journey is complete. To collect it, find the starting point, detach the thread and start winding it onto a "bobbin". I find that styrene tubing is best because the silk will not adhere to the plastic. Use a tube of at least ½-inch diameter. Small diameter PVC pipe also works well for this.

When you have collected enough for your purpose, begin applying it to your utility poles. Wrap the end of the silk several times around the first pole insulator and secure it with a small drop of CA. Now work the thread from pole to pole wrapping it once around each insulator and securing it with a dab of CA. It is best to begin from the inside and work outward to avoid

breaking any previously strung wire. You can easily leave a little slack between crossarms as the silk will then take on a realistic sag. It is also advisable to place your utility poles behind your trackwork so you don't have to reach over to correct a derailment. When you are done, stand back and admire your work. I think you will agree that this add a lot of depth and interest to your scenery. -- Russ T. Rayles, April 1, 2014

Regional Convention

2015 CONVENTION and TRAIN SHOW

June 4-7, 2015

SHERATON HOTEL – Denver Tech Center
7007 So. Clinton, Greenwood Village
80112
OPS SESSIONS - LAYOUTS – CLINICS
SPEAKER – TOURS – MODEL CONTESTS

The South Suburban Division will host the Regional Convention, *Smoke and Steam in 2015*, June 4-7. Our Regional Convention has not been staged in Denver for a few years. This is your opportunity to attend without incurring travel expenses and we hope most of you will. A clinic schedule has not been announced, but every convention (where we are not riding a train) always has a number of fantastic clinics that are well worth attending and might inspire some clinics of your own. Also we will send out separately a schedule of layout visits and operating sessions that you might want to plan to attend. You will receive further announcements by separate E-mail.