



# Sunrise Herald

May 2015 Volume 8, Number 5

## 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

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## Notes from the Secretary

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](mailto:garymyers06@comcast.net)  
He would love to hear from you.

## Next Meeting

We elected not have a June meeting because it coincides with the regional convention. Indeed

many of us will be setting up our modular layout on that Thursday evening. However we do hope to see you at the convention. Our next regular meeting will be Thursday, July 2nd at Holy Love Church, South Chambers Road, 7:15 pm.

## Upcoming Clinics for 2015

July - TBA  
August - TBA  
September – Lumber Harvesting and Milling  
October - TBA  
November - TBA  
May - TBA

## Upcoming Tool Times for 2015

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

## Upcoming Show 'n' Tell Themes for 2015

July – Water / Fuel Tanks  
August – Conveyors  
September – Logging  
October – Warehouses  
November – Pork

## May Meeting Notes

Steve Schweighofer, Division Superintendent, opened the meeting at 7:15 with introductions

and a description of what each of our current layout projects is.



Steve Schweighofer, Division Superintendent

Gary Myers, Regional Superintendent gave an extended report about the June convention. Wednesday, June 3, will be devoted to operating sessions from 1 until 5 pm. and 7 to 10 pm. You will find a list of these sessions below.

Thursday, June 4, there will be a bus tour from 7:30 am. Until 5:30 pm., stopping first at the Greely Freight Station Museum layout, then proceeding to Cheyenne, Wyoming to view the reconstruction of Harry Brunk's narrow gauge layout featuring the C&S in Clear Creek Canyon. The tour will conclude with a tour of the steam shop in Cheyenne where a Union Pacific Big Boy is currently being restored. The evening will feature additional layout tours. Also the Sunrise Division will be setting up our modular layout that evening. The convention proper will begin Friday morning with clinics and vendor displays. This is also a time to submit contest models. Layout tours will commence in the afternoon from 1-5. Again in the evening there will be additional clinics.

Saturday will present the final clinics and more layout tours from 1-5 in the afternoon and will conclude with a banquet in the evening. We must dismantle our modular layout Saturday afternoon to provide room for the banquet.

The convention will conclude Sunday morning with a hobo breakfast, the contest awards, and the regional Board of Director's meeting.



Gary Myers

Gary concluded with some tips for entering contest models. The various categories that will be considered for judging include:

1. Construction – how well was the model put together. Construction photos and step-by-step explanations can also add extra points.
2. Detail – whether kit built or scratch built, how much additional detail was added to the model. For rolling stock, good underbody detail is also essential.
3. Kit-built models are acceptable, but make special note if the model was scratchbuilt.

4. Painting, weathering and lettering will also be considered.
5. The complexity and quality of the model will also garner extra points.

## May Show and Tell

Because your editor was presenting both Tool Time and the Clinic in May, he did not get photos of all the Show and Tell entries and begs your forgiveness if your entry is not pictured.

Larry Stevens displayed a small yard office (not pictured) and also photos of a Union Pacific facility in Laramie that consisted of several retired baggage cars oriented end-to-end and painted lime green. Larry explained that these cars provided cover for a rail welding operation. The rail will subsequently be installed on the high iron.



John Griffith brought this modified Frisco boxcar that still appears to be in good condition.



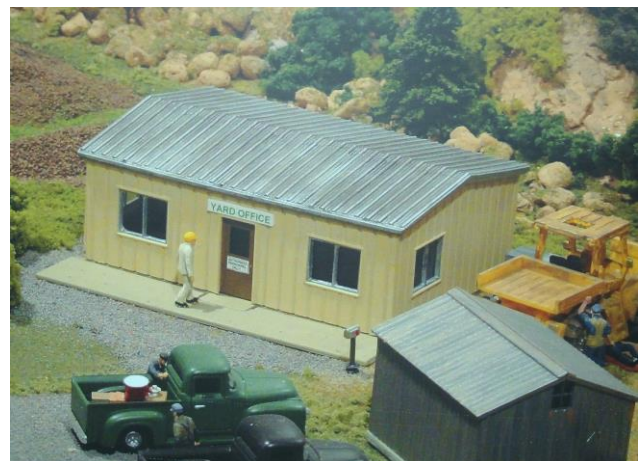
Ernee Edwards

Ernee Edwards brought in the unbuilt Con-Cor kit, shown above. A retired caboose often was resurrected into a second life as an office or for some other convenient purpose.

Dennis Hagen showed a retired Denver, South Park and Pacific boxcar, not shown, as a repurposed office.

Steve Schweighofer submitted two free-lanced buildings in N scale, also not shown.

Finally John Kerbaugh submitted a photo in lieu of the actual model of a yard office on his layout that he could not remove. It looks like the yard crew has landscaped the site very nicely.



## May Tool Time

Stu Jones discussed using bar clamps to assemble plastic and resin structure kits. An advantage of these clamps is that they tend to keep the structure relatively square while the cement is setting. Use a light application of cement to hold the sides in place, apply the clamps, then add the final application of cement to guarantee a good bond. To double-ensure squareness, a rectangle of 1/4-inch plywood or hardboard can also be cut to fit the inside

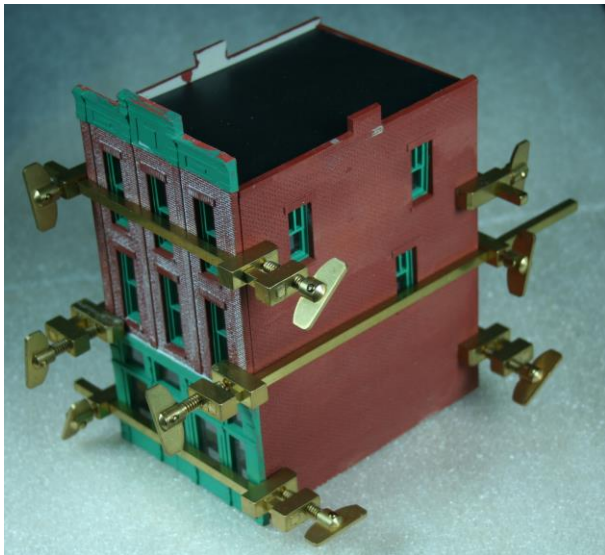


dimensions of the building. These clamps also enable you to place the entire structure on a flat surface to eliminate possible warping. The clamps come in at least three sizes, as shown below, and are adjustable over the entire length of the bar. Also shown is a corner clamp for joining two walls at a right angle.

These clamps are available from Micro-Mark. Caboose Hobbies also carried them at one time but Bob Hochstetter explained that they generally no longer carry such niche items.



Various sizes of bar clamps and a corner clamp



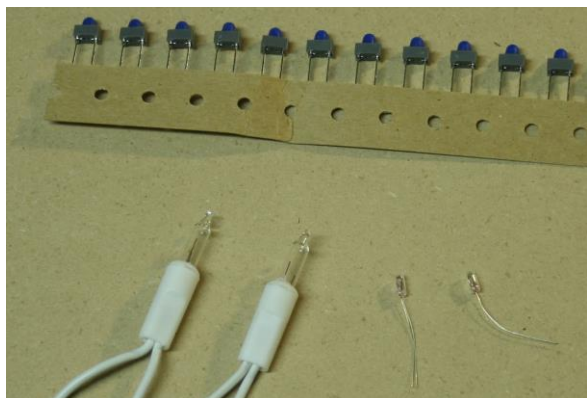
Bar clamps installed to assemble a building

## May Clinic

For the May clinic, Stu Jones presented techniques for structure lighting. Lighting can enhance the detail and add additional life to a model scene. Below are some unlighted and lighted photos shown for comparison.



There are many electrical components you can use for structure lighting. Several are shown below:



At the top are 6-volt bulbs sold by All Electronics. These come with a blue cover that is easily removed. Below left are white Christmas tree bulbs that have been cut from a string. These are rated at about 1 ½ volts and although bulky, are probably the cheapest. All incandescent bulbs should be operated at a voltage lower than their rated voltage. Stu prefers to connect the 6-volt bulbs in a series of three connected to a 12-volt power supply. The Christmas tree bulbs will probably need to be wired in a series of 8-10 for 12 volts. This provides the most pleasing interior lighting effect. Also reducing their operating voltage greatly increases the life of the bulb and operating lighting on reduced voltage minimizes the bleed-through effect for plastic structures, eliminating the need to paint the interior walls.



White LEDs, shown above, are probably the best for plastic structures because they do not generate heat and use less current. At the top is a strip of surface mount LEDs sold by Micro Mark. Most white LEDs have a very bluish color, but Micro Mark sells three different color temperatures: bright white (5000K), natural white (4200K), and warm white (2800K) and blue. Bright white simulates fluorescent lighting while warm white is closer to indoor incandescent lighting, but still bluer than low level incandescent lighting. The All-Electronics LEDs are sold as 12-volt units meaning that a dropping resistor is not required. The Micro-Mark strips are wired in a series of three LEDs, that can be cut in multiples of three, but they do require a resistor of about 2200 Ohms when wired in series for 12 volts or DCC track voltage. These strips are also excellent for rolling stock lighting. Dropping resistors can also be used with incandescent bulbs, but be aware that they heat up, so keep them away from walls and roofs.

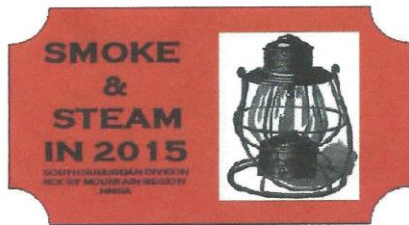


Also keep in mind your current budget so that you do not overload your power supply. A simple ammeter can provide an accurate reading. Stu also likes to build cores for his structures (shown above.) The building easily slides down over the core making it easy to add interior detailing later. Internal divisions make it possible to have only a few rooms lighted. Unless you are modeling a house full of teenagers,



you probably don't want to have every room lighted.

## 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. Clinic schedule times have not been announced, but you can get a schedule at the convention. Most clinics will be presented several times in case there are conflicts with what you would like to attend. These clinics are well worth attending and might inspire some modeling techniques or clinics of your own. You can obtain the schedule of layout visits and operating sessions that you might want to plan to attend. Visit the Convention Website at [www.sas2015.net](http://www.sas2015.net)

### Convention Schedule:

Operating layouts: Doug Geiger, John Parker, Don Meeker, Pete Doty

Fri June 5 3 clinics and layout tours: Doug Geiger, Rodney Black, Gerry Glancy, Gary Myers.

Contest room open

Train show: modular layouts, vendors

3 clinics in the evening

Sat, June 6: clinics and show

Dinner with speaker Ed. Dickens, Sr. manager of UP's steam shop

Sunday, June 7: hobo breakfast, awards and Regional BOD meeting

### Clinics

#### Bob Chapman – “The Art of Model Color”

Many of us strive for the highest level of prototype fidelity in our models, only to find that they don't look quite right when placed on our layouts. We'll discuss layout lighting troublemakers and how to improve our layout lighting environment, then explore some artistic trickery to make our modeling look more realistic under indoor lighting.

#### Rod Black – “Layout Design for Signaling”

This clinic was presented at the NMRA National Convention in Cleveland in 2014. The use of signals will enhance any layout. This clinic will discuss how signals can be used on a layout, from what signals do to where they are placed, and how they interact with segments of the layout.

#### Bill Tulley – “Charcoal Kilns”

A slide presentation showing existing charcoal kilns in the states of Idaho, Nevada, Montana and Utah followed by a brief discussion on a typical charcoal kiln operation.

### **Gerry Glancy – “Dual Gauge – When One is Not Enough”**

The clinic presentation will begin with a (mercifully) brief overview of the many dual gauge operations that occurred in Colorado from 1880 to 1970. The innovative mechanical adaptations of the Denver and Rio Grande railroad, which allowed simultaneous function of standard and narrow gauge, will be highlighted.

The remainder of the clinic will discuss the many unique modeling opportunities in dual gauge. Track work will be described including turnouts and wyes. Idler cars and coupler adaptations will also be included.

Finally, the clinic concludes with some recommendations on mixed train switching and operations.

### **Pat Lana – “Modeling Vehicles to Compliment Your Railroad”**

Trains are our main focus but the interchange of freight and passengers with other modes of transportation sets the scene showing the era being modeled and the geographic location, and giving a reason for why we and real railroads operate the way we do. In this clinic, various modes —automobiles, trucks, farm equipment, and some boats and aircraft will be discussed. Topics include sources for scale models, painting and simple alterations, kit-bashing and scratch-building. Although I model in N scale these concepts and methods apply to all scales.

### **Doug Geiger – “Iron and Steel: the Industry”**

The steel industry has a rich history and formed the backbone of America's growth. And from moving raw ingredients to

delivering finished product, steel has been an integral part of railroading. This clinic will provide you with a basic understanding of steel making processes and vocabulary. It will give you a guide to the inner workings of rolling mills and some of the specialized railroad equipment found in and around a steel plant. Many references (both prototype and modeling) will be presented to enable you to accurately add this fascinating industry to your own layout. Although mostly a prototype clinic, modeling ideas will be injected as the presentation develops.

### **Al Hovey – “Kids 'n Trains”**

Lessons learned launching our Albuquerque area "Rio Grande Model Railroad Club" for boys and girls ages 8-18. People and financial support by our Rio Grande Division 6 membership. Startup recruiting failures and successes. Paperwork for boys and girls and their parents. NMRA membership & liability insurance. Activities with proven success. What's ahead...

### **Gary Myers - TBA**

### **Operating sessions**

### **Doug Geiger’s – Granite Mountain Railway**

The HO-scale Granite Mountain Railway (GMRy) is a modern, 1988-era bridge-route railroad that connects mid-America to the west coast. Four prototype railroads (BN, ATSF, DRGW, and the MILW) have trackage on the layout and interchange with each other and the GMRy.

The layout occupies a basement space of 23x43 feet, with additional trackage in the garage. All track is handlaid. The 550-foot mainline is completely signaled using position and searchlight signals and an authentic ATSF-style ctc machine in an isolated dispatcher's office. Four staging yards simulate off-layout destinations. Additionally, four helixes connect the double-deck (and sometimes triple-deck) levels. Carcards are used for traffic movements. Operators should bring an FRS two-way radio and headset if they have one. The layout is completely lit using led bulbs. It has been featured in the Great Model Railroad video series #8, in RMC February, May and July 1991 and in the July 1995 issue of Model Railroading (Ding) magazine.

#### **John Parker's – BNSF "Fall River Division"**

The BNSF Fall River Division is a prototype based freelance HO model railroad of the BNSF Railway. Scenes on the layout are representative of cities, industries, lifestyle, and scenery found almost anywhere throughout the United States. The era of the layout is considered "modern" as the details, structures, engines and rolling stock are typical of what may have been found along the railroad between the year 2005 and the present time.

The layout is located in a 3,000 square foot area and is a multi-deck "mushroom" type design, with only one deck visible at any time. Aisle widths are generally between 36 and 48 inches, to comfortably accommodate a large number of operators and visitors.

Digital Command Control (DCC) is utilized on the railroad. Digitrax is exclusively used for power management, train detection, and signaling. All trains are sound equipped, and sound effects are located throughout the layout. A modern computer-based centralized traffic

control (CTC) system, and signals, are utilized to manage all mainline traffic movement. Car forwarding is managed using JMRI Operations in "real time," meaning that manifests and switch lists are generated during the operating session. Operators should bring an FRS two-way radio and headset. Website: [www.bnsfrr.net](http://www.bnsfrr.net)

#### **Don Meeker's – Rocky Mountain Lines**

The Rocky Mountain Line is HO standard gauge occupying a 2800 square foot basement. At this point the track work and signals are complete and the scenery is about 70% complete.

The layout models the Colorado Joint Line as it leaves East Yard (east staging) and enters Centennial City with its large freight yard for classification and major passenger station switched by the Centennial City Union Terminal RR. Trains from the ATSF, MP, RI, C&S and CB&Q use the Joint Line into Centennial City. The Rocky Mountain Line leaves the Colorado Joint Line at Centennial City on the front range of the Rockies heading west into Utah across the great divide. Traversing west from Centennial City the line soon encounters a 2% helper grade to the centennial divide. The divide itself is crossed through the Muppet Tunnel. On the western slope a gentler 1% grade is maintained with the modeled portion of the line ending at Punston Yard (west staging). There are two important branch lines. The Dragerton Branch operated by the Goldpin Tramway extends to the Blue Valley mining district and the Columbine Branch operated by the Columbine Coal Belt is a major source of coal traffic.

The RML is owned by the CB&Q and is greatly influenced by the parent company. However, the RML maintains its own paint schemes and many non-Q locomotives are on the roster. The timeframe is set in the '50s and both steam and diesels are present. Being one of the most scenic



routes in America there is heavy passenger traffic, including the California Zephyr. An operating CTC system controls the traffic flow from the Dispatchers computer.

Please visit the Rocky Mountain Lines web site: [www.rockymountainline.com](http://www.rockymountainline.com) for more details, positions, and rule book.

### **Harry Lindsay - Los Pinos & Lake City Railroad (HO Scale)**

No hidden staging, all cars are on the layout. There are three “major” towns with several through freights and local freights, two coal trains, three ore trains, one log train, two local turns, the beer train, and 1-2 passenger trains. Ninety-five percent of all cars move during each session and there is lots of switching. Yardmasters and a switcher are needed at both Trinidad and Alamosa. All four of those positions switch a large number of cars. Most trains are 8-10 cars plus a caboose. Operating sessions are organized, low pressure, and quite casual, but we get the job done.

### **Pete Doty's - Seattle Terminal District Railroad (HO Scale)**

Set in 1948, the Seattle Terminal District is still recovering from disruptions due to World War II. The focus is on the Seattle waterfront and switching. The obstacles are the other operators and the clerk.

**Number of Crew:** It takes 5 engineer/conductor operators and a chief clerk to carry out the work.

**Train Controls:** Train controls are DCC by NCE

**Train Movement Scheme:** Verbal Authority

**Car Movement Scheme:** Car Order Form

For those who have not visited the Seattle Terminal District Railroad, be sure to browse through the website: [Seattle Terminal District Railroad](#)

### **Dave Clingman's – CSX Ohio Railroad**

HO scale railroad representing the CSX in Ohio and utilizes DCC control.