



Sunrise Herald

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Sunrise Division Officers

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Notes from the Secretary

Summer is almost over and our layouts are calling to us to resume work on them if we have been taking a vacation. Although we have now filled up our clinic schedule for the year, we will be looking for new clinics for next year. If you have come up with some new ideas or techniques over the summer 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. We still need some tool time topics to fill out the rest of this year.

Next Meeting

Our next meeting will be Thursday, September 3 at Holy Love Lutheran Church, South Chambers Road at 7:15

Upcoming Clinics for 2015

September – Lumber Harvesting and Milling – Dick Hunter
October - A Warehouse for Judging – Rich Flammini
November – Scenery – Dennis Hagen
December – No clinic

Upcoming Tool Times for 2015

September - Open
October – Open
November - Open
December - Open

Upcoming Show 'n' Tell Themes for 2015

September – Logging
October – Warehouses
November – Pork
December - Open

August Meeting Notes

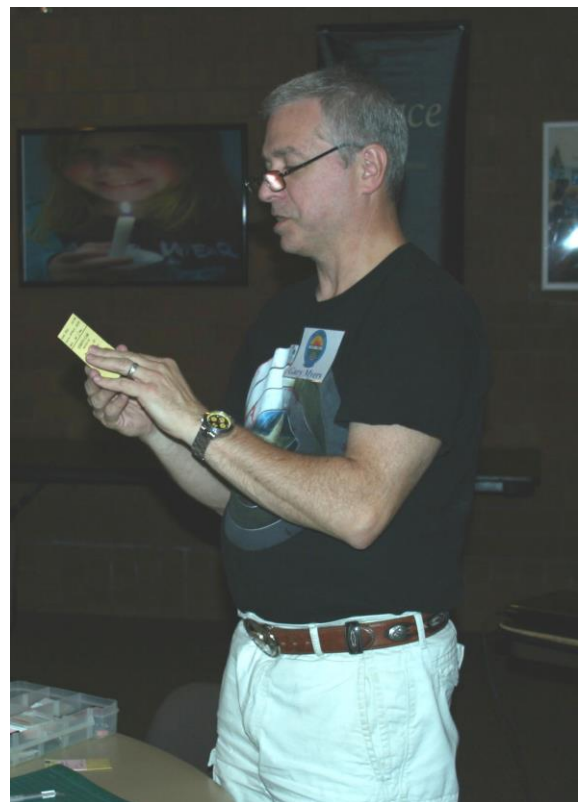


Steve Schweighofer, Division Superintendent called the meeting to order at 7:20. He dispensed with introductions since we had only the usual group present. There were a few announcements. The first was the annual picnic sponsored by the Front Range division. The invitation was extended to members of the Sunrise and South Suburban Divisions. Five of our members indicated that they would attend. A second announcement was that the Denver, South Park and Pacific Historic Society annual meeting would occur on August 21st. Finally it was announced that Jack, who has been running the Region's Company Store for the past few years is giving up that activity and the opportunity for another Region member to take over that responsibility is open. The Region also owns a trailer for hauling the inventory around and that probably will be offered for sale. Many of you will probably remember Jack from past regional conventions where he has offered merchandise for sale. In addition to convention events, Jack has traveled to shows that various Divisions have put on. The Company Store was

once a good money-maker for the Region, but the profits have been diminishing in recent years. If no one steps forward to continue this activity, the inventory will probably be liquidated in an appropriate manner.

August Tool Time

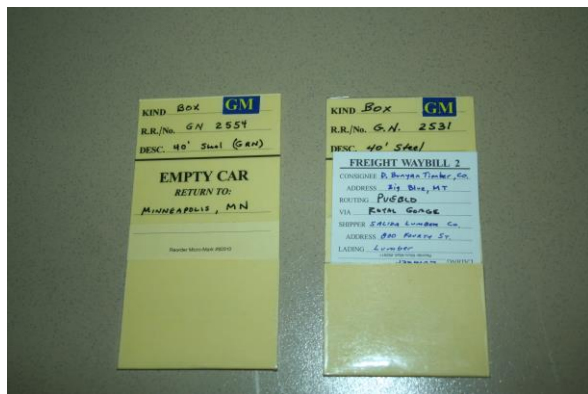
Gary Myers presented the August Tool Time and showed a convenient way to make freight car cards and routing slips for operation.



Gary Myers demonstrating a car envelope

Gary takes forms printed on heavy stock, such as Manilla folder material, cuts each form into a strip approximately 1-1/2 – 2 inch wide. He folds the bottom part over so that it extends about one third the way to the top, then wraps the bottom part with clear packing tape to form a pocket. The printed labels at the top of each envelope read "Kind", "R.R./No" and "Desc" on three successive lines. He then prints the type of

car (box, hopper, gondola, etc) on the “Kind” line. On the second line he fills in the reporting marks consisting of the railroad abbreviation and car number. On the third “Desc.”, or description line, he fills-in a basic description of the car such as its length, material composition, its intended use, if it dedicated to a specific type of load, and any other pertinent information. Below this is a printed heavy black line and below that is a label “EMPTY CAR RETURN TO:” and below this is a line where the destination for the empty car can be printed. When this information has been entered on each envelope, Gary covers this with clear packing tape. Gary makes one envelope for each car on the layout.



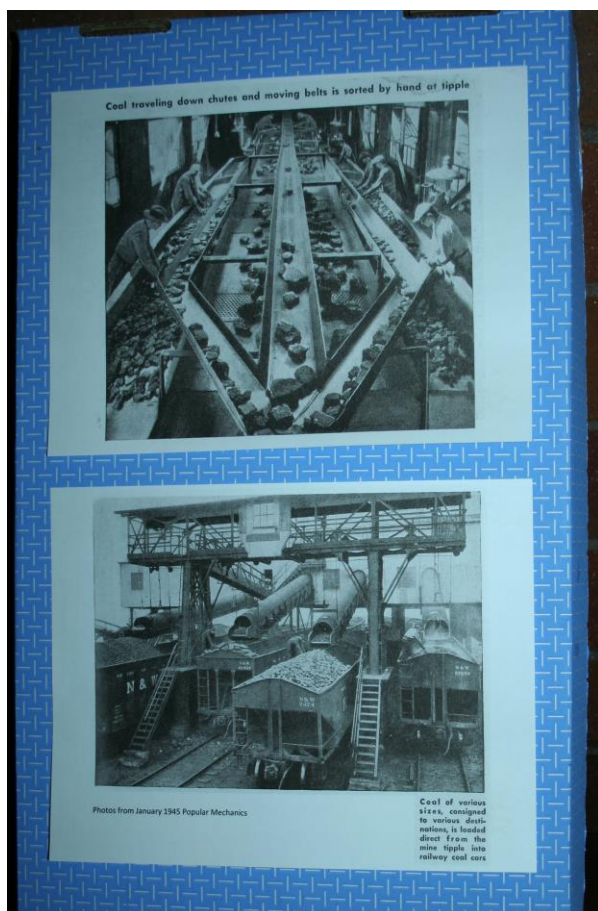
Examples of car envelopes and an envelope with a waybill inserted.

Next Gary creates a bunch of freight waybills on strips of paper wide enough to slide into an envelope. The waybill is just high enough to cover the “Empty Car” label when it is inserted into the envelope. Initially each waybill will be blank, but with spaces to write in “Consignee”, “Address”, “Routing”, “Via”, “Shipper”, “Address”, and “Lading” (i.e. the type of load). It appears that Gary prints identical information on the bottom half of the waybill, but upside down, and repeats it on the back side so that the form can be reused three additional times. During an operating session an operator will fill out a waybill for

each car to be added to an outgoing train consist with the relevant information. The car envelopes will be collected into a train manifest that will accompany the car to its destination. This assumes that there is a holder of some sort at each destination (industry) where the envelope will be placed when the car is delivered. At some point the waybill will be removed to indicate that the car has been unloaded and is ready to be picked up and returned to its destination. Waybills can be used multiple times by turning the card to a different position for different loading/unloading or routing destinations.

August Show and Tell

The August Show and Tell theme was conveyors which brought in only two entries. Larry Stephens brought in a photo showing a coal conveyor.



Larry Stephens Photo

The upper picture appears to show a labor-intensive operation where operators were either sorting coal lumps by size or possibly removing rock or other foreign material. This would suggest a date in the early twentieth century. The lower photo shows the production's final destination where it is transferred into chutes and then dumped into waiting hopper cars for delivery.

Stu Jones brought in the second entry. The green conveyor in the center is a commercially-available Walthers Cornerstone kit.

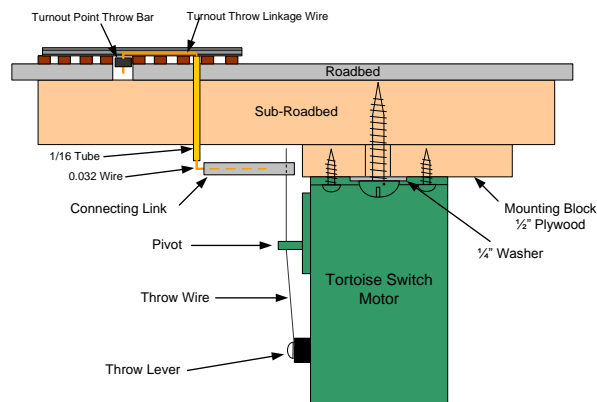


The prototype appears to consist of two units. The lower unit was shoved beneath the hopper door of a waiting hopper car and the higher unit was connected to it. When everything was in place the hopper door would be unlatched dumping the load onto the lower conveyor that would carry the coal to the upper conveyor which would then raise it into a waiting truck for delivery to customers. Presumably when the hopper bay was empty either the car would be moved or the conveyor spotted under the next bay. This model was only recently assembled and has not yet been painted or weathered. This type of conveyor would be appropriate for use on a team track where there was not sufficient volume to justify a more elaborate unloading facility. Stu said that he has seen photos of similar conveyors in use by the D&RGW in Southwestern Colorado for loading sugar beets into waiting gondolas. There are undoubtedly other uses.

August Clinic

Stu Jones presented the August clinic on Turnout control devices. The clinic covered two topics: alternate and easier ways to install Tortoise switch machines and creating "Slanser" ground throw units that are very functional and more prototypical than commercial units. Stu began the clinic by discussing the problems of replacing existing

twin-coil machines with Tortoises. Because all turnouts were already installed and ballasted it was not possible to remove them to drill holes for the traditional Tortoise mounting method. Another complication was that existing benchwork prevented mounting Tortoises in the preferred location. The solution quickly became obvious: connecting linkages were already in place for the twin-coil machines that could easily be re-purposed. The diagram below shows how this was done.



It also became apparent that this was a much easier way to mount Tortoises even on a new layout.

The second part of the clinic described a way to create top-mounted “Slanser” ground throws. Bill Johnson described this type of ground throw in previous clinics, but could not remember the origin of the name. The previous Sunset Division modular layout used a number of these ground throws. But because the main mechanism had to be installed under the layout it was not practical to install them on Stu’s layout for the same reasons that Tortoises had to be relocatable, not to mention the problems of working up-side-down. Stu’s solution was a small unit built on a mounting plate of 1/8” styrene or hardboard that could be dropped in from above. The “Slanser” can be made to be almost prototypical in size, whereas most commercial ground throws are grossly oversized

for smaller scales. The photo below shows a number of “Slansers” with yellow and green targets installed on the yard leads on Stu’s layout. The black unit in the background on the left is not a ground throw but a dummy prototype electric switch motor.



The next photo shows a high-throw version of the “Slanser”, following D&RGW practice that would be more appropriate for a mainline turnout leading into a siding.



These throw units have positive “locking” action that holds the turnout points firmly against the stock rails. A three-quarters turn of the lever moves the point rails to the opposite position.

Stu did not provide handouts describing how to make the ground throws because a complete write-up is available, including photos and drawings, on the Sunrise Division website. To

access these go to:

www.trainweb.org/SunriseDivision. On the left side of the home page locate the icon labeled “Clinics” and click on that. The next page will display a list of clinics written by various members. Toward the bottom you will find “Mounting Tortoise Motors” and “Modified Slanser Ground Throw Switchstand”. You can print these write-ups out for reference. There are many other clinics included on this page as well.

Division Picnic

The Front Range Division hosted the annual picnic at the Colorado Railroad Museum. Much to our pleasant surprise the museum has added a covered pavilion. Previously we had to bake under a hot sun while having lunch.



Stu Jones, Dick Hunter and Steve Schweighofer enjoying lunch at the picnic.



The two gentlemen seated across from Dick and Steve are both Caboose employees.



Other Picnic'ers

Following lunch we all had the opportunity to wander about the museum to see what new exhibits have been added. The roundhouse was also open because a group of volunteers were working on the restoration of a steam locomotive.