



Sunrise Herald

April 2016 Volume 9, Number 4

Sunrise Division Officers

Superintendent.....Steve Schweighofer
Asst. Superintendent.....Bob Rothgery
Secretary.....Stewart Jones
Treasurer.....Rich Flammini
Program Chair.....Gary Myers
Division AP Chair.....David Bol
Youth Coordinator.....Ernee Edwards
Education Chair.....Stewart Jones
Modular Layout Chair.....Don Francis

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Next Meeting

Our next meeting will be Thursday, May 5, 2016
at Holy Love Lutheran Church, South Chambers
Road at 7:15.

Upcoming Clinics for 2016

May – Part 1: Making Timber Trestles
June - TBA

July - TBA
August - TBA
September - TBA
October – Regional Convention
November - TBA
December - TBA

Upcoming Tool Times for 2016

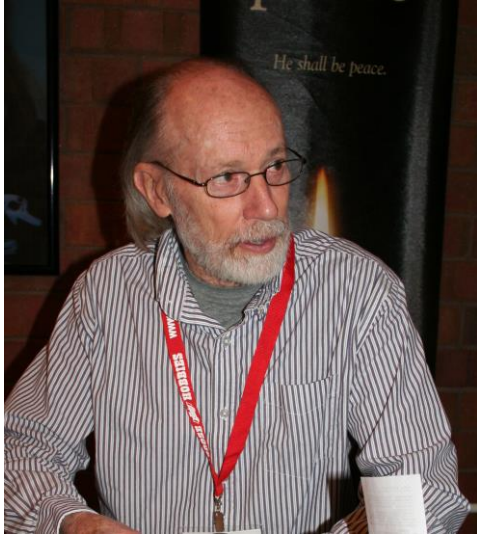
May – Double Stick Tape
June – Magnetic Tools
July - TBA
August - TBA
September - TBA
October – Regional Convention
November - TBA
December - TBA

Upcoming Show 'n' Tell Themes for 2016

May - Wagons
June – Bunk/Kitchen Work Cars
July - 1960 – 1969 Locomotives
August – Shops/Retail
September – RR Pump Houses
October – Regional Convention
November - Military
December – Water Craft//Boat/Ships

April Meeting Notes

Steve Schweighofer, Division Superintendent opened the meeting at 7:25 with his steam whistle. There were 25 members present. We opened with our usual introductions: names, scale, prototypes modeled and any remarks anyone wished to make about their modeling.



Steve Schweighofer

Rich Flammini and Bob Rothgery reported that some formerly inactive members are now attending our meetings in response to their telephone campaign. Rich Flammini presented the treasurer's report. He gave the Treasurer's report stating that there were disbursements totaling \$103.28 related to modular layout expenses. There was modular layout income of \$175 from participation at the Train Show. Income was \$299.93 from the swap table at the Division meetings and at the Train Show. We raised the question about whether to have a Division Auction, possibly in May.

Gary Myers pointed out that the schedule for topics at Division meetings is posted on our Web site. You can access the website at:

<http://www.trainweb.org/SunriseDivision/>.

Bill Johnson gave a Caboose Hobbies report.

He stated that Caboose has just received a new

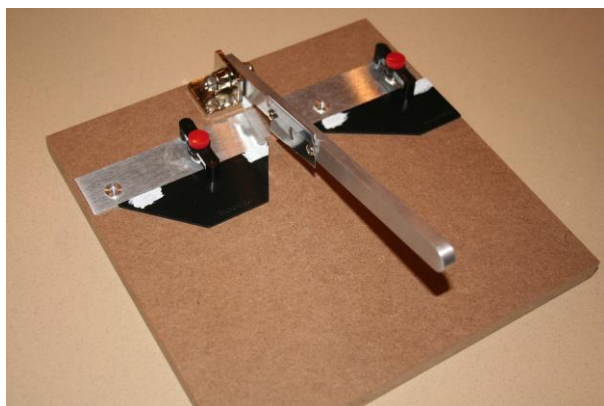
shipment of Athearn models, but provided no specifics. He also said that Caboose is having a sale on consignment items. Brass items are currently reduced 5% and non-brass items are reduced 10%. Caboose has also changed their consignment policy. After 90 days, if an item has not moved off the shelf its price is reduced 10%. After another 90 days the price will be reduced by another 10%. Previously many items remained unsold for years.

Module Report

Don Francis reported that the Division had received \$175 for our participation in the spring model railroad show. This income was generated from showing our module layout and a number of clinics presented by Division members. Our next show will be in August at the Denver Public Library. Work on the modules will resume April 16 (although we suspect the snow prevented this.) For future work, Don will make specific assignments for buildings and the surrounding terrain.

April Tool Time

Rich Flammini presented the April Tool time on cutting thin materials. He first demonstrated a method using side cutters, then quickly proceeded to describe the "Chopper". The original chopper was offered by Northwest Short Line a number of years ago and may still be available. However the tool shown below is currently offered by Micro-Mark. It consists of a cutting arm holding a razor blade and several fences with clamps and jigs for positioning material.



The Micro-Mark "Chopper"

He also discussed including a scale ruler to help position material, but agreed that his ruler was a little too thick to be completely useful. A thin paper "ruler" glued to the cutting board would be useful. Steve Schweighofer discussed some safety precautions when using this tool: specifically never put your finger under the cutting arm to retrieve material. The arm could fall down on top of your digit. He declined to describe how he discovered this. Either Rich or Steve displayed a small paper cutter that they described as capable of cutting thin strips of brass: certainly 0.005 and possibly 0.010 thick stock.

April Show and Tell

The theme for the April Show and Tell was locomotives from the 1950-1959 period. Seven entries were on display:



Bob Boorman displayed this HO scale Chicago and Northwestern 0-6-0



Bob Hochstetter brought this N scale LifeLike Missouri Pacific SW-9 that has a decoder and surface mount LEDs. The SW9 was produced by EMD from 1951 through 1953. It was a 1200 horsepower locomotive with an EMD 567B engine. The Missouri Pacific Railroad purchased 17 SW9s new and acquired 19 more by merging its subsidiaries. The one that he showed was a model of one that was produced in 1951 and was used by the Missouri Pacific until 1984.



Bill Johnson displayed this HO scale Norfolk & Western 4-8-4. The N&W continued to build and operate steam up until 1956. Since they were a major coal hauler, it only seemed right to indulge their customers.



Stu Jones submitted this HO scale ALCO FA-FB lashup. These are Model Power models.

The ALCO FA-1 and FB-1, 1500-HP freight units were built between 1945 and 1950. ALCO FA-2 and FB-2, 1600-HP freight units were built between 1950 and 1953. To fit the time period, they are obviously series 2. Most ALCO F units were operated by eastern railroads, but a few western roads also obtained them, including

Canadian Pacific, Great Northern, Missouri Pacific, Rock Island and Union Pacific



Gary Myers brought in this model of D&RGW SD-7, number 5303. This unit purchased in May 1953 was one of five units the Rio Grande owned. The SD-7s (SD means Special Duty) were 1500 HP units and only 188 were manufactured. It had the same engine and traction generator as the GP-7, but had six rather than 4 traction motors. Because of their high starting traction, they were used primarily on drags from west end mine branches



Steve Schweighofer brought in this N scale 0-8-0 tank locomotive. He has always been intrigued by the valve gear on model locomotives, something that many N scale models lack



Larry Stephens displayed this HO scale Southern Pacific Fairbanks-Morse Trainmaster pair. FM locomotives were not common on the prototype railroads and are rarely seen as models.

Several members included a card with some descriptive information about their model and the prototype they were modeled after. The secretary suggested that all entries be accompanied with a description that can also be included in the Herald.

April Clinic

Gary Myers conducted the April clinic on detailing structural models. Most of his instruction was about how to do interior detailing, but he did provide some information about roof modeling.



Gary Myers preparing for the clinic

Gary provided three reasons for super detailing modules:

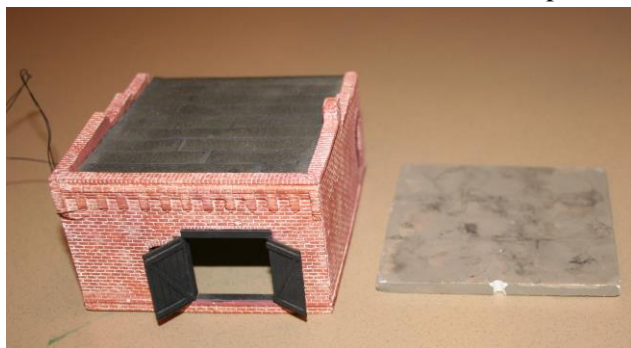
1. It provides something to look at besides an empty shell.
2. It hones your artistic abilities
3. You have something to brag about.

His first example was the Salida General Store, shown below.



The basic structure, which appears to be a design Preservation Models, is in the upper right. In the lower center is the first floor interior detail and at the upper left is the second floor interior with walls and partitions. He began by building a foundation for the building and added some detail to the roof. These included adding brick profile to the interior walls that is not included on the original kit. The original roof was too modern for the period being modeled so he replaced it with appropriate roof ventilators and piping. Most of the detail went into the interior. The first floor includes shelving, appliances, and containers that would be found in a general store. He also installed wall signs appropriate for such a business. He then modeled the second story with interior walls, including wallpaper, and furnishings. Finally he added interior overhead lighting. Without the lights, the interior furnishing would not be visible under normal viewing conditions. On the outside he added appropriate electrical conduits and downspouts.

His next model was the Salida blacksmith shop.



Here Gary made a Hydrocal floor, shown on the right, and painted it. He also added brick overlay and painted the interior walls and added brick mortar to the exterior walls. He made a wider access door and detailed the door and frame, both inside and out. He added tar paper material to the roof

Gary's next project was this D&RGW scale house. A scale house would be located next to a gauntlet track, where one track was positioned over the scale. Scales were essential to railroads that had to weigh individual cars to calculate the loading weight so that they could charge their customers appropriate shipping charges. Gary modeled the interior with structural beams and included the scale mechanism, a pot-bellied stove for heat, and an operator. There is even a coffee pot on the stove. Note also the overhead light (green shade) to provide illumination so the detail can be seen from the outside.



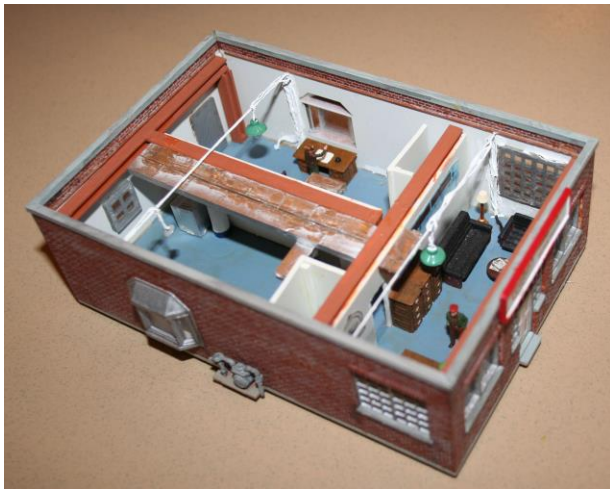
He obtained most of the details from Caboose Hobbies, or on line, when not available from Caboose. Unavailable items such as tools can be made from plastic.

His next model was the Medusa Cement scale house. This one was for weighing trucks instead of railroad cars.



This began life as a commercial model, probably a house with an attached car port. The car port now covers the scale bed. Gary added interior structural framing and exposed 2 x 4 framing to the inside of the external wall of the open bay. He added internal office and scale equipment, not shown. Note the dirt streaks extending downward from the ends of the window sills, a weathering detail that is often overlooked. He also added roof flashing around the chimney, not visible, that is also usually overlooked. The opening at the other end of the scale bay is quite a bit lower than the visible end, so trucks probably had to back out after being weighed.

His final example was this Co-Op scale house



Because this building has a flat roof, Gary added overhead beams made from Plastruct beams to

support it. He also added air conditioning conduits. This is a larger building so Gary added a front office with file cabinets and a sofa to accommodate the staff during periods when there was no business to conduct. Behind the front office is a second office with a desk and chairs. Opposite this is the room where the scales are housed and it appears that he included restrooms for the benefit of the staff. Overhead lighting is also evident so that the details can be viewed through the windows. Gary removed the mullions from the front window to provide better visibility for the interior details. He also provided a gas meter along the outside of the side wall. Note that the office is staffed with several people.

Apparently the weather has been wet lately and the roof has been leaking. Oh, those flat roofs! A full crew is up there patching leaks and possibly covering the entire roof with asphalt. He included several roof vents and the crew has applied tar liberally around the chimney base.



Gary did emphasize that if you are submitting a building for an NMRA model contest, interior detailing only counts for 20% of the total score, but that might be just enough to boost it into the merit category.

Another Layout

Rich Flammini submitted this web site address that will take you to photos of Northlanz, a very large HO layout located in New Jersey. The web address is:

<http://www.dailymail.co.uk/news/article-2354421/Worlds-largest-model-railroad-draws-thousands-NJ.html>

(Editor's note: I actually visited this layout a number of years ago. I had been working a project in Connecticut and stopped at my son's house in New Jersey for the weekend to visit with grandchildren. He knew about the layout so we went to visit. The viewing area is on multiple levels and takes several hours to go through it. Toward the end of our tour I heard a voice from above: "Stu, isn't this fantastic?" Looking up, it came from a friend from Denver, an O scale modeler, who was once a member of the Union Station group. This was on a Sunday morning! Another feature of Northlanz is that in the center of the building there is a small theater with an enormous pipe organ where the owner often provides a noon concert. I think he obtained the organ from a defunct theater. An article about this layout was also published in the September 1997 issue of Model Railroader. From my memory of the visit, it appears that the owner has added a lot more detail to the layout.)