



Sunrise Herald

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Stewart Jones talks about joining surfaces during his soldering clinic.

Jones Took the Heat During Soldering Clinic

Technical and technique: both approaches to the subject of soldering were presented by Stewart Jones at the Sunrise Division June clinic. We all solder, whether for electrical contact or brass assembly, and Stewart addressed both reasons for getting out the hot iron.

He began by discussing the kinds of solder available, including the common tin/lead and less-used silver solder. The higher the tin content in tin/lead solder, he pointed out, the higher the melting point. Common 60/40 solder melts at 350 to 400 degrees Fahrenheit.

Solder itself is not the only material

necessary; you need flux. Stewart began by describing the reason for using flux: to remove dirt and oxides and to act as a wetting agent for the solder.

There are two major kinds of flux: rosin and acid based. Rosin fluxes are inert when cool, but act as a mild acid when liquid. Acid fluxes, typically muriatic acid based, are more effective. However, because acid fluxes are active even when cool, they cannot be used with electrical work. In time, they attack the joint and cause electrically noisy or even failed connections.

Continued at Soldering Clinic—page 2

Soldering Clinic — from page 1

Solder can be purchased in many different physical configurations. For large jobs, you can get solder in bar or wire forms. More commonly, solder with a core of flux can be obtained in various sizes. The flux can be either an acid or rosin based, and rosin-core solder in a small gauge is most often used for electrical work. Another form is soldering paste, which is a combination of solder granules suspended in a flux paste.

Stewart, using a set of PowerPoint slides, described the metallurgical theory behind soldering and how the process actually worked. He explained that the solder alloyed with the base materials, forming a strong bond, both with bronze, a copper/tin alloy, and brass, a copper-zinc alloy. He mentioned that nickel-silver (also known as German silver) is really brass with added nickel.

The next topic was a survey of soldering irons. Stewart listed them from large to small, starting with the "big beast," a high-wattage iron used for large jobs. The next exhibit was a soldering gun, then the small pencil soldering irons. He ended with soldering stations and a very small butane torch.

He said that the choice of iron was based upon the size of the job. High heat is necessary to quickly heat the joint to be soldered yet keep the heat from spreading beyond the joint. Too large an iron will heat up too much area, possibly causing damage. Electrical work almost always requires a small iron, such as a 10 to 35 watt pencil iron. A soldering station, available from Weller, MicroMark, or RadioShack, makes it easy to select and maintain the correct tip temperature. For portability, a small butane torch, either heating a tip or directly applied, is convenient.

A copper tip clad with iron is the right choice. The copper will conduct heat evenly, and the iron covering will protect the tip from the flux's corrosive effects.

Stewart talked about the appearance and effect of a cold-soldered joint. He then rounded out his presentation by talking about soldering LEDs. As a practical demonstration, he then assembled a brass signal using solder.

-SH

RMR Has New E-Mail Forum

The Rocky Mountain Region now has its own official Yahoo e-group. The Board of Directors believed that we need to foster real-time communication in line with other Regions and created this group. The group is managed by the Communications Committee.

To join please go to <http://groups.yahoo.com/group/rmrnmra/> or go to Yahoo E-groups and search for RMRNMRA

To write to the e-group, use the e-mail address rmrnmra@yahoogroups.com

If you have trouble accessing the group, please contact one of the moderators, Scott Perry, scottgperry@comcast.net, or Chris Fallis, chrisfallis@yahoo.com.

To join the Yahoo group, you will need to register with Yahoo, but you will not have to use the Yahoo e-mail account that is created.

-SH

A Sorrowful Appeal

Do you see this space? It is what's leftover when your editor has placed all the stories and pictures he has and is left with this little chunk of real estate to fill. It's a sad little space, hardly

worth building out. It might do for a fireworks stand or Christmas tree lot, but it's not suitable for development.

But you can help. Send me an e-mail me with ideas you use that would be helpful to others. I'll use them as I can, giving credit of course. Don't abandon this orphan. Help now.

-SH

Membership Report



Twenty-four members enjoyed the June meeting of Sunrise Division. As our Division Superintendent, Gary Myers, was on vacation, Don Francis, Assistant Super, led the meeting.

After a video presentation, Don began by taking care of announcements. He then invited Bill Johnson to discuss any new products at Caboose Hobbies.

Don reminded members there would be no meeting in July.

After a quick review of upcoming events, Don presented his Tool Time segment and introduced the Show & Tell time. Members got a break to look at the passenger car exhibits, then enjoyed Stewart Jones's clinic on soldering.

After the meeting was closed and following cleanup, a number of members adjourned to the meeting-after-the-meeting at the local Village Inn for talking and pie.

-SH



Division Data

Sunrise Division promotes and encourages model railroading from I-25 east to the Kansas border. We welcome all model railroaders, regardless of skill or experience, because our goal is to have fun.

The *Sunrise Herald* is a publication of the Sunrise Division of the Rocky Mountain Region, National Model Railroad Association.

Division Officers

Division Superintendent Gary Myers
Asst. Division Superintendent Donald Francis
Treasurer William Johnson
Secretary/Editor Tom Frerichs
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The Tribulations of Flex Track and Living In a Barn

BY GARY MYERS

While I was dutifully painting flex track rail to improve its appearance, my eye looked back along the track, and I was shocked to find a kink in the track staring me right back in the face.

As many of you know, my railroad club is housed in an out-building at the Lockheed Martin recreation area. Our club building is basically a STEELCO garage building, a type of Quonset hut. We have a heater that turns on automatically when it gets cold and have installed two air conditioners for when the days get hot. Before we had air-conditioning, former member Dan Gorny used to say the clubhouse reminded him of Alec Guinness's sweat box from the movie *Bridge on the River Kwai*.



Sweat Box — Colonel Nicholson (Alec Guinness) is ordered back to the clubhouse to fix track kinks

Our clubhouse has two garage doors, minimal insulation, and does not have air-conditioning running all summer. Last winter we experienced very cold days; the clubhouse warmed to only 42 degrees. When the heater fuse had blown it got even colder. Needless to say, we experience very wide temperature variations for our layout—which is essentially built in a barn.

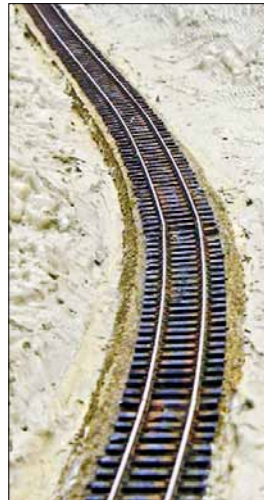
Hot Days Can Mean Track Troubles

Without sufficient gaps between separate pieces of track, the expansion during hot days causes track kinks. We have had hand-laid track pry itself out of the spikes from expansion into S-curves.

Along our Marshall Pass line, I found four kinks where pieces of flex track had been soldered together at the rail joiners. Because the rails had nowhere to expand and the solder formed a weaker joint than solid rail, they kinked at the joints as a result of



Extreme temperature — Wintertime can be abominable at the clubhouse, especially when the heater fuse blows.



This track kink along the Marshall Pass line stood out like a sore thumb when eyed along the track.

thermal expansion. The kinks were severe enough to cause narrow gauge passenger cars and K-27s to derail. Unfortunately, when colder temperatures arrived the tracks did not de-kink, even though the rails contracted.

I discovered it is very difficult to repair flex track and remove kinks. The flex track had been attached to cork roadbed using caulk, then soldered together at the rail joiners. I needed to “gap” the rail along curves—curves which exceeded the length of a single piece of flex track. The flex track wants to straighten itself unless it is attached, so the separate pieces of track fail to follow the curve—not good for a smooth curve.

Out-Of-Scale Gandy Dancer To the Rescue

I decided to repair the curved flex track the same way I do with my hand-laid track. My method for hand-laid track is to replace the cork roadbed with ¼" Luan plywood, add wood ties, and spike the rail in place along the curve.

As shown in the photo on the right, I replaced a section of the cork roadbed with Luan roadbed, which I sabered out of a sheet of plywood, adding the 45 degree taper along both sides. I used a paper template of the original roadbed as a pattern to cut the Luan. Notice how the rails from the flex track want to go straight in the photograph?



Quarter-inch Luan roadbed replaces the original cork roadbed where the rails in the flex track had kinked. You can see how the rails resist curving and want to be straight.

The rails were carefully cut at the joiners using my thinnest razor saw. I then used a soldering iron to remove the joiners and solder, then cleaned up any remaining solder from the rail using my fiberglass-tipped weathering brush. I learned to carefully vacuum the area for fiberglass particles after cleaning up the solder because these tiny, brittle fibers can be very dangerous and painful if they ever get in the skin. The fiberglass brush does clean up any re-



Further aggravation from prying up some of the good track to get ties in place. Luckily, the flex track that had been caulked was not too hard to pry up, but the old caulk had to be scraped off.

Continued—Tribulations—page 4

Tribulations — from page 3

sidual solder nicely, though, without scratching the rail.

Next, I had to pry up more track to get ties placed under the rails, sanding the ties to the proper height and gluing them in place. Before I did that, the old caulk had to be painstakingly scraped off the remaining cork roadbed so the track would sit level. (See photo, bottom of page 3).

I made the mistake of cutting one kink with my handy Dremel™ tool, using my favorite Sears Craftsman™ cutting wheel. Sadly, the gap that was left at the end of the rail was wider than I really wanted; it seemed like at least an eighth of an inch. So I switched to my thinnest razor saw, which worked better. By grasping the rail and applying pressure between my thumb and index finger, I formed a slight curve along the ends of the flex track until the curve was close to the curve I wanted with the track almost sitting there by itself. Cutting with my thin saw had allowed me to test to fit the rails, so I could use my metal file to slowly and carefully widen the gap somewhere on the order of about 1/32". My hand-laid rails have successfully operated with such gaps.

Friendly Track, Even With No Joiners

By the way, I never use rail joiners on any of my hand-laid track and switches—anywhere. I do not like joiners because they put a bump on the ties, unless the ties are sanded down a little, and I don't like the look of them.

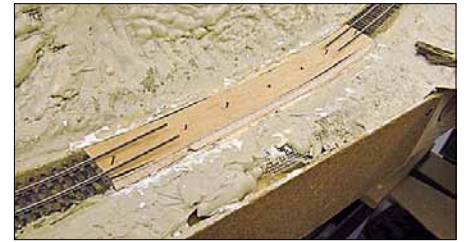
"Heresy," you say? We have operated quite a bit on dual and standard gauge tracks on the layout and have not had any derailments caused by rail gaps or having no joiners. Fear not to tread on untested waters; I have walked on them. I double-dog-dare you diehard joiner fans out there.

Cutting Even More

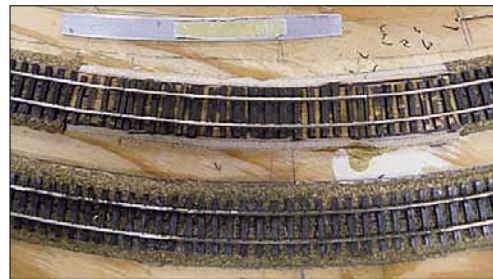
At a couple kink locations the original rails had buckled at the rail joiner—meaning the rails had deformed enough at the location to make it too difficult to smooth out. I removed a large segment requiring another short piece of rail. I cut out about four to six inches of rail at those spots; shorter pieces of rail are harder to put a smooth curve into and harder to work with—at least for me.

Still To Do

The work is far from over. The ties have to be glued and stained. The flex track has some ties stripped back so that the rails can be curved—again, by applying pressure with the thumb and index finger, then spiked to the new ties. If necessary, a splice piece of rail four to six inches long may have to be installed as described above. One rail along one side of the curve is spiked into place, eyeballed



A longer portion of rail was cut out here where the track had deformed, bending like a "Z" at the joiner as opposed to an "S", creating two irreparable bends at the ends of the rails in the flex track. New roadbed extends partially under the old flex track which can now be spiked along the curve.



This kink repair shows a spliced segment of rail, where extra ties were added near the gaps to spike the ends of the flex track and rail splices, to smooth the curve as much as possible. Normally, I do not use extra ties at gaps but found it helpful for the ends of the flex track which resist curving.

along its length by placing one's eye close down along the rail, and checked for smoothness. The other rail is gauged into place and spiked.

Since we do not use joiners, the rule in our club for DCC is "every piece of rail requires a track feeder."

The rule requires additional feeders, at least on one side of each gap.

Finally, all the rails need to be repainted. Another thing I learned: paint the rails before you spike them. It is not only a lot easier to paint, but that way the ties do not get painted rail color along with the rail.

—SH

From The Editor



Happy Independence Day! And with a little bit of luck you'll actually receive this newsletter before the Fourth of July. What you may expect is my list of excuses for being slow getting the *Herald* out the door.

I know that you really don't want to read a catalog of reasons justifying sloth; I won't

list them, particularly since the majority are some sort of variation on "We don't have a meeting this month, so there's plenty of time left." But I think there really is a lesson about my procrastination that has a model railroading application: just because it is a hobby doesn't mean that you shouldn't budget time to model.

There are a million different reasons not to work on your layout. There's the lawn to mow, a favorite TV show to watch, and after a rough day at work that armchair looks so inviting. Somehow we don't have time

enough to spend on our hobby. There's always something more important to do first.

But here's the rub: why isn't model railroading "important" enough to include in the things you have to do? Why is it at the bottom of the list.

I figure it's because it is fun, and our Puritan ancestors are speaking to us saying, "Do your work before you fritter away time doing something enjoyable."

So I hereby resolve to budget time to work on my layout, and to heck with those Puritans. Maybe I'll show progress.

Provided, of course, that I have time left after doing the newsletter.

—SH



Show & Tell



Passenger Cars June S&T

A fine variety of varnish, some of it in stainless steel, made its appearance at Sunrise Division's June meeting.

According to Dick Hunter, the Railette Car (*above*) is found on the home rails of the Lake City & Junction Railway. This fine line, perhaps better known as the Lost Car and Jammed Rails, runs this car on railfan excursions, although it is rarely included in

photo run-bys. It features a swimming pool with life guard, dressing rooms, well-stocked bar, and a high-gain television antenna so the ladies can keep up on their soaps. [Editor's note: *The LC&JR is a little old fashioned. These days it would be a satellite dish...and what soaps?*] Dick bashed this car from an HO-scale coach.

The lady in red is trying to get her husband's attention. He "forgot" to leave the credit cards.

Enjoy this month's selection of cars.

—SH



Dillon Allison brought this HO-scale Union Pacific Vistadome passenger car. It was made by Rivarossi.



An HO-scale Denver and Rio Grand business car, made by Kato, was Stewart Jones's submission.

More June Show & Tell

Right: Don Francis brought in partially completed HO-scale passenger car kits. They were from various times, and Don said he was still going to use them as the core for kit-bashing.



Above: Bill Johnson brought in three HO-scale passenger cars, including this Louisville & Nashville coach made by Branchline.



Getting the stainless steel look in two different ways is demonstrated by the new "plated" AT&SF tail car (above) and by using real foil for the fluting on a kit-bashed D&RG combine (below). Both cars belong to Bill Johnson.



N-Scale Cars Showed Up at June S&T



With his interest in the Missouri Pacific, it is no surprise that Bob Hochstetter brought an Eagle N-scale car. If you look closely, you can see the generator pulley under in the center of the car body. If you look too closely you will see that the photographer got in a hurry and did not get the left truck fully on the rails.



This older N-scale passenger car was Steve Schweighofer's contribution. Not only is it an older style car, but it was purchased in the last century. Among other things, the Rapido couplers are a dead giveaway.



NMRA Notes

Privacy Matters

The NMRA Board of Directors has adopted a new Member Information Policy which is to be applied at the regional and divisional level of the NMRA. Recent changes in personal privacy laws make these changes necessary in order that our Division and officers can avoid the ever-stronger consequences and penalties for sharing members' personal information without their permission. *[Editor's note: You can contact Gary Myers for specifics, although the officers and members directly concerned have received a copy.]* Send questions concerning this new policy to Mike Brestel, NMRA President, at nmrapres@zoomtown.com, or Robert Amsler, NMRA General Counsel, at nmraregal@charter.net.

Membership Numbers

As has been the case for several years, NMRA membership num-

bers are remaining stable. The membership count, as of May 31, was 19,495. This represents an increase of 0.34% (that's 1/3 of 1%) over May of 2010 and a decrease of 0.32% (1/3 of 1%) over May of 2006. When you hear rumors of the "constant decrease in NMRA membership," please quote these figures. It is *stable* and has been for at least five years.

New Media Presence

The NMRA has a Facebook page and is on Twitter. For up-to-the-minute news members should follow National at either—or both—of those two social media sites.

National Election Results & Board Meeting

The new NMRA Canada Director will be Don Hillman, replacing Clark Kooning, MMR. The new Central District Director will be Peter Magoun, MMR, replacing Bob Beatty, MMR. The new Regional Advisory Council Director will be Stephen Priest, MMR, replacing Bob Ferguson. All new Directors will take office at the Sacramento Board Meeting.

—SH



N-Festation

GARY MYERS, DIVISION SUPERINTENDENT

Putting together the layout tour for the Spring Mini-Meet gave me the opportunity to contact many of you about layouts. I was a little disappointed in how few members had operating layouts but surprised by how many had new layouts, beginning or under construction, several with bench-work in place. I was also surprised to find out that of the many layouts that were being built, the majority were in N-scale. Some modelers had recently changed scale to N-scale and taken down older layouts.

I contacted many current and former NMRA members in our division and was fortunate to be able to talk to quite a few of you. I learned that a lot of us all run into areas where we do not have all the answers, need some help, and that each scale has its own unique challenges. Many of the folks I contacted have not been to a division meeting in a long time or possibly not at all.

Now I know as well as everyone that the NMRA has been primarily HO-scale focused for just about forever, as far as most of us are concerned. However, the wave of N-phoria out there is huge. We have had a greater number of N-scalers in attendance at meetings than in the past. We have had Patrick Lana, MMR, of N-Visible fame from *NMRA Magazine* present a clinic last year. I have talked with Patrick, who said he would like to do another in the future. Tom Frerichs, our Division's pride and joy editor, is an avid N-scaler. Member Frank Germon is the division's primary contact with the Moffat Modelers, sponsored by the Forney Museum. I did enjoy very much my visit to see the Moffat Modeler's layout at the recent N-Scale Junk Meet and look forward to watching their progress on my favorite railroad. Division member Bob Hochstetter does double duty as Bob-N-Repair at Caboose Hobbies and President of the Missouri Pacific Historical Society. Lest I forget, Sunrise Division's Boy Scout merit badge counselor Louis Surles and AP Chair David Bol are N-spirators.

For some reason, our Show & Tell themes have been predominantly HO-scale, making us look more like the HO-scale group of old. Many thanks go out to Nn3-er Steve Schweighofer, who loves to torture

Tom with a new photographic challenge at each opportunity. I guess I throw down the AP gauntlet here to you N-scalers to bring out *even more* N-scale models to the Show & Tell. Speaking of AP, I am not letting Mr. Frerichs off the hook either. I read the Sunrise Herald and took Tom's comment that he will never be a MMR as a challenge. Well Mr. Frerichs, there are plenty of AP certificates out there that you can earn (and are already on your way towards) without scratch-building locomotives and rolling stock, so we will just have to wait and see. I am sure with David's help and encouragement anything can happen.

I also encourage you layout builders and planners out there, to send to Tom your layout plans, status reports, construction and scenery photos of your layouts, no matter what the scale, for publication in the Sunrise Herald. I am looking forward to seeing these layouts progress towards operation, I think everyone will enjoy seeing these some day.

Though I dabble in the archaic HO-scale and much maligned HO₃ world, I feel fortunate to be surrounded with such talent: those who practice their craft in a realm I can only view through my reading glasses. Now, I know the NMRA has a rap for being HO-scale guys, but I would like to say for the record that the group and division officers have been getting a lot more diverse in scales, especially in N-scale.

With so many members in N-scale out there in our Division boundaries, I encourage you to take some time to visit some of our monthly meetings. We are definitely not just HO anymore. —SH



Module News



The Module Group, under the leadership of Don Francis, continue to work on the track plan for the modules. They have been busy laying out proposed industries, using the placement of those industries to determine siding placement, lengths, and other design considerations.

Contact Don for further information. —SH

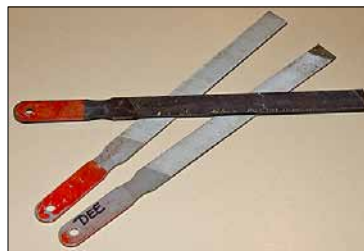


Francis Files For Fun

June's Tool Time Tips segment was in the capable hands of Assistant Division Superintendent Don Francis. Don, as part of his work, uses a number of tools, and one tool that he uses regularly to remove material is the mill file.

Don spoke about using files to do such things as removing styrene from building kit walls, particularly the thicker Design Preservation Models kits, to ensure a tighter fit. He also demonstrated how to care for files by cleaning them regularly.

After his presentation, he laid out a number of files on the swap table, selling them for only one dollar each. The proceeds of these sales went towards the Sunrise Division Modules.



Tool Time Tips



Your Model Railroader Horoscope



Gemini

May 21–June 21

You, Gemini, are the twins, which means that you talk to yourself a lot...even more than most modelers. Success is yours this year because your friends are getting used to your strange behavior and will start ignoring you, allowing you get a lot more model railroading accomplished. However, avoid doing this at DUI checkpoints.



Cancer

June 22–July 21

Cancer is one of the Zodiac's water signs. This has nothing to do with model railroading, but it does explain why you keep thinning Floquil with distilled water. The resulting mess always makes you crabby. Your layout aisles are far too narrow, but you don't notice since you only walk sideways. Stay away from cocktail sauce.

Focus on the Future

No July Meeting

Because our July meeting would be on July 7, which is just three days after Independence Day, Sunrise Division takes a break this month. We hope that you have a safe and happy Forth of July celebration, and we will see you at our August meeting. —SH



Division Meeting Place

Sunrise Division meets on the first Thursday of each month at 7:15 PM. The meeting is held at Holy Love Lutheran Church, 4210 South Chambers Road, Aurora, Colorado, which is located one block north of Quincy Avenue on Chambers Road. Check <http://www.trainweb.org/SunriseDivision> for the latest information. —SH


WANTED: PROMOTION CHAIR

\$Job Description: Make promotional items for Sunrise Division activities, such as flyers for Mini-Meets, Division Meetings and, God forbid, maybe even some Convention items. Make new friends at the copy store and Office Depot.

\$Benefits: Amaze your friends by displaying your wonderful talents. Let your creativity inspire us, the more graphically challenged.

\$Hours: Unlimited, as many as you want.

\$Pay: Know that through your advertising you could save lives, giving meaning to someone's life, who may have otherwise wasted away, never becoming a model railroader.

 **APPLY TO YOUR FRIENDLY NEIGHBORHOOD**
SUNRISE DIVISION SUPERINTENDENT.

Upcoming Events

- ◇ July 3–9, **Extra 2011 West**, NMRA 2011 National Convention, Sacramento, California. <http://www.x2011west.org>
- ◇ **July 7, Sunrise Division. No meeting!**
- ◇ July 7, **Denver HO Train Club Open House**, Colorado Railroad Museum, Golden, Colorado 6:30 PM—8 PM **This would be a good time to go since it does not conflict with our normal meeting.**
- ◇ July 16, **Model Railroad & Toy Train Swap Meet**, The Foothills Society of Model Railroaders, Green Mountain Presbyterian Church, 12900 West. Alameda Parkway, Lakewood, Colorado. 9—11:30 AM
- ◇ July 30—31, **Buffalo Bill Wild West Days—Steam-Up Event**, Colorado Railroad Museum, Golden, Colorado
- ◇ August 5—7, **Denver, South Park & Pacific Historical Society 12th Annual Convention**, Denver, Colorado. Information: www.dspchs.org.
- ◇ August 20, **Colorado Wine & Music Train**, Colorado Railroad Museum, Golden, Colorado
- ◇ September 1—4, **Rocky Mountain Region Annual Convention**. See *Callboard* for details.
- ◇ September 10—11, **Day Out With Thomas**, Colorado Railroad Museum, Golden, Colorado.
- ◇ September 15—18, **Ridgeway Railroad Days**, Ridgeway, Colorado
- ◇ September 17, **Model Railroad & Toy Train Swap Meet**, The Foothills Society of Model Railroaders, Green Mountain Presbyterian Church, 12900 West. Alameda Parkway, Lakewood, Colorado. 9—11:30 AM

Show & Tell Themes

When you submit a model for the show and tell, you automatically are entered into a drawing for a gift certificate from Caboose Hobbies in Denver.

June 2.....	Passenger Cars
August 4.....	Off Line Structures
September 1.....	TBA
October 6.....	TBA
November 3.....	TBA
December 1.....	TBA