



Sunrise Herald

February 2018

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Sunrise Division Officers

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Next Meeting

Our next Division meeting will be Thursday,
March 1, 2018 at Holy Love Lutheran
Church, South Chambers Road at 7:15 pm.

Upcoming Clinics for 2018

February – Trestle Building II Steel
Structures – Gerry Glancy
March – William Diesel Identification
April –
May –
June –
July –
August –
September –
October –
November –
December -

Upcoming Tool Times for 2018

February – Steve
Schweighofer
March –
April –
May –
June –
July –
August –
September –
October –
November -
December - TBD

Upcoming Show ‘n’ Tell Themes for 2018

February – Oldest Model
March –
April –
May –
June –
July –
August –
September –
October –
November –
December –

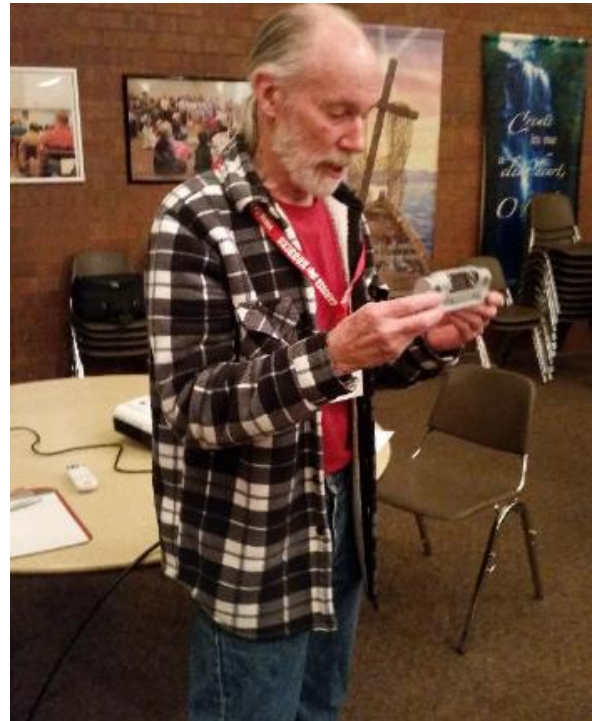
Meeting Notes

Stu called the meeting to order. We went around the room and had introductions.

Modules

Module work is, done for the winter. Modules in the trailer. Will setup for the Train show in March.

Tool Time



Steve’s Tool Time was on a digital torpedo level, which runs about \$30. The level can measure percent of grade, set a specific angle in degrees, along with measuring a level surface.

Show and Tell – Old Models



Bob Hochstetter’s Bachmann 3 Set N –Scale form 1968.

Show and Tell Continued



Steve Schweighofer's model of a covered wagon from the 1800s makes it the "oldest" model.



Gary Myers' Swift Refrigerator loading shed built in the mid 70s during high school. Stained with minwax.



Dennis Hagen's 1st scratchbuilt structures made in 1969.



Bill Johnson rescued Lionel train set about to be donated to the trash in 1949.



Stewart Jones' Varney Boxcar from 1950. Still running on his layout today.



John Griffith's Mid Continent Region MDC Cement Hopper, modified to match the prototype.



Richard Flammini's D&RGW boxcar.

Upcoming Events

February 17 – 18, Rails in the Rockies 2018
Stanley Park Fairgrounds, Estes Park, CO

March 3 - 4 Rocky Mountain Toy Train Show,
Denver Mart, Denver CO

March 17, Model RR & Toy Train Swap Meet,
Green Mountain Presbyterian Church,
Lakewood, CO

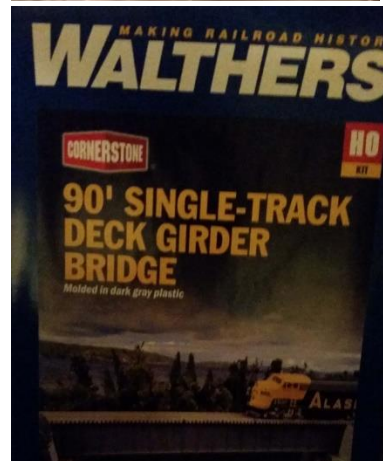
April 28 – 29, Train Expo Colorado, Chapel
Hills Mall Event Center, Colorado Springs, CO

May 18 -20 2018 NMRA Rocky Mountain
Region Convention, Cheyenne Express,
Cheyenne, WY

Clinic Trestle Building II Steel Structures



Micro Engineering provides kits for such bridges, but Gerry has found that the quality of some of their parts has degraded a bit, probably from over-use of the molds. Steel trestles can be made using parts from several other kits.



Possible source material includes Central Valley Truss Bridge and Walther's Girder Bridge kits

One Micro Engineering kit provides the vertical bents. These are assembled by cementing two "A-frame" pieces together, then adding lattice work along the sides to form a completed vertical bent. The bents can be shortened to fit the terrain. Unlike the timber bents that he demonstrated in a previous clinic and rest on horizontal mud sills, the two legs of the steel bents can be of unequal length as required. They rest on separate concrete pillars. The

decks for the trestle can be fabricated from Micro Engineering deck girder kits that come in various lengths.

The second half and the main part of his presentation described building a steel arch bridge. The prototype for his bridge is the Crooked River Bridge, shown below. He developed the dimensions and drawings for this bridge from older steam-era photos that included 40-foot cars. From these photos he determined that the spacing of the vertical members should be 30 feet. Construction of the actual bridge required building cantilevered sections from either edge of the canyon.



Crooked River steel arch bridge in Oregon



Photos of the Crooked River Bridge Construction

Gerry began construction by building the vertical

supports. He obtained his raw materials using several Central Valley through truss kits, supplemented required a different length. Central Valley girders come in two parts that must be cemented together. To keep them in alignment, Gerry inserted a #26 AWG drill into the assembly while he applied the cement. Once assembled, he cut t box girders to the required length. At the top of each bent, he cut the cross girders from the truss bridge kit to the necessary shape. The edges must be tapered to fit the angle of the vertical columns. Gerry made jigs to align the vertical columns while they were cemented to the cross-members. He also made vertical and horizontal diagonal cross-bracing for each bent using lattice castings from another source.

When he completed all vertical bents, he assembled them to the bridge deck. He made the deck girders from the deck girders supplied in the truss bridge kits. He had to lengthen each girder slightly to match the spacing of the bents. If done correctly, notches in the deck girders should slide into matching notches in the cross girders. Since the deck is on a grade, the horizontal bents cannot be perpendicular to the deck, otherwise they would not be vertical on the completed bridge. To compensate, Gerry measured the off-vertical angle relative to the deck, then created a pair of jigs (not shown) to hold the bents at the correct angle while they were cemented to the deck. When all bents had been fixed to the deck, he assembled the top and bottom chord members. While the vertical columns have lattices on both sides of the connecting channel members, the horizontal top chords and the angled bottom chords have three solid surfaces on the top and sides and latticed surfaces on the bottom. Central Valley provides parts to assemble both types of girders.



A partially completed bridge structure

When completed, Gerry airbrushed the bridge structure flat black. He discovered crevices where his airbrush didn't reach and had to touch up these areas with a brush. He didn't mention this, but if the bridge structure is going to be any color except black, it would be a good idea to airbrush the insides of each column the desired color (or perhaps a little darker) before cementing the two parts together. Gerry cemented the Central Valley tie material to the top of the deck girders, then cemented the rails to the ties using ACC. Note that his roadbed is dual gauge across the bridge. Since the ties are a different color than the structure, they may need to be airbrushed separately before affixing them to the deck.



The Completed bridge on Gerry's layout.

He needed an arch bridge because center supports would obstruct the lower timber trestle.

Trivia

Answers

4-8-4 called Northern

2-8-2 called Mikado

2-10-2 called Santa Fe

New

Why is the Fairbanks-Morse "Erie Built" so called?

Trivia Continued

In EMD diesels, what does the "Dash 2" designation mean?

Amtrack's Superliner passenger cars are well known, but for which service were their predecessors built by the Santa Fe?

Yardmaster

Email caspienkronos@yahoo.com if have anything to post.

Trackside Photos



North Yard in Denver

