



January 2019

Volume 12, Number 1

Sunrise Division Officers

Superintendent..... Stewart Jones
 Asst. Superintendent..... Bob Rothgery
 Secretary..... Larry Stephens
 Treasurer..... Rich Flammini
 Program Chair..... Gary Myers
 Division AP Chair..... Bob Rothgery
 Youth Coordinator..... Ernee Edwards
 Education Chair..... Stewart Jones
 Modular Layout Chair..... Don Francis
 Editor Herald..... Larry Stephens

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Next Meeting

Our next Division meeting will be Thursday, February 7, 2019, at Holy Love Lutheran Church, South Chambers Road at 7 PM. **Note new time.**

Upcoming Clinic for 2019

February – Building the D&RG Narrow

Gauge-Basement Finishing, Backdrops & Benchwork

March - Sectional Layout Slideshow

Dick Hunter

Building the D&RG Narrow

Gauge-Mill, Yard, River, and Town Scenery

April - 4th Annual Sunrise Division Model

Railroad Auction - Rich Flammini

May and after TBD – OPEN

Upcoming Tool Times for 2019

February- RIP Track Video - Sunrise Web Page

March - and after TBD - OPEN

Upcoming Show 'n' Tell Themes for 2019

February- Era – Representative of a time

March - 1st Scratch built Item

April - Model/Prototype Photo

May - Your Favorite Railroad

June - Non-RR Hobby Item

July - Cancelled for Convention

August – Scratch built Structure

September - Kit built Structure

October - Scratchbuilt Car

November - Railfan Photos

December - Old Time Item

December Meeting Notes

Stu called the meeting to order. We introduced ourselves and gave the scale we modeled.

Don expressed a desire to set up the modules at Rails Across the Rockies Train Show in Estes Park. Again, we are looking for volunteers to help set up and tear down.

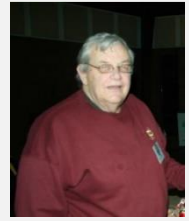


Steve Schweighofer talked about a project he is involved in with the Denver South Park and Pacific restoring the last remaining box car of its type. See more about this on page 7.

Dillon Allison talked about his projects. He is restoring a caboose and building a 1.5-inch scale 4 3/4 gauge C-19 D&RGW #346 live steam engine. He indicated that the engine would be about six feet in length.

Dick Hunter gave a short history of the Sunrise Division. The division was formed 40 years ago in 1979. See Sunrise Division Anniversary Page 9.

Bob Rothgery had been in touch with John Griffin several weeks ago and John told him he had leukemia. Bob was informed recently that John had passed away. We had missed John this summer since he moved back to Omaha. Despite his health problems he never complained. He just showed up and talked trains.



We also lost Ron McHenry back in November. Ron came to many of our Sunrise meetings; he was a quiet guy and was always finding detail items for the modules and would bring them to the meetings. Ron also would show up from time to time at Dick's on Saturday mornings to bring us things he found at swap meets. He stayed to see how we were doing, but did not to work on the modules. He helped with our setups at TCA shows. Those who helped set up really appreciated the burritos he provided.

We will miss you both, John and Ron!

Clinic

The last 20 minutes of the movie "Runaway Train" was shown. It was cut short in December due to the arrival of the cleaning people coming in at 9pm. The first 25 minutes of "Engine Builder" was shown to fill in the remaining time. This was a video from the History Channel and dealt with a locomotive frame being cut by a plasma cutter and an engine rebuilding.

The Swap Table

There was a misunderstanding from the information received about the leftover train items going to Harold Huber. Right now we don't know about Harold's status. Rich understands that Harold has some health problems.

Instead of one person being in charge of the Swap Table, we are going to try a "you bring it and you take it back" if your items do not get sold.

I'm Not Cheap, I'm Frugal

Microbrush at \$3.99 for 12 (.33 each) or \$14.95 for 4 sizes--100 each size--1.0mm, 1.5mm, 2.0mm and 2.5mm (.04 each) each from Amazon. They are similar in quality. I use the 1.0mm or 1.5mm for precise control of CA glue, styrene solvent and the 2.0mm works great for cleaning truck journals.

https://amazon.com/gp/product/B01MQQY5MZ/ref=oh_aui_detailpage_o01_s00?ie=UTF8&psc=1



Tool Time

Larry Stephens went through his take on work bench lamps. When his projects required more light, he went from a dual 8-foot 40watt fluorescent lamp to adding a gooseneck lamp. When that didn't have the reach he needed, it was replaced it with a Multi-Joint style lamp. Another lamp was also placed in the background where he was working to help reduce eye strain.

He showed several lamps he used while working on his layout. They have been made almost obsolete by lightweight LED lamps. Several of the lamps that were used were: Hi intensity lamp. (This used an automotive bulb with a transformer to reduce the voltage. Very bright but also very hot.) A Multi-Joint style weighted desk lamp. (Worked well but was heavy and tipped over if it was extended too far.)

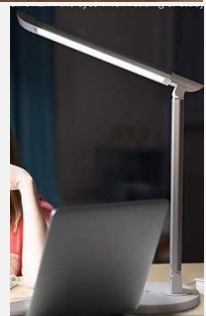
Fast forward to the LED age. A small inexpensive LED flashlight, when attached to a mini tripod, allows for a bright spot to be pointed at the work area. If the lens is removed from the flashlight, a larger but less bright area is illuminated. As it doesn't require a cord, it's easy and quick to move around. If you're on the floor, place the flashlight stand on the floor and aim it up under your layout. Now you don't need to hold the flashlight in your mouth.



There is another flashlight Larry used but it was a parts donor for a custom lamp. The custom lamp consists of a battery holder at one end, a switch and a LED at the other end. The switch and LED was removed from the donor flashlight. Instructions on making one precedes Track Side.



If you don't want to make one but like the idea of a lightweight portable lamp, there are a number of battery operated ones of the style as shown to the right. I haven't found one, though, that I can use upside down.



A short discussion afterward raised the issue of replacing our train room (and the rest of the basement) with overhead LED lights. There are three basic designs depending on what you want. 1. Replacement with new units. Some of these are often proprietary designs and should the LED panel go bad they are more expensive to replace. 2. Standard T8/T12 4-foot replacement LED bulbs. The easiest one to use is the ballast style. Just remove the old bulb and insert the new bulb. 3. Ballast-bypass style. This requires the ballast to be removed. If you are comfortable dealing with four electrical wires and have worked with house wiring, this is the one to go with. It draws less power and you'll never have a ballast go bad again.

For the 8-foot FA8 single-pin style, they also come as ballast style or ballast-free style replacement.

Show and Tell

The theme was Steam Locomotive. There were seven displays.



Larry Stephens displayed a Mantua Union Pacific 2-6-4 Pacific Engine that was one of his first engines.



Rich Flammini displayed a Tyco engine that was given to him.



Michael Menze displayed an ON30 Rio Grande MMI **K-36**.



Tom Wilcox displayed a C&S Moser Aster Live Steam Kit along with some history of the Mogul G scale engine.



Steve Schweighofer displayed a D&RGW #224 that he scratch built. Steve has won some awards on his work.



Gary Myers displayed a brass D&RGW #278 C-16 Consolidation Hon3. Gary has plans to remotor and add a decoder to this little engine.



Dillon Allison brought in a bunch of castings for his 1.5-inch scale 4 3/4 gauge C-19 D&RGW #346 Live Steam project. (Most of us are happy with Steam Sounding Decoders.)

From the Editor

I'm adding a new column "I'm Not Cheap, I'm Frugal." This will be dealing with tools or supplies that are bought at a savings over our usual source. I'm Not Cheap, I'm Frugal, Yard Master, URL of the Month and Trackside are your columns. I am looking for material I can put in these columns. I definitely could use your contributions. Steve has already contributed a couple of URLs. The URL column does not have to be a YouTube video. It can be any website of train interest.

Another thing, if you are giving a Tool Time or Clinic and have handouts or any pertinent information or comment that would best be seen in print, send them to me. If you want more than a basic review, I can include more information on your topic. This also applies to detailed announcements. Steve's boxcar project is a good example. Topics of interest to all division members of which is Dicks; History of the Sunrise Division.

Giving a clinic or tool time is open to all division members regardless of whether you come to the meetings or not.

My email: jeepnman@ecentral.com

Upcoming Events

Feb 16-17 -- 9AM to 5PM Sat; 9AM to 4PM Sun
Rails in the Rockies
Stanley Fairgrounds Event Center
Estes Park, CO

Mar 2-3 -- Sat 10-5, Sun 10-4
Rocky Mountain Toy Train Show
Denver Mart, 451 E. 58th Ave, Denver, CO.
\$10/Adult, under 12 & Active Military free.
March 16 -- Sat 9AM to 11:30AM
Model RR & Toy Train Swap Meet
Green Mountain Presbyterian Church
12900 W. Alameda Pkwy, Lakewood, CO

April 13-14 -- 10AM to 5PM Sat; 10AM to 3PM Sun
Train Expo Colorado
Chapel Hills Mall Event Center
1710 Briargate Blvd, Colorado Springs, CO

\$6/person, \$9/Family of two or more, under 12 free. \$1 Discount for Seniors or Military

Yard Master

No items this month

URL of the Month

1923 Train Movie

Now for a little silliness.

<https://www.youtube.com/watch?v=QXBwzC4JYC0>

Russian Fail

A lesson in Russian geometry as it applies to weight and tractive force of locomotives minus common sense.

<https://www.youtube.com/watch?v=apowxSQ8oZE>

Modules

We are most likely going to set up the Modules at the Estes Park Train Show February 15 with teardown February 17. There is going to be a need for at least three, ideally four to five, helping to set up and tear down. For those who can make it, it is a good time to take the wife or friend to also see the Rocky Mountain Park in the wintertime unless Trump still doesn't have his wall. We can understand the effort of coming up both times and that is greatly appreciated.

Stay the weekend, see the Park, if open, bring your trains to run, attend the show and maybe buy that got-to-have train item you didn't know you wanted, see downtown (imagine walking downtown and not bumping into anyone and no lines), buy some fudge, eat out at a different restaurant. The weather was great two years ago; last year it was cold. Should it be forecasted to be dangerous this year, we won't go.

Special Rate for the Rails Across the Rockies

Silver Saddle Inn

(Official Show Rate has ended)

1260 Big Thompson Avenue

Estes Park, CO 80517

970.586.4476

info@estesresort.com

Coyote Mountain Lodge (My personal choice)

The Coyote Mountain Lodge, east of BW, has a 48-hour reservation cancellation. Last year, I

cancelled my last day at the last minute because of a storm coming in and they graciously did not charge me.

Coyote Lodge does not offer breakfast. If you can do without a motel breakfast, their phone number is (970) 586-4376. To get 10% off mention my name (Larry Stephens). The discount is approved by the manager, Troy. They have rooms ranging from updated, refurbished or new. Pick your price.

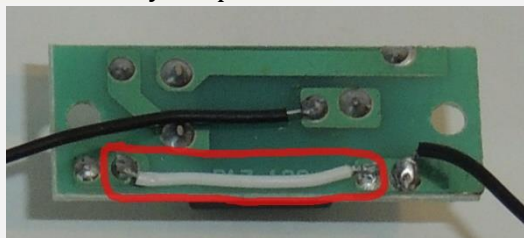
Custom work lamp instructions

The flashlight I used is from Harbor Freight. The prime illuminator is called a COB (Chip on Board). There are at least six variants of this flashlight, mostly of which consists of how the switch and the three LEDs are laid out. I'll cover two of those that I've constructed. The photos will show the layout of the lamp and placement of the components.

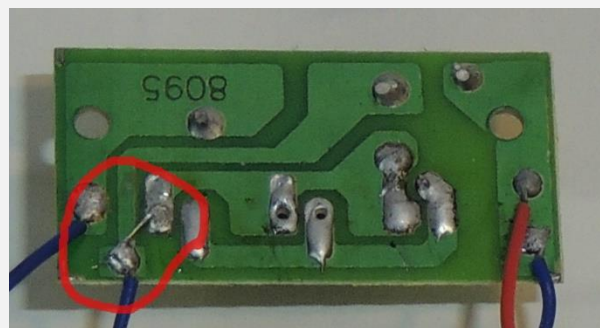
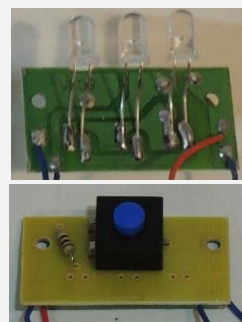


The switch is the one item that needs to be modified. It is an off-on-off-on switch, or for those who march to a different drummer, an on-off-on-off switch. The first On position turns on the three LEDs and the second On position turns on the COB LED. The three LEDs will need to be removed.

Style One has the wiring going to the three LEDs. Unsolder those wires. Unsolder the two resistors, then solder a wire where the resistors were. Solder a jumper wire where the drawing is circled. Now the COB LED will power on every On position.



Style Two has the LEDs soldered to the board. Unsolder the three LEDs and resistor, then solder a wire where the resistor was. Solder a jumper wire where the drawing is circled. Now the COB LED will power on every On position.



Install a AA battery holder (can be purchased from eBay or Radio Shack.com). You can use the switch from the flashlight to control negative or positive voltage. Your choice. Just make sure the positive ends up at the positive mark on COB LED.

The plate to mount the lamp to the tripod is determined by temporarily securing the LED, the switch and battery holder with the battery. Find the balance point and place whatever design you want to mount to the tripod. Your lamp is now balanced so it won't tip over.

The battery that is used is a 3.7 Li-ion 14500 rechargeable. The best value/decent output is the EBL brand. You will need a charger. There are two types. One dedicated to this size battery and one that works on both 18650 and 14500. Again, your choice. I prefer the dedicated 14500 size only. Search "Dual Battery Charger 14500 Digital Smart Charger New Wall Travel Japan Made" on Amazon or eBay. Right now there is only one seller that has the dedicated style on Amazon or on eBay.

Batteries and other style chargers are also found on Amazon or eBay.

Help Bring Colorado & Southern 8027 Home to Como!



C&S 8027, December 28, 2018

Jolly old St. Nick brought the South Park Rail Society a Christmas Present; Colorado & Southern narrow-gauge boxcar 8027! Unfortunately, he left it several hundred miles away from Como and in need of some repairs. With your help, we will be able to bring C&S 8027 home to Como!

The Car

Colorado & Southern 8027 is the sole known survivor of a group of 40 such cars built in December of 1898 by the St. Charles car Company of Missouri. Ordered by C&S predecessor Union Pacific Denver & Gulf, the cars were built the month the C&S was formed and were delivered lettered for the new Colorado & Southern and numbered 8025 to 8064. The "St. Charles" boxcars were wood framed, 30 feet long and rode on standard arch bar trucks.

The cars survived long enough to receive major overhauls at the C&S's Denver shops around 1930 and a few survived to the end of most C&S narrow gauge operations in 1941.

C&S records indicate that 8027 was "Dismantled" in Denver in January of 1939. Stripped of its metal parts, the carbody was sold to a farmer east of Boulder where it was used as a calving shed and general storage until early 2005. Acquired by a private owner in 2005, the car was slowly restored over the next several years.

C&S 8027 has been donated to and is now owned by the South Park Rail Society. Our goal now is to perform some repairs to the car and move it from its present location in Kansas to Como.

The future

The South Park Rail Society is excited by this opportunity to return a piece of Colorado & Southern rolling stock to Como on a permanent basis. Our goal in the immediacy is to finish the cosmetic restoration of No. 8027 and return it to Como where it will serve as both a display and a place to store and organize the amazing amount of artifacts that have been and are being uncovered as work continues in Como.

To house the car, a short section of Track No. 5, which once ran behind the west wall of the roundhouse will be rebuilt. This will allow the car to be both prominently displayed as well as easily accessed from the roundhouse.

What next?

In order to accomplish this project, we need to raise \$7,000.00; \$5,000.00 to move No. 8027 from Kansas to Como and \$2,000.00 to ready the car for display. Plans are to work on the car in its present location and then move it to Como.

Donations will be used to accomplish the following tasks;

- Change out the body bolsters, allowing the car to sit correctly and be moved around
- Install needle beams, queen posts and truss rods.
- Repair some rot damage to the siding.
- Repaint and letter the car to a circa 1930 look, with the C&S "Button Herald".
- Move the completed car to Como.

With your help, C&S 8027 will be on display in Como by the summer of 2019!
How can you help?

Via PayPal;

The SPRS's PayPal account is comoryproject@gmail.com, please note "C&S 8027" in the notes

The old fashioned way;

Fill out the form below and mail it to us –

I would like to donate \$_____ towards bringing C&S 8027 to Como

Name_____

Address_____

City_____ State _____ Zip _____

Please make check or money order payable to: **SPRS**

Please return to:
South Park Rail Society - C&S 8027 Project
P.O. Box 197
Bendena KS 66008

www.southparkrail.com
THANK YOU!

The History of the Sunrise Division

By: Richard Hunter – January, 2019

Before the Sunrise Division came into existence, there was a Gateway Division in Aurora.

I first got involved in the NMRA and RMR in 1977 by volunteering to help the NMRA National Convention in Denver (Rocky Rails 77). I started attending the Gateway Division meetings. Unfortunately, there were only a couple of other people attending the meetings. Even the Superintendent did not show up. In 1978, I recommended to the RMR Board that the Gateway Division be abandoned and the territory put back into the Denver Division. The response was NO, and to keep the division going. I then said I would not try to keep Gateway going but would consider forming a new division. They said go ahead.

In October, 1978, I hosted a mall show at the Aurora Mall. I set up an information table with a sign-up sheet for people who would like to get with other people of railroad interest. In December, I made arrangements to use the meeting room of a savings and loan. Then I sent out an invitation to those people who had signed up. About 30 people met in January, 1979, and from there we formed the Sunrise Division. We met at the S&L on a monthly basis until we got too big for the room. We have met monthly at a number of different places ever since. Our group size has varied from 20 to 50 at different times.

We continued doing mall shows. We did the Aurora Mall in 1979 and 1980. We could not get into the mall in 1981. We moved to the Buckingham Mall in 1982 and did shows there until they tore it down in 2007. Twenty-six straight years.

In the 1980s, the Division got started into modules. We took the modules to about six shows a year in the Denver area and as far away as Glenwood Springs and North Platte.

In 2000, the Mall gave us an empty store to use. We formed the Sunrise Modular Railroad Club and had our modules set up there for seven years. Our new modular layout has been to nine TCA shows at the Merchandise Mart plus several other shows.

The Division and its members have been involved in many conventions. One year after being formed, the Division hosted its first regional convention. At that time, we set a new RMR record with over 200 attendees.

Over the years, the Division sponsored seven regional conventions and co-hosted or helped on at least eight others. I personally put together three conventions in Chama with two being photographer special train rides. Several other Division members worked at the 1977 and 1991 NMRA National Conventions in Denver.

The treasury of the Division changed drastically in 1986. Prior to that, all \$35 was in my personal bank account. In 1986, we handled the Kermit Gaines estate for a commission of almost \$1,200. Ever since then, the treasury has remained near that amount.

We have been an active division and are celebrating our 40th anniversary in January, 2019.

Track Side



Photos

Photos by Larry Stephens Rio Grande 2008 Stored in Monte Vista

These cars are owned by Don Shanks. Denver and Rio Grande Railway Historical Foundation.
Photos are of a couple of Stock Cars located at the Foundations yard.

