

December 2022 Volume 15 Number 12

Sunrise Division Officers

Superintendent	William Boorman
Asst. Superintendent	Dennis Hagen
Secretary	Bob Hochstetter
Treasurer	Dave Clifford
Program Chair	Gary Myers
Division AP Chair	Grant Harrison
Youth Coordinator	Position open
Education Chair	Stewart Jones
Modular Layout Chair	Larry Stephens
Herald Editor	Bob Hochstetter

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Layout of the Month

This month's photographs are from Rich Flammini's HO scale layout. They were taken by Tom Wilcox during the August 6, 2022 Sunrise Division layout mini-tour.









From the Editor

I was unable to attend the December meeting of the Sunrise Division because I had a raging case of COVID-19. In my absence, Assistant Superintendent Dennis Hagen took notes that he provided for me to include in this issue of the Herald. His note taking is so superior to my usual note taking that I am including much of material that he sent me here verbatim. Thank you, Dennis.

December Meeting Notes

The regular monthly meeting of the Sunrise Division, of the National Model Railroad Association was held December 1, 2022 at Holy Love Lutheran Church. To celebrate the holiday season, members provided many snacks and goodies. Most had filled their plates before the meeting began.

Signing in to the Zoom portion of the meeting began around 6:40 p.m. Superintendent William Boorman called the meeting to order at 7:04. Fourteen members attended in person, with two joining via Zoom.

Introductions were the first order of business. Along with an introduction, William asked each attendee to briefly describe his holiday plans. Although a couple of members planned to travel or to host guests, most appeared to anticipate a very quiet holiday.

As part of the announcements, William gave a shout out to the modular group as well as the numerous members who assisted in setup and tear down for the recent Rocky Mountain Train Show. Our modules have been invited to participate in February's TECO Train Expo in Colorado Springs, February 4-5, and we are looking at the Rocky Mountain Train Show at the National Western Complex, April 1-2. William discussed the need for more volunteers for our modular shows. Transportation and setup can be problematic, but we also need more members to attend the shows to assist in running trains and interacting with the public.

Next Meeting

The next meeting will be Thursday, January 5, 2023 in person at Holy Love Lutheran Church, 4210 S Chambers Road, Aurora, Colorado. Mask wearing is optional for all attendees. The meeting will start at 7:00 p.m. The meeting will also be streamed on Zoom with sign-in between 6:30 and 7:00.

Video of the Month

This month's featured YouTube video is Christmas Trains Galore. https://www.youtube.com/watch?v=TjEbRcojU

<u>yA</u>

Upcoming Tool Time

January - DCC Current Keepers—Gary Myers

Upcoming Clinics for 2023

January - 2022 NMRA Convention - Bob Hochstetter February - AP Electrical Certificate – Gary Myers March- TBD - William Boorman April - Signaling - Stu Jones May - 3D Printing - Grant Harrison June - Contest Model: 1903 Salida DG Turntable Bridge - Gary Myers October - Street Cars - Grant Harrison November – Auction – Rich Flammini

Upcoming Show 'n' Tell Themes for 2023

January – Stations February– Railroadiana March – Anything Scratchbuilt April – Foreign Railroad (non US) May – Yard Engines June – Industrial Structure July– Special Purpose Car August – Weathered Model September – Photos/Media October – Streetcars/Trolleys November – Anything Goes December - Cabooses

The meeting concluded at 9:05 p.m.

In an attempt to reduce problems, we continue to ask that Show 'n' Tell photos, Clinic presentations, and Tool Time photos be taken before the meeting and sent to Gary Myers

(garymyers06@comcast.net) for presentation at the meeting and to the editor for inclusion in the Sunrise Herald (<u>rlhoch422@gmail.com</u>). (Ed.)

Announcements The Foothills Society of Model Railroaders swap meets.

Green Mountain Presbyterian Church 12900 W. Alameda Parkway Lakewood, CO 9:00 a.m. -11:30 a.m. (303) 989-0087 or (303) 985-1491 The meets are held on the third Saturday of odd numbered months.

2023 TECO Train Show



Model Train Show

February 4 & 5

Saturday 10-5 Sunday 10-3

Colorado Springs Event Center Hall B 3960 Palmer Park Blvd Colorado Springs 80909 ADULT TICKET \$10 Rocky Mountain Train Show - Spring 2023 April 1st & 2nd Sat 8:00 AM - 9:00 AM - Pre-Registerd TCA/NMRA Members Sat 9:00 AM - 5:00 PM - Public Sun 9:00 AM - 4:00 PM - Public

> National Western Complex 4655 Humboldt St. Denver, CO 80216

Exhibit Areas Expo Hall, Hall Of Education - East, Hall Of Education - West, Stadium Hall

Module Report

Modular Layout Chair, Larry Stevens, presented a report on recent module activities, showing several slides depicting improvements, repairs and new scenes added to the modular layout. He suggested that the detailed new scenes prompted many visitors to spend more time viewing the layout.

Larry ran a 49-car train, which apparently set a new record for the layout. There were a couple of derailments during the show, emphasizing again the need for more eyes to monitor our show operations. We also need additional help with the Junior Engineer program.

Here is Larry's report:

All the basic structure repairs have been made and we are now back to module modeling. There were up to seven members doing work this summer, so we got a lot done.



This was the first scene that underwent an upgrade. It had a plaster dock and parking lot and depot problems. William Boorman took out the plaster. Adam Crews rebuilt the depot and covered platform, fixed missing doors, and made the parking lot and track area. It is now ready for ballasting and weathering.

The circled area shows where the modules are joined together. It does not look good – base-frame-frame-base. A later photo will show how it will look in the future.



The icing platform did not have any detail and the ice house was in the wrong spot. Chuck Gahm worked on the ice house, repaired the icing platform and added all the detail.



This photo shows the old track and broken gantry to the iron works building. The circled area indicates the area where the function switches were placed next to the edge. They all were moved to the fascia. The work was performed by Adam Crews, Larry Stephens and Chuck Gahm.



The top photo shows preliminary track work being done for the iron works. The bottom photo shows the completed gantry and crane. The kit was quite fragile and reinforcement cross braces were added. The work was completed by Grant Harrison.



The original bridge had suffered damage through the years with a number of repairs being done. A new bridge was built and painted to show sand blasting and painting in progress, with the right side showing the finished paint. This modeling was done by Adam Crews.

The red line shows where we might place the old narrow gauge route.



The original bridge had lost one of the end girders. The bridge had separated from the module when the base had separated from the frame. The base (right red line) had cracked further damaging the bridge. William Boorman and Adam Crews redid this section. The left red circle is where Adam Crews is gluing wood plates to protect the ends of these two "river modules".



This derailment was caused by the Rio Grande train running into a Grand Trunk train. The Federal Railroad Administration is still trying to understand how a Southern Pacific train, a Rio Grande train and a Grand Trunk train wound up in the same location. The red circle indicatess where we are trying to make the module ground cover look better. You can see the base, frame, frame and base.



This derailment was human error. The red circle shows the module end work. When done, the crack between the two modules will have the same ground cover. This work is being done by Rich Flammini and Dave Clifford.

Tool Time

Gary Meyers presented a special holiday edition of Tool Time, providing humorous definitions for many of the most common tools that modelers use. Most of us could identify with the jokes he made in one of the best Tool Time presentations to date.



Benchwork Tools that Keep on Giving!

Tool Time Drill Press



A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly painted project which you had carefully set in the corner where nothing could get to it.

Tool Time Wire Wheel

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh, &@#%!"





Tool Time Pliers





Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

Belt Sander

Tool Time



An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

Tool Time Hacksaw

One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.





Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.



Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

Tool Time Table Saw



A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.



Tool Time Hydraulic Floor Jack



Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

Tool Time Band Saw



A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.





Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.



Any handy tool that you grab and throw across the garage while yelling "Son of a #@!&%" at the top of your lungs. It is also, most often, the next tool that you will need!

Show 'n' Tell

Our monthly Show and Tell segment featured a holiday theme that did not spark a lot of participation. Adam Crews brought slides of his "bar top" layout, which featured a Marx brand, 1940's vintage train set with cars appropriately loaded with holiday decorations. The train was Adam's uncle's that he had while growing up. Adam found it while cleaning out the garage after his uncle passed away six years ago and decided to make it a bar top holiday display for his aunt.





Adam also sent this picture of the Michigan Central Station in Detroit, MI with the CP Holiday train on December 8, 2022.

CLINIC

Stu Jones presented his layout scenery design clinic. (*Stu graciously edited and reworked his PowerPoint presentation to make it easier to understand in this format. Ed.*)

The clinic describes the relationship between the layout trackplan and the scenery that surrounds it. The main purpose of the clinic is to assert that the scenery should be a part of the track planning process. It's a chicken and egg question: which comes first the trackplan or the scenery? The answer is neither; both need to evolve simultaneously. Another goal of this clinic was to establish scenery techniques that would make a layout appear larger than it actually is. He discussed three general types of layout designs: the island, the along-the-wall, and the aroundthe-wall. Each type can be enhanced by the room shape and added peninsulas. The last two types provide the maximum layout area for the minimum aisle area. In addition, there are several basic types of trackplan designs: oval, point-to-point and dogbone. Each of these can have many variations: folded, multilevel, etc. that can add distance to your mainline, provide interest to your visitors, and increase operating possibilities.



The around-the-wall design provides the maximum flexibility but must include some means for room access. Stu briefly discussed some solutions that have appeared in the hobby magazines. He then showed a photo of a drawbridge that he uses to bridge across the room entrance for the lowest level of his three-deck layout. This is copied from a C&NW bridge in North Chicago. This bridge is normally in its raised position and is only lowered when trains are running.



Our layouts must incorporate many unrealistic curves to fit the small spaces constrained by our room sizes. The shortest distance between two points is a straight line. Railroads would prefer to keep their mainlines straight but they must incorporate curves for many reasons. One reason is that their many customers (cities, towns, industries) may not be in a straight line. Other reasons include following the terrain and accommodating property rights. Following rivers can minimize grades but rivers seldom follow a straight line. Where we must have curves, long straightaways beyond them can also improve realism. We can use all these reasons to justify the curves on our lavouts.

Island layout types generally create the most unrealistic curves as well as making everything visible at once. Its difficult to hide part of the layout but the use of backdrops can hide part of it. This also gives the opportunity to have different scenery elements on each side of the layout including different towns and industries providing the illusion that the railroad is going somewhere. Along-the-wall and around-the-wall designs provide several advantages. They provide more railroad for the available floor space; viewing curves from the inside makes them less noticeable than viewing them from the outside; and because viewers can't see everything at once, it enhances the sense that the railroad is going somewhere. It also makes scenery transitions easier.

Other techniques to make often unrealistically short trains seem longer than they are, is to use cuts, tunnels, and buildings to hide part of the train as it moves through the scenery. Also, the scenery itself can divert attention from the train momentarily. Here are several scenes that attempt to replicate parts of Glenwood Canyon in relatively small spaces.







Some of these scenes also disguise that the railroad is running on a shelf only 8-16 inches wide. Tunnels also can make a long curve more probable. This view shows a curve approaching a rocky spur in the canyon that must be bored through because it cannot be circumvented.





Another trick is to tunnel through a canyon oxbow where the rails cannot follow the canyon bends.



Another way to make curves more realistic is to model a horseshoe curve in a corner. Such curves are used to gain elevation in a compressed space. This clinic showed at least a dozen horseshoe curves here in Colorado. The next two satellite photos show two examples. The first is the Big Ten curves just west of Arvada as the Moffat line approaches the front range and the second is back-toback curves on the Moffat Craig branch.





Loops are less frequently used to gain elevation and require a lot of modeling space but they can be effective. Below is a satellite view of the Tehachapi loop in California and a photo of a loop on the Canadian Pacific in British Columbia, just west of Lake Louise and the continental divide. Only the portals of the CP are visible since the loop itself is inside the mountain.



Stu's layout includes a loop that is convenient to sight because it is on top of a helix that would otherwise be wasted space. This device gains elevation for a bridge crossing (76-inches above the floor) over the entry into the railroad room. (Most people don't have to duck under the bridge.) Having people look at the undersides of the rolling stock as it passes also justifies all the work you put into that detail.



There are many such techniques you can use to improve the realism of your railroad. The important thing to remember is to keep the scenery foremost in mind. This way when you begin building your scenery you can avoid making it look artificial.