

Sunrise Division Officers

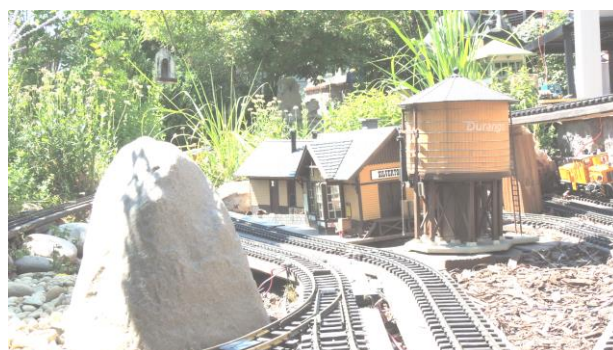
Superintendent.....William Boorman
 Asst. Superintendent.....Dennis Hagen
 Secretary.....Bob Hochstetter
 Treasurer.....Dave Clifford
 Program Chair.....Gary Myers
 Division AP Chair.....Bob Rothgery
 Youth Coordinator.....Ernee Edwards
 Education Chair.....Stewart Jones
 Modular Layout Chair.....Larry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

In the Herald

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Layout of the Month

More photographs this month from Tom
 Wilcox's outdoor layout.



March Meeting Notes

Signing in to the hybrid meeting began about 6:45 p.m. on March 3, 2022. The meeting began at 7:01 p.m. with 17 participants in attendance at the church and 5 attending via Zoom. The meeting began with introductions followed by Announcements, the Clinic, Tool Time, and Show 'n' Tell, all of which are reported on in greater detail in this edition. The meeting concluded at 8:41 p.m.

Next Meeting

The next meeting will be Thursday, April 7, 2022 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.

URL of the Month

Spring has arrived so here is a video of Southern Pacific steam in springtime 2015.
<https://www.youtube.com/watch?v=duSX6PuaGVA&t=9s>

Upcoming Clinic

D&RGW 3rd Division Mining Ops-Gary Myers

Upcoming Tool Time

Drill Chucks-Larry Stephens

Upcoming Show 'n' Tell Themes for 2022

April-April Fools
May-Kitbash Project
June-1940's Era
July-Prototype Project
August-1970's Era
September-Mining
October-Steam
November-2000's Era
December-Holiday Theme

Announcements

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 (rlhoch422@gmail.com).

Rocky Mountain Train Show, April 2nd and 3rd at the National Western Complex. This show will be co-sponsored by the Rocky Mountain Region of the NMRA. The Division's modular layout will once again be part of the Junior Engineer program.

Gary announced that the 2022 Rocky Mountain Region Convention will be held May 13-15, 2022 in Cheyenne. During that same time frame, the Union Pacific Historical Society will be holding its annual convention, also in Cheyenne. And, if that is not enough to encourage participation, the Sherman Hill Train Show will also be held that same weekend in Cheyenne. **See flyer below.**

The Foothills Society of Model Railroaders swap meets have resumed at Green Mountain Presbyterian Church, 12900 W. Alameda Pkwy, Lakewood, CO

Work continues on the Sunrise Division's modules every Saturday from 10:00 am to 2:00 pm, weather permitting. A work schedule has been created for upcoming Saturdays. More help is always needed.

June 19 - 25, 2022 - National Garden Railway Convention, Colorado Railroad Museum, 15500 E 40th Ave, Denver, CO

Rocky Op 2022. There are still a few spaces open for Rocky Op 2022. If you are interested, please see the flyer below.

Module Update

Larry Stephens sent the following update.

"We have a new member working on the modules, Grant Harrison.

We have finished up redoing some track, filling in some major cracks and some building repair.

For years we have fought the hinge pins sticking in the hinges and having to drive them out. This problem has been reduced, hopefully to an acceptable level. The hinge knuckles were not quite round and were less than a 1/4 inch. The knuckles were drilled out with a 1/4 inch bit. The pins still had a ridge next to the head that was over sized to fit tight in the knuckle. This was ground down to

slightly less than the pin diameter. This should also help with pin removal. A small O-ring was placed at the top of the pin to prevent the pin from going all the way in the knuckles, which will make it easier to remove the pin. After the show, I'll report on how it turned out.



Left to right, Stock pin, thick shoulder ground down, pin diameter further reduced.



O-ring added to make pin removal easier."

Clinic

Glenn Gibson presented a very interesting and enlightening clinic. He explained his rationale for selecting his prototype, his planning for the layout and his construction methods. It follows here in its entirety.

Here in Glenn's own words:

"The layout is inspired by the Santa Fe Railway's line up the Raton Pass on the Colorado-New Mexico border. The image of an aging 2-10-2 steam loco helping a Warbonnet diesel up the pass exemplifies the appeal for me."



Planning and Constructing the Trinidad & Raton Pass

Presented to the Sunrise Division of the NMRA
March 3, 2022
Glenn Gibson

Photo from "Santa Fe's Raton Pass" by Harper & Signor

Welcome to the Train Shed!



When Glenn purchased his present home, this shed was on the property. Glenn made substantial improvements to the shed in order to convert it to his layout space.

"Introduction

The layout space is 13 x 19 feet, and will be multiple levels when complete. Construction began in January 2020, right before the pandemic hit. Currently, the benchwork, track work, and wiring is complete on the upper level - no scenery yet. It is HO scale, with the Santa Fe as the primary prototype and guest appearances from the Colorado & Southern and the Rio Grande. The era is 1953 (ish).

Selecting the Prototype

Why the Santa Fe? Childhood trips from Kansas City to Chicago on the Santa Fe instilled a lifelong love of Warbonnets and stainless steel streamliners. The Santa Fe Historical & Modeling Society provides tons of prototype info. The Santa

Fe is popular among many modelers, so there are lots of models available of equipment and structures.

Why Trinidad and the Raton Pass area? It had sharp curves and steep grades (up to 3.4%), which are ideal for model railroads - an excuse to run slow and have helper locos. It was double track from Trinidad to the Raton Pass tunnel, which will allow running meets. Both the Colorado & Southern and the Rio Grande had operating rights on the Santa Fe from Trinidad to the Colorado & Wyoming interchange in Jansen, which allows running trains of those railroads. And there was a lot of interchange traffic between the C&S and Santa Fe in Trinidad, which will add operating possibilities to the layout.

Why 1953? It was the last year of steam helper operations, and the year that the old eastbound tunnel portal was closed off. There were still 5 name passenger trains a day each way - the Super Chief, the Chief, the El Capitan, the Grand Canyon Limited, and the California Limited, which allows modeling a lot of passenger trains. The coal mines in the area were still producing, which provides on-line operations.

Developing the Layout Plan - The dean of early track plan designers, John Armstrong, developed an approach called "Givens & Druthers" when he designed a track plan for a customer. It identified scale, prototype, space available, governing rolling stock, relative emphasis, and operating priorities. My emphasis has evolved from rail fanning to operating, as I have gained more experience at the latter. I am also more inclined to modeling specific prototypes than freelancing. I wanted a "sincere" track plan, meaning a train only goes through a scene once on its way around the layout, and I wanted to minimize hidden trackage. Armstrong also developed a system he called the square to quickly determine what would fit in a given space with a given minimum radius. I used that approach to narrow down a general track plan."

Introduction



Agenda

- Planning
 - Selecting the prototype
 - Developing the layout plan
- Construction
 - Benchwork
 - Track Laying
 - Wiring
- Wrap-up/Questions



Selecting the Prototype

- Why Santa Fe?
 - Childhood memories
 - Warbonnets & Streamliners
 - Availability of information
 - Santa Fe Railway Historical & Modeling Society
 - Availability of Santa Fe-specific Equipment and Structure Kits



Selecting the Prototype

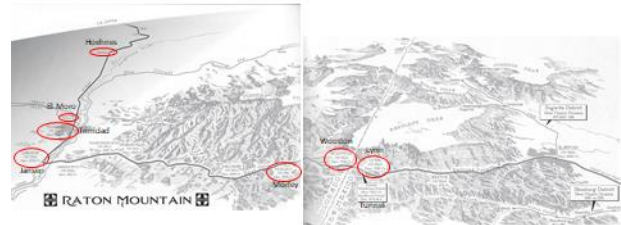
- Why Trinidad and Raton Pass Area?
 - Steep Grades (up to 3.4%) and Sharp Curves
 - Double track from Trinidad to Raton Pass tunnel
 - Both C&S and D&RGW had operating rights on the Santa Fe
 - Lots of interchange traffic between Colorado & Southern and Santa Fe in Trinidad



The line represents a very small part of the line in Colorado and New Mexico.

Selecting the Prototype

- Area Modeled - 30,000 foot view
 - Towns to be modeled



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Selecting the Prototype

- Why 1953?
 - Last year of steam helper operations
 - Old Eastbound bore of Raton Pass Tunnel closed
 - Five name passenger trains a day each way
 - Coal Mines Still Producing



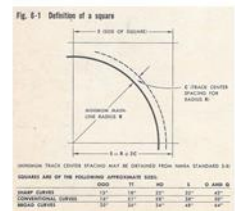
Developing the Layout Plan

- Givens & Druthers*
 - Scale/Gauge: HO/Std
 - Prototype
 - Year: 1953
 - Region: Colorado
 - Railroad: AT&SF, C&S, D&RGW
 - Space: 13" x 19" ~ 4.5 x 6.5 Squares
 - Governing Rolling Stock
 - 2-10-2, 4-8-4 Steam Locomotives
 - 85' Passenger Cars
 - Relative Emphasis



- Operating Priorities
 - Passenger Trains
 - Mainline Freight
 - Helper Operations
 - Interchange Traffic
 - Mine & Stock Operations
- Other
 - Sincere plan
 - Minimize hidden baggage

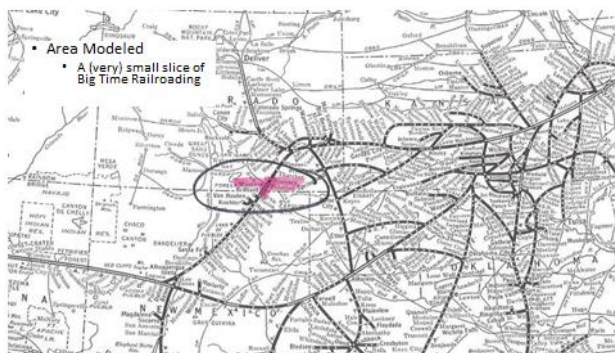
- Definition of a Square



*With Apologies to John Armstrong

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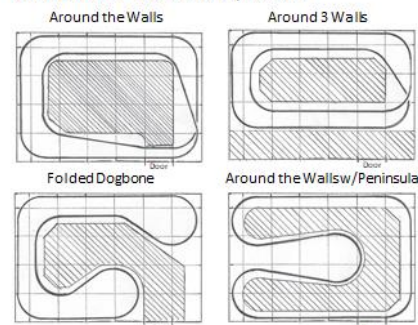
Selecting the Prototype



- Area Modeled
 - A (very) small slice of Big Time Railroading

Developing the Layout Plan

- What fits in 4.5 x 6.5 squares?



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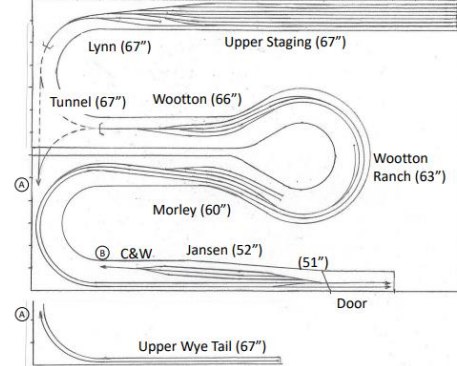
Developing the Layout Plan

How in the world did I get to 3+ levels?



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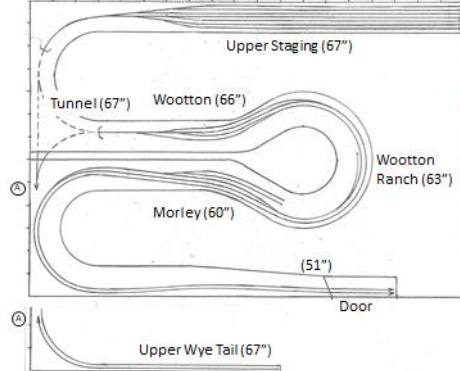
Developing the Layout Plan



Current –
Upper Level

16

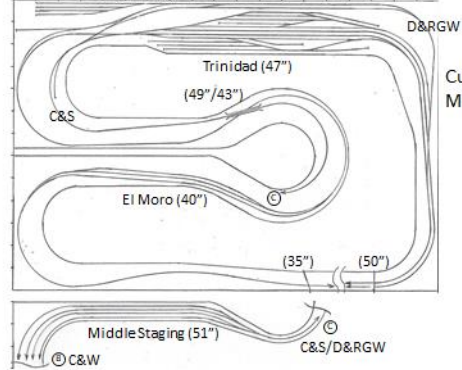
Developing the Layout Plan



Initial –
Upper Level

9

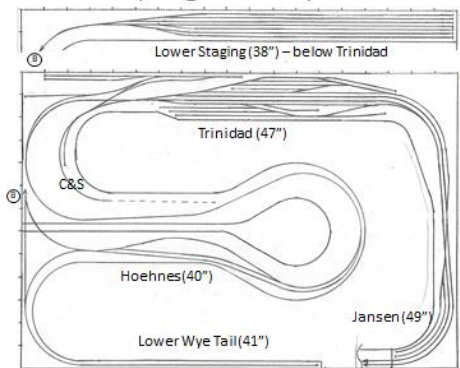
Developing the Layout Plan



Current –
Middle Level

12

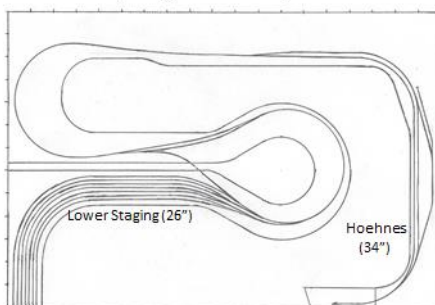
Developing the Layout Plan



Initial –
Lower Level

10

Developing the Layout Plan



Current –
Lower Level

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Developing the Layout Plan

- Layout Mock-up
 - Built to convince myself that it might actually be buildable



Benchwork Construction

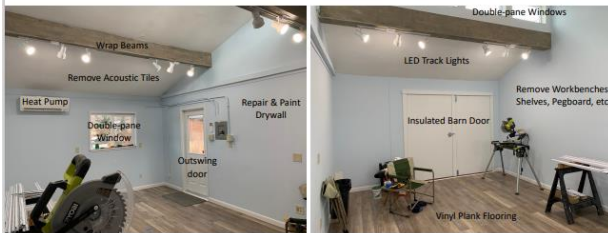
Peninsula Module

Mounted on Brackets



Benchwork Construction

- The Blank Slate – January 2020



Benchwork Construction

- $\frac{3}{4}$ inch 11 Ply Baltic Birch Plywood
 - Ripped into 1x4 & 1x3 Equivalents
- Kreg System



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Benchwork Construction

Swing Gate



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Track Laying

- Getting the Grade Right
 - 3.3% on Straights
 - 2.8% on Curves



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Benchwork Construction

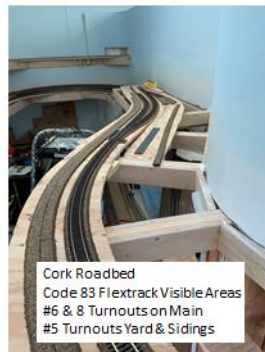
Peninsula

Track system with steel brackets

Mocking up benchwork sections

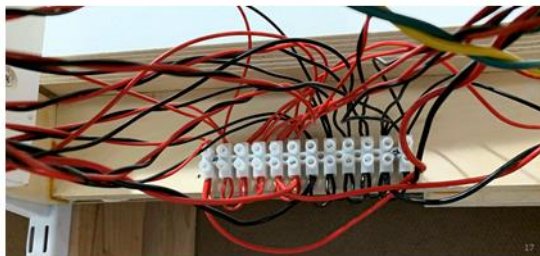


Track Laying



Wiring

- NCE DCC System
- Tortoise Switch Machines with Accu Lite Snaps! connectors
- 14 Ga Bus, 22 Ga Feeders, Euro Style Terminal Strips



Wiring

- Drawer Style Control Panels
 - Toggle switches, LEDs, and terminal strips are wired at the workbench
 - No under layout soldering!
 - Minimal intrusion into aisleway
 - Toggle switches with bi-color LEDs
 - Information about the tracks and town



Wiring

- Staging Yards (semi-hidden)
 - Turnout & Power Routing - NCE Mini Panel & Switch8-Mk2
 - Track Occupancy & Clearance - Azatrax IR Train Detection System

Control Panel



Azatrax IR Detection System



- One button to route power and turnouts to selected track (blue LED)
- Yellow LEDs - track occupied
- Red LEDs - clearance point fouled
- IR detectors across each track at each end to detect fouling of clearance points
- Two sets of IR detectors in series spaced along tracks to indicate track occupancy

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Summary

- When completed, if all goes to plan, the layout will have:
 - 3 scale miles of mainline run, with minimal hidden trackage
 - 3 levels with 41 inches of total elevation gain (and no helixes)
 - 3 staging yards with a total of 18 tracks
 - 4 railroads represented
- All in a 13 x 19 foot space

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Wrap-up

- Acknowledgements
 - Many thanks to Barry Best for helping turn a workshop into a train shed
 - Special thanks to Gerry Glancy and Kent Schwarz for their continuing work on the layout
 - Thanks to members of the Scenic Line Modelers Inc., club for their mentoring
 - Thanks to members of the Front Range Division for their feedback on all the requests for advice that I've thrown out there
- Questions?



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Tool Time

Gary Myers presented this idea for using a work cart at the layout. He explained how useful a cart is to bringing tools to the layout. He included prices for comparable carts.

Tool Time
Work Cart



Tool Time
Work Cart



Home Depot \$76

Tool Time
Work Cart



Home Depot \$119



Home Depot \$46

Show 'n' Tell

March's show'n' tell subject was 1930's era.



Bill Johnson showed these 1930's art deco designed locomotives: the Milwaukee Road's streamlined class A 4-4-2 Hiawatha locomotive and the CB&Q 9906A "Silver King" from the Silver Streak Zephyr. Also in the photo is a model of a 1936 Ford Fordor sedan.

Show n Tell March 2022
D&RGW #1800 M-68 – Gary Myers



These ran from Denver to Salt Lake City -- 745 miles (1,199 km) through the Royal Gorge and Tennessee Passes hitting 80 mph (129 kmh) in some spots -- until retirement in 1952-1954.



Standard Gauge Class M-68 4-8-4
Five (5) Built by Baldwin in 1937 for D&RGW.
HO Scale Pacific Fast Mail

Show n Tell March 2022
A.R.T. #24025, built 1939 – Gary Myers



Built starting in 1936 by (mostly) American Car & Foundry through 1945 for American Refrigerator Transit



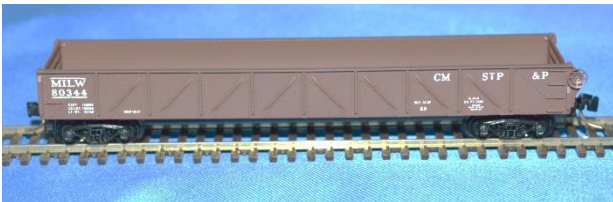
This car is from the first set of "kits" (24000-24099) supplied by A.C.&F. to A.R.T., to be built in their St. Louis shops.
1931 – 1947 Paint Scheme shown.
Intermountain HO Scale // Note: Horizontal Seam (only model like prototype)

Gary Myers showed models of the D&RGW #1800 and of ART refrigerator car #24025.

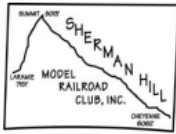


as the Milwaukee Road) 80000-81034 series. This N-scale model was produced by Micro-Trains.

Stu Jones showed this passenger car. Here is what Stu has to say about it. *"As an example of 1930s models, I selected a Branchline Models 3-Bedroom, 8-Open Section Pullman car. Pullmans came in many configurations but these steel cars were ubiquitous from the 1920s through the end of WWII when they began to be replaced with streamlined cars. Pullman cars were usually owned by Pullman Co. and leased to various railroads. Some cars remained in service through the 60s when they were used for overflow traffic as needed. There are three views: right, left, and underbody. Branchline provides a wealth of underbody details that can be the basis for detailing other cars."*



Bob Hochstetter presented this model. It represents the Chicago, Milwaukee, St. Paul and Pacific Railroad's GH class (drop ends and eight drop bottom doors) 48' 6" inside length composite side gondola. Built in 1937, it has wood sides and steel twelve panel Howe truss sides. It is part of the CMStP&P's (better known



Sherman Hill Train Show May 14-15

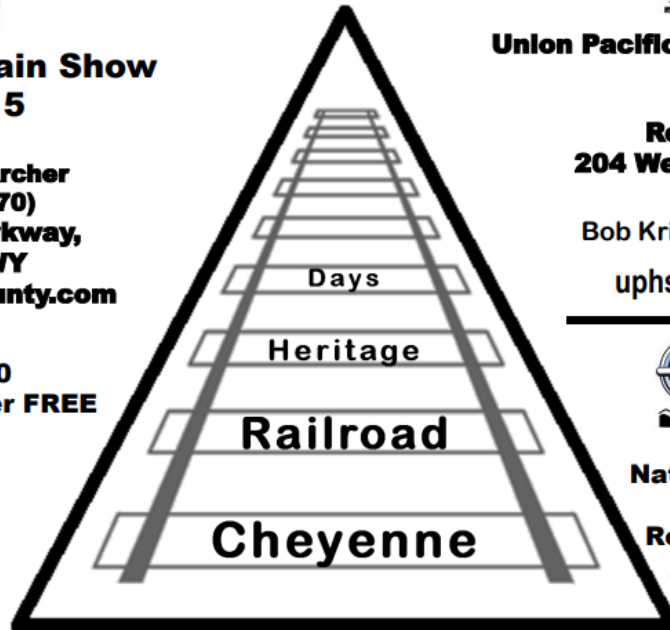
**Event Center – Archer
(180 E, EXIT 370)
3801 Archer Parkway,
Cheyenne, WY
events@laramiecounty.com**

**Admission:
Adults \$10.00
Children 12 & under FREE**

**Contact:
Sandy 307-634-1617**

**shmrrcts@gmail.com
shermanhillrails.org**

May 11-15 2022



Union Pacific Historical Convention

May 11-14

**Red Lion Hotel
204 West Fox Farm Road**

**Contact:
Bob Krieger 307-635-5197**

uphsoffice@uphs.org



**ROCKY
MOUNTAIN
REGION**

National Model Railroad Association

**Rocky Mountain Region
Annual Convention**

May 13-15

**Event Center-Archer
Best Western Plus Frontier Inn**

www.rmr-nmra.org

FREE PARKING

CHEYENNE
W Y O M I N G
Live the Legend™

ACTIVITIES

Sherman Hill Train Show – Archer Event Center

Region Clinics

Friday & Saturday evenings - Best Western Frontier Inn Conference Center

Saturday & Sunday daytimes - Archer Event Center

Region Model Contest

Friday, Saturday, Sunday – Archer Event Center

NMRA Member Primary Registration: \$30 (includes Sherman Hill Train Show admission)

NMRA Member Primary Registration for Train Show vendors/participants: \$10

NMRA Member Family (18 and up): \$10

NMRA Member Family (under 18): Free

Non-NMRA Registration additional: \$20

Make out checks to: Rocky Mountain Region

Mail to: Denny Krausman, 9609 Silver Hill Circle, Lone Tree, CO 80124-5420

OTHER NON-CONVENTION ACTIVITIES

Union Pacific Historical Society's 2022 Annual Convention

Separate Registration Required

May 11-14, at the Red Lion Hotel

Cheyenne Depot Days / Museum

Separate Admission

Monday - Friday 9:00 AM - 5:00 PM

Saturday 9:00 AM - 3:00 PM

Sunday 11:00 AM - 3:00 PM



Best Western Frontier Inn, 8101 Hutchins Drive, Cheyenne, WY (307) 638-8891





NMRA NATIONAL CONTEST ENTRY FORM

NMRA Form #901 Rev. H, 8/18/11. All previous forms obsolete
Please Print All Information

Entry No. _____

ENTRANT / MODELER

Name _____ Group Name _____ Age (if <30): _____
Address _____ City _____ NMRA #: _____
State/Province _____ Zip/Postal Code _____ Country _____ New Modeler: _____
Phone: () _____ - _____ Cell Phone () _____ - _____ Email _____ Region: _____

CONTEST EVENTS

MODEL CONTEST

(Judged)

Classification

☐ Scratch Built

☐ Kit Built

Category

☐ Steam Locomotive

☐ Diesel & Other Loco

☐ Traction

☐ Passenger Car

☐ Freight Car

☐ Caboose

☐ Non-Revenue Car

☐ Structure

☐ Display

MODEL SHOWCASE

(Display only, all categories)

☐ Entry

MODULE CONTEST

(Judged)

☐ Individual

☐ Group

PHOTO CONTEST

(Judged)

☐ (A) Model, B&W Print

☐ (B) Model, Color Print

☐ (C) Model, Slide

☐ (D) Prototype, B&W Print

☐ (E) Prototype, Color Print

☐ (F) Prototype, Slide

RAILROAD PASS CONTEST

(Judged)

☐ Entry

PEOPLE'S CHOICE AWARDS

(Popular vote - Direct entry)

Model

☐ Favorite Train

☐ Locomotive*

☐ Rolling Stock*

☐ Caboose

☐ Structure

☐ Display

Arts & Crafts

☐ General

☐ Needlework

☐ Railroadiana

Photo (B&W or Color)

☐ Model Print

☐ Prototype Print

Special Award Categories

☐ Photo Match

☐ Thumbs Award

Note - Judged entries are also eligible to be chosen for People's Choice Awards
* - Loco includes steam, diesel & traction; Rolling stk. includes, freight, pass & non-rev.

ENTRY NAME _____

CONDITIONS OF ENTRY

1. First place or Gold Award winners from previous NMRA National Contests are not eligible.
2. This Entry Form (# 901) must be completed for all entries. Judge's Score Sheets (# 902 for Model Contest and # 903 for Module Contest) must also be completed for each entry.
3. Supplemental information, including plans, photos and other supporting documentation may be submitted. This should be organized in order by judging factor (Construction, Detail, Conformity, Finish & Lettering and Scratchbuilt). However, judges are under no obligation to review this material, and the Contest Chairman may limit this information.
4. The Contest Chairman reserves the right to determine how to display entries. Removal of entries from the Contest Room without approval of the Contest Chairman and presentation of the claim check is prohibited.
5. All entries must have a declared value. (See below.)
6. After filling out this Entry Form and the Judge's Score Sheet, if applicable, return both to the Contest Staff who will provide an Entry no. for the Entry Form, Judges Scoring Sheet, Claim Check and Entry Identification Tag. Place entry with Identification Tag attached in the designated location. Retain the Claim Check, which must be signed and presented to pick up the entry at the end of the contest.
7. I hereby certify that this entry is entirely my/our own work or that the original exposure was made by me. I also hereby release the NMRA and all persons connected with this Contest from any liability due to damage to or loss of the entry greater than that covered by the NMRA insurance coverage.
8. I hereby grant the NMRA photo reproduction rights for publication of this entry in NMRA Magazine or any other publication of the NMRA.

Entrant / Modeler Signature _____

Proxy Signature _____

Entry Value
\$ _____

NMRA CONTEST CLAIM CHECK

I hereby certify that entry # _____ entered the Contest and has been returned to me in satisfactory condition

Entrant / Modeler / Proxy Signature _____

RockyOp North

Welcome to RockyOp 2022

RockyOp 2022 is in the final stages of planning. It will be held on layouts in the Denver area ("RockyOp North"). We have selected the dates of April 29-May 1 (Friday through Sunday), so reserve those dates on your calendar. We expect that those who participate will find some favorite layouts returning, some new layouts, some that have been on hiatus for a few years, and some that have been rebuilt. This is not your 2019 RockyOp! We are working on reserving a block of hotel rooms close to the center of activity. More details will be coming in the next few months.

RockyOp 2022 is not a sure thing as Covid-19 is still a problem. It could be cancelled, depending upon what happens with getting the spread under control. The current agreement is that layout owners will decide individually what precautions (if any) will be required to operate. That information will be provided on the layout descriptions to assist you in deciding which layouts to operate on.



RockyOp 2022 Important Dates

- January 24, 2022: open up RockyOp for registrations
- April 2, 2022: cut off date for registrations
- April 29-May 1, 2022: RockyOp 2022: Operations weekend

What's New on RockyOp

- November 21, 2021: announced the dates for RockyOp 2022
- January 19, 2022: updated details
- January 24, 2022: opened up registrations

Be sure to check here for the latest updates to this site!

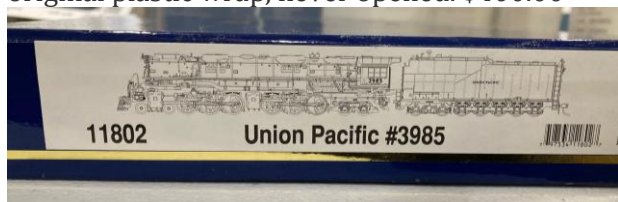
2022 Layouts

- A&O RR
- AT&SF, Colorado Division
- BNSF Fall River Division
- Chicago & North Western
- CSX Willard Subdivision
- DRGW - Gunnison Division
- Franklin Southern - Murphy Subdivision
- Great Northwestern Railway
- Hitop Branch Secondary
- Los Pinos & Lake City Railroad
- Maine Central - Rockland Branch
- Pueblo Switching
- Rocky Mountain Line
- Seattle Terminal District Railroad
- Wahsatch & Union Pacific

FOR SALE-- N scale items (10% OF THE SALE OF THESE ITEMS WILL GO TO THE SUNRISE DIVISION)

"I am selling these N Scale items for the widow of a friend. My friend never built a layout, was a collector and has had these items stored in boxes, not even displaying them. Unless noted otherwise, they are believed to be new and never run." If interested email lbuyck@comcast.net.

Item 1: Challenger 4-6-6-4 by Athearn, UP #3985. It is DCC with sound and can be run in DC mode. With it is a wireless hand held throttle for use in DC mode. Speed, direction of travel and sounds can be controlled with this walk around throttle in DC mode. Sorry about the photo of the locomotive in the box, it is still in its original plastic wrap, never opened. \$400.00



Item 2: E8 A Unit #930 and E8 B Unit #930B set by Walthers. There is no indication on the packaging that it is DCC or even DCC Ready. I also could not find any catalog info. Therefore, they are assumed to be DC ONLY. They have never been unwrapped. \$220.00



Item 3: GE AC4400CW Normal Cab w/ High Number Boards by Kato, DC. The package is not sealed. I did open the package and did a quick inspection of the item. It appears to be new and never run. \$125.00



Item 4: EMD SD70M w/ Flared Radiator by Kato, DC. The package is not sealed. I did open the package and did a quick inspection of the item. It appears to be new and never run. \$125.00

