

October 2024 Volume 17 Number 10

Sunrise Division Officers

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

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Layout Photos of the Month

This month's three photographs are from Stu Jones' HO scale home layout. Gary Myers took these photos during this year's layout tour.



October Meeting Notes

The regular monthly meeting of the Sunrise Division of the National Model Railroad Association was held October 3, 2024, at Holy Love Lutheran Church. Superintendent William Boorman conducted the meeting. The meeting was called to order at 7:02 p.m. Nineteen members attended in person, and two joined via Zoom.

William began the meeting by asking the members for self-introductions and to state their current model railroading projects.

Tool Time, Show 'n' Tell, the Clinic, Announcements, and more followed the self-introductions. All of these are included in this issue of the Herald.

William adjourned the meeting at 8:50 p.m.

Next Meeting

The next meeting will be Thursday, November 7, 2024, in person at Holy Love Lutheran Church, 4210 S. Chambers Road, Aurora, Colorado. 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

Alan Esler suggested this video for the October edition of the Herald. **Union Pacific's Big Boy Locomotive - World's Largest and Most Powerful Train**

<https://youtu.be/5YMAqqCYe00?si=Mbj5pH0y58EERnsQ>

Bonus video

Adam Crews sent this link to his coverage of the Colorado Rail Prototype Modelers Meet. <https://www.youtube.com/watch?v=wpKPHRkjzgo&t=10s>

If you find a video that you think our members might enjoy, please send me the link. (Ed.)

Upcoming Tool Time

November—TBD

Upcoming Show 'n' Tell

November —Dining Car

Upcoming Clinic

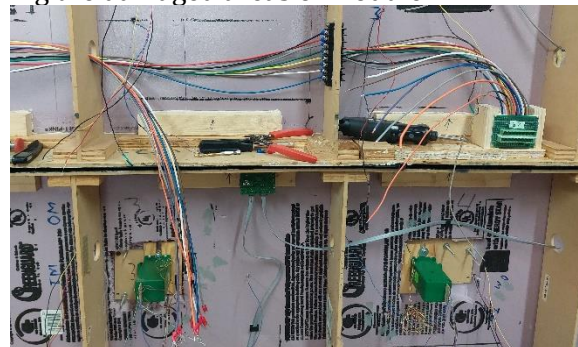
November—How I Built the Salida Sandhouse—Gary Myers

Reminder

To reduce problems, especially for those who join the meeting on Zoom, 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 (rlhoch422@gmail.com) for inclusion in the Sunrise Herald. (Ed.)

Module Report

Larry Stephens reported that he and Adam Crews are rewiring the modules and repairing the damaged areas of module #4.



This photo shows the complex wiring that is being redone.



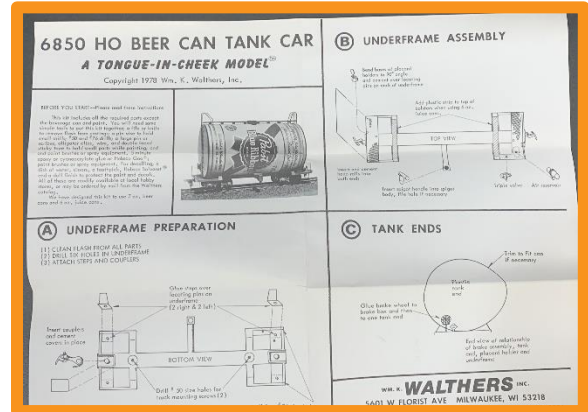
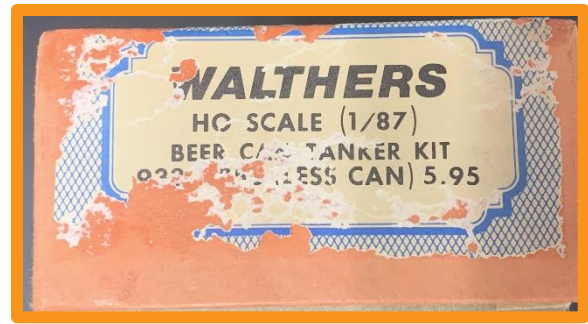
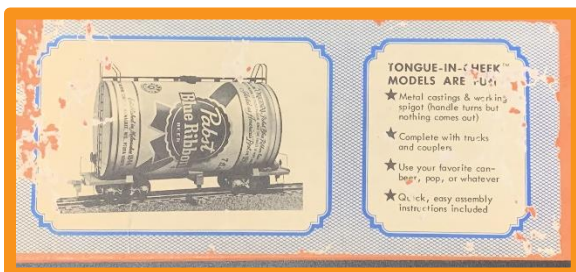
Show 'n' Tell

This month's Show 'n' Tell subject was **Beer.**

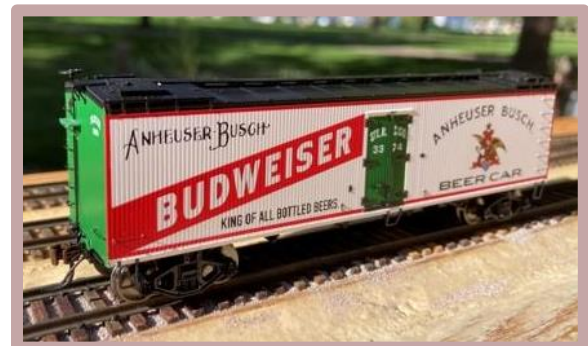


This brewery is on Stu Jones' layout. It was built from a Walther's kit. The brewing company's name is Trubbel Brewing.

Chuck Gahm showed these pictures and had this to say about them:
Starting in the 1960s Walther's produced a series of tongue-in-cheek railcars, including a single six-wheel truck passenger car (Impact Measurement Car), a Jail Box Car (it looks like a 50' ACF Railbox car) and the Beer Can Tank Car which allowed you to carry a can of beer around the track as if it were a tanker car.
I found this at a yard sale and have not assembled it yet.



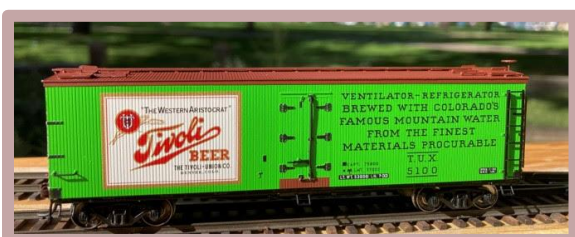
Bill Johnson's three cars and his captions. All of the cars have a Colorado connection.



Anheuser Busch, St. Louis, MO.
 This car pre-dates the modern brewery at Fort Collins, Colorado.



*Coors Beer, Golden, Colorado
"Colorado Kool Aid"*



*Tivoli Brewing, Denver, Colorado
Not great tasting as I recall, but a Denver landmark.*

Gary Myers Show 'N' Tell items:

*White metal kit. CA glued. Acrylic paints.
Woodland Scenics dry transfers and decals.*



*Stand-in for a squat building in West Salida
on the Scenic Line layout.*



*The Stroh's brewery was in Detroit. It was
one of my favorite beers in the 70s, when I
was living in Michigan.*



*Resin car assemblies. Hand-painted
enamels.*



Tool Time

Stu Jones showed the members how to use a laser measuring device for making prototype measurements.

Making Prototype Measurements

- For modelers modeling prototypes, determining accurate measurements from photographs is very difficult.
- Measuring dimensions in the field is difficult and sometimes impossible.
- This laser measurement tool greatly simplifies this process.

Measuring Tool



Measuring Tool

- This tool projects a laser beam against a target and provides an instant readout of the distance.
- This version has a range of 165 feet (others may have different ranges).
- Its use may require two people.
 - One holds the device at one end of the prototype.
 - The other holds a reflecting target at the other end.
- One person can measure if it is possible to affix the target to an appropriate place or if there is a natural target available.
- This can supplement photographic evidence.

Measuring Tool

- This device has memory so you can store multiple dimensions.
- The measurement includes the length of the tool (approximately 4 inches).
- It is battery-powered for use in the field.



by Gary Myers

Painting the Details

Looking at some of our Denver & Rio Grande Western layout structures, I finally noticed that some of our buildings were missing some of the prototype details. Photos showed that many of the D&RGW buildings, especially depots, section and bunk houses, had two tone doors and window mullions painted to match the base paint of the structure. Stu and I had several structures in Gunnison that we decided to update to be more prototypical.



I was able to remove the doors and remount them properly and to paint the mullions cream.

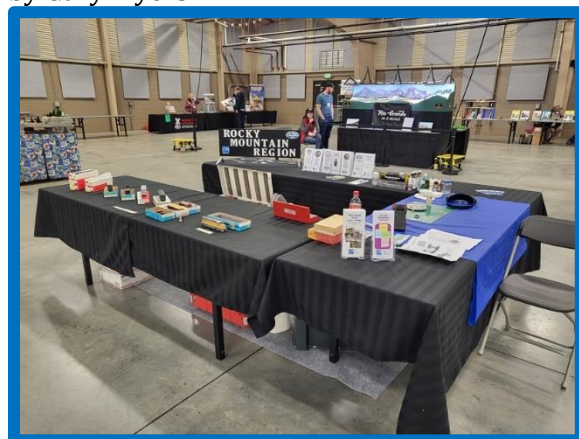


Stu replaced the doors with D&RGW freight doors and painted window mullions on his recently scratchbuilt freight house. What a difference!



I also painted the door and window mullions of the oil house. The difference is in the details!

Rails in the Rockies Estes Park, Sept 21-22 by Gary Myers

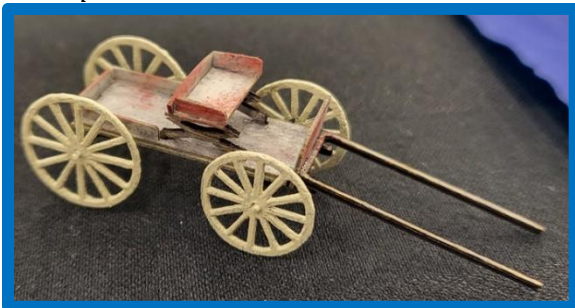


Here are photos of the Region's new look booth at Rails in the Rockies. It was on full display in the middle of a large open area. I took advantage by featuring weathering rolling stock to attract modelers and engage in conversation and fun times. I encouraged several to join the NMRA and directed them to the nearest RMR Division. I also got to reconnect with many members that dropped by and caught up on things.

Here is my work area shown below.



I also spent mornings at the show building Berkshire Valley wagon kits. The first is their buckboard kit. I stained all the parts prior to assembly. The second kit is a fire hose cart. Assembly is a little difficult due to the very small parts, and although laser cut, I had trouble fitting the tabs into the slots of the stained buckboard parts.



Light Rail Rodeo



Adam Crews was the champion of this year's Rodeo. Here is his commentary:

Saturday August 10th, the 2024 Light Rail Rodeo allowed everyone to relax, blow off some steam and enjoy what makes RTD what it is: the people.

Maintenance competitors' skills were put to the test in a variety of events, such as identifying proper measurements of specific components, proper identification of tools, wiring a replica circuit board and inspecting a cutout of a light rail vehicle door. Competitors were scored based on accuracy and speed.

For operators, the competition looked a little different. They began the day with a written test and uniform inspection. Next up was the always-favorite "Park on the Pit" competition (also known as the egg crack event), where operators had to put their precision skills to the test by, quite literally, parking a train as close as possible to an egg without cracking it. To everyone's surprise, guest competitor Dave Jensen took the top score.

Contestants then moved on to the Door Event, where they had to identify defects within a specific timeframe in a replica LRV door. After that, contestants moved to the inspection zone, where they had to pass a ground inspection of a train and identify a series of defects. Lastly, operators had to demonstrate their knowledge and operating skill within a work zone, scored on meeting a series of criteria as they would out in the field.

This year's podium finishers were:

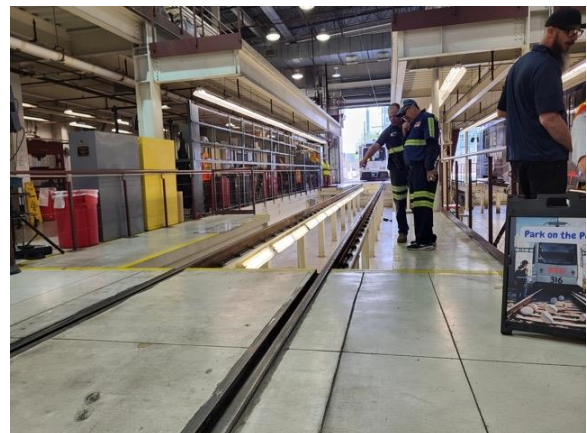
Transportation (operators/total score):

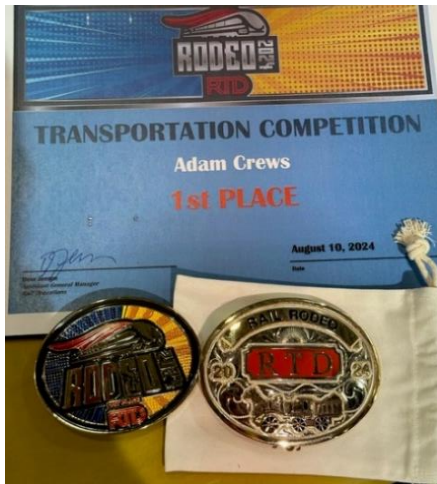
Adam Crews 536

Robert Dennis 514

Jason Buckley 499

Congratulations to Adam on a well-deserved victory and on being awarded the 2024 Light Rail Rodeo belt buckle.

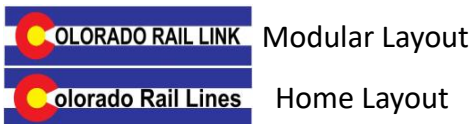




Clinic

Nick Tomlinson presented a very thorough PowerPoint description of access bridges. His entire clinic is reproduced here.

ACCESS BRIDGES



Nick Tomlinson



Modular Layout Lift Bridge

OVERVIEW
The lift bridge is closed for running trains.
This bridge is about 25 years old.

The only repair has been to replace two pieces of 3" track when someone slammed the bridge down on it.



OVERVIEW
Lift bridge is opened for walking through.
The fixed 4-foot filler bridge in the background.



OVERVIEW
Lift bridge is opened with the weight on the floor to prevent damage if someone drops it.



OVERVIEW
The full length of the bridge is 4 feet long. The center lift section is 3 feet, and the two ends that clamp to adjacent modules are 6 inches each.
The full 4 feet length is made from a single piece of plywood to insure the same thickness all the way across.
Cork roadbed is laid across the full length of the bridge.

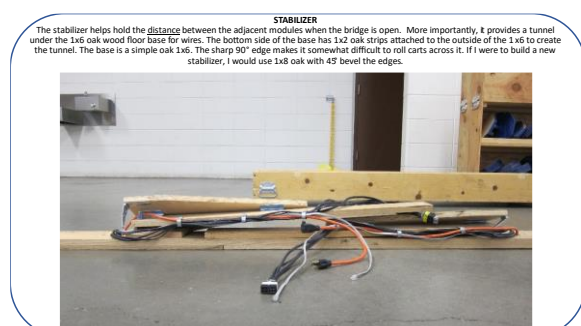
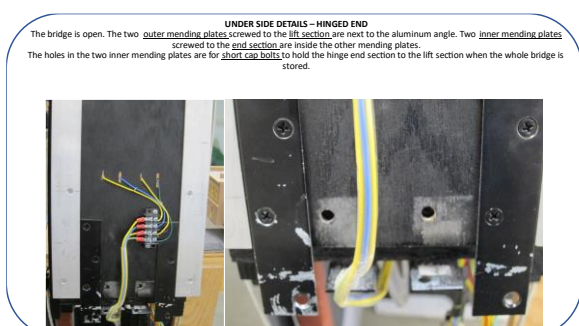
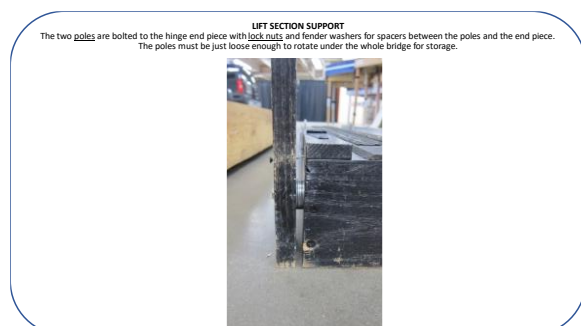
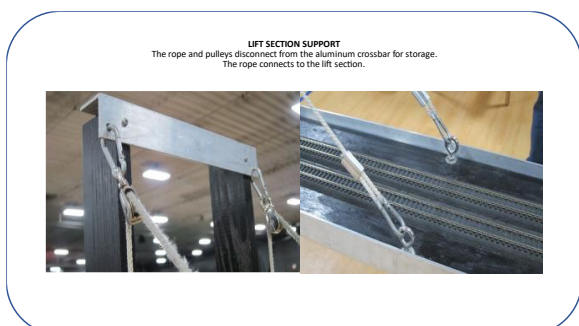
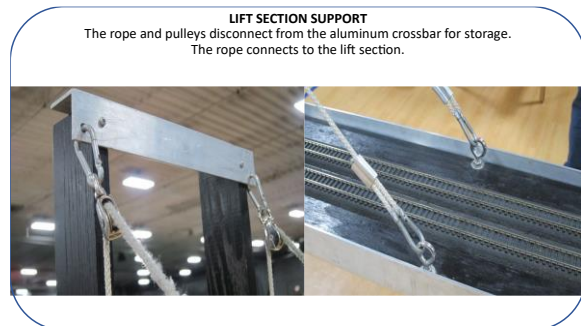
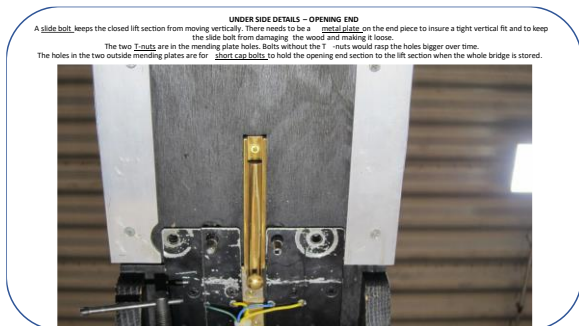
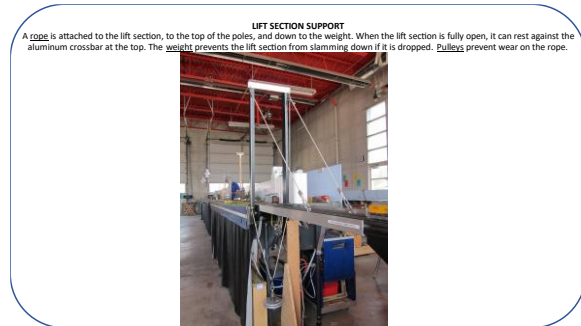


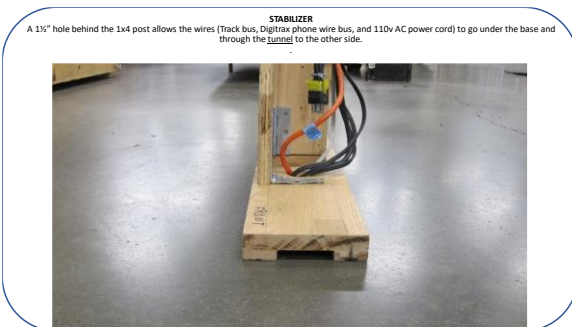
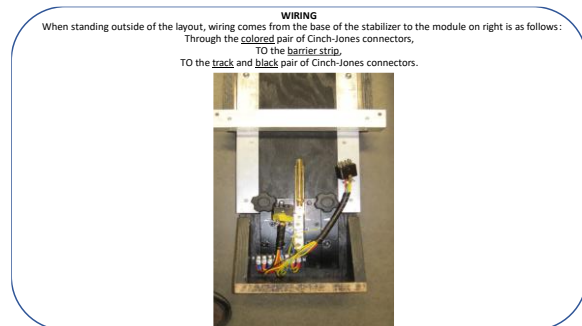
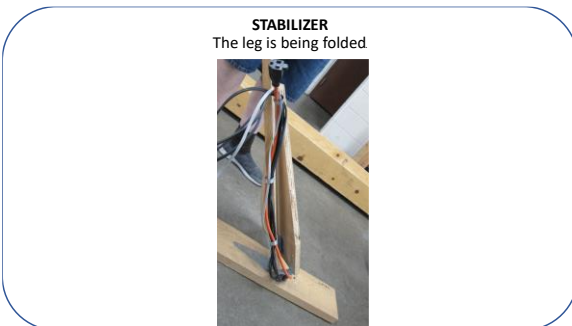
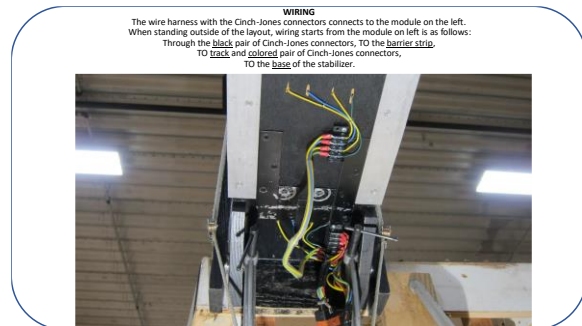
TOP SIDE DETAILS
The hinges are mounted on top of 1 1/2" x 3/4" wood. The pins on the hinges must be above the track.
This allows the track ends to pull away from each other when the lift section is opened.
If the hinge pins are directly on the plywood, the track on the lift section will smash into the fixed section.
2" x 2" 1/8" thick aluminum angles are screwed to the center section to prevent sagging and to prevent rolling stock from landing on the floor in case of a derailment.



UNDER SIDE DETAILS – OPENING END
The ends are made of a plywood top (surface for track) and oak sides.
Oak does not crush with C-clamps. Both end pieces are built the same.
The deep C-clamps can be clamped as high as possible to make the bridge more stable.
The clamps are too low which allows the section to bend down.







ADJUSTMENTS

The **gag** on the opening end is not even which will cause binding.
The movable part of the bridge will come down on top of the stationary part.
The bridge is next to the corner module. It works better to put the bridge in the middle of the side straight modules.
Moving the side modules (↓) and the end modules (→) by tapping the legs fixes this problem.



OPENING END DETAILS

The **large mending plates** sit between two **small mending plates** to keep the track in horizontal alignment.
The curved track was installed in one piece to maintain the radius. The **rails** were super glued to the ties for about a foot on either side of the joint. The track was then cut through at the joint with a razor saw. Then the rails were filed back slightly and beveled on the inside. The same was done on the hinge end of the bridge.



Home Layout Lift Bridge

To the bathroom

OPENING END DETAILS

The gate is manually operated. The up-side-down U-shaped wire simply sits inside the brass tube post to hold the gate open. The tiny piano wire on the gate left side keeps it closed against the vertical rail on the right side.



OVERVIEW

This 4-foot long bridge allows access to the bathroom.
The track bus wires go up, over and down the doorway to the bridge and the town and staging in the bedroom.



Home Layout Drop Bridge

To the back room Denver area

OVERVIEW

The bridge is opened to allow access to the bathroom. It is held in place with two **Velcro straps** – one from each side.
The plywood for this bridge was reused from the original lift bridge for the Colorado Rail Link modular layout. The original design did not work well. It was not worth the effort to remove the glued-on cork roadbed.



OVERVIEW

The length of the space for the bridge is 30", and the clearance between the upper and lower layout levels is 21".
A simple lift bridge would not work. A gate type bridge was considered, but the hinge connection point would have required much more durable bench work. A drop bridge seemed to be the best solution.



TOP SIDE DETAILS

The **hinges** are mounted on top of 1 1/2" x 1/2" wood. The pins on the hinges must be above the track.
This allows the track ends to pull away from each other when the lift section is opened.
2" x 2" 1/8" thick **aluminum angle** is screwed on to prevent sagging.
They are too short to keep rolling stock from falling to the floor because of the cork.
Gravity holds the bridge down.



OVERVIEW

2" x 2" 1/8" thick **aluminum angle** is screwed to the bridge to prevent sagging and to prevent rolling stock from landing on the floor in case of a derailment.
The **handle** makes it easier to lift the bridge into position but may be difficult to disguise with scenery.
The **foam pipe insulation** feels better than aluminum on the head when ducking under.



TOP SIDE DETAILS

The curved track was installed in one piece to maintain the radius. The rails were super glued to the ties for about a foot on either side of the joint. The track was cut through at the joint with a razor saw. Then the rails were filed back slightly and beveled on the inside. The same was done on the hinge end of the bridge.



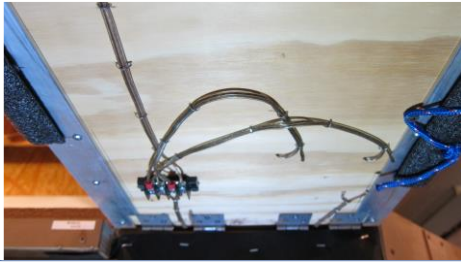
UNDER SIDE DETAILS - OPENING END

The underside of the benchwork also has an aluminum strip because it prevents wear on the wood and helps with precise vertical alignment.



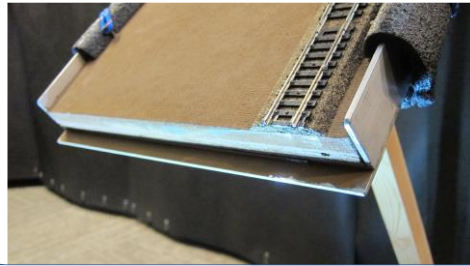
UNDER SIDE DETAILS - HINGED END

Four light weight cabinet hinges (from Woodcraft) fit the space requirements. Wiring is simple. The wires to the left go to the straight through mainline track and the curved track for the curved wye track. The wire to the right goes to the reversing section of the wye/return loop along the wall by the refinery.



UNDER SIDE DETAILS - OPENING END

The end of the bridge has a 1/8" aluminum strip on the bottom to keep the bridge from being raised too high.



UNDER SIDE DETAILS - OPENING END

Since the open end of the drop bridge must be supported from below, the support is more complicated. The support arm is "hinged" with a bolt and lock nut in the center hole of the hinge on the right. Originally the arm was a solid piece of wood but it needed the hinge on the right to allow it to be pulled up then pushed next to the fascia. The stationary vertical arm on the right has a magnet that holds the movable arm out of the way when the bridge is lifted.



UNDER SIDE DETAILS - HINGE END

Before the handle was installed during an operating session, someone dropped the bridge. The hinges bent. To keep this problem from happening again, a spring curtain rod was installed as a buffer in case the bridge is dropped again. The bridge just bounces back.



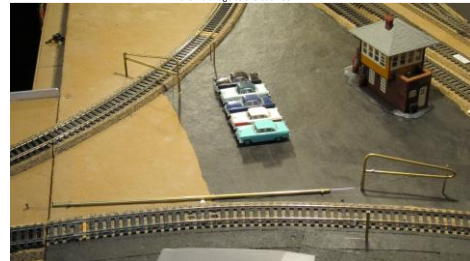
UNDER SIDE DETAILS - OPENING END

The support arm and stationary vertical arm are in position when the bridge is down. The support arm has two screws with washers that act as adjustments. Washers can be added or removed to get a tight fit. The wood block on the end of the support arm helps with horizontal alignment.



GATES - HINGE END

One day I was running a train and got distracted. The bridge was down, and the locomotive hit the floor. I devised automatic mechanical gates to prevent this from happening again. On the hinge end a small plano wire runs from the nail on the bridge, through a brass tube, and is soldered to the gate which sits in a brass tube. The gate is simply a brass rod bent to shape. When the bridge is raised, the wire pushes the gate open. When the bridge is lowered, the wire pulls the gate closed. The gate on the upper curved track is the same as the manual one by the lift bridge to the bathroom.



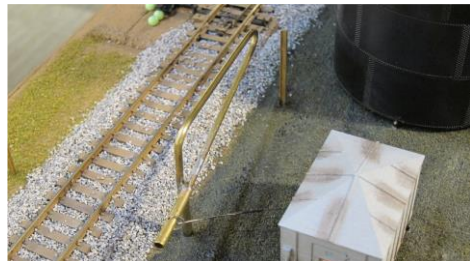
UNDER SIDE DETAILS - OPENING END

The end of the support arm shows the "hinge" that hold the arm in precise alignment. The other end of the "hinge" is behind the fascia. A removable eyebolt keeps the arm from accidentally falling down. The handle makes it easy to lift and lower.



GATE - OPENING END

The gate on the open end of the bridge is more complicated. A small plano wire is attached to the extension tube on the gate. The wire goes through the plywood/homasote, through a New Rail Model flex Link Tubing flexible tube. The flexible tube "36" long flexible Nylon push/pull tubing can be used to control Blue Point Manual Switch Machine. Use in conjunction with Flex Link Hardware kit." Walther's sells a similar system.



GATE – OPENING END

The flexible tube and piano wire come out of the fascia to the bottom of a brass strip. Note the position of the brass strip when the bridge is up and the gate is open.



GATE – OPENING END

Note the position of the brass strip when the bridge is down and the gate is closed.



GATE – OPENING END

The brass strip has a hole in the middle for a screw. A heavier piano wire with bends in it goes to a screw on the support arm. When the support arm is pulled up, it pulls the bent wire and the brass strip. The brass strip reverses the direction of the small piano wire which pulls the gate open. When the support arm is lowered to open the bridge, it pushes the bent wire and brass strip which pulls the small wire to close the gate. The Masonite hardboard strip protects the mechanism.



Announcements

Mother Lode Model Railroading

14 Inverness Drive East
Suite A-140
Englewood, CO 80112

Come and Stake Your Claim! -

- November 9th 8:00 PM - 12 Noon
- December 14th 8:00 AM - 12 Noon

Also By Appointment - Call Us!

www.ebay.com/str/motherlodemod-elrailroading.com

Email: danraap2021@gmail.com

(303) 819-2937

WE BUY COLLECTIONS!

MODEL TRAIN SHOW



November 2 & 3, 2024
Sat 9-5 Sun 10-3

Colorado Springs Event Center

\$11 per person
Discounts Apply
Children Under 12,
FREE!

Hall B
3960 Palmer Park Blvd
Colorado Springs, CO 80909



Info and online ticket sales at www.tecoshow.org

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.
on the third Saturday of odd numbered months
(303)989-0087 or (303)985-1491



HO Scale Model Train Garage Sale!!

Over 1500+ Items - From Dozens of Different Manufacturers

Athearn, Accurail, Atlas, InterMountain, Kadee, Proto 2000/1000, Red Caboose, Stewart, Walther, Woodland Scenics. Plus many more! Many are still unopened! Magazines, books, built & scenic structures too!

November 9th, 2024

Doors Open – 8:30 AM till 4:00!!

Location:

1624 Lakeshore Dr, Fort Collins, CO 80525

This is from the estate of Ed Hurtubis – a long-time modeler in the Northern Colorado area. This sale is brought to you from the Northern Colorado Model Railroad Club (NCMRC).

Inventory list to be provided soon! Cash preferred, Debit/Credit cards will be accepted.

For questions about the available model train items please contact:

Richard Frazier – richard@rjmnf.com – 214-632-0856

