

June 2025 Volume 18 Number 6

## 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.....Adam Crews  
 Herald Editor.....Bob Hochstetter

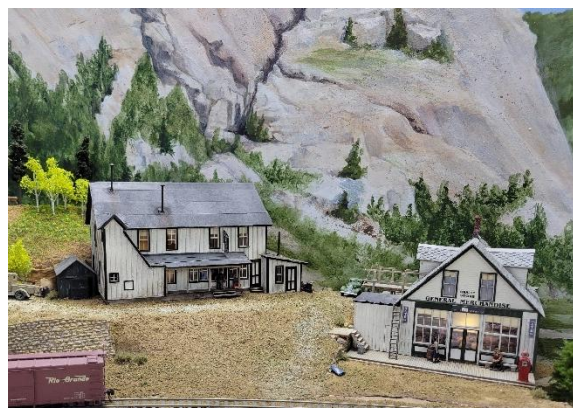
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## Layout Photos of the Month

This month's three photographs were taken by the editor on May 17, 2025, during the Rocky Mountain Region's Annual Convention in Durango, Colorado.

These photographs are from Dr. Martin Pirnat's HOn3 Rio Grande Southern layout.



## June Meeting Notes

The regular monthly meeting of the Sunrise Division of the National Model Railroad Association was held on June 5, 2025, at Holy Love Lutheran Church. Superintendent William Boorman conducted the meeting. The meeting was called to order at 7:05 p.m. Twenty members attended in person. No one joined using the NMRA's Interchange on Discord.

William began the meeting by asking the members for a self-introduction and an idea for future clinics.

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 9:00 p.m.

## Next Meeting

The next meeting will be Thursday, July 3, 2025, 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 NMRA Interchange with sign-in between 6:30 and 7:00.

## Video of the Month

This month's video features a Swiss cog railway.

Driver's Eye View - Rigi Mountain Railway (Switzerland) - Cogwheel Train - Vitznau to Rigi Kulm

<https://www.youtube.com/watch?v=s-39jYn-RhVQ&list=PLPdTWbkwx85pxn6sCUctVWREyW7pEOZbS&index=15>

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

## Scheduled Tool Time Themes

**July**— Tool Racks—Bob Rothgery

**August**— Track Alignment/Joiner Tools—Chuck Gahm

## Show 'n' Tell Themes for 2025

July—Engine facility/design

August—Layout schematic

September—Utility trucks

October—Tractor-trailer rigs

November—Scenery

December—Anything Goes

## Scheduled Clinic

**July**—Abandoned Railroad Routes You Can

Explore II—Larry Stephens

## Reminder

To reduce problems, especially for those who attend 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](mailto:garymyers06@comcast.net)) for presentation at the meeting, and to the editor ([rlhoch422@gmail.com](mailto:rlhoch422@gmail.com)) for inclusion in the Sunrise Herald. (Ed.)

## Module Report

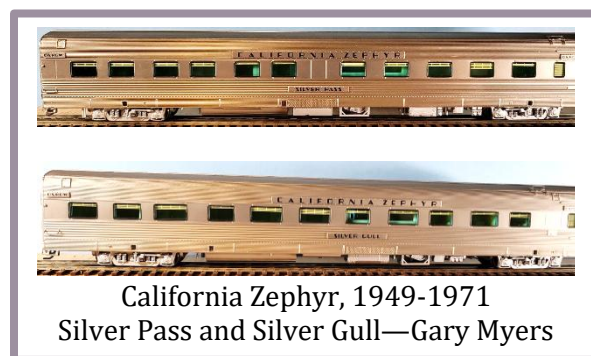
Adam Crews reported that the rewiring of the modules has been completed.

## Show 'n' Tell

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



CN Duplex Sleeper—Rich Flammini



California Zephyr, 1949-1971  
Silver Pass and Silver Gull—Gary Myers





**Budd Slumber Coach**  
24 single rooms, 8 double rooms: 40 passengers  
Operated on the Denver Zephyr and other railroads



**Budd 10-6 Sleeper**  
10 single bedrooms and 6 double bedrooms: 22 passengers  
Operated on Denver and California Zephyrs and other railroads



**Budd 6-Dbl Br Sleeper**  
Accommodated 12 passengers  
Stu Jones



**Pennsylvania Railroad 10-6 Sleeper** painted in the Missouri Pacific Railroad's "Eagle" colors for use on the TEXAS EAGLE—  
Bob Hochstetter



C&O and B&O combined their passenger departments in 1964. To increase ridership, the railroad offered special promotions and services. One such program was "Chessie Starlight Service" on the B&O's *Capitol Limited* and C&O's *George Washington*. If patrons bought a coach ticket with a room charge, they could enjoy free dining-car meals. Dave Ori collection

From the book "Chessie System" by Dave Ori—John Kiess



**Union Pacific 12-1 Sleeper**



Walthers and Rivarossi



**Sleeping Car Blanket**—Bill Johnson



CN Wool Blanket—Bill Johnson

I have two sleepers. A standard one used on a number of railroads. A duplex that UP did not use but my UP train does. AT&SF, GN, NP, CB&Q, Milw, C&NW, B&O, CP and CRI&P all operated duplex roomette cars. Both cars are lighted and are controlled by a Digitrax TF4 decoder.

Larry Stephens



Standard Single



Double Room



Aisle side

Doors were drawn using Visio



Duplex Window Side



Window Side

Paper used as curtains

Larry Stephens





## Tool Time

Stu Jones presented Tool Time this month. He showed how he used ponce wheels for making rivets.

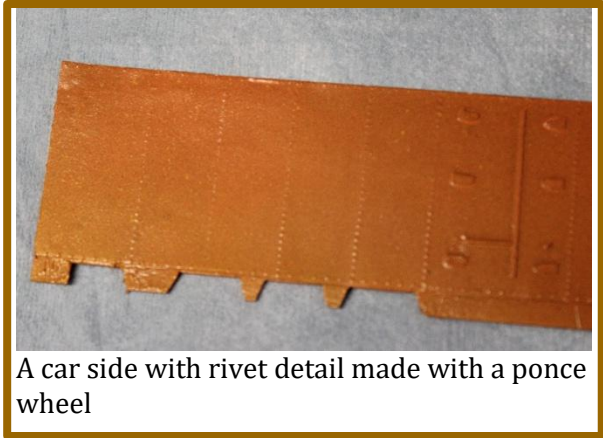
Ponce Wheels – X-acto – Micro Mark #15200



Close-up



Using straight edges as a guide



A car side with rivet detail made with a ponce wheel

## Clinic

Larry Stephens presented the first part of his clinic “Abandoned Railroad Routes You Can Walk, Drive, Jeep, Hike, Bike and For Those Bound by Mobility Assisted Transportation, Smooth Roadbeds.” His presentation contains about 160 slides. It is too long to be covered in the Herald. Larry provided a free DVD of the clinic for anyone who wanted one. There will be copies at the meeting throughout the summer.

Part one of Larry’s clinic was shown at the meeting. It covered some of the abandoned roadbeds of the DSP&P, Colorado Central, Midland and the Leadville Mineral Belt Trail. Part two will be shown on Thursday July 3<sup>rd</sup>. The following photos, taken by Larry, are examples of what one can see traveling these routes. The first photo is Waterton Canyon; the second is South Fork, South Platte River at Pine Grove; the third is Clear Creek Canyon Trail; the fourth is the Baby Doe Mine (I believe the only way to see it is on this trail); the fifth photo is the Boreas Pass Road.

Much of the information presented was from the book Ghost Tracking Railroads in Colorado by Robert M. Ormes. It is available as a free download at the following website:

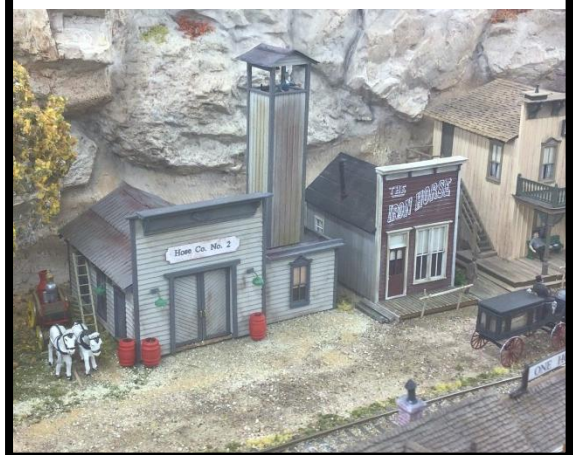
<https://archive.org/details/ghost-tracking-railroads-in-colorado>





This column is devoted to showcasing the modeling efforts of Sunrise Division members. It can be anything—benchwork, wiring, weathering freight cars, depots, etc.

Bob Rothgery sent in these pictures of two scratch-built fire stations that he completed recently. He was moved to build these because he completed the horse drawn fire wagons and needed a logical place to display them.





Gary Myers sent in the following for this column:

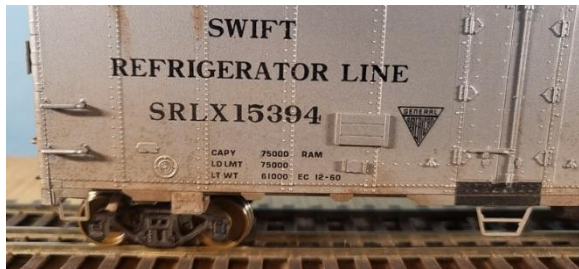
Every time that I have a problem with a car on the Scenic Line layout, I pull it off and put it on the RIP track for repair. Here are some of my latest repair projects.



Athearn AT&SF Box #135506 had a problem with the trucks sitting flat and rotating. I removed them and found a little flash around the base of the mounting pads and cleaned them up.



Accurail D&RGW O/B Box #66830 had couplers that were too high. I removed my KaDee Scale #58s and replaced them with the low offset center shank KaDee #42s, which lined up perfectly with my KaDee coupler gauge. I cut off the coupler pins with my rail nippers, since I don't use them, and often install glad hands.



Intermountain SLRX Reefer #15394 had a plastic grab broken off at the annual RMR Model Contest. Fortunately, I was able to re-attach the lower grab using Testors plastic weld, which I have found works well on most plastics.



Athearn WP O/B Box #26112 had the couplers slightly low. I was able to add very thin NorthWest Short Line washers to raise the car above the trucks just enough to match up to my coupler gauge. This car had not yet been weathered, so I removed the trucks and wheels for painting and weathering.

### Sunrise Extra

There was no event scheduled in May.

### From the Superintendent's Desk

From the Desk of Superintendent:

I attended the regional convention in Durango. During the convention I talked with the NMRA President, Gordy Robinson MMR. We discussed ways that the division can be seen outside of monthly meetings. Gordy asked that all Divisions celebrate the 90th Anniversary of the NMRA over Labor Day weekend.

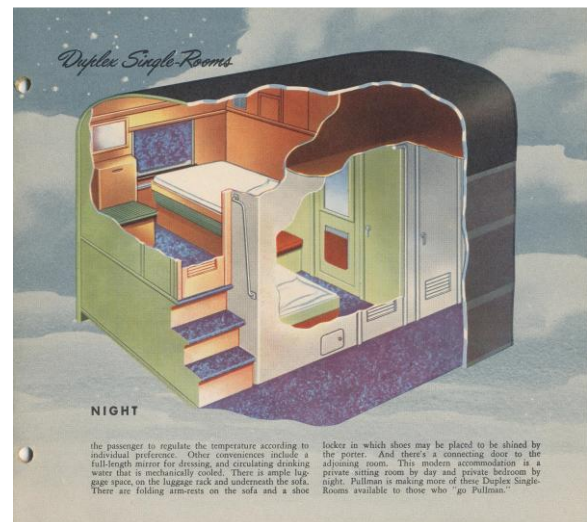
To celebrate this event the Scenic Line Modelers (Lockhead Martin 100% RR Club) has agreed to host the Sunrise Division and other nearby divisions to a picnic on Saturday August 30, 2025. Lunch will be around noon, and the layout will be open.

In keeping with the goal of being more active and visible outside of the monthly meetings, I have talked to Colpar Hobbies in Aurora about using the downstairs part of the building during the week to host clinics and events. If we give them three weeks' notice, we can reserve an area during business hours Monday through Friday. We can set the time and length and advertise to others. It would be an easier cleanup if we want to do clinics. If you would like to do something, let me know.

Enjoy the start of summer.

William

## Prototype Sleeper Information



from Larry Stephens





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**WE BUY COLLECTIONS!**

**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



Saturday & Sunday, September 27-28th, 2025

**Island Grove Event Center**

421 N 15th Ave., Greeley, CO

Saturday 9:00am - 5:00pm

Sunday 9:00am - 4:00pm

Model Displays—Clinics—Hands on Stations

Vendor Room—Layouts

\$35—Early Registration

**[www.colorado-rpm.org](http://www.colorado-rpm.org)**

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Hosted by the  
Colorado Model Railroad Museum  
and the  
Northern Colorado Division NMRA





**Saturday, July 12 & Sunday, July 13, 2025, 10:00am to 4:00pm**  
**Tom Wilcox, land line: (303) 862-8491 cell: (978) 505-3024**  
**23442 East Otero Drive, Aurora, Co 80016**

This is an indoor layout, which is inside the gated community at the Heritage Eagle Bend Golf Course in the SE corner of the Denver metro area. **Gate code #3442** is required for entry.

#### **Directions:**

The numbered, turn-by-turn directions below start at **the intersection of S GARTRELL RD and Heritage Parkway**, traveling southbound on Gartrell Rd. At **the intersection**, to the right (West) on Heritage Pkwy, is the main entrance to the Heritage Eagle Bend Golf Course, which YOU DO NOT WANT; To the left on Heritage Pkwy is the entrance to the east side of the golf course, which IS THE WAY TO GO.

**Note:** If using GPS, it would be best to get directions only to the HEBGC clubhouse. Follow those directions only to **the intersection** of Gartrell Rd and Heritage Pkwy, BUT DO NOT TURN RIGHT INTO THE CLUBHOUSE as it will direct!, Instead, turn left and **follow the directions below**.

The fastest way to get to **the intersection** is taking 470 east to the Gartrell Rd exit. **The intersection** is 0.7 miles south of that exit. Unfortunately, 470 is a *toll road*. Alternatively, find your way to E ARAPAHOE RD, the major east-west artery in the southeastern Denver metro area. The major north-south arteries, I-25, PARKER RD, and SMOKY HILL RD, all intersect with Arapahoe Rd. The intersection with S Gartrell Rd is 9 miles east of I-25, 4.5 miles east of PARKER RD, and 1.8 miles west of SMOKY HILL RD where they cross Arapahoe Rd. The 470 overpass is 1 mile south of E Arapahoe Rd on S Gartrell Rd. **The intersection** is, therefore, 1.7 miles south of ARAPAHOE RD on GARTRELL RD,

1. At **the intersection**, turn **left** onto E. Heritage Pkwy (AWAY from the HEBGC Clubhouse)
2. **STOP** at the keypad on the left side of the VISTOR lane in front of the gate and key in the 5-character code “**#3442**” to open the gate. (This gate code is valid only on July 12 & 13, 2025)
3. Continue 0.2 mi through the gate and down to the T-intersection at the bottom of the hill.
4. At the T, turn right onto S ADDISON WAY.
5. At the next T (700ft), turn right again onto E. OTERO DR.
6. **23442** is 350ft up Otero at the third house on the left (with a cross buck in the driveway). You can park in the driveway or on either side of the roads near the house.

**To enter the layout**, follow the signs through the side door of the garage, into the house, and down a flight of stairs to the basement. The layout can accommodate about 15 people at any given time. The narrow viewing aisle offers limited opportunities to pass going in and coming out. But there is plenty of space in the finished part of the basement where you can wait for entry.

**The layout** is mounted on a flat table elevated 42” from the floor filling almost all of the 841 sq. ft. in the unfinished utility room. It has 181’ of mainline track with another 332’ of track in 27 stub and through sidings.

Most of the rolling stock is vintage LGB 1::22.5 narrow gauge equipment with a variety of real and imagined road names. All of the track is LGB sectional track. Locomotives are track-powered and controlled using DCC. For manual operation, TCS hand-held throttles talk over home WiFi to a WI-Throttle Server provided by JMRI (Java Model Railroad Interface) software running on a Mac.

DCC operations are implemented by a DIY base station known to JMRI as DCC++. DCC++ software is in the public domain and runs on an Arduino micro-controller connected to JMRI via the home LAN. Eight more Arduino's are used to monitor sensors around the layout and report any activity back to JMRI.

Trains can also run under the complete control of software on the Mac. Each train is assigned a collection of routes that it may follow and also the places where it may stop. The order in which the routes are taken and the stops are made is random, but constrained by the length and type of train: Freight, Passenger, Transit, or Maintenance of Way. Once a train is dispatched, a script running within JRMI controls all aspects of the train's travel along its route, including selecting acceptable routes and stops, throwing the proper turnouts, controlling the speed and direction of the train, generating sounds available on the locomotive's sound card appropriate to each activity on the route, and, most importantly, always trying to enforce the rule that, at any given time, at most one train occupies any given section of track.

Not only is the layout chock full of tracks, but there are also numerous venues that the trains can stop at along their journeys through the layout

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## End of the Line



Thursday, May 15, 2025  
Rocky Mountain Region Annual Convention attendees in Silverton, Colorado.