

September 2025 Volume 18 Number 9

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 during the 2025 NMRA National Convention on the HO scale Great Northern Railway Cascade Division layout of Scott Kreamer, MMR. The layout models the GN over Stevens Pass in the Cascade Mountains between Skykomish and Wenatchee in the state of Washington.



September Meeting Notes

The regular monthly meeting of the Sunrise Division of the National Model Railroad Association was held on September 4, 2025, at Holy Love Lutheran Church. Superintendent William Boorman conducted the meeting. The meeting was called to order at 7:03 p.m. Twenty-five members attended the meeting in person. Two members streamed the meeting on Zoom.

William began the meeting by asking the members for a self-introduction and to mention their modeling activities since the previous meeting.

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 8:48 p.m.

Next Meeting

The next meeting will be Thursday, October 2, 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 Zoom with sign-in between 6:30 and 7:00.

NMRA 90th Anniversary - 30 August 2025 Sunrise Division - Scenic Line Picnic & Open House! by Gary Myers

Jointly hosted by the Sunrise Division and the Scenic Line Modelers, the NMRA 90th Anniversary was celebrated with a pot-luck picnic and open house at the Scenic Line clubhouse at the Lockheed Martin recreation area. Over 50 members and family, from the Sunrise, Front Range, South Suburban, Pikes Peak and Northern Colorado Divisions attended. The weather cooperated with only a few early sprinkles, temperatures staying in the low 70s, a very light breeze and partly cloudy skies. The food was excellent, we had perfect conditions, and a lot of visitors enjoyed seeing significant progress on the layout!



90th Anniversary picnic at the Lockheed Martin pavilion.

After some digging around, I found the long-forgotten Division Challenge Cup trophy safely stored by former South Suburban Superintendent Kurt Wolf, whose division last received the award in 2007. The Division Challenge Cup is awarded to the division that scores the most points in the model contest, with 1 point per entry and 3 points additionally for a merit award. Mark Fuerstenberger, Superintendent of the Pikes Peak Division, was presented with the trophy for his division's excellent performance at the 2025 Regional Model Contest. Pikes Peak was awarded for submitting nine entries (2nd most) and seven (most) merit awards for a total of 30 points to win the trophy.



Video of the Month

For the second month in a row, the editor gets to select a video that corresponds with the layout photos of the month. This was an amazing layout to tour.

Scott Kremer Great Northern Cascade Division Layout Tour

<https://www.youtube.com/watch?v=HWrEuZM710w>

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

Scheduled Tool Time Theme

October— tbd

Show 'n' Tell Themes for 2025

October—Tractor-trailer rigs

November—Scenery

December—Anything Goes

Scheduled Clinic

October—Capturing the Character of Trinidad CO - 1953

- Glenn Gibson

Reminder

To reduce problems, especially for those who attend the meeting online, 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) and William Boorman (caspienkronos@yahoo.com) for presentation at the meeting, and to the editor (rlhoch422@gmail.com)

for inclusion in the Sunrise Herald. (Ed.)



Module Report

Adam Crews reported that the modules will be set up next at the Greely RPM meet later this month. Trains will not be running. The layout will be for viewing only.

Show 'n' Tell

This month's Show 'n' Tell subject was **Utility Trucks.**

Bill Johnson showed this model. He said that it is very similar to the truck that he had used when he worked in the B & B Department (Bridge and Building Department) for the Union Pacific Railroad.



Gary Myers showed this Mini-Classics phone company utility truck,



this ROCO 2 ½ ton Dodge Army Tanker that he repurposed as a water truck,



and this not exactly "Utility Vehicle".



Tom Wilcox's photographs were of his LGB rail truck and its added cargo.



This modified flat bed truck with a propane tank was Nick Tomlinson's showing.



Adam Crews submitted this picture of an HO scale school bus that was adapted for rail use.



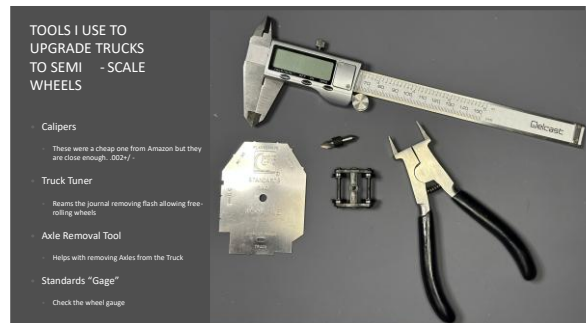
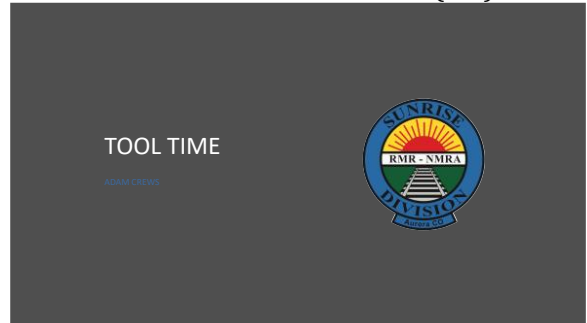
My truck is a CMW N scale Hi-Rail modified model (Ed.)



Tool Time

Adam Crews presented this PowerPoint Tool Time illustrating the tools he uses to upgrade his trucks to semi-scale wheels and better rolling characteristics.

You will need to magnify the slides to about 350% to read all the information. (Ed.)



DIGITAL CALIPERS

\$10+ ON AMAZON

- Used to measure the Axle length
- NMRA Recommended Practice (RP) 24.3, HO Axles maximum length is specified as 1.035 inches
- No minimum set but the back to back of flanges to be messaged with the standards gauge.
- Manufactures use different sizes on models to fit their build processes.



MICROMARK AND REBOXX REAMERS

- Only one end is beveled to clean the journals.
- For open trucks the reamer has the rubber piece centered.
- Once one journal is done need to flip the tool to do the other journal.
- For trucks that have coupler boxes mounted the reamer is not able to do that side.



TRUCK TUNER AXLE BEARING REAMERS

- Micro Mark \$26.95
 - 1.030in or 26.16mm
 - Part number #82838
- DCC Concepts \$13.42 for 2 @IronPlanetHobbies
 - 0.980in or 24.90mm
 - 0.984in or 25.00 mm
 - 1.020in or 25.93mm
 - 1.030in or 26.16
 - Part Number DCF-BR-HO
 - Part Number DCF-BR-OO
- Rebox Exact Socket Tool (Not Available)
 - 0.925in or 23.53mm
 - Part number T-100



DCC CONCEPTS REAMERS

- Both ends are beveled to clean the journals.
- Two styles:
 - For open trucks the reamer has the rubber piece centered.
 - For trucks that have coupler boxes mounted the reamer has two side mounted rollers.



TRUCK SPREADING PLIERS

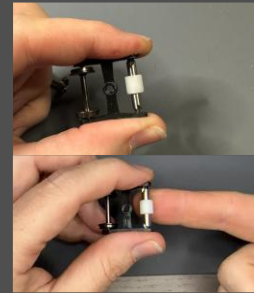
\$24.95 #87936
\$39.95 #87936X PLIER AND TUNER PAIR
@MICROMARK

- Designed to slip between opposite ends of the wheel axle and backside of truck journal boxes when the jaws are nearly closed
- Squeeze the pliers, gently spreading the truck journals apart,
- The wheel set "should" effortlessly slip from the truck
- Careful though, too much pressure can break the truck! Ask me how I know...



USING THE TRUCK REAMERS

- Once the wheel set is removed and the axles measured I use the closest sized Reamer this is the .984
- Insert it into the truck, again being careful not to over do it.
- I roll the reamer along my finger while pinching the journals together
- Do that a Few times with the reamer swapping with the wheels and testing till it spins freely.



NMRA STANDARDS GAUGE

\$10 @NMRA

- Standards gauge should be standard in your toolbox
- Otter Valley Railroad offers N and HO wheel and Track Gauges on their business card



WHEELS SPIN FREELY



SELECTING NEW WHEELSETS

- After removing the original wheelsets I use the calipers to determine the axle length.
- As long as they were free rolling before removing I try to match same size axle.
- The originals from this truck are 0.933"
- Intermountain are just over 1" they won't work in this truck even after reaming.
- Rebox available on ebay in 33" and 36"
- Multiple axle lengths from .950" to 1.1"



THANKS

MORE DETAILED VIDEO AVAILABLE

[YOUTUBE.COM/@ CRE WSRAIL](https://www.youtube.com/@CREWSRAIL)



Clinic

Stu Jones gave a PowerPoint presentation on scratch building an ice reefer. Rather than having the editor write captions for each PowerPoint slide, Stu generously provided the following written text to accompany each slide.

Building a Refrigerator Car

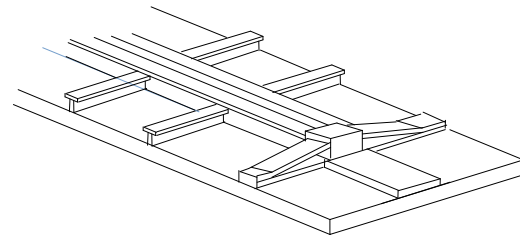
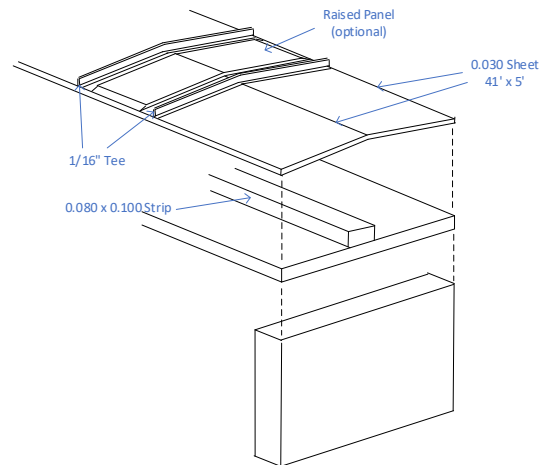
This clinic began as a description of how to rebuild a refrigerator car. There was a request at a previous meeting to describe kit building so I have included information about that. This project began when I purchased several cars at a railroad show that I wanted to repaint and re-letter. I didn't have close-up glasses when I bought the models, and on closer examination later, the models required major re-work. Eventually this resulted in mostly scratchbuilt models. I began with the body that required a new roof, underframe and ultimately sides and ends. Kits come in many types from simple shake-the-box to craftsman kits requiring detailed assembly.

Figure 1 shows the basic body made from 0.100 styrene strips. Even shake-the-box kits may start out like this. The roof and ends may be a single piece while the sides and floor may be a second piece that you simply slide together. There may be variations. On the scratch-built model I added braces at the ends from scrap styrene to ensure that everything remained square.



I fabricated the roof by cementing two 0.030 styrene strips over a centered 0.080 x 0.100 styrene strip to form a sloped roof. As in the drawing below. You wouldn't need to do this with a kit. Use 1/16" Tees to form the roof braces. Follow a drawing or another similar model to determine the placement. The optional raised roof panel will appear on cars built after about 1950 but not on earlier prototypes. Cut the panels from .060 or 0.080 styrene sheet. Bevel the ends next to the roof edge then center the panels between the

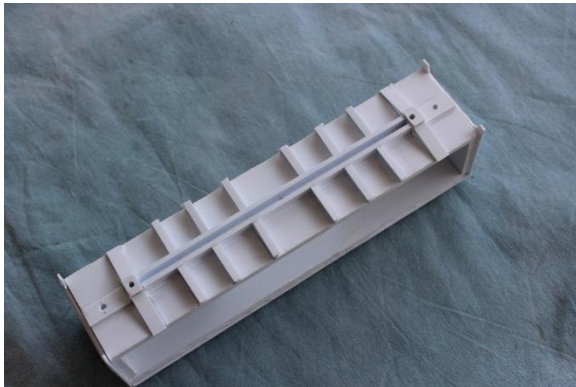
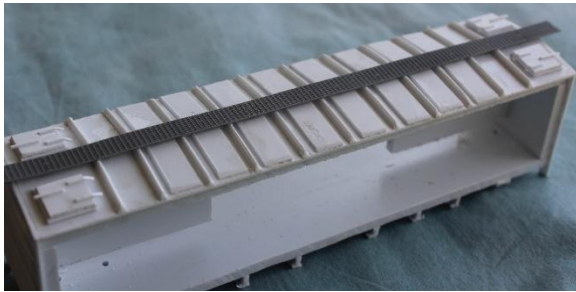
Tees. The width of the panels will depend on the spacing of the Tees. Bevel the ends of the Tees.



The same drawing shows the underframe. Start by cementing the bolster center, $\frac{1}{4} \times \frac{1}{4} \times 0.188$ " thick centered on the center line of the body. On a 40' car, the bolsters should be centered 4 scale feet from the car end. Cut two center sill members from 0.156" x 0.040" styrene strip to fit between the bolsters and cement in place about 9-12 scale inches apart. Cap the center sill with 0.020 x 0.100 styrene strips to form an "L" girder. Form the sides of the bolsters with .020 x 0.188 Styrene strips with a square spacer next to the bolster to form a bevel. Cut coupler bases from .040 x .125" styrene strips and center them between the bolsters and the car end. This should provide the correct height for coupler mounting using Kadee coupler boxes.

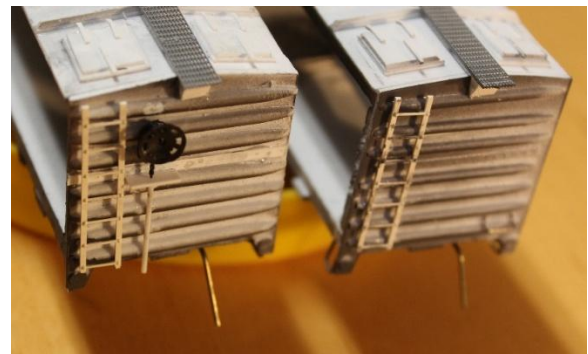
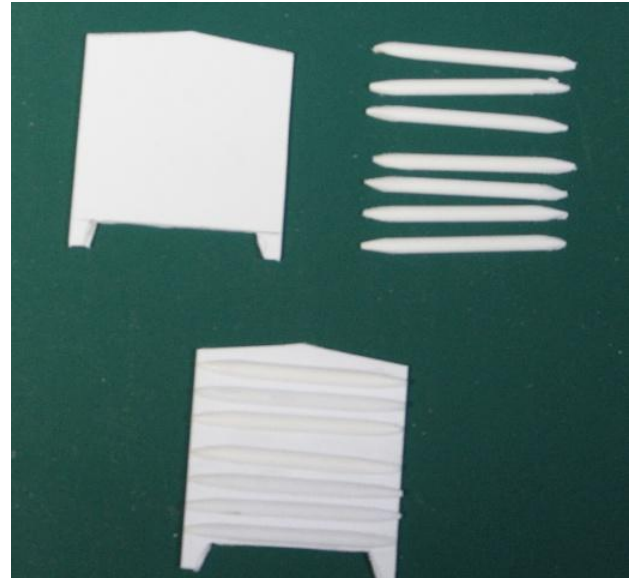
The side braces can be either flat or beveled, depending on the prototype. I used 0.040 x 0.125 strip styrene, capped with 0.080 x 0.020 Styrene to form a "L" or angle brace. If you are going to add train line and other pipes, drill holes for the pipes to pass through. For added detail you may add 1/16"

angle braces parallel to the center sill about 1-1/2 scale feet from the sill. Refer to drawings or a similar model for placement. Before proceeding, drill holes for the trucks and couplers. I use #2-56 machine screws for both and tap the holes #2-56 to receive the screws. If possible, use a drill press to ensure the holes are perpendicular. The next three photos show the completed roof, the initial underframe, and the final underframe with detail.

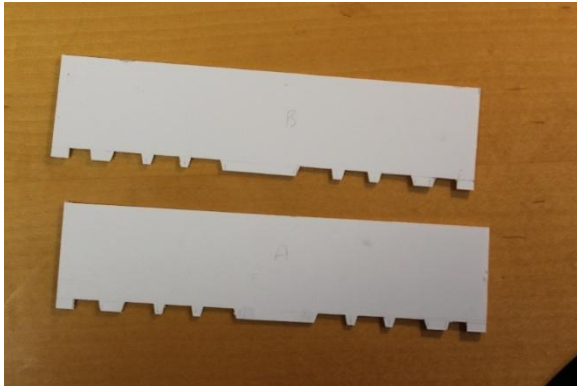


Additional underbody details include the train line, brake gear, brake rodding, and brake piping, depending on how much detail you want to include. The minimum detail should include the brake triple valve, air reservoir, and brake piston. Other details are optional. R-T-R models and most kits will have these details already cast on, but for some kits these must be separately applied. Additional details are optional, only if the car bottoms can be viewed from locations on your layout.

On this model I replaced the car ends made from 0.030 styrene. To reproduce the dreadnaught ends I fabricated the protrusions from 0.100 half round styrene. Before cementing them onto the ends, sand the half rounds to a taper as in the photo below.

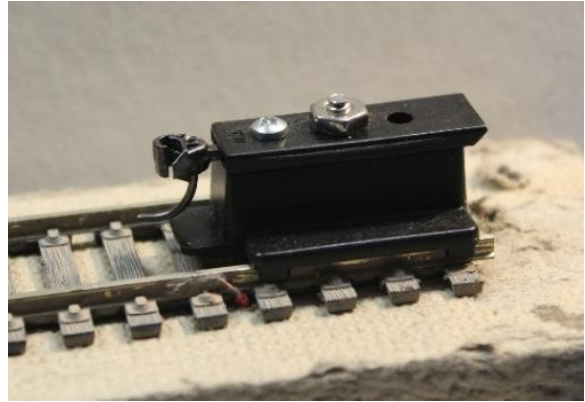


Fabricate the car sides from 0.020 sheet styrene. Make the sides high enough to include the protrusions beneath the car floor. Measure the width to fit exactly between the car ends. These should cover the bolsters, car doors and floor joists, so locate them after completing the underbody and cut them accordingly. Over the sides I laminated an 0.005 thick overlay that I embossed with rivets using a ponce wheel. Use contact cement that has mostly dried to attach the overlay to avoid wrinkling it with liquid solvent.

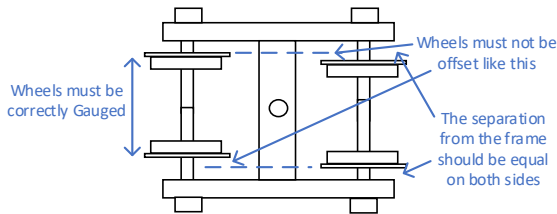


I recommend painting the sides before cementing them onto the body, particularly if the sides and ends are a different color, then the roof and ends. On a kit, if you are redecorating, you will have to mask the model before painting if the roof and ends are different colors. Attach any additional detail parts, such as roof walks, ladders, and brake wheels before painting the roof and ends

Now with scratchbuilt, craftsman kits, shake-the box kits, or ready-to-run models the final steps are to optimize the model for performance. This includes truck and coupler adjustments. Don't assume that couplers will be correctly placed on your model although they usually will be. Coupler height is important to ensure that cars will not uncouple during operation. One tool you should have is a coupler height gauge, shown below. Make sure that the couplers for all cars in your fleet mate at the same height. A second adjustment is to ensure that the uncoupling trip pins slide easily over the lip of the gauge so that they will not catch on rails at turnouts and crossings or foul on grade crossings. If the heights do not match, you may substitute underset or overset couplers available from Kadee. If the height difference is greater, you may need to shim the trucks to raise the coupler or shim the coupler box, if possible, to lower the coupler.



You also need to check the trucks for alignment. Today most trucks will meet NMRA standards, but you need to check anyway. Mis-gauged wheels are a recipe for derailments. The photo below shows an NMRS Standards Gauge that every modeler should have for your scale. The wheel flanges must fit exactly into the two notches on the left side. If not, twist the wheel on the axle until they match. The wheels should be centered on the axle, so the wheels are not offset from each other. Any differences here may cause derailments. Another consideration is plastic vs. metal wheels. Metal wheels have less rolling resistance than plastic and tend to collect less dirt, if rolling resistance is a priority.



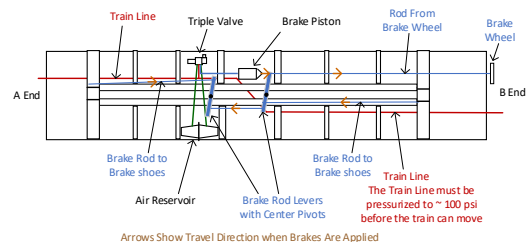
Another check is to place the truck on a very flat surface. All flanges should touch the surface equally. If they don't, the frame may be skewed. If you can twist the frame to eliminate the skew, do it. If you can't, you will need to replace the frame or the truck. Another check is to place the entire car on a flat surface. All treads must touch the surface exactly. If not, you will need to file or sand one or both bolsters, so they are parallel with the surface. Also ensure that the trucks swivel freely. One truck should be firm against the bolster; the other truck should rock slightly to allow for uneven track. This is particularly important for long wheelbase cars.

A final check should be a free-rolling test to ensure the car moves freely. If a wheel set does not spin freely in the truck frame, you may need to ream the journals. Micro Mark sells a tool to do this, at least for HO. *(There is a similar tool for N scale produced by DCC Concepts from the UK.)* (Ed.) The photo below shows how to use this tool. Squeeze the journals gently against the tool while twisting the

tool. Repeat until the axle spins freely. When all axles have been certified, test the car on an inclined test track. Preferably it should roll freely on a ½ to 1% grade, particularly if you have grades on your layout. Bob Hochstetter showed a gradient test method in a previous Tool Time. Starting with an absolutely level track, incline the track 1/16 inch per foot for a ½ % test or 1/8 inch per foot for a 1% test.



The last diagram shows prototype underbody details. Many kits come with only the basic components: Triple Valve, Air Reservoir, Brake piston, and brake wheel. Sometimes these must be cemented in place or they are cast as part of the floor. On some cars, such as tank cars, hopper cars and well cars these components may be located on the car ends or top of the deck if an underbody location is not feasible. Other additional optional parts include the Train Line, Air Connections, and Brake Levers and Rods. A few kits may contain these items. If not, you may consider adding them if you are making contest quality model. For general use, these may never be seen if your layout does not have elevated track where the underside cannot be seen.





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

This month Adam Crews shared this project.

I picked up this older Bachmann bus at Raildays.



I began by stripping the original UP paint off and repainting the roof white and the body Armour Yellow with black stripes.



Then, I removed the window glazing that had black silhouettes on them and replaced them with black tinted styrene windows.

I drilled out all the molded on "lights" and cemented in LEDs with canopy glue as replacements. I added a rotating beacon light to the roof.

Since the model only has two-wheel electrical pickup, I added a Nix Trainz Power Bridge Stay-Alive. I am awaiting delivery of an ESU

LokPilot decoder which will be programmed for motor control and the lights functions.



Decals are in the design phase. The passenger door side will have MOW crew bus, and the opposite side will have "Struggle bus" on it. Management will never know.

While it is not yet complete, I am happy with how this bus is turning out.

Adam Crews



This type of MOW Hi-Rail bus was Adam's inspiration for this project. (Ed.)



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



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



Registration for one day is \$20; both days \$35. Early bird pricing is in effect until September 1st, 2025: after that – one day is \$25, both days is \$40.

The following lunch and dinner options are available until September 12th: Saturday Lunch (\$15), Saturday Night BBQ at CMRM (\$20), and Sunday Lunch (\$15)

We need volunteers to set up and tear down the modular layout. We are not required to have trains running, just to be there for scenery.

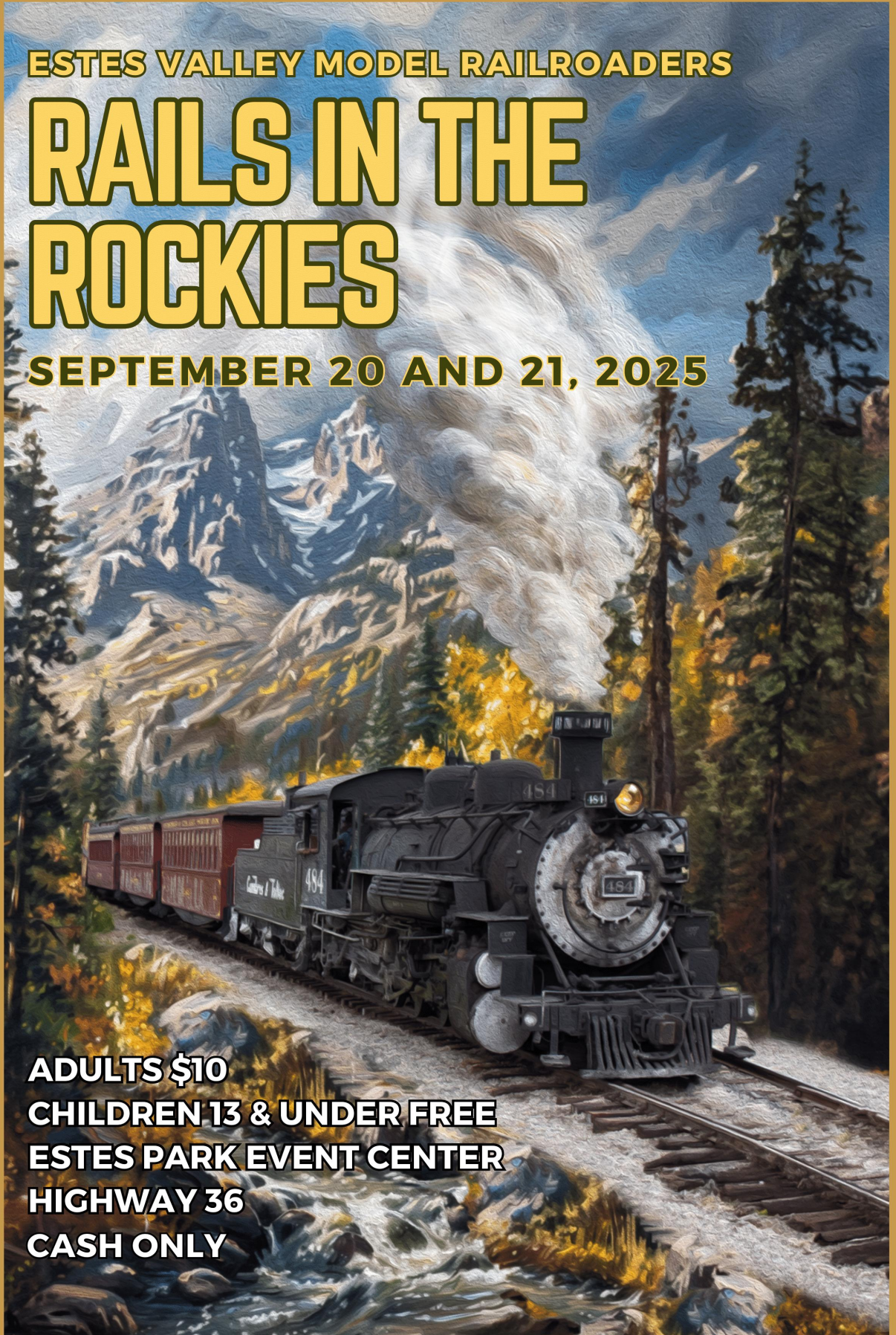
To volunteer or for questions, email Adam Crews at adamcrews83@gmail.com

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**ADULTS \$10
CHILDREN 13 & UNDER FREE
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Rio Grande Div. 6, Rocky Mountain Region, National Model Railroad Association



RAILS
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RIO GRANDE
2025



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**VENDORS
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STATES**

**OPERATING
LAYOUTS IN
MULTIPLE
SCALES**



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CHILDREN'S
SCAVENGER
HUNT
WITH PRIZES!**

***FREE* Parking!**

Saturday, Nov 22 | 9am - 5pm

Sunday, Nov 23 | 9am - 4pm

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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

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- October 11th 8:00 AM - 12 Noon
- November 8th 8:00 AM - 12 Noon

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6 Scales Available N HOn3 On3
Thickness of 2mm or 3mm HO HOn30 On30
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