



Sunrise Herald

January 2014 Volume 7, Number 1

Sunrise Division Officers

Superintendent.....Steve Schweighofer
Asst. Superintendent.....Frank Germon
Secretary.....Stewart Jones
Treasurer.....Bill Johnson

Notes from the Secretary

Now that the holiday season has passed and it's time to settle in for the winter we can focus on our railroads a little more. In the December Herald we announced that there would be a swap meet every other month, but since then these plans have been shelved. However we have the Rocky Mountain Toy Train Show coming up the first of March. It seems only a short interval since the last show. It also appears that the *What's New at Caboose* reports have ceased for the time being and we are dropping this feature from the newsletter.

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Next Meeting

Our next meeting will be Thursday, February 6, at Holy Love Lutheran Church, South Chambers Road, and we hope to see you there. For this month we have planned:

Opening Video:
DVD: Railway Journeys: The California Zephyr
Gary Myers

Clinic:
"Preparing your Mainline, Yards, and Switches for Bullet-Proof Ballasting"
Larry Stephens

Tool Time:
Gary Myers - Helping Hands Clamp

Show 'N' Tell:
Military: We take this to mean anything having to do with the military and railroads (no matter how remote the connection.)

Show 'n Tell Themes for 2014

Feb 6 - Military
Mar 6 - Gas Stations (day after Ash Wednesday, is church available, do we meet?)
Apr 3 - Sheep
May 1 - No Meeting, Offsite Layout or Museum Tour instead
Jun 5 - Steam/Diesel MOW
Jul 3 - Naked Ladies
Aug 7- Residential Structures

Sep 4 - Agriculture
Oct 2 - Sports
Nov 6 - Mail
Dec 4 - Switcher Engines

January Meeting Notes

Steve Schweighofer, Division Superintendent, called the meeting to order at 7:15. Dick Hunter announced that the Sunrise Division is marking its 35th anniversary. During this time we have organized nine regional conventions and hosted seven of them. We were also instrumental in organizing the Denver national convention in 1990. That's quite a collection of achievements. It was also announced that the NMRA headquarters building in Chattanooga, Tennessee has been sold for about \$900,000 and will move to Sacramento, California. There was very little additional business discussed, so you will find further details in the Show and Tell, Tool Time, and Clinic reports. Following the meeting members adjourned to the Village Inn restaurant, Chambers Road and Iliff Ave. for pie and coffee. This is the regular conclusion for all meetings and everyone is welcome.

Upcoming Events

Feb. 15-16-- Estes Park Model RR Show
<http://estesvalleymodelrailroaders.org/rails.htm>

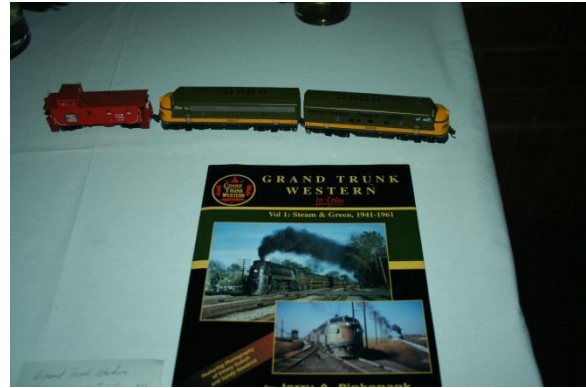
April 5 – Sunrise Division Layout Open Houses
Layouts and addresses will be announced later.

June 13-15-- SER/MCoR NMRA Joint Regional Convention <http://mrtm.org/convention>

June 19-22-- NMRA Regional Golden Spike Limited, Salt Lake City <http://GSL2014.org>

July 13-19-- NMRA National Convention, Cleveland <http://www.2014cleveland.org/>

January Show and Tell



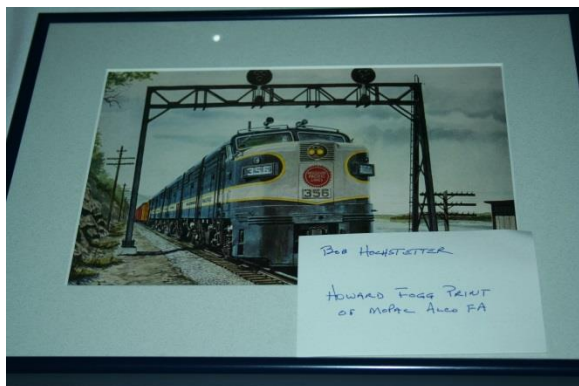
Grand Trunk Western: Rich Flamini

Rich Flammini grew up alongside the Grand Trunk Western and has many fond memories of this railroad

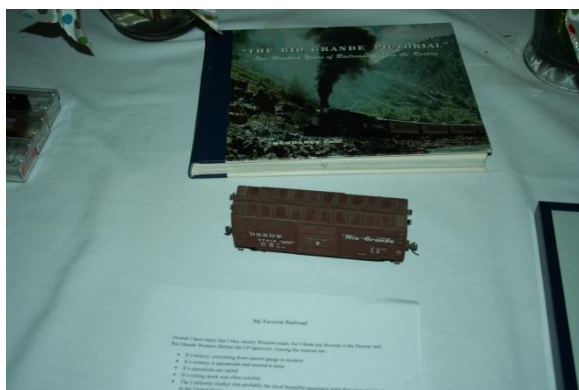


Gary Myers: D&RGW

Gary Myers Models the Denver and Rio Grande Western Railroad through the Lockheed Martin Railroad Club. It's members selected the D&RGW as the railroad that would appeal to most members.



Bob Hochstetter grew up near the Missouri Pacific railroad.



Stewart Jones: D&RGW, etc.

Stewart Jones takes inspiration from a number of western railroads. Although he grew up near the mainline of the Pennsylvania Railroad, he quickly became interested in western roads after moving to Colorado. Among his reasons for choosing the D&RGW are its spectacular scenery, its varied operations including the California Zephyr. The boxcar in the foreground was a craftsman kit that was a unique DRGW design.

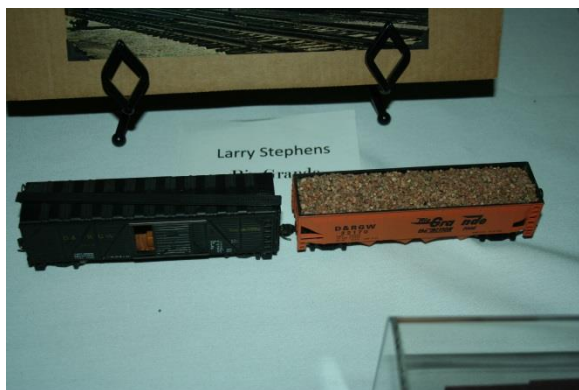


Steve Schweighofer: DSP&P

Steve Schweighofer models the Denver, South Park and Pacific. Although this railroad was short-lived, it morphed into several other corporate entities, before becoming part of the Colorado and Southern system (now BNSF). Some structures and the former roadbed still exist along the South Platte River and South Park along highway 285.



John Griffith was influenced by John Allen's hypothetical Gorre and Daphetid (pronounced gory and defeated) layout early on, which got him hooked on HO scale modeling. Here is some rolling stock lettered for John's railroad.



Larry Stephens also chose the D&RGW Railroad, probably for the same reasons that others did. But who can forget his 62-car freight powered by double-headed UP Challengers on our modular layout at the recent train show.



Bill Johnson displayed some artifacts from the Union Pacific. Of particular interest is the copy of the train order in the open book that was originally issued by his uncle.

Rich Flammini was awarded the Caboose gift certificate.

January Tool Time

The tool time was modeling with “new and improved wax paper.” The paper is actually a thin, semi-transparent plastic chopping mat sold at Ace Hardware for about \$1 for two sheets. They are approximately 11 x 14 inches in size. These sheets can be placed over drawings while a model is assembled on top. Glue will not readily adhere to the surface.

January Clinic

Stewart Jones presented the January clinic *How to make your layout Look Bigger*. There were two aspects to the clinic: the first was tricks to enhance your layout space; and the second was some techniques for making common rock formation for which rock molds just don't apply.

The first part covered basic layout design and modifications. The basic principle is to keep all of your layout from being visible at once. A walk-in design and center view-blocks accomplish this. Tunnels, cuts, and structures can also break up the view so trains seem to appear longer than they actually are.

Stewart then concluded the clinic by demonstrating techniques to model unusual rock formations such as the Front Range Flatirons, The rock formations in Glenwood Canyon and weathered granite rock piles that commonly appear along the Union Pacific right-of-way in Wyoming. He begins by carving pieces of foam to approximate shape then covering them with a thin layer of Hydrocal or other plaster material. The plaster can also be used to fasten smaller pieces together to form larger structures. The formations can be further carved while the plaster is setting for fine detail.

On-Line Clinics

In case you have missed clinics from past meetings, The Division web site has write-ups for many of these clinics. To access them simply log-on to the website at www.Trainweb.org/SunriseDivision/, scroll down and click on "Clinics". Click on the title that interests you. There is a wealth of information there.

Module Report

Our next opportunity to display our modular layout will be the Rocky Mountain Toy Train Show at the Denver Merchandise Mart, March 1 and 2. There has been only a brief interlude since the last show at the end of November and with the intervening holiday season, we have done no further work on the layout itself.

However we have had several Thursday evening sessions to do some city planning for modules 3, 4, and 5. We hope to have a number of finished structures to populate the town by the end of February. Also we will bring the trailer back to Dick Hunter's house in February so we can do some more work on the modules themselves, weather permitting. This will include ballasting and painting the track and laying out streets and the remaining side trackwork. We will try for some Saturday and Sunday work sessions, and probably some Thursday evening sessions as well when we can work indoors. For those who would like to build structures at home, we have a few kits available and footprints for those who might want to scratchbuild or kitbash structures. Contact Don Francis for information.

The NMRA Achievement Program Award

In simple terms, the Achievement Program (AP) is a travel guide, to help you on your journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you will be issued a certificate acknowledging your achievement.

The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official

pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modelers.

Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby. It covers not only building various types of models, but also building other things which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and the NMRA, which are important.

We hope that you will soon find just how easy it is to participate in the Achievement Program, and if you are not yet involved start you off on the right foot. Please visit the AP Staff Roster page to find contact information for your Regional AP Manager.

Master Builder - Scenery

The intent of this category is for you to demonstrate "the prototypical rendering of scenic effects from the ground up." The type of scenery that you choose to model is entirely up to you. An urban landscape involves just as much scenery (if not more) as a mountain or desert landscape.

Contact your Regional AP Manager if you have a question about which category a particular model would fall into.

To Qualify for the Master Builder - Scenery Certificate:

1. Construct a completed section of a model railroad of at least sixty square feet in O scale, or forty-five square feet in S scale, or thirty-two square feet in HO scale, or eighteen square feet in N scale or other scales in proportional relationship to HO scale. This completed section must contain the

necessary scenic elements of Terrain, Structures, Background, Lighting, and Realism/Conformity as combined to achieve a realistic effect using applicable NMRA standards. in that particular model railroad scene. The intent of this category is the prototypical rendering of the scenic elements from the ground up.

It is not necessary to qualify for this certificate by constructing a single section of layout. You can construct several different scenes (such as modules), each of which must be at least eight square feet and of Merit Award quality. Note that modules which earn 87-1/2 or more points using the NMRA's Module contest judging sheet do **NOT** automatically earn a Merit Award. They must earn 87 1/2 points using the AP Scenery judging sheet since the judging criteria are different, unlike the judging in other modeling areas.

Outdoor (garden) railways may qualify for the Master Builder - Scenery certificate. However, the modeler must show that they have worked to create a miniature railroad, not just run some track through the flower beds. For example, bridges should be modeled after prototype bridges (just as they are in other scales), not just track running across a plank.

The definitions of the various elements (which may be combined to comprise the setting for the model railroad) shall be:

A. **Terrain (35 pts)**

The ground and all natural features such as rocks, water, trees, hills and depressions, as well as man-made features such as railroad roadbed, cuts, fills, drainage ditches, embankments, streets and roads, etc.

Also remember different types of vegetation and the effects of weather and of animals. Remember the detail on streets and roads, whether in urban or rural areas: sewers / storm drains, man-hole covers, shoulders, drainage ditches, cracks, patches, road wear marks, oil stains, and tire ruts in dirt roads.

Make the transitions between different types of terrain as smooth as possible. Avoid glaring inconsistencies, such as a New England Farm house surrounded by palm trees. If you are going to have different scenes on your layout, use backdrop dividers or other vision blockers to separate them.

B. **Structures (20 pts)**

Structures are considered from the standpoint of prototypical suitability, placement, and appearance as scenic effects - NOT as to construction (which is covered under Master Builder - Structures). This includes bridges, trestles, and culverts, buildings and all other types of structures (towers, power lines, signs, fences, retaining walls, etc.), track and right-of-way features such as turnout controls, signaling structures, crossing gates and

shanties, turntables and other service structures, etc.

These are but a few examples - additional features are encouraged. Also remember that structures should be *in* the ground, not sitting on top of it. Make sure that the appearance of your structures is consistent with your scenery. At the very least, weather it enough to take the "out of the box plastic shine" off of it. Switch machines, if not under the table, should be well disguised (this is one detail that will cause your application to be returned if it is not done). Remember details such as lights over the doors of commercial buildings.

C. **Background (25 pts)**

Treatment of the wall, backdrop, and/or ceiling to realistically depict depth, distance, horizon, and sky.

This doesn't mean that you have to have a photographic or landscape artist quality background. Your background should continue the 'illusion of reality' that you are trying to create with your scenery. The background should match the scenery, and the transition where the two of them meet is smooth and/or hidden. One good question to ask yourself is: Is there enough good background to allow a photo to be taken without showing other parts of the room? If a wall is the backdrop, make sure that the texture is appropriate, as well as the color (a concrete block wall painted sky-

blue, still looks like a concrete block wall!)

D. Lighting (20 pts)

Illumination effects from three aspects:

- a) railroad cars, signals, etc.
- b) buildings, streets, and roads, etc.
- c) overall lighting effects - day and/or night.

An entirely daylight scene is acceptable. This lighting information must be included in the material prepared for Section 4 below.

Note that a fully day lit scene is perfectly acceptable (although you may get more points for a scene that allows you to show off more lighting elements). However, even in a day lit scene, there may be evidence of lighting - even if it is not operational (non-illuminated street lights, for example.)

Also note that not every scene will contain all of these elements. If the scene you are modeling is in the middle of the desert, there may not be any buildings or streets there to light!

E. Realism / Conformity (25 pts)

In the other four judging areas, the judges evaluate what you were trying to do - what you remembered to include in your scene. In this one, they evaluate how well you did what you were trying to do.

Your entire layout does not have to be completed to be judged - just enough to meet the minimum space requirements given above. However, the areas which are not to be judged should be blocked off (visually) from those that are.

2. Prepare a set of photographs (video tape presentation is acceptable) and a written description clearly describing the intended setting of the model railroad and the scenic details including towns or cities in the area being judged.

These photos don't have to be professional quality - that isn't what is being judged. However, there should be at least one over-all picture of the layout, and pictures of all the parts which are being judged. Each picture should have an accompanying description.

3. Prepare a description of the materials and methods of construction used in creating various features of Terrain, Background, and Lighting.

These can be simple statements - nothing elaborate is required.

4. Attach one copy of materials in Sections 2 & 3 to the Statement of Qualification (SOQ) for use by the

judges in determining the effectiveness of the craftsmanship displayed by the member requesting certification.

5. Earn a Merit Award of at least 87.5 points on the section of layout being judged.
6. Submit a completed Statement of Qualifications (SOQ) including the attachments for Sections 2 & 3 and the signed merit judging forms and/or copies of the Merit Award certificates from Section 5.

Further Information

Contact National Achievement Program General Manager, Paul Richardson, MMR achiev@hq.nmra.org, or your Region or Division Achievement Program Manager for more information.

Forms available for this category:

- SOQ Form: (PDF)
- Record and Validation form: (PDF)
- Judging Form: (PDF)