



## May Clinic Was Bridge to Excellence



The first clinic at Sunrise's new meeting place was presented by Don Francis who spoke about bridges, both prototypical and modeled. *Photo by Tom Frerichs*

## No Meeting In June

As all of you should know, Sunrise Division and South Suburban Division are co-hosts for this year's Rocky Mountain Region convention June 3-6 in Alamosa. Not only does the date conflict with our regular meeting night, but we also have twelve Division members signed up for the convention. Included in that number

### In This Issue

May Clinic Was Bridge to Excellence.....	1
No Meeting In June.....	1
Want to Write?.....	2
From the Chief.....	2
Show & Tell Themes.....	2
NMRA Notes—May 2010.....	3
Tanks Don't Always Need Wheels.....	3
May Show & Tell Featured Tank Cars.....	4
May Show & Tell Had Single Tank Cars, Too.....	5
Model Railroadng—It's Easy Being Green!.....	6
Upcoming Events.....	6

are your Division Superintendent, Assistant Superintendent, Treasurer, and Secretary.

We will have our regular meeting July 1, and the Show & Tell theme will be depots. Ask Gary when you see him about that theme.

Don Francis presented an excellent clinic on bridges, both prototype and modeled, at Sunrise Division's May meeting. Using slides and models, Don described the various types of bridges used by railroads and explained why certain bridge types were selected for specific applications. He also pointed out several mistakes often made by modelers when they bring in their scale-sized bridge gangs.

"I guess it's my engineer's eye," he told the twenty-three Division members present, "but when I see a modeled bridge that has members out of proportion—that wouldn't carry the load—it makes me nervous."

Don pointed out that railroads are in the business of making money, not spending it. Their engineers will choose the most economical solution possible. For example, unless clearance below a bridge is an important consideration, a railroad is more likely to use a deck girder instead of a through girder. This choice is made because a through girder bridge is wider, requiring more material and money to build

Included in the presentation were several pictures taken from model railroad magazine articles. Don delighted in pointing out several examples of unsupported bridge spans, completely mis-sized structural members, and other mistakes. Don also had examples of how to do it the right way.

After his presentation, Don answered several questions about bridges, how to select and model them. He also advised everyone to remember to keep their cameras handy so that they can have real examples to help shape their modeled bridges.

# Want to Write?

You can, and you don't even have to take courses from a creative writing school run by Steinbeck, Hemingway, and O'Neill. Especially since Radar, in a *M\*A\*S\*H* episode, learned those people were Ethel Steinbeck, Mary Hemingway, and Jerry O'Neill.

Everyone of us has learned something that can be shared with our fellow modelers. It may be a great idea on how to do something, or, even more valuable, how *not* to do something. Maybe you want to share your knowledge about a prototype or memories of railroading.

Now is your chance. Go ahead and give it a try, then e-mail your story to me for possible publication in the *Sunrise Herald*.

There are some ground rules. It does have to be about railroading, model or prototype. I may do some editing, mainly for punctuation and standards, but if there are substantial changes I'll send it back to you for approval. We can't guarantee that we'll publish every story or when it will get printed. Finally, you own your own work; the rights stay with you other than allowing us to print it in the *Herald*.

If you have any questions, send me an e-mail: [tomfrerichs@tomfrerichs.com](mailto:tomfrerichs@tomfrerichs.com).

## Show & Tell Themes

July 1... Independence Day Special: Depots  
August 5..... Favorite Train  
September 2..... Labor Day Special: Shop  
Buildings  
October 7..... Oktoberfest: Beer Cars  
November 4..... A Piece of Railroadiana

## Officers

*Division Superintendent*  
Gary Myers  
*Assistant Superintendent*  
Don Francis  
*Treasurer*  
William Johnson  
*Secretary*  
Tom Frerichs



I attended my first convention back in 2000. It was a Regional Convention. I really didn't know anyone in the NMRA, nor had I gone to any Division meetings yet. In fact, I think I found out about the convention through the Colorado Time-Table. It was a Denver-area locale, so I only went for part of the festivities as my work schedule and other priorities permitted.

As I recall, I attended mostly clinics and layout tours, and I admit I did have a lot of fun, even though I mostly kept to myself. I guess that is because being an engineer, I am still very much an introvert by nature. However, I did recognize a lot of faces of people that I had occasionally seen at train shows, swap meets, Caboose Hobbies, etc. Overall, I found the experience quite inspiring and rejuvenated my interests in the hobby. Later, I lost track of my NMRA membership, and after awhile, I reapplied and started attending Division meetings. After finally getting to know some of my fellow model railroaders, I started attending conventions again. It became very apparent how much fun doing things with others could be. Since my first Regional convention, I've attended one national NMRA, two national Narrow Gauge, and four Regional conventions, not including hosting one and now working on a second.

Conventions are not for everyone I suppose, but they really make a fun-filled mini-vacation out of your hobby. I have found that I have seen and learned things I wouldn't normally have gone out of my way to explore. I found that I was making an opportunity chance to enjoy it with others who love the hobby as much or even more than myself, and ended up with new friendships, which has really enriched my model railroading experience—more than I could appreciate until afterwards.

So, if you're deciding on whether or not to go to a convention, try not to consider the value in just more model train purchases, because it could be worth a lot more than just that.

Take care and have fun!—Supt.

## There's still time to register for the convention.

Log into <http://www.trackstoalamosa.org/> for information and a registration form. It's getting close to the end, so hurry.



# NMRA Notes— May 2010

Renowned railroad artist Larry Fisher has been commissioned to create a very special painting for the NMRA's 75th Anniversary. This official commemorative painting, now completed, depicts the Milwaukee railroad station as it appeared at the time of the NMRA's founding in 1935. The original painting will be displayed at the convention in Milwaukee, and special limited edition art prints will be available for purchase at the National Train Show. A detailed report on how the painting was researched and developed will appear in the August issue of *Scale Rails*. For a sneak peek at the painting, please see the photo printed above.

Most members received the special Diamond Club mailing from the NMRA this past week. This worthy cause will help bring the contents of our Kalmbach Memorial Library to the Internet and keep the

NMRA viable in this new century. To date, there has been one Diamond Level (\$7500) contribution, almost 10 Gold Level (\$750) contributions, and close to 200 Silver Level (\$75) contributions. This fundraiser will continue throughout the year.

The NMRA 75 Convention Committee reports that it has received registrations from attendees who will be coming from eleven countries outside of the United States, including Australia, Canada, England, France, Germany, Japan, Luxembourg, The Netherlands, New Zealand, Norway and Switzerland.

NMRA Vice President Allen Pollock announced that he will resign effective with the conclusion of the Board meeting at the Milwaukee convention. According to NMRA regulations, the Board will select a replacement at its meeting, and that person will assume office at the time Allen's resignation takes

effect. Any member interested in being considered for the office of Vice President for the remaining two-year portion of Allen's term should immediately send his/her qualifications statement to NMRA Secretary Bob Gangwish at [secy@hq.nmra.org](mailto:secy@hq.nmra.org).



Larry Fisher's painting of the Milwaukee depot in 1935 celebrates NMRA's 75th Anniversary. *Note that the "X" watermark will not appear on the final prints or painting.*



## Tanks Don't Always Need Wheels

Left: For Show & Tell, Don Francis brought a repurposed tank car in HO-scale, a very common practice. Right: Rich Flammini brought his fueling tank in HO-scale, which he ex-



plained is really for the grandkids. When they run trains on his layout they must stop to refuel. This gives them a reason to stop now and then. *Photos by Tom Frerichs*



# May Show & Tell Featured Tank Cars



Two HO-scale Proto 2000 tank car kits were brought by Alex Myers. He claims these two Conoco tank cars are just “built out of the box”, but CONX 3100 (right) is showing signs of additional work, including painted wheel sets and weathering. It’s the extra work that makes a good piece of rolling stock into a special car. *Photo by Tom Frerichs*



These three N-scale tank cars from the Chicago Great Western are part of a mystery. Bob Hochstetter told us that these cars were used by the railroad to haul specific railroad materials and were painted specific colors depending upon their use. What Bob doesn’t know and can’t find out is which color tank car hauled which material. Actually, he had four cars, but I didn’t get a picture of the black one, and the railroad used a fifth color, green, as well. *Photo by Tom Frerichs*



From Don Francis comes these two HO-scale sulphur tank cars. Sulphur was shipped molten, and tank cars for this service were designed to keep the very hot sulphur in that state until it could be delivered. *Photo by Tom Frerichs*



Bill Johnson’s offerings were two HO-scale Athern models. The American Beef Packers, Inc. tank car celebrates an industry located in Ft. Morgan, Colorado. The Burlington Northern tanker is actually a fuel tender tank, used to extend the running distance of BN’s diesel locomotives. *Photo by Tom Frerichs*

## May Show & Tell Had Single Tank Cars, Too

John Grigg brought his “beat up tanker acquired by my G-scale railroad “museum”. I’m wondering if there’s a “Friends of the Grigg Museum” yet... and how successful their fund raising has been. It looks like this car could use some restoration. *Photo by Tom Frerichs*



The Alaska Railroad does interchange with other carriers—by rail barge only. There are plans being made to connect with the CN, but those are in the future. Ernie Roque brought in this wonderful O-scale Alaska Railroad tank car. *Photo by Tom Frerichs*



Gary Myers brought in an HO-scale Proto 2000 Time Saver kit. He also said it wasn't all that fast to put together. This is a model of a 1923 rail car purchased mostly by private companies. The car is well weathered, probably because Gary's railroad isn't in as good a financial condition as Alex's line. *Photo by Tom Frerichs*



Dillon Allison brought this HO-scale ECC America tank car which has a UTLX reporting mark, showing that it, like most tank cars, is privately owned. Railroads rarely purchased “special purpose” cars. He said he “found it at a train meet on Green Mountain some years ago” and that it runs well. Dillon also won the Cabooses Hobbies gift certificate drawing. *Photo by Tom Frerichs*



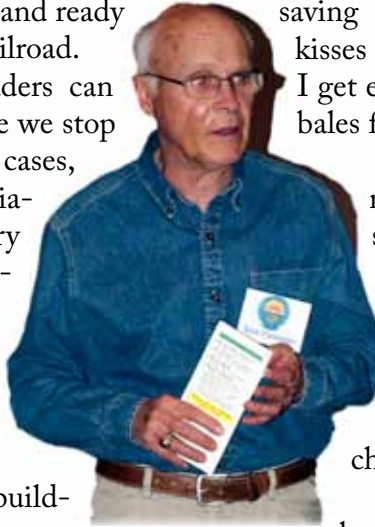


# Model Railroading—It's Easy Being Green!

By Rich Flammini

Before the meeting last night, the Thursday, May 6<sup>th</sup> one, we had shish kabobs for dinner. On my way out the door, I told Mary, "Don't throw out those skewers. They may make good timbers for the railroad." When I got home, there they were, clean and ready to be recycled into raw material for the railroad.

Point being is we model railroaders can never just toss things into the trash before we stop and think twice about their value. In most cases, we should look at things with our "miniature" eye. Is it something that at the very least could be laid out in a scrap pile? Usually they're more valuable than that. Many times, I find junk mail isn't totally junk. The graphics or even the paper itself may be useful for billboards or building interior views. Of course, there are the sprues that come along with the parts for plastic buildings. I have bus stop route number poles, a cemetery headstone with more to come, and at the very least, a disposable stir stick for those little bottles of paint. I just realized I now have two billboard frames. You probably have several more uses that I haven't considered.



And don't limit your search to yourself. Our granddaughter got some Barbie doll thing. The packaging included a very thick plastic "window" that has been used for building glazing. Friends who noticed I was saving the aluminum wrapping from Hershey kisses are now joining in the collection. When I get enough, they will become aluminum scrap bales for a gondola load.

By the way, you didn't hear it from me but the home improvement stores also seem to be willing to help us with those attractive paint sample displays. It's amazing how many colorful building interiors you can create, not to mention the textures simulating marble and concrete. Did I mention they are available at no charge?

I have to admit I use my "HO eye" but regardless of the scale you love, I'll bet there is some "junk" that will be a real treasure in your favorite scale. Maybe in the future we can have a "recycled" Show and Tell at a monthly meeting.

---

## Upcoming Events

May 22-23, 2010 .....	Sherman Hill Annual RR Show, Cheyenne, WY
June 2-6, 2010 .....	Alamo Rails, Lone Star Region Convention, TX (But you won't be there)
June 3-6, 2010 .....	Tracks To Alamosa - Rocky Mountain Region Convention, Alamosa, CO
June 10-12, 2010.....	Rocky Mountain Railroad Prototype Modelers Meet, Littleton, CO
June 12, 2010.....	Telluride Heritage Days, Ridgeway Railroad Museum, CO
June 12-13, 2010 .....	Limon Railroad Days, Limon Depot, CO
June 19, 2010 .....	TCA Train Show, Forney Museum, Denver, CO
June 25-26, 2010 .....	German Fest, Colorado Railroad Museum, Golden, CO
June 26, 2010 .....	UP 844 4-8-4 Steam Engine, <i>City of Milliken</i> Centennial Special, Milliken, CO
July 11-17, 2010.....	NMRA Convention, 75th Anniversary - NMRA National Convention

## No Meeting In June

**Next Meeting for Sunrise Division, RMR, NMRA, July 1, 2010 – 7:15 PM**  
**Holy Love Lutheran Church,**  
**4210 South Chambers Road, Aurora, Colorado 80014**