



Tracks to Alamosa Convention Success

The 2010 Tracks to Alamosa Rocky Mountain Region convention is over. Everything has been packed up and put away; the over a hundred registered members have returned to their homes and layouts; and the committee members are breathing sighs of relief.

Gary Myers, our Division Superintendent, offers his account in his *From the Chief* column starting on page 4. You'll enjoy his personal viewpoint.

But before we close the books on this convention, a big round of applause is due the committee members who worked hard to make it happen. Sunrise Division members were an important part of making



this a successful and enjoyable experience.

Nate Bryant ably chaired the committee. Without our Registrar/Treasurer/Historian/Guide Dick Hunter, getting everything in order would have been much harder. Gary Myers, Bill Johnson, Don Francis, and Kurt Nielsen (of South Suburban) all made sure that their particular responsibilities were completed well and on time. Updating the web site, handling the registrations, producing printed guides, arranging for the hotel...there's a lot of work that needed to be done.

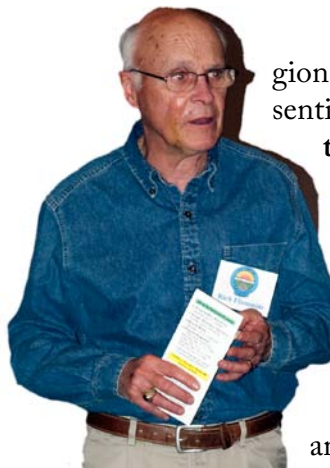
Others from Sunrise worked at the Convention, and you'll find some of their photos elsewhere in the newsletter.

Above: The rails glisten in the sunlight as the southern mountains of Colorado will soon be momentarily eclipsed by the second tunnel on the way to La Veta. *Photo by Tom Frerichs*

In This Issue

Tracks to Alamosa Convention Success.....	1
Flammini To Present July Clinic For Sunrise.....	1
NMRA News.....	2
Show & Tell Themes.....	2
Reminder: We Changed Our Meeting Place.....	2
Tool Definitions For Manly Men.....	3
From The Chief.....	4
Conventions Are Wonderful People.....	6
Friday Was Clinic Day.....	7
Saturday Was Train Day.....	8
Travel By Rail — The Only Way To Go.....	9
Models At the Convention.....	10
Structures & Cars — Beautifully Detailed.....	11
Riding Behind Number 18.....	16
Upcoming Events.....	16

Flammini To Present July Clinic For Sunrise



Rich Flammini, Rocky Mountain Region Promotions Chair extraordinaire, is presenting a clinic entitled **Constructing A Plastic Building Kit—From Vacant Lot To Commercial Enterprise**. Rich did say in an e-mail to Gary Myers that we could shorten the name.

Rich's work is outstanding, and our members and guests are in for a treat. He not only knows what he's talking about, but he's an enthusiastic and entertaining presenter.

NMRA News

- The annual **Board of Directors meeting** will begin at 9:00 am on Friday, July 9, at a meeting room in the Convention hotel. As always, interested members are encouraged to attend. If you have any ideas or issues you feel should be addressed by the Board, please contact your District Director. Their names are listed on www.nmra.org and in *Scale Rails* magazine.
- If you are in either O-scale or N-scale, take notice of the **special Heritage and Living Legend Car sale** going on right now at NMRA headquarters. In an effort to reduce inventory, all O-scale cars are being sold for just \$10 each, and N-scale cars are going for \$5 each. *Note that these prices are cheaper than the retail price of the trucks on the cars!*
- If you are planning to attend NMRA75 in Milwaukee, don't forget that there will be a special clinic

introducing the new *NMRA Region and Division Handbook* to be given by Bill Kaufman on Tuesday, July 13 and Thursday, July 15 (dates subject to change). This was a book written and assembled at the “grass roots level” by volunteers from many different Regions and Divisions in the NMRA and contains a wealth of useful ideas and information that can be adapted to just about any Region or Division. Topics include what some Regions and Divisions do to get new members, how they use technology, and how they handle meets, conventions, and contests. A CD copy of this book will be distributed to all Region Presidents sometime after the convention. We’ll then be asking the Regions to make copies of the CD for their Divisions.

- **NMRA membership right now remains very steady.** As of April 30, we had 19,309 members, which is a decrease of 131 members from April, 2009, but an increase of 206 from April 2008.



**Remember to renew
your membership in the
NMRA when it comes
due.**

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 Railroading
December 2 Christmas Past: Your oldest
locomotive or rolling stock or the one
you've owned longest

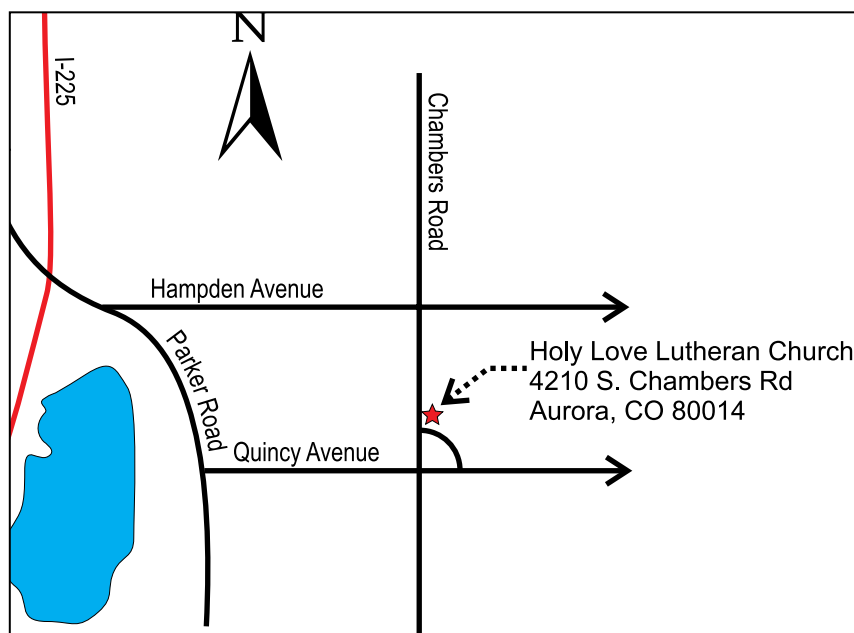
Officers

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

Reminder: We Changed Our Meeting Place

In case you forgot, our meeting place had been changed to Holy Love Lutheran Church at 4210 South Chambers Road in Aurora.

The important meeting after the meeting is at the Village Inn at 15200 East Iliff Avenue, which is on the south side of Iliff just west of Chambers Road.



Tool Definitions For Manly Men

Barry Best, a member of the Lockheed Martin Railroad Club, the Scenic Line Modelers, is a handyman by trade, and, therefore, an expert on tools. He forwarded this list of definitions to Gary Myers.

DRILL PRESS — A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL — Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh, &@#%!"

SKILL SAW — A portable cutting tool used to make studs too short.

PLIERS — Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER — An electric sanding tool commonly used to convert minor touch-up jobs into major re-finishing jobs.

HACKSAW — One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS — Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer in-

tense welding heat to the palm of your hand.



OXYACETYLENE TORCH — Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW — A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

BAND SAW — A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST — A tool for testing the maximum tensile

strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER — Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER — A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR — A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER — A tool used to make hoses too short.

HAMMER — Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.

UTILITY KNIFE — Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

"SON OF A BITCH" TOOL — Any handy tool that you grab and throw across the garage while yelling "Son of a #@!&!" at the top of your lungs. It is also, most often, the next tool that you will need.

SUNRISE FROM THE CHIEF

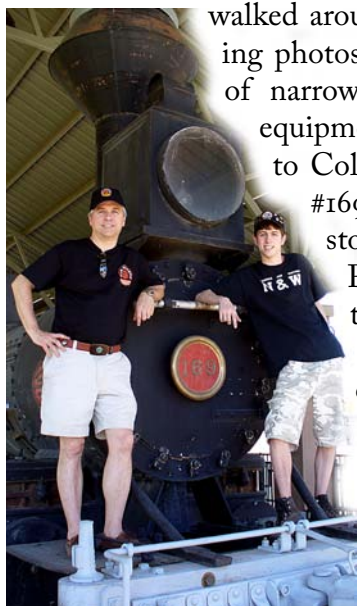
Gary Myers, Division Superintendent

What was the hubbub all about for RMR Convention 2010? Well, it went like this...

Alex and I arrived Thursday night in Alamosa. We had dinner in a local dive, True Grit Steakhouse, which turned out to be a charming little steak house decorated in tribute to John Wayne. Every steak was named for a different Wayne western, and though the place was full of cheap furniture, the taste lived up to it's stature. Later, we helped set up as conventioners registered.

Friday, after a nice hotel breakfast—cheaper than Village Inn, attending clinics pounded out the morning. I was able to enjoy the history of the D&RG to Alamosa over La Veta Pass and Martin Pirnat's entertaining *Adventures in Model Railroading*, before handling door prizes for the next hour.

We broke for a quick lunch at Wendy's, joining Steve Schweighofer and his grandson Taylor. We



Gary & Alex Myers on D&RG 169 Photo courtesy Gay Myers

walked around the Alamosa yard, taking photos of the new EMD F7, lots of narrow gauge, and all kinds of equipment. At three, we went over to Cole Park to see the T-12, old #169, a D&RG 4-6-0 being restored by the Friends of 169. A Friends volunteer, Warren I think, graciously opened the gate for us and several other conventioners who wandered by. We visited Business Car B-1 and enjoyed an extensive history and locomotive lesson with Warren for almost an hour. The four of us then headed

into the park for Summerfest on the Rio, where the vendors were setting up their wares and foods for the evening. We enjoyed large tin cups of old-fashioned root beer and cream sodas under the hot sun.

After a quick bite to eat with Dick Hunter, Nate Bryant and Stewart Jones, I was off to set up for my



San Luis & Rio Grande F7 in the yard at Alamosa Photo by Gary Myers

clinic. Alex had gone into town for a bite and lotion for our new sunburns. During set-up of the clinics, we ran into technical difficulties, so I called Alex, who returned after eating only half his chicken dinner, to bring his computer—fast! We got things going for the first clinic, Roy Schmudde's very interesting *One Day I built a Railroad*, and then I put on my *Royal Gorge War* presentation. Hint: Make sure if you have embedded files in your PowerPoint presentation that you include them on your CD separately. Since I didn't, I ad-libbed a little and described the scenes from the movie *Denver and Rio Grande* to my audience, but otherwise it went okay. I'll have my shot at redemption at the Santa Fe Modeler's and Historical Society's Denver convention in July. Dick Hunter presented his *Railfanning the Narrow Gauge* after I barely finished in time.

We knew the train ride Saturday was going to be special when the President of the railroad got on the PA system and told us how he had joined the NMRA, became a life member in 1970, and announced, "Welcome to my layout tour!" It turned out to be a very special ride. We shared a booth with Bill and Chris Johnson in an air-conditioned dome car which was originally from Great Northern's Empire Builder. In each dome car beneath the seating were dining areas fully decked out in beautiful art work and mirrors, split



President Ed Ellis of the SLRG personally greeted each car of passengers. Photo by Tom Frerichs

into several compartments, and which made you feel you were dining in the Fifties.

There were other notable cars on the train. My favorite rode behind locomotive #18, an ex-Lake Superior & Ishpeming 2-8-0. It was the former *City of Los Angeles* Calumet Club Car with chairs along the sides, art deco interiors, and a bar in the middle. It was very comfortable and offered great views. The open observation car was great with the air flowing through the car, but the most fun on the return trip was when we made sure to be there when we went through the two tunnels. Number Eighteen is an oil burner, so not having cinders made feeling the heat and soot through the tunnels a fun and exciting experience.

On the way to La Veta, we coupled onto the Rio Grande Scenic Line's SD90MAC helper at Fort Garland. Bill noted that not only did that old Consolidation have three dome cars and three coaches to pull, but also had to push that big diesel up the grade.

At La Veta, we quickly disembarked to take photos and enjoy a BBQ lunch. We watched the engines turn on the wye and couple on the end of the train for the return trip. We walked around the little town of La Veta for awhile, then decided it was time to board

even though we never heard the crew return call: four whistles. At the train I met the conductor getting off, although practically all passengers were already aboard.

He told me that the SD90MAC helper had run light ahead of the train on the way to La Veta without clearance. The dispatcher found out and was now putting "them on the siding" for an hour. You learn about things like that at operating sessions. Since we left a little late from Alamosa and now had another hour or so delay, they decided to send #18 ahead to meet a water truck from Walsenberg to top off the tender. La Veta won't let the railroad use their water. So I said, "What you're telling me is that we have time for more ice cream." With that decision, Alex and I were already enjoying our cones before the large wave of passengers again descended on Charlie's Ice Cream counter. We wandered around La Veta, took some more photos, and finally headed back to Alamosa about an hour and a half late. We noticed that we seemed to run a little faster on the way back. When we got past Fort Garland and hit the giant sheet of plywood known as the San Luis Valley, we picked up a little rain, but everyone was in good spirits.



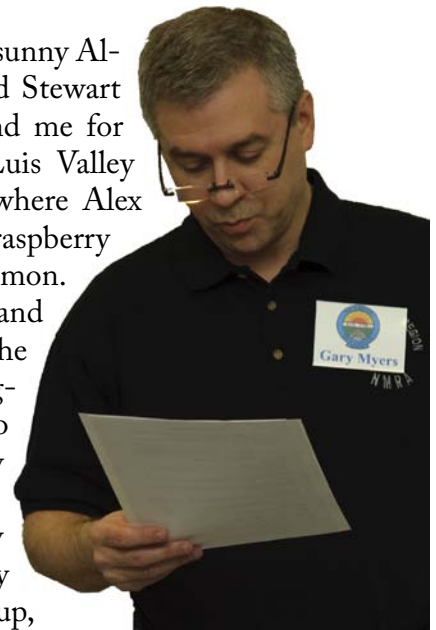
Arriving in a sunny Alamosa, Jim Laird and Stewart Jones joined Alex and me for dinner at the San Luis Valley Brewing Company, where Alex and I each enjoyed a raspberry vinaigrette grilled salmon. After dinner, Jim and I participated in the model contest judging from about 8:30 to 11:30 pm and finally called it a night.

Sunday morning, after a very early model pick-up, we went over to the depot where the Kiwanis served us pancakes, sausage, ham, and eggs for a breakfast in the parking lot, where we all sat, talked, ate, and then watched and photographed the passenger train getting ready to leave. It wasn't as long today because they had to add two cars for our group on Saturday. We may have started a new tradition at the depot, because the Kiwanis had never served a group at

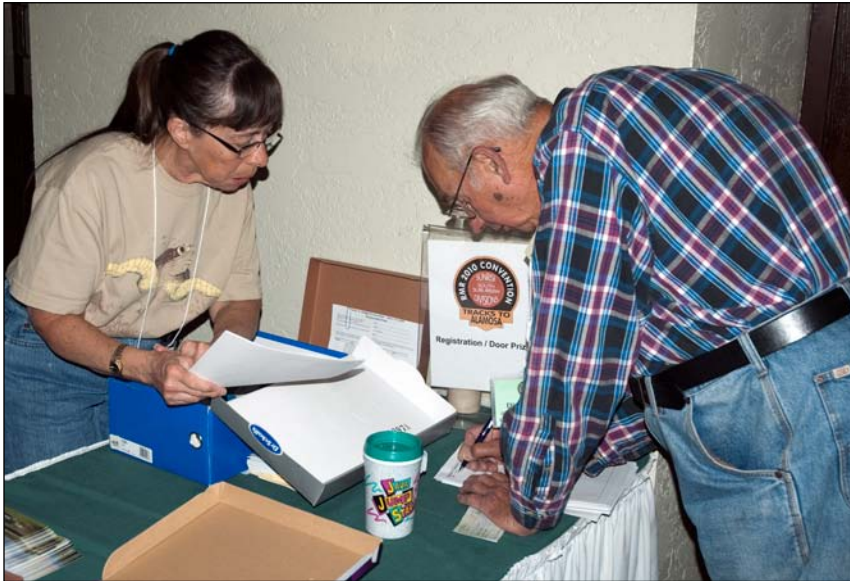
the depot before. The railroad and everyone seemed to really like the idea, so we'll see.

Back we went to the Inn of the Rio Grande, our convention hotel, for the model contest awards and Board of Director's meeting. I finally achieved my first merit award (greater than 87.5 points) with my seventh entry, my D&RGW SD40T-2. My earlier entries included on narrow gauge car, two structures, and three standard gauge cars. The comments I received at other contests and from experiencing judging first hand have really helped me to improve my modeling skills and models. Oh, and just for clarification, judges do not judge their own models. After the BOD meeting, we high-tailed it up to Pueblo to see at least one layout before I had to catch an evening flight to California for a business meeting Monday morning. We visited former colleague, friend, and Lockheed Martin club modeler John Denny, who had retired to the area and is now building his AT&SF layout. Unfortunately, we didn't have time to see the other two layouts, and I got to my DIA gate five minutes before boarding.

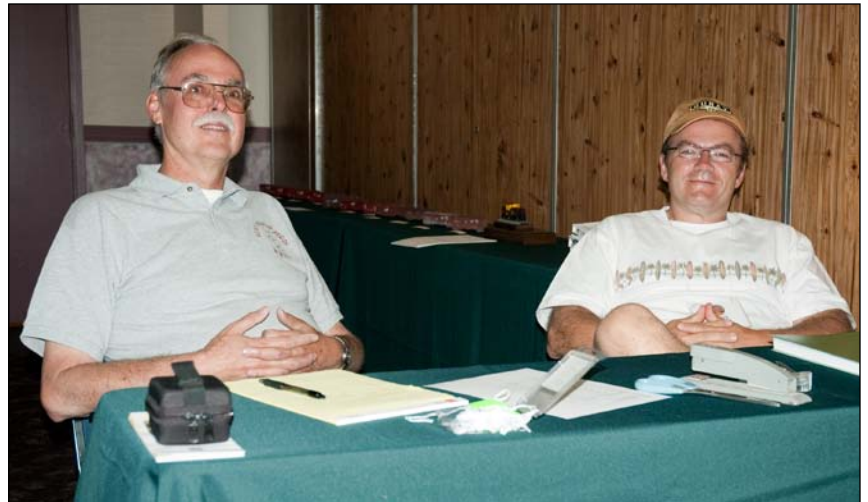
So what are conventions all about? A vacation full of trains, friends and fun. 'Nuff said!



Conventions Are Wonderful People



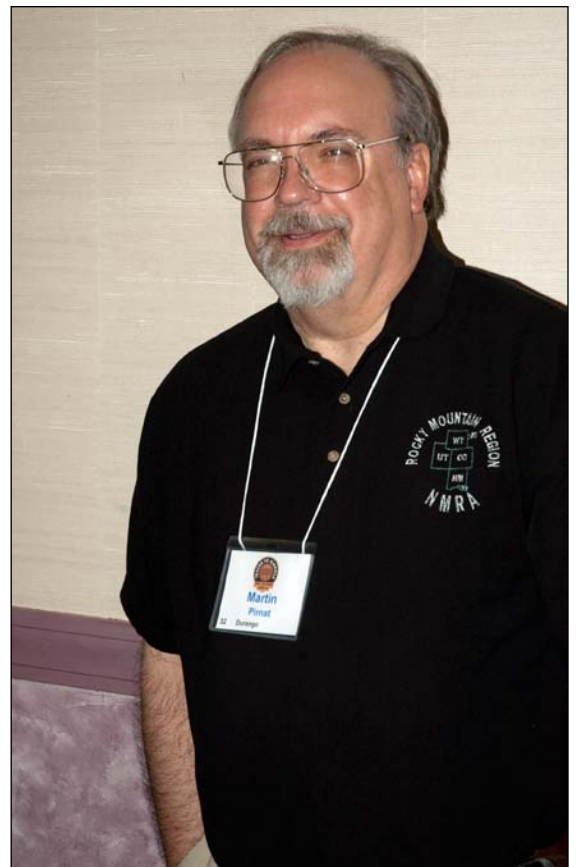
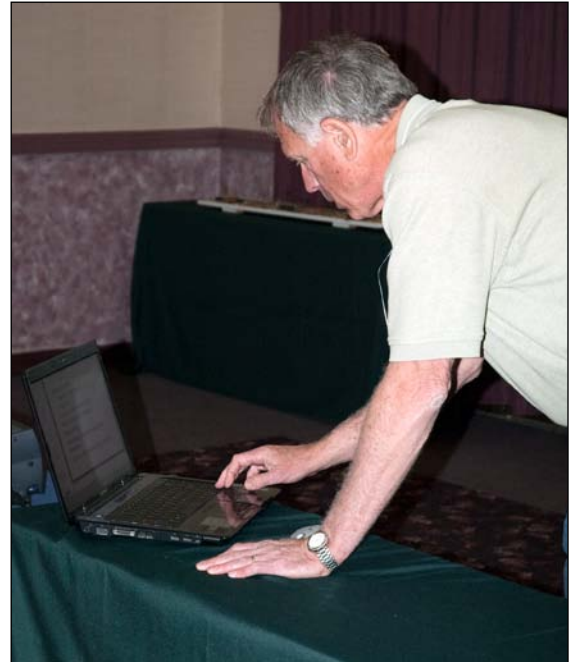
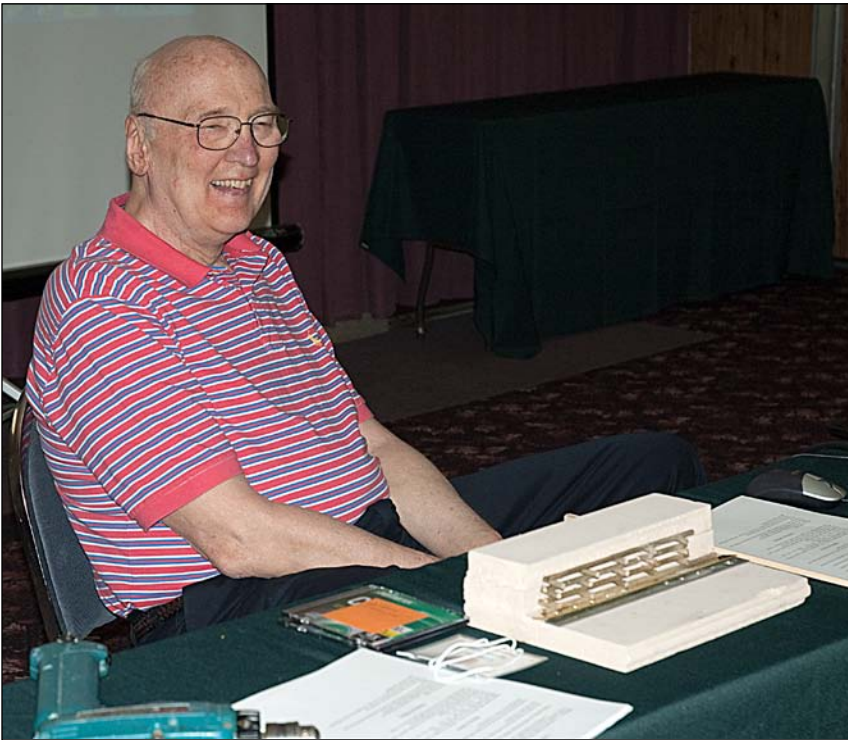
It is more than the activities, it is the people who make a convention fun. **Left top:** Dick Hunter and Linda Johnson set up the registration desk. **Left middle:** The company store did a good business with Don Bailey looking over the goods. **Left bottom:** N-scalers made out like bandits at the door prize table. **Right top:** Bill Tulley and Mark Evans worked hard at the contest desk, although you may not know it from this photo. **Right bottom:** Nate Bryant talks with Linda Sponholtz at the registration desk while Dick Hunter catches up with Eric Lundberg in the background. *Photos by Tom Frerichs*

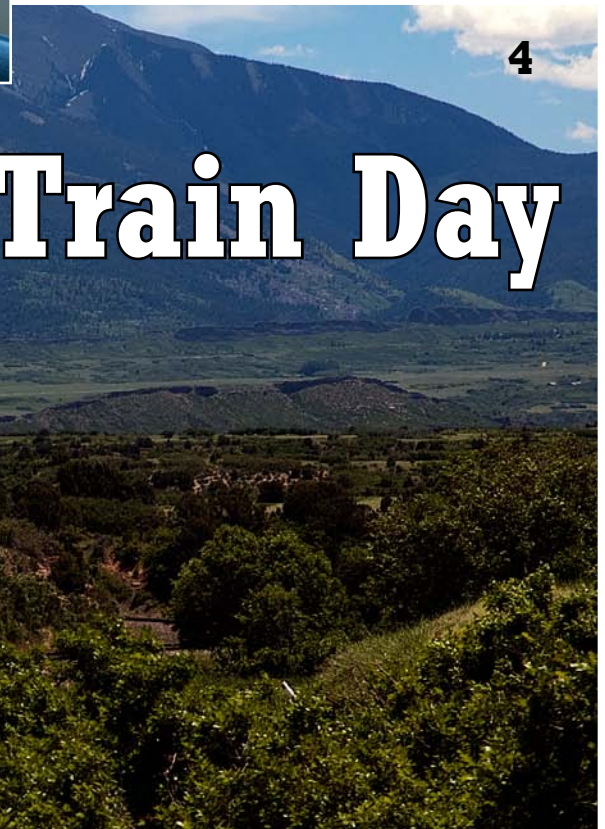


The first day was checking in, looking around, and catching up with the news...

Friday Was Clinic Day

There were clinics for every taste. **Left top:** Glenn Sponholtz offered practical advice on cribbing. **Left middle and bottom:** Looking at participants from the back and the front. **Right top:** Stewart Jones setting up his computer for his signalling clinic. **Right bottom:** Martin Pirnat's *Adventures in Model Railroading* was entertaining and full of good ideas. *Photos by Tom Frerichs*





Saturday Was Train Day

(Clockwise from top) 1 Boarding the train in Alamosa. 2 Looking back to Alamosa. 3 Jean Frerichs in the dining car. 4 Spanish Peaks ahead. 5 Glenn and Linda Sponholtz riding in the open air. Photos by Tom Frerichs



Travel By Rail — The Only Way To Go

It was “All aboard!” on Saturday as the conventioners rode from Alamosa to La Veta and back again. Over a hundred folks from the convention rode the train.

(Clockwise from top) 1 Dick Hunter looks over the open car as he takes a break from the dome. 2 Al Johnson makes sure to get the right shot as the train climbs the grade. 3 Nate Bryant enjoys his seat in the dome car. *Photos by Tom Frerichs*

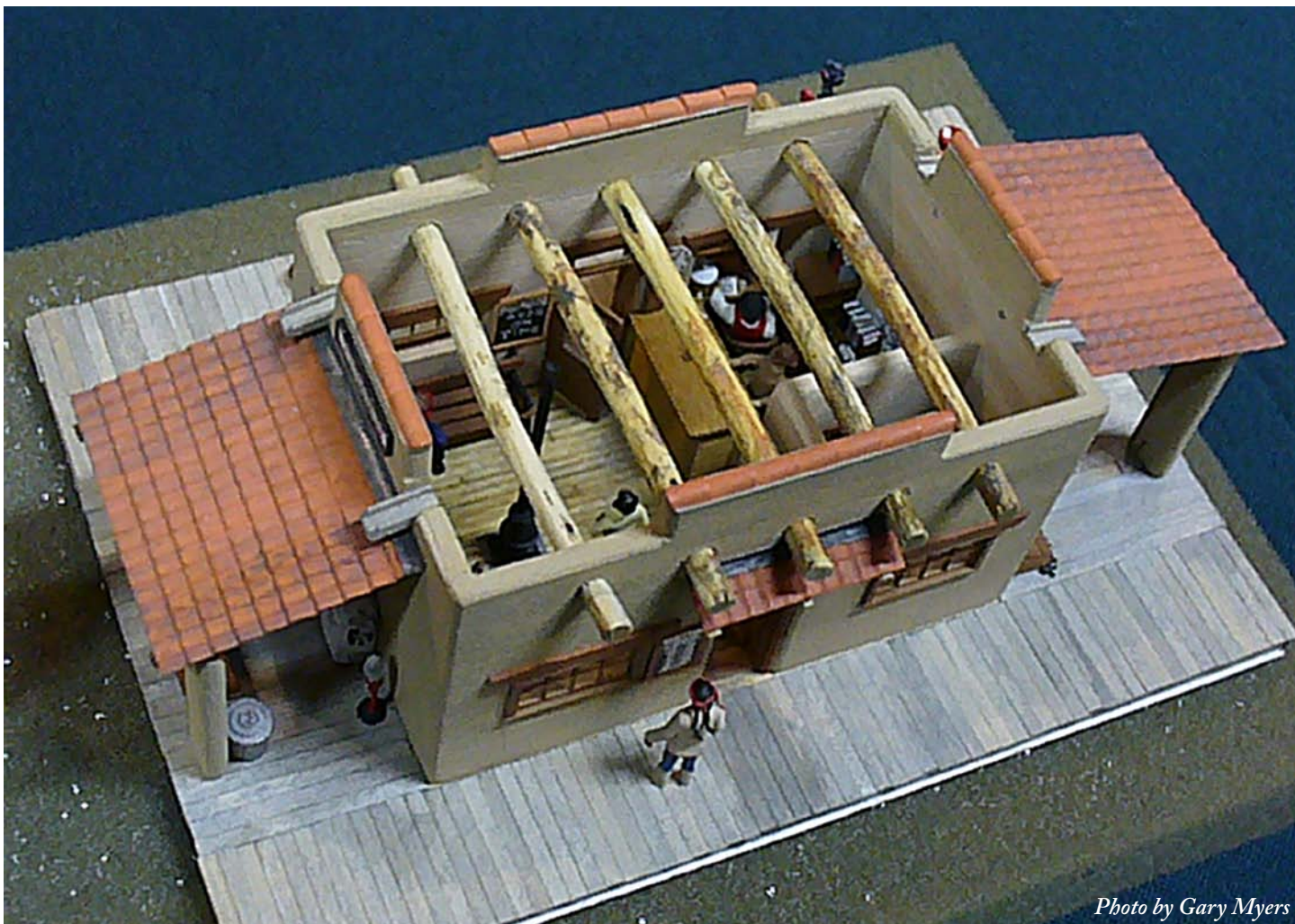


Photo by Gary Myers

Models At the Convention

Gary Myers photographed many of the models submitted for judging, and these six pages are a sample. Unfortunately I don't know who did which model, although I can guess some of them. That Rio Grande diesel looks very familiar. Rather than mis-credit the work, you'll have to check your August Callboard for the names and winners and just enjoy the variety.



Photo by Gary Myers



Photo by Gary Myers

Structures & Cars – Beautifully Detailed



Photo by Gary Myers



A well-detailed track side old time industry and a great rail-served industry were on display.





Photo by Gary Myers

A kitty litter manufacturer and an adobe church — these H0-scale models show the loving care of their creators.



Photo by Gary Myers

Photo by Gary Myers



Tank cars and cabooses tell a story of railroading in the real world.

Photo by Gary Myers



Steam & Diesel: both struggled hard for their railroads hauling the freight that paid the bills.
These locomotives show that they were blue collar workers and not prima donnas.

Photos by Gary Myers





Riding Behind Number 18

Narrow gauge or standard gauge, there is nothing like riding behind a steam engine. The heartbeat of its cylinders pulse as the engine moves on the silver rails. No matter how good the sound system in a model, no matter how great the fidelity of a DVD, nothing

quite captures the feel of a steam locomotive as it does its work.

The finest layouts can offer a sense...an echo... of this reality. They can mimic the flow of a railroad or trigger the imagination to "see" the original. And isn't it that reflection of the real world that we seek to create in our models? *Photo by Richard Hunter*

Upcoming Events

June 25-26, 2010 German Fest, Colorado Railroad Museum, Golden, CO
 June 26, 2010 UP 844 4-8-4 Steam Engine, *City of Milliken* Centennial Special, Milliken, CO
 July 11-17, 2010 NMRA Convention, 75th Anniversary - NMRA National Convention

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