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trainweb.org/SunriseDivision

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SUNRISE HERALD

Making Rocks the Easy Way

By Tom Frerichs


"A Wisconsin farmer always has two crops," Jim Laird told us, "The one that he meant to grow and another whole crop of rocks that shows up whenever he plows."

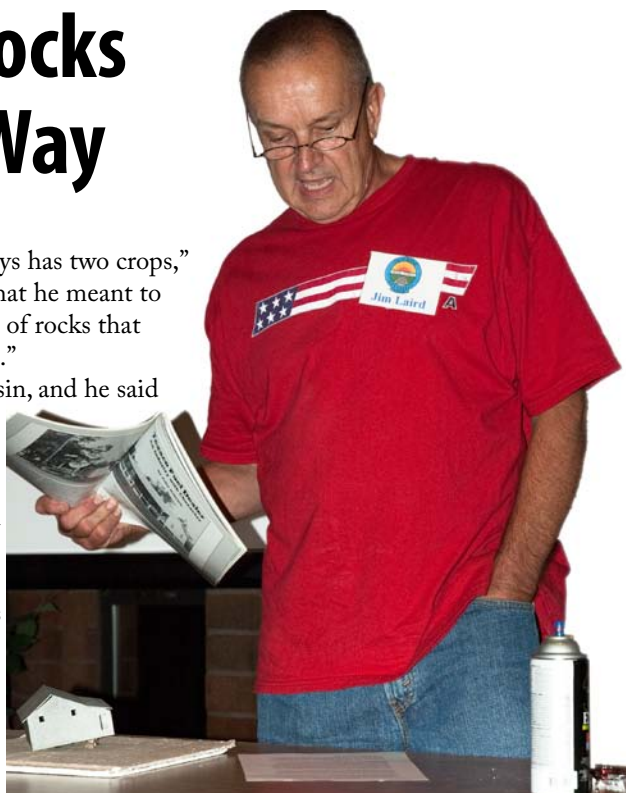
Jim models 1930's Wisconsin, and he said that while buildings in other parts of the country might have post and beam or other types of foundations, in Wisconsin they usually used rocks. After all, there were all those free rocks. His goal was to duplicate the appearance and character of those rocks in his own model foundations and rock walls.

His clinic demonstrated the techniques he has developed. He begins with a slab of plaster, which he scores and breaks into irregular pieces. He then paints the resulting plaster rocks, using solvent-based paints, to get the right colors, particularly the yellow ochre he remembers so well. He said he never uses water-based paints because they don't soak into the plaster the right way.

To get the effect of those flecks of mica that glisten in granite, he creates a wash with a metallic spray paint sprayed into a small cup and then heavily diluted with solvent. He brushes this wash on the base-painted plaster rocks.

After he has a suitable pile of scale-sized rocks, he builds his foundation or walls using carpenter's glue as mortar.

Jim put on a great clinic and passed around samples of the work at each step. The paint dries so quickly that in a matter of a few seconds the "rock" could be handled. 



HO-scale rocks from Jim Laird's clinic. On the front left is the raw material with just a dab of paint applied. Next to that are finished examples with a partially built foundation in the background. Photos by Tom Frerichs



Colorado Historical Society

Take the Train—Enjoy Scenery & Steam

Enjoy the cool Fall air on September 25 at the Georgetown Loop with your fellow modelers from Sunrise Division.

From its beginning, the Big Loop of the Colorado Central branch of the Union Pacific Railroad has attracted tourists. Originally built in 1884 to bring the railroad to Silver Plume, the loop lasted until 1938, when it was dismantled.


During its heyday, the Loop was considered an engineering marvel. With the track looping over itself, technically a railroad spiral, the route reduced the direct grade of 480 feet per mile to 150 feet per mile. It was even featured in *Railway Age*, along with the Tehachapi Pass route of the Southern Pacific, as proof of an engineer's statement, "Where a mule can go, I can make a locomotive go."

The Colorado Historical Society began to explore the possibility of rebuilding the line from

Georgetown to Silver Plume, and in 1984 the re-built Devil's Gate bridge was dedicated.

Make Your Reservations Now

We'll be traveling the loop on September 25, departing Silver Plume at 1:25 p.m.. This will be a steam-powered trip. You will need to make your own reservations by calling 1-888-456-6777. You may also be interested in the Lebanon Mine tour, which is reached by the train. The mine tour does require you to walk some distance.

Gary Myers (garymyers06.comcast.net) has volunteered to coordinate car pooling. You can e-mail him for more information. 

About Sunrise Division

Sunrise Division promotes and encourages model railroading from Aurora east to the Kansas border. We welcome all model railroaders, regardless of skill or experience, because our goal is to have fun.

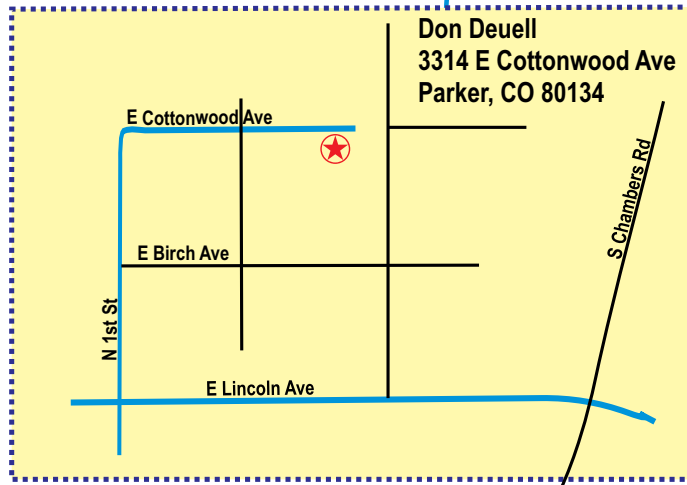
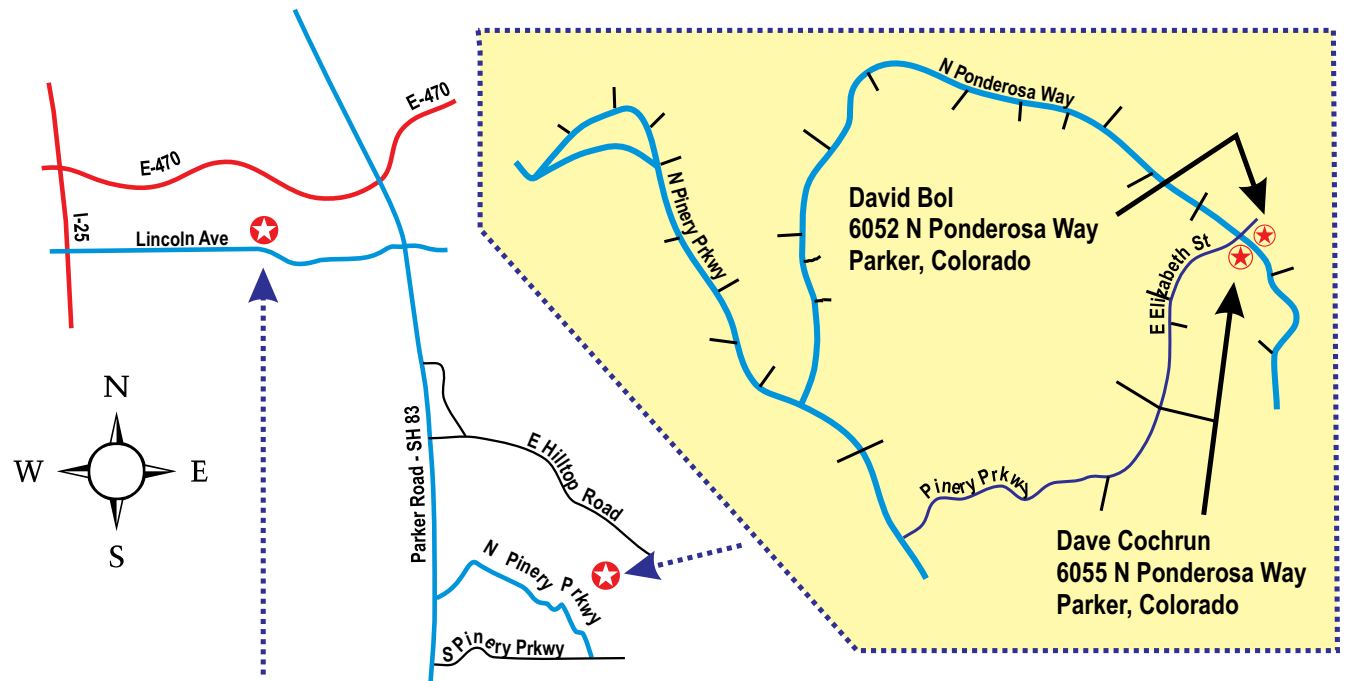
Division Officers

Division Superintendent.....	Gary Myers
Asst. Division Superintendent ...	Donald Francis
Treasurer	William Johnson
Secretary/Editor	Tom Frerichs

The *Sunrise Herald* is a publication of the Sunrise Division of the Rocky Mountain Region, National Model Railroad Association.

Some of our members, such as Tim Harkey, get to play with really large scale trains. They even get paid.





September 11 Means Division Layout Tours

Get out your traveling shoes and join your fellow modelers on Saturday, September 11 from 1 to 4 p.m. in Parker for some great layouts. The maps, not to scale and not with every street shown, should get you to the right place. 🗺️



Operations Are Focus of Dave Cochrun's Layout

This HO-scale layout is focused on operations, as the photograph above, taken at a recent operating session, shows. This basement-filling layout, known as the Castle Rocks and Pacific or C.R.A.P., doesn't stint on the scenery, either. 🗺️

Layout tours are set for Saturday, September 11, from 1 to 4 pm.

David Bol Emphasizes Scenery In N-Scale



Featured at a national N-scale convention, David Bol's layout features floor to ceiling scenery. David said he was inspired by John Allen's famous *Gorrell & Daphetid* model railroad. This railroad features a viewing platform, allowing you to see the whole layout from one place. 🗺️

Don Deuell's Layout Features Structures & Scratch-building

This HO-scale layout is 15 by 25 feet and filled with detailed structures reflecting its transition-era time frame. There's lots of scratch-built goodies to see, not only structures but cars, too. While free-lanced, there's a lot of UP equipment to see. 🗺️



1887—1922



1922—1926



1926—1936



1936—1945



1936—1945



1941—The end



1948—1967



1967—The end

From The Chief

By Gary Myers, Division Superintendent

Speaking Of Logos

When the Lockheed Martin model railroad club settled on a prototype railroad, era, and location to model, we decided to think of a name other than simply the “Lockheed Martin Model Railroad Club.” A much larger and well known group already existed by that name down in the Dallas-Fort Worth area, and our club wanted its own identity.

The club had decided to model primarily the narrow gauge Denver & Rio Grande Western Railroad from Salida to Gunnison via Marshall Pass during the years 1926 to 1955 for operational purposes.

Looking To the Prototype

We looked to the prototype’s heralds for inspiration. In 1922, the company changed its herald by simplifying the image of the famous Curecanti Needle, minor changes to the tassels, and “DENVER & RIO GRANDE WESTERN” replaced “DENVER & RIO GRANDE R.R.”

In 1926, the herald was simplified with an emphasis on the standard (or gigantic) gauge. This logo signified the standard gauge “Royal Gorge Route” through Tennessee Pass.

This was actually colored with a blue center (not red as shown), red border, and center white lettering, which became known as the Tri-Color herald.

The opening of the Dotsero Cutoff in 1934 paved the way for another herald update in 1936, with the vastly shorter westerly route through Moffat Tunnel. Now Royal Gorge and Moffat Tunnel dignified the herald, emphasizing the D&RGW routes through the Rockies.

Many variations of the 1936 herald are typical today; however, the center was actually white. The famed Flying Rio Grande speed lettering was introduced in 1940, and eventually replaced the standard herald entirely after 1945.

In 1947, a variation of the speed lettering was designed with a new slogan, shifting from “Scenic Line of the World” to “Thru the Rockies”...not around them, and adopted a year later.

Apparently enough still wasn’t enough, and in 1967, everything became action oriented—possibly from the James Bond genre, and the Rio Grande suddenly became the “Action Railroad.”

Developing the Design

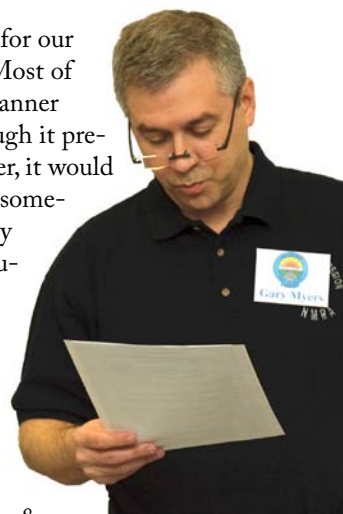
With this plethora of logos to work with for our era of 1926–1955, we had no less than five major

variations to consider for our club name and logo. Most of us liked the original banner style herald, even though it predated our era. However, it would be difficult to portray something as geographically recognizable as the Curecanti Needle in the logo, which we didn’t plan to have on the layout. We thought about the portraying the Royal Gorge, similar to the Toltec Gorge on the Cumbres & Toltec logo. Finally Tom George, our chief layout designer, decided on a photo image of K-36 #489 (in Chama) in the center field of a Scenic style herald. The “Scenic Line of the World” phrase was modified to “Scenic Line Modelers”. Labeling the layout as the “Scenic Line” was a simple carryover. Today, our layout labels our narrow gauge mainline as the Scenic Route and the standard gauge line as the Royal Gorge Route, which it is. K-36s would also be typically used on the line during these years and, hopefully, someday on the layout.

Instead of Denver & Rio Grande Western Railroad around the border, we wanted to convey the part of the Rio Grande system we were modeling and ended up with the words: “SALIDA * MARSHALL PASS * GUNNISON”. Therefore, that is how we came up with a name and logo for our club. Tom Photoshopped his photo and edited the lettering in CorelDraw to come up with logo below.

The banner and tassels were traced over the Rio Grande herald and everything pasted together. This image was drawn and painted on the inside of the clubhouse door from a projection of the logo using an overhead projector. The door fell into disrepair and had to be replaced, but we cut the panel from the door and use it as a sign to display nowadays.

Maybe this will inspire some of you to come up with a name and logo for your own railroad.



Logos of the Lockheed Martin Scenic Line Modelers. (All images provided by Gary Myers)

Shared picnic was FUN



Don Francis focusing on a shot



Nate Bryant gets the last piece of pie



Stu Jones & Jim Laird enjoying an after-meal conversation



Dick Hunter talks with John from Front Range Division


Our division joined Front Range at their August 15 picnic.



CB&Q 5629 Division

Favorite Train Was August Show&Tell

Our Division Superintendent, making a decision calculated to drive the Show & Tell photographer nuts, decided that August's theme was *Your Favorite Train*. As it is almost impossible to take a decent picture of a full train at our meeting, especially Gary's train

consisting of two SD40-T engines, a whole batch of coal hoppers, and a caboose, we have photographs of selected portions of those trains. You'll just have to imagine the whole from these parts. 

Ernie Roque brought his HO-scale Crescent Limited which he's had for thirty years. It is a striking model.



Jim Laird brought his 80's-vintage N-scale models so the editor wouldn't feel lonely, although Jim models in HO and HO₃.



The Denver Zephyr was Stu Jones's offering and reminds him of several trips on the real Zephyr in the Sixties. Stu reports that the HO-scale Model Power locomotive has a huge can motor that fills the body. Also, somehow that dome car ended up re-lettered for the Boreas Zephyr... must be one of those railroad mergers that didn't quite meet with ICC approval. Or it just might be Stu's own layout name.



Show & Tell for October is a double-hitter: shop buildings *and* beer cars. Since we won't be meeting this month, September's and October's Show & Tells were combined. 🍷

Earl Larson, who attended this year's NMRA 75th Anniversary Convention in Milwaukee, purchased this still carefully wrapped HO-scale CNS&M set at the silent auction there. Earl gave a report on the convention; and he was so pleased that he's already signed up for next year's convention in Sacramento.



As you can see, there were a lot of trains...and all of them too long to fit in one photograph.



Tom Frerichs brought this N-scale model of the only jet-powered RDC. The original was recorded doing 183.85 mph on the NYC tangent between Butler, IN, and Stryker, OH, in 1966.



Engine 611 was the last J to run on the N&W on an excursion in the Seventies. Alex Myers's HO-scale train also included a full heavyweight passenger consist and auxiliary water car.



Gary Myers won the random drawing with his HO-scale Rio Grande coal train. Featuring real coal for the load, this single hopper is standing in for all the others in a long train.



From the Editor



By Tom Frerichs

E-mail Fun

Have you ever been at a meeting where the speaker said, "Can everyone hear me?" Now wait just one minute. If folks couldn't hear, how would they know to answer the question?

This conundrum came to mind after I sent out the newsletter last month because I had five or six e-mails returned as undeliverable. There are many reasons for this to happen, but a common one is that their e-mail address changed. Unfortunately, I can't use e-mail to ask about their new address. Can everyone hear me?

The lesson is this: If you know you are changing your e-mail address, please let me know at tomfrerichs@tomfrerichs.com. I can then update my address list, and you will continue to receive the newsletter. Of course, if you don't want to get the newsletter, let me know, and I'll drop you from the list.

Getting the Picture

One of my duties as editor is to photograph what members bring in for Show & Tell each month, and I want to present these models in the best light possible.

To get that light, I purchased a light tent. You can see it in the picture on the lower right. It's really nothing more than a frame that supports translucent nylon cloth on the top and sides and a backdrop cloth. It came with a couple of rather low-powered but very hot-running lights to provide illumination.

These two photographs on the left were taken with everything kept the same except the lighting. The top photograph was taken with the flash on the camera; the bottom photograph was using lights outside the tent. On the right is a picture of the light tent with the two small lamps on each side and tripod-missing the camera, of course—in front. Inside is the diorama for photographing N-scale cars.



This photo uses the same backdrop, lighting, and "ground" as the other photos. I laid N-scale flex track down for the box car, took the shot, and to get the darker sky did some computer magic. (All photos by Tom Frerichs)

If you look at the pictures on the lower left, you can see the difference—provided you ignore the quality of the twenty year old model I used as a prop. Sadly, my modeling skills haven't improved in that time, but at least you can see that the picture on top, lit with a flash on the camera, isn't nearly as well modelled (with light) as the photo on the bottom, which is lit from both sides in the tent.

I admit that before I purchased the light tent, I started to make one. I purchased, cut, and assembled a nice frame out of PVC pipe. It wasn't until after I priced the cloth, background paper, and lights that I figured out buying one made more sense. At least I have the framework of a nice spray booth for airbrushing. You can always use a discarded project for something else.

Our Show and Tell pictures this month are the first fruits. On the Wednesday night before the meeting, I build a couple of quick diorama bases, one with N-scale track and one with HO-scale

Continued on Page 9




From the Editor—from page 8

track. Please don't look too closely at the ballasting job. I did that Thursday morning before going to work and let it dry in the truck.

I've still got to do some experimenting. I didn't have the lens stopped down enough so my depth of field wasn't sufficient; Jim Laird's caboose is fuzzy, for example. I know that I should spend more time working with a product before I start using it for

real. On the other hand, I think the results look pretty good. And next month I'll get a chance to do it better.

Ink Usage

Nobody wrote to complain about the extra color on the pages, so I think we've got a newsletter design that will work. At least that's my story, and I'm sticking to it. 

NMRA Notes



◇ As you're now aware, the NMRA now has a new logo. For an explanation of the logo and how it came to be, you can see the excellent narrative by Tony Koester in the brand new issue of *NMRA Magazine*, formerly *Scale Rails*.

◇ There were six candidates for the office of Vice President, vacated by Allen Pollock. Two of the can-

didates appeared at the Board meeting in person, and five of the six submitted written statements. All statements were read aloud at the meeting. The Board opted to divide the VP workload into two positions, and thus selected two of the candidates to fill those spots: Dave Thornton, former Central District Director, becomes Vice President of Administration, and Bill Kaufman becomes Vice President of Special Projects. The Board's decision for two VPs was based on the fact that a "multiple vice president" model is more in keeping with modern business practices, versus a "single vice president" model, which is based more on our political system. A new Central Director will be selected within the coming weeks to fill out Thornton's term, which expires in July 2011.

◇ The Board listened to final bids for the 2014 National Convention from representatives of Memphis, Cleveland, and Calgary. After intense deliberations and much discussion, Cleveland was selected as the convention city.

◇ Remember that next year's 2011 NMRA Convention in Sacramento has a very special registration pricing deal available. Until September 1, registration is only \$99. For details, visit www.x2011west.org.

◇ Although the official numbers aren't in yet, the final count on paid registrations will be over 1600 for this year's convention.

◇ Milwaukee's National Train show was larger than the last three Train Shows, and all 345 booths had been sold by the time the doors opened on Friday, July 16.

◇ It was announced at the Board meeting that an anonymous donor has pledged \$250,000 to be used

as a matching grant for the model railroad display at the California State Railroad Museum. Remember that no NMRA dues or funds will be used to build the display, which will be seen by over 600,000 museum visitors a year, so this is a great start to an important project.

◇ The Board also adopted the proposed Recommended Practice for large scale couplers. For those interested, the RP is posted on the NMRA website.


◇ Next February's ballot will include candidates for Central District Director, Canadian Director, and Regional Advisory Council Director. Those interested in running for Central District Director must live in Minnesota, Iowa, Mississippi, Alabama, Tennessee, Kentucky, Illinois, Wisconsin, Michigan, Indiana, or Ohio, or live in Canada. Address questions and resumes to Di Voss, MMR, atdavoss@pvmtengr.com, no later than July 30. Those interested in running for Canadian Director must be Canadian residents. Address questions and resumes to Clark Kooning, MMR, atckooning@msn.com, no later than July 30. For information about Regional Advisory Council Director, contact Bob Ferguson, RAC Director, at raccdir@hq.nmra.org.

Retirements

◇ After serving as head of Meetings and Trade Shows for 24 years, Henry Jordan announced his retirement. His successor is current NMRA Legal Counsel Bob Amsler, who served as Convention Chair for the 2000 *21st Century Limited* Convention in San Jose. The transition is expected to be completed by next February.

◇ Tom Draper, long time National Train Show Floor Manager, also announced his retirement. His replacement will be Jim Lupfer, who has been an NTS assistant for a number of years.

◇ Long time Education Department and Membership Services Department Chair Jan Wescott also announced her retirement due to health problems. Howard Goodwin, Superintendent of the Piedmont Division, SER, has been appointed to replace her as Membership Services Chair.

◇ Treasurer Kevin Feeny retired as of the end of the Milwaukee Convention. He'll be replaced by Frank Koch, the Assistant Manager of the NMRA's Achievement Program. 

Upcoming Events



- *September 11-12 Day Out with Thomas-Steam-Up* Colorado Railroad Museum, Golden, Colorado. Reserved admission tickets required.
- *September 16-19 Ouray County Railroad Days.* Ridgway Railroad Museum, Ridgway, Colorado. (970) 626-4239
- *September 17-19 Fourth Annual North Platte Rail Fest 2009 Train Show.* Cody Park, US Highways 30 & 83, North Platte, Nebraska.
- *September 18 The Foothills Society of Model Railroaders Model Railroad & Toy Train Swap Meet.* 9-11:30 a.m., Green Mountain Presbyterian Church, 12900 West Alameda Parkway, Lakewood, Colorado
- *September 18-19 Day Out with Thomas-Steam-Up.* Colorado Railroad Museum, Golden, Colorado. Reserved admission tickets required.
- *September 25-26 Day Out with Thomas-Steam-Up.* Colorado Railroad Museum, Golden, Colorado. Reserved admission tickets required.
- *September 25-25 Fall Photographer's Special.* Durango & Silverton Railroad
- *October 1 Cowboy Poet Train.* Durango & Silverton Railroad
- *October 2 Depot Daze* Pueblo Railway Museum, Pueblo, Colorado. 10 a.m.-4:30 p.m. Caboose Rides \$3, Locomotive Rides \$10. Contact: Ron, (719) 251-5024.
- *October 2-3 Western Colorado Railroad Extravaganza.* Montrose County Fairgrounds Friendship Hall, 1001 North Second Street, Montrose Colorado. Saturday 10 a.m. - 5 p.m., Sunday 10 a.m. - 4 p.m. Operating railroad layouts, model train swap, educational train workshops, nearby Montrose Historical Museum, and Ridgway Railroad Museum.
- *October 9 Durango Heritage Train.* Durango & Silverton Railroad
- *October 30-31 Trick or Treat Train-Steam-Up.* Colorado Railroad Museum, Golden, Colorado.

Sunrise Division meets on the first Thursday of each month. Check out our web site, <http://www.trainweb.org/SunriseDivision/>, for the most current information.

**Next Meeting For
Sunrise Division, RMR, NMRA,
October 2, 2010-7:15 pm,
Holy Love Lutheran Church**

Your Model Railroader Horoscope

Each month, and strictly as a public service, we are printing the year's modeling horoscope for the signs of the Zodiac found in that month. Our resident **SEER** has looked into the future to divine what wondrous things lie ahead for **YOU**. Until your month comes up, you will have to live carefully, not knowing what modelling *pitfalls or rewards* may await you in **YOUR FUTURE**.



Virgo

August 23-September 22

Because you are a virgin, you actually believe what you read in the magazines and will end up changing scales at least three times this year because somebody wrote that their scale is best. With Mars wobbling through your 6th house, you will never get a layout done; every time you start, Mars will knock it down. You may want to take up kite flying.



Libra

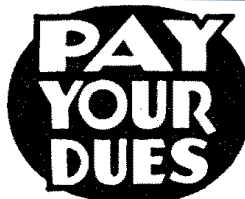
September 23-October 22

Your symbol, dear Libra, is the scales, and is there any symbol more in tune with modeling? But wait! Libra is Latin for "pounds," and you have too many. This makes it almost impossible for you to crawl under bench work to fix something. Because of this you haven't actually run a model train in over ten years. This year, take up jogging or rail-fanning.

Show & Tell Themes

When you submit a model for the show and tell, you automatically are entered into a drawing for a gift certificate from Caboose Hobbies in Denver.

October 7.... Labor Day Special: Shop Buildings & Oktoberfest: Beer Cars
November 4.....A Piece of Railroadiana
December 2Christmas Past: Your oldest locomotive or rolling stock or the one you've owned longest



Remember to pay your NMRA dues to keep your membership current.