



Sunrise Herald

December 2011

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Making Your Track "Scenic" Was November Clinic

Don Francis presented the November clinic which covered ballasting and other scenic embellishments for your track work. Don began by demonstrating the tools he prefers to using, including foam rubber plugs that just fit between the rails for smoothing ballast.

Don went on to demonstrate his particular spin on handling the materials used to enhance the scene. Don is a very dirty guy—or at least he's a great proponent of using natural materials. He talked about screening real dirt to give the texture and variety of a real scene.

Not a big fan of Woodland Scenics ballast—he said it floated too easily—Don recommended other brands. He added that if you were to use Woodland Scenics ballast, use the N-scale size for HO-scale track work.

Don does use Woodland Scenic and other brands of ground material to finish

the track side, and he demonstrated the procedures.

If you missed November's clinic, you missed a great chance to see track work improvement done right.

Above: Don Francis spreading ballast using a foam block. Below: An example of a transition from well-maintained track to yard or siding track, where even the ties disappear.

Photos by Tom Frerichs



Membership Report



GARY MYERS — ACTING MEMBERSHIP CHAIR
720-837-4393 E-MAIL: GARYMYERS06@COMCAST.NET

New Members

The Sunrise Division would like to welcome some new recruits from the Great Train Expo: Thomas Grant of Denver, Steven Karden and Wayne Parker of Aurora. IF some of you members already know these guys, how come it took this long for them to join? Congratulations to Rich Flammini and David Bol for their recruiting efforts at the show.

Member Unit Train

The Sunrise Division train was still at 86 cars (members) not counting the 3 new cars (members) noted above. With that, we also had 5 cars receive new shop dates (renewals) from the Car Maintenance Department.

Searchlight Car

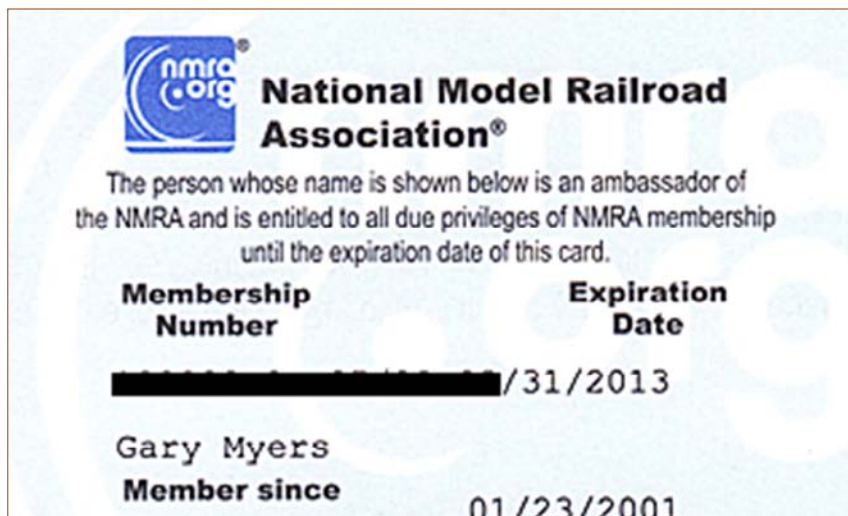
Be on the lookout for these guys, if they fall within your searchlight, invite them to tag along with you to our next Sunrise activity:

Robert Arnold	Scott Johnson
John Barlow	Randy Lee
Paul Dalrymple	Steve Manion
Dan Engdahl	Dennis Roberts
Ralph Foote	Philip Tromberg
Jay Hanna	Joseph Walsh

New Membership Card

With my latest renewal, I found that there is a new look to the membership card (*see below*). Besides the new logo replacing most everyone's old favorite, the card now has a background of the logo, although hard to see in the scan image. Another nice feature of the new card is that it comes laminated on both sides.

—SH



Meeting Report

Twenty-six members attended our November meeting. After enjoying a video and a bit of fellowship, Gary Myers, Division Superintendent, held the short business meeting.

First on the agenda was election of officers. After a short discussion, the currently serving officers were elected to a new term. The elections might have been an example of using the word "railroading" in a different context from what is normally employed by a group of model railroaders.

Gary made a few announcements, particularly pointing out the NMRA dues increase for next year. This was followed by Rich Flammini talking about the NMRA booth at the upcoming Great Train Expo and Rocky Mountain Toy Train Show events.

Frank Germon then spoke about the future plans of the Moffat Modeler's layout located in the Foreney Museum. In particular, Frank was asking if anyone had an N-scale model of Caboose Hobbies. He said a model had been produced several years ago in both HO- and N-scales. He also asked if anyone had pictures or other source material for the Mizpah Arch which graced the entrance to Union Station in downtown Denver. After the clinic, members retired to Village Inn for pie and coffee.

—SH



Division Data

Sunrise Division promotes and encourages model railroading from I-25 east to the Kansas border. We welcome all model railroaders, regardless of skill or experience, because our goal is to have fun.

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

Division Officers

Division Superintendent Gary Myers
Asst. Division Superintendent Donald Francis
Treasurer William Johnson
Secretary/Editor Tom Frerichs
Program Chair Jim Laird
Modular Committee Chair Donald Francis
Boy Scout Liaison Louis Surles
AP Chairman David Bol
Editor e-mail tomfrerichs@tomfrerichs.com
Webmaster e-mail garymyers06@comcast.net

Tool Time Tips



November's Tool Time Tips segment was presented by Sunrise Division charter member Dick Hunter, who just happens to be one of the guiding lights behind next year's Rocky Mountain Region's *Big Horn Mixed* convention. Dick also hosts the Module Group meetings at his home. Further, he is the best proofreader a newsletter editor could ever have. Here, in his own words, is the tip...



The Endless Tunnel

BY DICK HUNTER

There are several types of mine tunnels you can model. Much of the following could also apply to an open cave. A deserted mine can have the entrance closed or caved in. An operating mine can have the doors open or closed. An open mine or cave can be straight or, it can curve or turn at an angle so you can't see very far.



If the inside of the tunnel is to be visible, then you need to determine several things: the type of rock and the effect on the timbering and cribbing; the method of hauling ore and tailings out, rail or wheelbarrow; and lighting.

Be sure to seal the tunnel against light seepage and views of bench work. You can check this at night, by turning off all lights,

See Tunnel—page 4

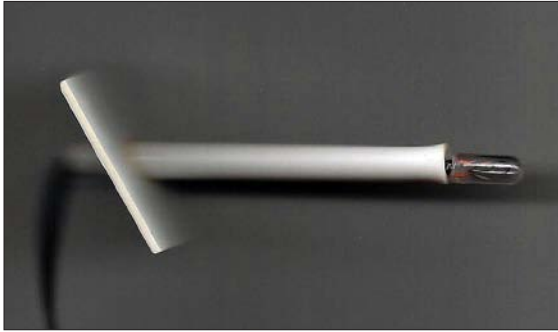
Above: *The demonstration model of Rocky's Mine, offered at the 1991 NMRA National convention held in Denver. Below:* *Looking into the tunnel of Rocky's Mine using this technique.*

Photos by Tom Frerichs



Tunnel — from page 3

and holding a drop light under and around the tunnel “inside the mountain”. Look through the mine opening. If you see light, locate the seepage point and cover it.



Light Assembly

Rocky's Mine has a light with wires running through a styrene tube. This allows the light to be replaced as needed. The plate attached to the tube keeps the light from going all the way into the tunnel. The wires run through the tubing and connect to an appropriate power source.

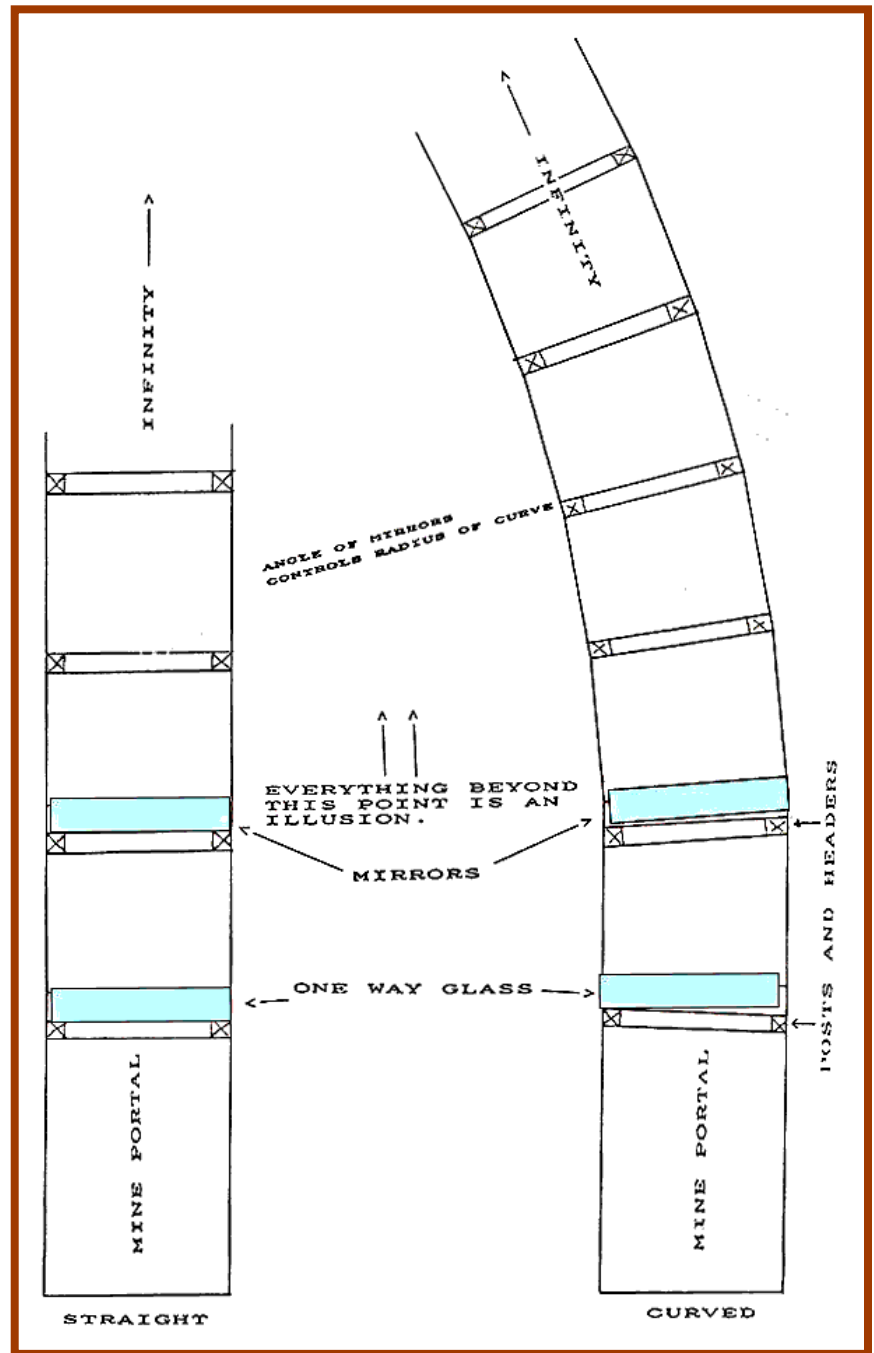
Drawing

The drawing shows the assembly of a tunnel with mirrors. The one way glass and mirror repeat the reflection many times, creating an endless tunnel. If the mirrors are set square to the front of the mine and to each other, you get a straight tunnel. If the mirrors are set at an angle to each other, you get a curved tunnel. The more the angle: the sharper the curve.

Be careful of the detail you put between the mirrors. A mine car, pick or shovel would look funny, as it would repeat itself every few scale feet. Also, tracks in a curved tunnel can look funny because of the angles. I suggest limiting the detail to posts, beams, and cribbing as applicable, plus a dirt floor and light.

The ratio of light brightness, between inside and outside the reflection area, will control how much is seen and the overall appearance. Bright objects, outside of the tunnel, will tend to reflect in the one way glass.

This is one time you should experiment with several ideas, before making a final decision. I took the cardboard off the back of a note pad, folded it to form a ‘tunnel’, and then tried several arrangements. I used post-it note glue to hold the mirrors and other parts in place, and a rubber band around the whole assembly to keep it together. Try different combinations of post and beam locations, light placement, and simulated floor. Also experiment with the distance between the mirrors, and the angle they are to each other and the tunnel. Start with 2” between the mirrors, and facing square to each other and the tunnel face. Leave enough space at the front of the tunnel to represent the tunnel portal. Try the light



Above left: The light that reaches from the back of the display to illuminate the interior of the mine. Above: Dick's drawing shows both a mine that heads straight back into the hill and one that curves. Photo and drawing by Dick Hunter.

on the ceiling and side walls (both the inside and outside wall of a curve). It should light up the tunnel but not be seen through the portal.

When constructing your tunnel, be sure everything is dry (ie: bonded ballast, plaster, etc.) before sealing the interior. Otherwise, you may get condensation on the mirrors.

You may want to design it so the mirrors are removable for cleaning. Make an assembly of the portal and tunnel walls and roof (no floor). Then install it so you can slide it out for cleaning —SH

Show & Tell



November Show & Tell Was All Mine

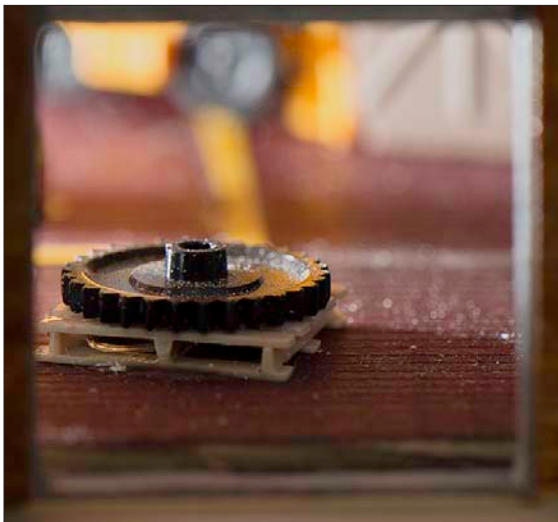
Or at least it was mine-related equipment, and members brought in a good variety to share. Ranging from HO_{N3} to G, the models reflected the importance of mining, not only to full-scale railroads but to model railroads as well. Winner of the Ca-boose Hobbies gift certificate was Gary Myers. —SH



From top: John Griffith brought two HO-scale Rock Island cars. At the top is a close-up of the custom coal load for RI(1620, a 53 foot gondola Proto 2000 model shown in it's entirety. Below that is a 3-bay offset hopper, also with a coal load. Bottom: The HO_{N3} Gilpin Tramway ore car was Dick Hunter's contribution. It was precariously balanced on N-scale track for the photograph, and is, as you can tell, much smaller than its HO-scale brethren above.

Photos by Tom Frerichs

MNST Means More November Show & Tell



Top: Rich Flammini brought in this beautifully modeled building representing his former employer, 3M. Rich explained that since 3M stood for Minnesota Mining & Manufacturing, it qualified as mine-related. Under the Schweighofer rule, it passed. It has a detailed interior as shown in the close-up taken through the open door (left). **Bottom:** The Jewell Gulch, a G-scale point-to-point owned by Gary Myers, features these Bachmann ore cars.

Photos by Tom Frerichs





The Forty Dollar Train At November Show & Tell

John Grigg, an avid large scale modeler, haunted garage sales and other sites looking for inexpensive G-scale equipment. He brought several of his finds, including the Lionel locomotive and building above, which cost him only ten dollars.

Perhaps a more unusual find was a set of small oar cars, two of which are pictured above. John did quite a bit of work to get them into usable condition, including adding a coupler system that would use both a link and pin or standard couplers. He just swaps them out as necessary. Perhaps the most important change, however, was removing the Sesame Street characters that had been attached to the center of each car. Big Bird has been evicted from John's railroad.

All told, John has a multi-car G-scale train that cost him only forty dollars, a real bargain.

Photos by Tom Frerichs



NMRA Notes

The Winter NMRA Board Meeting will be held on Wednesday, February 8, and Thursday, February 9, 2012, beginning each day at 9:00 AM. All NMRA members are welcome to attend the open portions of this meeting. In order save

as much money as possible on the meeting, it will again be held in Las Vegas at the Palace Station Hotel. The NMRA Budget and Operations meetings, which are not open to the public, will be held on Tuesday, February 7 at the same location. The Board is expecting a packed agenda.

Several members have asked about the current content of the NMRA's "Members-Only" section of the website, so here's some of what you'll find when you log on at www.NMRA.org/member:

- You'll find the latest reprints of the Division and Region newsletter articles Jim Zinser mentions in his "Division Business Car / NMRA@Home" column every other month in *NMRA Magazine*. All previously mentioned articles also remain in Members-Only, so it's a great resource to learn new tips and techniques. If your newsletter editor would like to reprint one of the articles, please have him/her contact the original newsletter's editor for an okay.
- We've been adding "NMRA Magazine Classics" — scans of articles from bygone issues of *Scale Rails* and *The Bulletin* that are truly classic articles. Our goal is eventually to have at least one article from every issue of the magazine posted. Obviously this takes a lot of man-hours, but you'll be surprised to find how many are already online. The articles

may be a few years old, but if you haven't read them — or forgot about them, they're as fresh as today.

- In the "NMRA Member Extras" section we've posted the 2011 NMRA Calendar screen saver: a great, inspiring addition to your computer.
- Each of the photos from the 2011 NMRA Calendar also resides in Members-Only as computer wallpaper. In addition, we asked each of the photographers to give us a brief description of how they took their shot. You'll find those descriptions posted as well. Both of these are also in the "Member Extras" section.
- Our "Promotional Materials" section contains a wealth of items Divisions and Regions will find useful. We have the NMRA logo available in a wide variety of graphic formats and sizes. You'll also find a PDF of the NMRA Member Benefits chart and a new-member solicitation brochure, which you can print out and photocopy, along with a new-member sign-up sheet. Last, you'll find the National Model Railroad Month materials, which include National Model Railroad Month logos in various sizes and graphic formats, as well as a Word document, "A guide to promoting National Model Railroad Month," which can be a handy reference whenever you want to promote your Region or Division.

In case you are looking for more information about the Grand Rapids convention, there are two great convention videos posted on the Grand Rails2012 website at www.gr2012.org. Also, remember that members who register before November 30 will have first dibs on hotel reservations, tour reservations, and merchandise. The Furniture City Flyers Club is nearly sold out, so if members want to experience dessert at sunset on Mirror Lake, they'll need to get their registration in soon. Register online at <http://www.gr2012.org/register.htm>.

—SH

An Empire Is Building

BY DILLON ALLISON

My father and I have been building a new 25 by 29 foot layout depicting the Western Pacific's famous Feather River Route after the merger with the Union Pacific. The layout features both railroads' equipment, including modern locomotives lettered for the WP if those locomotives avoided being absorbed into the ever-growing UP system. The era of the railroad is set as current with newer engines, such as SD90MACs and ES44ACs. Even some of the new UP SD70ACe Heritage units will be operating on the line.

The railroad is half prototype, half freelance. It begins on the lower level at Oroville, California, and ends on the upper level at Portola, California. The lower level, representing Oroville, is fully freelanced and has everything a modern railroad would need to operate efficiently. This includes an engine shop, servicing facility

for sand, water, and fuel, a car yard, and other necessary features. This level also includes a container facility, lumber mill, coal processing plant and loader, power plant, refinery, grain silo, lots of other buildings, and a hidden staging yard.

The prototypical section of the layout begins when the trains climb between the decks and encounter the Williams Loop, a loop in California that is not as well known as the famous Tehachapi loop. Once the tracks reach the upper level, the canyon scenery starts, and the Keddie Wye trestle comes in to view, along with other well-known locations on the Feather River Route such as the Honey Moon tunnels and the Clio trestle. The end of the layout comes when the trains reach Portola. This section features the town and a large yard.

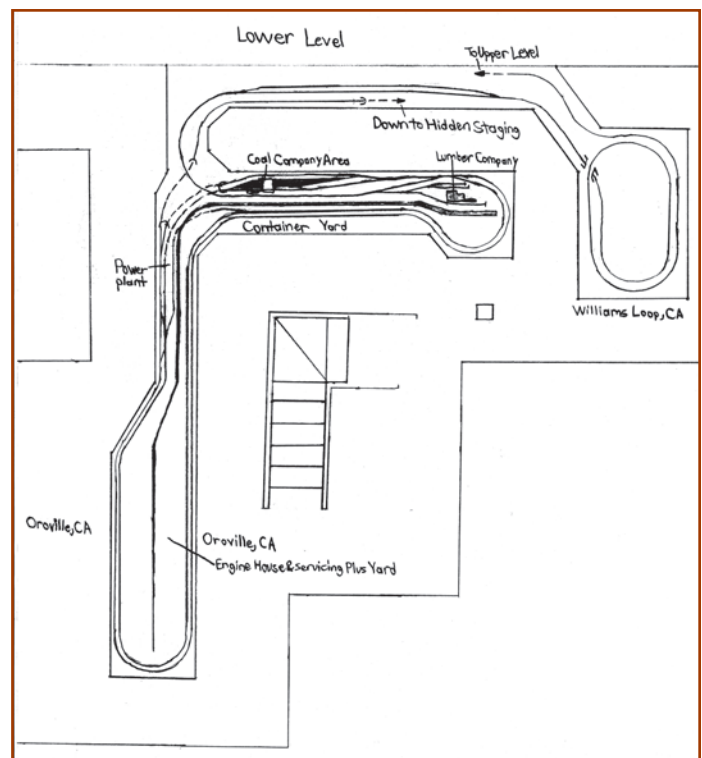
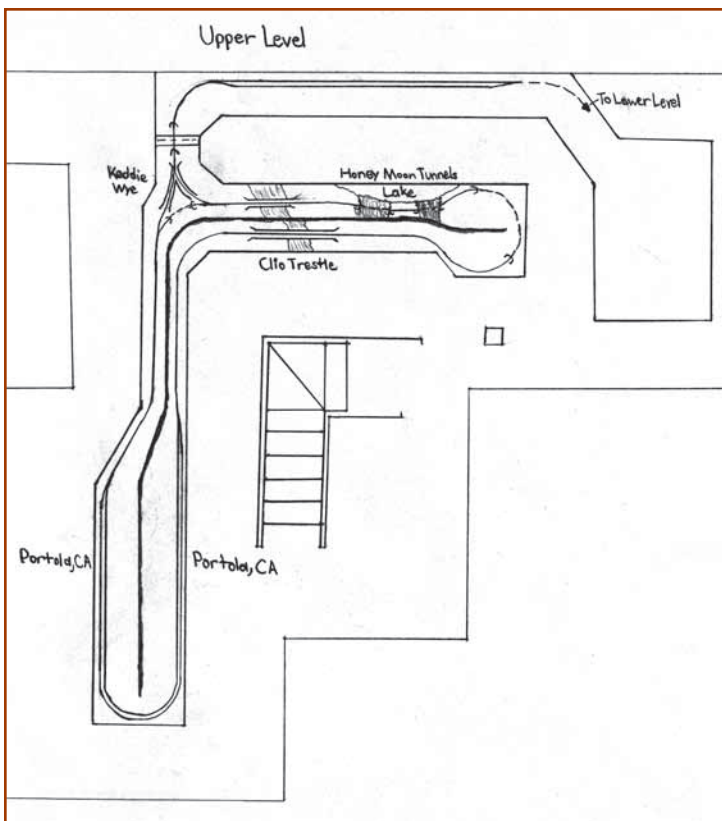
The layout will feature a Digitrax Digital Command Control system and a fully operational Centralized Traffic Control (CTC) signal system. The track is Atlas Code 55 with number six turnouts.

I think the layout will be great to operate.

—SH

Plans of the Allison's Western Pacific layout show the overall design of the railroad.

Drawings by Dillon Allison



From The Editor



BY TOM FRERICHs, SUNRISE HERALD EDITOR

You never know what you will get if you don't ask. This week, I was reminded of this and even managed to save some money in

the process.

I use a number of Adobe computer programs. For example, I use Photoshop CS5 for my photography, and this newsletter was produced using InDesign CS4. I try to stay current with versions; but if the latest and greatest incarnation doesn't offer some compelling improvement, I'd wait to upgrade. Adobe let me do this because the upgrade price was the same for several past versions. I could skip updating InDesign CS4 until InDesign CS6 or even CS7 came out. However, it appears Adobe is going to change that policy.

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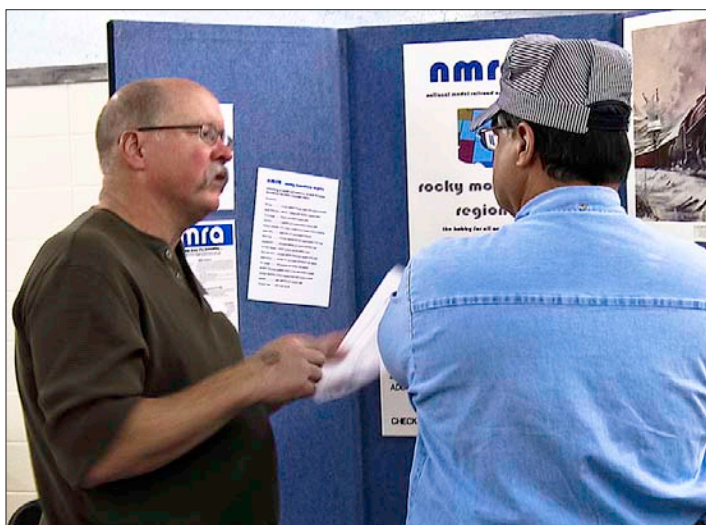


From The Chief

GARY MYERS, DIVISION SUPERINTENDENT



Supporting the hobby by working with Rich Flammini and David Bol at the Great Train Expo is also a great way to celebrate November, National Model Railroad month. Several of our members take the time to support public shows, and it is always fun to see each other and get together outside the confines of our Division Meetings. As many of you know, the Great Train Expo was held at the National Western Complex on November 12 and 13. I ran into many of our fellow NMRA folks at the show. New South Suburban Superintendent Denny Krausman and Bruce Burbank had the South Suburban modules out in force, set up adjacent to the NMRA booth. Behind us was another South Suburban spin-off HON3 group with Kurt Nielsen and Devlin Jones. Next to them was Frank Germon's N-scale modular group. Across and in front of our booth, Nick Tomlinson kept busy keeping trains moving for Colorado Rail Link. Several others came around and visited.



Sunrise AP Chair David Bol discusses the virtues of the NMRA with a new member.

Photo by Gary Myers

Selling the NMRA

Rich and David busily engaged GTE participants and introduced them to the NMRA, signing up several new prospective members. To support them I provided an activity at the booth to attract attention and some interest. For this show I decided to feature simple model and kit assemblies. I started with an HO Athearn Southern Pacific four-window caboose, then moved on to a Large Scale Hellenberger Hay Harvester rake, which is pulled behind a tractor, an HO Athearn Cotton Belt International caboose, and an HO 40' Great Northern box car. I attracted various levels of interest and a few questions as the day went on. Oh, by the way, I did

find my treasure at the show: a Rio Grande "Main Line Thru the Rockies" belt buckle, which I had been hoping to find for quite some time. It was a deal at \$12.

The Real Fun

The fun really began for me after lunch when a few youths started paying attention to what I was doing, sat down, and really watched for awhile. Their parents sometimes joined in or might wander off, but I had the kids interested. After awhile, a couple went off and returned with their first Athearn kits and wanted help assembling their first train cars. I supplied the tools, advice, and any assistance to let them do as much as possible. I wanted to help them gain confidence as they were trying something they obviously were not used to doing. I had previously "weathered" the shells to the Cotton Belt caboose and GN box car, and they became so enamored in that they wanted their cars weathered too. I let the older of the two do his own weathering with my powders, coaching him along and encouraging his progress. Both kids were very excited with their results and left with some new skills, confidence, and train cars. For me, I got the satisfaction of helping some kids get started in the hobby, remembering how hard it was getting help when I was young and did not know what to do next. This is, after all, what Model Railroad month is all about.



More Fun

As I write this column, the TCA show is still in the future, sched-

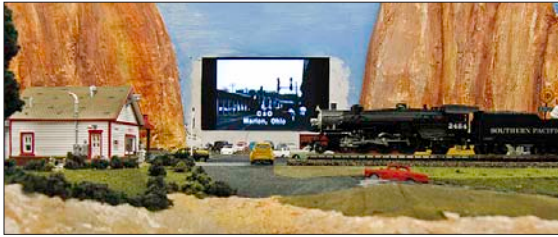
See From The Chief – page 10

Even though Ezekiel is now working in a more proper (HON3) gauge, he said he still prefers the "Big Trains" (Large Scale). Photo by Gary Myers



From The Chief — from page 9

uled to be at the Denver Merchandise Mart on November 26 and 27. I will be there supporting Rich, the NMRA, and hoping to inspire more hobbyists, especially kids, get started in the hobby. Maybe it will be time to make some more aspen trees. —SH



Top Right: Frank Germa proudly stands by his N-Scale modules. **Above:** Frank's built-in Movie theatre displays rail videos—naturally! **Middle:** Devlin is monkeying with his camera to take shots on the new "Free-Mo" narrow gauge modules. **Bottom:** Nick Tomlinson takes a moment from trouble-shooting to patiently pose for the nagging photographer. Photos by Gary Myers



From the Editor — from page 10

Knowing this, I got on Adobe's web site intending to purchase the upgrade from InDesign CS4 to CS5.5, the current version. It was the \$199 I expected.

There was an offer button saying that if I had a qualifying product I could upgrade to the CS5.5 Standard Suite, which includes the programs I already owned and added Illustrator and a fancier version of Acrobat. I certainly had that qualifying product. In fact, I had two of them. I clicked the button. Then I stopped breathing for a moment. \$849.

For years I've used CorelDraw, a program similar to Illustrator, but it was getting a bit long in the tooth. Further, Illustrator is an industry standard. It would be nice to replace CorelDraw with a more capable program, but not for me at that price. I would buy the InDesign upgrade alone and count myself lucky.

At that moment, a chat window opened, possibly because I clicked something wrong, and an "agent" came online offering to help. He—I assume "he" although I could be wrong. The name was Indian and looked like Gilgamesh—told me that his field was tech support, but he would transfer the chat to sales.

Soon, I was explaining to sales that I already owned one-half of CS5.5 Standard and the offer didn't take that into account. Was there some other pricing plan?

"Hang on," I was told, "let me send you a link." I clicked the link, and there it was. The full Suite, including the upgrades I needed, for \$399. Plus tax. We always have taxes. And shipping.

Just think: if I hadn't asked I'd never would have known. —SH



Remember to log into <http://www.bighornmixed.com> to register for the RMR convention next June. Riding a narrow gauge train dedicated to photo opportunities is a chance of a lifetime.

Focus on the Future



It's Party Time!

There won't be a clinic or a Tool Times Tip segment at our December meeting, but there will be food and drink. We invite you to join us for our annual Christmas party, and we ask you to participate by bringing some goodies to share. We will even let you bring fruitcake and won't make much fun of you. Well, not too much fun, anyway. Even if you don't bring something to share, you will be welcome.

There will be a Show & Tell segment: your favorite holiday train. This is a wide open theme, so if you think a Big Boy shows the Holiday spirit, then bring it on. Nate Bryant, are you listening? It will give you a chance to show off your pride and joy.

Share the Joy

Please remember to bring canned goods or other food suitable for donating to Holy Love's food bank. At this time of year and with the poor economy there is more demand than usual to help folks who may need a hand.

-SH

Division Meeting Place

Sunrise Division meets on the first Thursday of each month at 7:15 PM. The meeting is held at Holy Love Lutheran Church, 4210 South Chambers Road, Aurora, Colorado, which is located one block north of Quincy Avenue on Chambers Road. Check <http://www.trainweb.org/SunriseDivision> for the latest information.

-SH

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.

December 1..... Favorite Holiday Train
January 5..... Snow Fighters
February 2..... Engine Servicing Facilities
March 1..... Turntables
April 5..... Waterfront Structures
May 3..... Logging Equipment

Upcoming Events

- ◇ *December 1, Sunrise Division Regular Meeting*, Holy Love Lutheran Church, 4210 South Chambers Road, Aurora, Colorado. 7:15 PM
- ◇ *December 1—28, Polar Express*, Durango & Silverton Narrow Gauge Railroad Train, Durango, Colorado
- ◇ *December 2—4, SANTA'S NORTH POLE ADVENTURE*, GEORGETOWN LOOP RAILROAD, GEORGETOWN, COLORADO
- ◇ *December 3, Santa Claus Special—Steam-Up Event*, Colorado Railroad Museum, Golden, Colorado
- ◇ *December 9—11, SANTA'S NORTH POLE ADVENTURE*, GEORGETOWN LOOP RAILROAD, GEORGETOWN, COLORADO
- ◇ *December 10—11, Santa Claus Special—Steam-Up Event*, Colorado Railroad Museum, Golden, Colorado
- ◇ *December 10—11, Boulder Model Railroad Club Show*, Longmont Fairgrounds, Corner of Nelson and Hover Roads, Saturday 9-5, Sunday 10-5
- ◇ *December 16, Locomotive & Caboose Rides*, Pueblo Railway Museum, Pueblo, Colorado. Rides: \$10 & \$3 respectively, 4-8 PM
- ◇ *December 16—18, SANTA'S NORTH POLE ADVENTURE*, GEORGETOWN LOOP RAILROAD, GEORGETOWN, COLORADO
- ◇ *December 17, Santa Claus Special—Steam-Up Event*, Colorado Railroad Museum, Golden, Colorado
- ◇ *December 23, Locomotive & Caboose Rides*, Pueblo Railway Museum, Pueblo, Colorado. Rides: \$10 & \$3 respectively, 4-8 PM
- ◇ *December 24, Locomotive & Caboose Rides*, Pueblo Railway Museum, Pueblo, Colorado. Rides: \$10 & \$3 respectively, 2-8 PM
- ◇ *June 8—10, Big Horn Mixed—Rocky Mountain Region Convention*, Chama, New Mexico. For more information and registration form go to <http://www.bighorn-mixed.com>.



Don't forget the meeting after the meeting held at the village inn. 11th & chambers.