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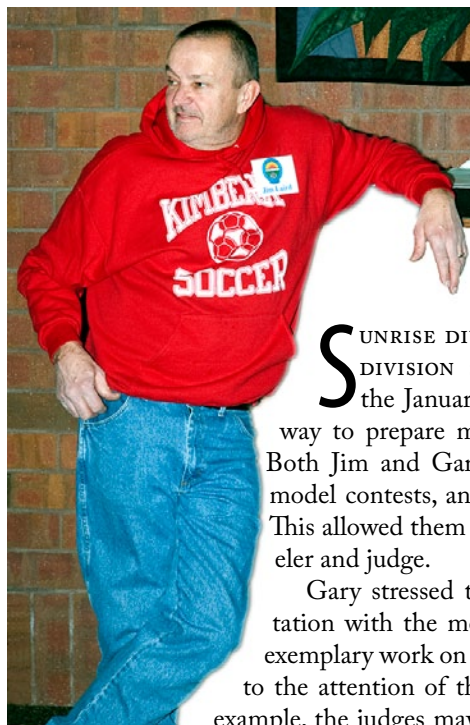
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trainweb.org/SunriseDivision

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SUNRISE HERALD



Fine Points of Judging Was January Clinic

SUNRISE DIVISION PROGRAM CHAIRMAN JIM LAIRD AND DIVISION SUPERINTENDENT GARY MYERS tag-teamed the January clinic presentation, which was on the best way to prepare models for judging at NMRA model contests. Both Jim and Gary have served as judges in Regional NMRA model contests, and both have submitted models to be judged. This allowed them to give tips from both sides of the aisle: modeler and judge.

Gary stressed the importance of including good documentation with the model entry form. A modeler may have done exemplary work on a particular section, but unless this is brought to the attention of the judges it may not be noticed. As another example, the judges may not be as knowledgeable about a particular prototype; it is very helpful to the judges for the modeler to include that information in the entry form. Gary also stressed that to do a good job on the entry form, you need to start early and not wait until it is time to submit it.

The five areas considered when judging are construction, detail, conformity, finish and lettering, and scratch-building. Gary and Jim discussed each of these areas separately and gave the scoring matrix for some of the categories.

Construction addresses the difficulty or complexity of the attempted model and how well the model is constructed. It considers quality, not quantity, and contributes to thirty-two per cent of the total score.

Detail is concerned with answering two questions: how many detail parts are added to or incorporated in the model and how complex was the detailing job? Details that support the function of the model rather than add to the setting are given greater weight. For example, correct brake rigging is more valuable than figures posed on the side of the car. Also considered are the "missing details." If a structure has power poles but no sign of a power



Jim Laird (top) and Gary Myers (above) were the January clinic presenters.

meter, then that is considered as a missing detail. This category contributes sixteen per cent to the full score.

Making up twenty per cent of the total score is conformity, which deals with how well the model reproduces the prototype. If a structure were magically enlarged to the prototype size, would the thickness of exposed walls be reasonable? Does the

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January Clinic — from page 1

model make logical sense? Gary pointed out that this is a very important area to document in the entry form; judges may not be as well informed as the modeler regarding prototype practice.

Finish and lettering contributes twenty per cent to the full score and is concerned with the complexity and skill displayed in the applied finish. Weathering is not necessary, but if the model is weathered is it applied so that it matches what would occur in nature?

The final category is scratch building, which surprisingly contributes only twelve per cent to the total score. How much of the model was scratch built and how complex that work was are the questions to be considered by the judges.

Why Should I Enter a NMRA or RMR Contest?

If you are not competitive and do not care about awards, why would you submit your model to be judged? Gary Myers gave one reason, saying, "Entering a contest isn't always about winning. It is to challenge yourself at how well you do against a set of pre-defined modeling standards and how you can improve. I can say that after entering seven models over the past few conventions my modeling has definitely improved, and my latest model is currently my best. In one regard, the contests have served as my own modeling tutor."

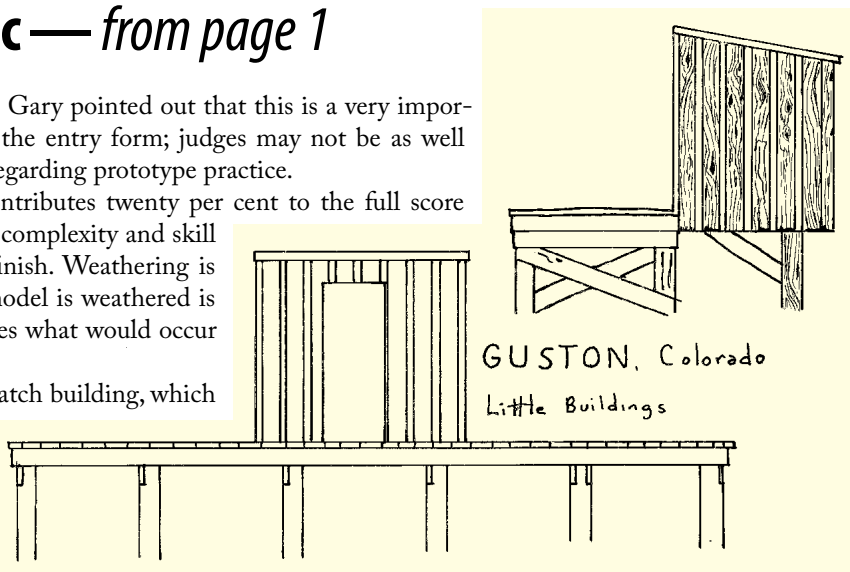
Really, I'm Never Going To Enter a Contest...

Many of us may never enter a model into a Regional or National convention. Why should we care about these judging guidelines?

The answer is simple. The factors that judges consider are the same things that will make your model a better resident of your layout. If you look at a model through the eyes of a contest judge, you will be able to prioritize your efforts to make your work a better representative of the real world. Consider the relative contribution of each judging category. Construction, detail, and conformity are all far more than scratch building, suggesting that a well-finished kit is more impressive than a poorly done scratch build model.

For More Information

For more information about NMRA judging guidelines, go to AP Judging Guidelines at <http://www.nmra.org/education/achievement/pdf/2006-judging-guide-lines.pdf>. The NMRA web site has other resources related to all facets of model railroading. Check it out.



Several years ago, Jim Laird submitted a scratch built model of the Guston Station, which he originally found described in The Silverton Railroad Companies by R. E. Sloan. Without the documentary evidence included in his entry, the judges had a difficult time believing that this tiny passenger-freight station actually existed. Above are the working drawings that Jim made then, which have been on his workshop wall for many years.

Flat Car Loads February S&T

Box cars can be loaded with anything—or be empty—and none can argue with you. You cannot cheat with a flat car. Bring your loads to the February meeting to display your ingenuity.

About Sunrise Division

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.

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 . . GARYMYERSO6@COMCAST.NET

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

From the Chief

Gary Myers—Division Superintendent

This year we hope to encourage more of you to take an increasingly active part in the Achievement Program, Model Contests, and your Division. One way that you can really help your Division is to volunteer as a Division Chair, and it's a great way to get to know more of your fellow members even better. I've listed a few open Chair positions below.

Membership Chair

In general, I make phone calls and e-mail a letter of introduction to new members, or re-establish contact with members who change e-mail addresses. I am also supposed to send reminders to members with delinquent dues which I do on occasion. I've talked about this position with Harold Huber, our Region President, as well as Paul Brennecke (Front Range, Superintendent) for some ideas, here are their thoughts.

A membership chair is how I got into the NMRA in the Pikes Peak Division twenty-seven years ago. Someone that attends the meetings and after a person has been there a couple of times invite that person to join. Also can look at the roster each month and gently remind one when their membership is due to expire, Could also be in charge of notifying newbies of the clubs in the area and when they and the Division meets etc. —*Harold Huber*

I have been working off the Rerail and New Member list that Harold Huber sends about once a quarter. I concentrate on the names in region 16. I take a Saturday night and call them. Tell them what we do and invite them to the next meeting. Surprisingly, almost all of them will come to a meeting. They may not come back. But, some do and make a contribution. Luckily, Ron Renner volunteered to be the Membership Chairman and that will be a big help for our group. —*Paul Brennecke*

Layout Tour Coordinator

As you know, we have had some layouts on tour and plan to have more in the near future. This is done primarily as a joint effort between many of the officers currently. My idea for this Chair is to have someone maintain a database of layouts, (size, type, name, # of visitors, etc.), direction maps, and help

plan and coordinate tours for the Division. When we plan a Division meet or another Regional Convention (I hope not for a little while, though!), the Chair will already have a great database of layouts readily available for possible selection. It helps to have knowledge of a lot of great layouts (hint: like Dave Spritke!), but it is not required. I have accumulated an inventory of Denver layouts on previous tours myself, but I would love to see more of our membership's layouts! I am sure they are out there, somewhere!

Promotions Chair

Rich Flammini does an excellent job as Region Promotions & Communications Chair. As a Division Chair, I look for someone who could assist Rich by coordinating our Division support for the NMRA booth train shows. Also, I think establishing a presence with the local hobby shops (Caboose Hobbies, Colpar Hobbies, Hobby Lobby, etc.) should encourage new members to join by supplying a Division card/flyer.

Of course, these are only some ideas and not rules. Our current Division Chair volunteers and Officers all perform as they think best, which is all anyone can ask. If you think you would like to help out in any of these areas, or if you can think of another Chair position that we can use, I would love to hear from you!



Flat water? No, it is not that bottle of water that has been sitting opened in your car for three weeks. According to David Bol, clinic presenter, flat water means "a lake, a very slow moving stream, and coastal waters" as opposed to falling streams. David suggests a better title would be "Modeling Water In Flat Areas."

Unless you are modeling Death Valley, the chances are your layout should have some areas of water modelled, and for various reasons many are fearful of modelling this important landscape feature. If you are one of the modelers or want to learn techniques from a Scenery AP modeler, the February clinic is for you.

Maintenance of Way January Show & Tell

3 full pages of pictures display the interest Sunrise Division members have in maintenance of way railroad equipment, even though to real railroads these railcars represent only an expense with no chance of creating revenue.



Above: A representation of an actual Union Pacific work train was Dillon Allison's HO-scale submission. Pictured here is two-thirds of that train which Dillon spotted about 10 miles outside of LaSalle, Colorado. The railcar models are by Athearn, but the imagination was Dillon's. Left: Jim Laird brought this HO-scale model of an Appleton & Lakeshore Eastern ore car that was used when cleaning ash pits.



Right: Ron Renner, a visitor from Front Range Division, brought this HO-scale tank car used to fight fires along the right-of-way. Ron also won the random drawing for the Caboose Hobbies gift certificate.



This entire selection of HO-scale Maintenance of Way rolling stock was brought by Don Francis.



Left: Steve Schweighofer continued his tradition of submitting impossibly small objects to photograph by bringing this "Buster Keaton Speeder," a reference to the film The Railrodder. It is in N-scale and is pictured larger than life-sized. Below: Rich Flammini brought this HO-scale B&M boom car.



These HO-scale models were brought by Stewart Jones. In the top two photographs are pictured a Fairmont Speeder, Fairmont Spike Puller, Kershaw Tie Crane, Fairmont Tamper Model CSC ballast compactor, Kershaw Ballast Regulator Model 26, and Fairmont Tie Shear, all by Custom Finishing Models. In the bottom photograph is a Walther's model of a Sperry Rail Detector car.



Left & Below: John Grigg brought an HO-scale Rio Grande tool car and a G-scale Denver South Park & Pacific way car. His comment was, "Some jobs are bigger." He also noted that these were bargain cars.

Below: Gary Myers, D&RGW aficionado, submitted this HO-scale snow plow. The snow is actually Hydrocal™ plaster, which explains how it lasted so long posed on a Spring diorama.



These four HO-scale cars are part of Bill Johnson's entry: a Union Pacific wreck/work train. Knowing Bill's tastes, these cars are probably on the way to a passenger train derailment.

From the Editor



By Tom Frerichs

I have a confession to make. The only time I write this column is when I need something to fill space, generally when Gary gets a bit less verbose than is his usual wont. This avowal really is a segue to my first topic, just cleverly disguised as an admission.

If I can get away with polluting these pages with nonsense, then you, with truly interesting stories, tips, and other railroad related tales, could surely do a much better job of entertaining and educating our readers.

So...get off your duff and write something, then e-mail it to me for publication. I do try to do some minimal editing, but I am gentle. And I never publish anything without letting the author look over the edited copy to make sure that I have not changed what he intended to say. You will also keep any rights to the story.


Congratulations to Keewan Burnside & *The Telegrapher*

Keewan is the editor of the Front Range Division newsletter, *The Telegrapher*, and got not just one, but two mentions in the "Division Business Car" column of the February 2011 *NMRA Magazine*. I get a copy of that newsletter each month, and it is a quality publication.

What Do You Like Or Dislike In the Herald?

Something that would really help is to get some feedback about this newsletter. Are the stories we publish interesting? Is there something you would like to see added? Is there something you would like to see removed? I guess what I am really asking for is the answer to this question: is the time we spend getting this newsletter out the door worth it to you, the Division member? Let us know at tomfrerichs@tomfrerichs.com or at the meeting.

Interest In First Swap Meet At Meeting

Our first swap meet had some takers, so remember to bring your extras to the meeting. 



NMRA Notes

Thanks to generous donations of members, The NMRA Online Archives is getting very close to opening for business. Right now it appears that March 1 will be the magic date. With the funds already collected we've been able to scan and post almost 10,000 photos, drawings, and plans, which will be available for download at a discount by NMRA members, and at full price by non-NMRA members. Keep your eyes on *NMRA Magazine* for the big Grand Opening announcement. And keep reminding your members to continue their donations — the more money we receive, the more photos we'll be able to scan!

♦ **The NMRA is planning to help Regions and Divisions promote National Model Railroad Month** this November by making available materials that can be downloaded from our web site, such as poster and flyer templates, press releases, etc. Watch *NMRA Magazine* for more details sometime this summer.


♦ **As part of our National Model Railroad Month promotion**, we'll be publishing a special story in *NMRA Magazine* about how Regions and Divisions celebrate and promote it themselves. We'll try to include as many descriptions as we can in our story, which will probably run in the August issue. If you don't do anything for National Model Railroad Month, maybe that story will give your Division or Region some good ideas...and you'll have some time to get ready to implement them.

♦ **Take a few moments every-other month to read *NMRA Magazine*** Jim Zinser's column Division Business Car to see if there are any ideas that your Division or Region could use.

♦ **The winter Board Meeting is being held** this year in Las Vegas at the Palace Station Hotel. The Board Meeting runs from 9 to 5 (or later) on Wednesday, February 23, and 9 to 5 (or later) on Thursday, February 24. All NMRA members are welcome to attend.

♦ **Just a reminder that we continue to run a "Help Wanted" ad in *NMRA Magazine*.** We've already filled several positions, thanks to generous volunteers. But we still need help. Remember, we're a volunteer organization and always in need of able bodies to lend a hand. Here are the positions we're looking for — if any of your members fit the qualifications below, please pass the their names along to us.

- Electronics engineers with experience in setting up control systems needed to take part in discussions and development of NMRANET. Current bus is designed using CAN. Time commitment: several hours per week.
- IT staff volunteer with experience in Content Management Systems. Able to program in PHP and PostgreSQL/MySQL, and good experience in HTML and CSS. IIS and VB experience a plus. Time commitment: ~3 hours per week.

Editor's note: Translating the last one is simple. The NMRA is planning on running their web site using PHP running on Windows™ Server. I am somewhat confused why they are specifying two different database servers, though. 

Upcoming Events



- **January 29 Jeffco Train Show** Jefferson County Fairgrounds, West 6th Avenue, Lakewood, Colorado..
- **January 29 Clinics** Caboose Hobbies, 500 South Broadway, Denver, Colorado. 10:30 AM—*Painting Figures*; 1:30 PM—*The New N Scale*, Patrick Lana, presenter
- **February 5 Clinics** Caboose Hobbies, 500 South Broadway, Denver, Colorado. 10:30 AM—*Modeling Trees*; 1:30 PM—*Let There Be Lights*
- **February 12 Valentine Train** Durango & Silverton Railroad
- **February 12 Clinics** Caboose Hobbies, 500 South Broadway, Denver, Colorado. 10:30 AM—*Modeling the C&S*; 1:30 PM—*Scenery A—Z* (including snow and water)
- **February 19 Clinics** Caboose Hobbies, 500 South Broadway, Denver, Colorado. 10:30 AM—*Three Rail Q&A*; 1:30 PM—*Open Car Loads*
- **February 19-20 Rails in the Rockies** Estes Park Conference Center, Rocky Mountain Holiday Inn, Highway 36 & Highway 7, Estes Park, Colorado. Saturday 9 AM-5 PM; Sunday 9 AM-4 PM
- **February 20 Winter Photographer's Special Train** featuring Pullman Green passenger cars. Durango & Silverton Railroad
- **February 26 Clinics** Caboose Hobbies, 500 South Broadway, Denver, Colorado. 10:30 AM—*Airbrushing*; 1:30 PM—*Weathering Rolling Stock*
- **February 26-27 Great Train Expo** National Western Complex, Denver, Colorado. 11 AM-5 PM each day.
- **July 3-9, 2011 Extra 2011 West NMRA Annual Convention**, Sacramento, California.

Sunrise Division meets on the first Thursday of each month at 7:15 PM. Check our web site, <http://www.trainweb.org/SunriseDivision/>, for the most current information.

Holy Love Lutheran Church is located one block north of Quincy Avenue on Chambers Road. Parking is on the west side of the church.

**Next meeting for
Sunrise Division, RMR, NMRA,
February 3, 2011-7:15 PM,
Holy Love Lutheran Church,
4210 South Chambers Road,
Aurora, Colorado**

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**.



Capricorn

Dec. 22-Jan. 21

This year, dear Capricorn, your modeling skills are fated to improve dramatically as you spend more time working on your railroad. Because you will be devoting so much time to modeling, do not be surprised when you are greeted by your Zodiacal sign's name. It is just your wife, affectionately reminding you of your household duties, saying, "get busy, you old Goat."



Aquarius

Jan. 22-Feb. 21

Aquarius is the water bearer of the Zodiac, and as such you should remember to stick to the real stuff. If you don't, you will find, after the fact, a tiny hole where all the Envirotex "water" you just poured will discover that it really prefers to be on the floor and not your layout. If anyone asks about "The Age of Aquarius," tell them to mind their own business.

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.

February 3..... Flatcar Loads
March 3..... On Line Structures
April 7..... Railroad Bridges
May 5..... Diesel Locomotives
June 2..... Passenger Cars
August 4..... Off Line Structures



Need help?

Run into some problem with your layout? The chances are that another member has already solved it. Come to the meeting, ask, and go home happy.