



Sunrise Herald

April 2011

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Jim Laird carefully pours plaster into a rock mold he had made the previous day. Photo by Tom Frerichs

March Clinic ROCKED

Making rocks, at least of the plaster kind, was Jim Laird's subject for his March Clinic. He demonstrated using silicone caulk to make molds for creating plaster rocks.

Jim credited the technique to a magazine article, but he added his own spin and described his own experiences.

He began by trying substitutes for the caulk, but he was not satisfied with the results. For example, he found that gutter cement did not work at all. Other technique changes he made did work well.

Jim explained that the first step was to find a suitable rock to use as a master for the mold. He found his exemplar in his back yard. He painted the rock with "wet water," which is water with a small amount of dish washing soap added. When questioned about the amount, he gave a precise answer, saying, "I used a couple of glugs in the bucket of water." He also said that you should use a toothbrush to clean the rock surface so that loose bits would not end up in your mold.

After the rock was prepared, he used a caulking gun to build up a fairly heavy layer of caulk, perhaps a quarter inch thick. The original article suggested using used dryer sheets on the outside of the original layer as reinforcement, but Jim found a substitute building material with similar properties. Frank Germo suggested using panty hose.

After pressing the reinforcing material into the caulk, Jim added another thick layer of caulk to complete the mold. He then let it set up for several hours. After

Division Member Announces for RMR Board

Dick Hunter, long time Sunrise Division and NMRA member, has submitted his name as a candidate for one of three Regional Board of Director positions opening this year.

In the past, he has served the Rocky Mountain Region in many capacities, from Division Superintendent to Region President. He has worked on many regional conventions and two NMRA national conventions.

Check your *Callboard* for election details.



-SH

See Rocking Clinic—page 2



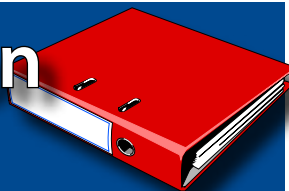
Photo © Richard Hunter

C&T Slides To Open April Meeting

Dick Hunter will show a selection of his summer & winter photographs of the Cumbres & Toltec Scenic Railroad as the beginning portion of the April meeting. This replaces the video segment.

Dick has been interested and involved with the C&TSR for many years, hiking along the line and photographing operations and scenery. His guides, not only for the C&TSR but other narrow gauge railroads in Colorado, are well known. —SH

Division Notes



Our April business meeting was very short, with a report from Rich Flammini about Region promotions, a Module Group report by Don Francis, and a quick status report from our Division Superintendent, Gary Myers. —SH

RMR Convention Dates Correction

Last month's *Herald* reported that the Rocky Mountain Region Convention was scheduled for August 25–27. This was not correct. The actual dates will include the Labor Day weekend, September 2–4, 2011. Check your *Callboard* for the latest information. —SH

Rocking Clinic — from page 1

the mold had set up, Jim carefully peeled it from the master.

The resulting mold is much stronger than those made using latex, and it requires only two layers compared to the many layers necessary when creating a mold using liquid latex.

At the meeting, Jim wet the inside of the mold with “wet water” as a mold release agent, mixed plaster, and poured it into the mold. In a few minutes, the “rock” was setup and ready to be colored.

Jim was going to demonstrate the mold making process, but unfortunately the tube of caulk he brought had suffered some sort of air leak. The entire tube had already set hard. He did offer some interesting ideas for using the otherwise worthless caulk, but they were not very practical. They may not have even been legal.

As Jim was cleaning up, a member asked what value the leftover, set plaster in the mixing container might have. Jim suggested that it could be broken up, colored, and used for talus, rip rap, or even building foundations. Bob Hochstetter suggested that it could also be broken up and added to other batches of plaster to act as a setting agent, making the new mix set up faster. —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.

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
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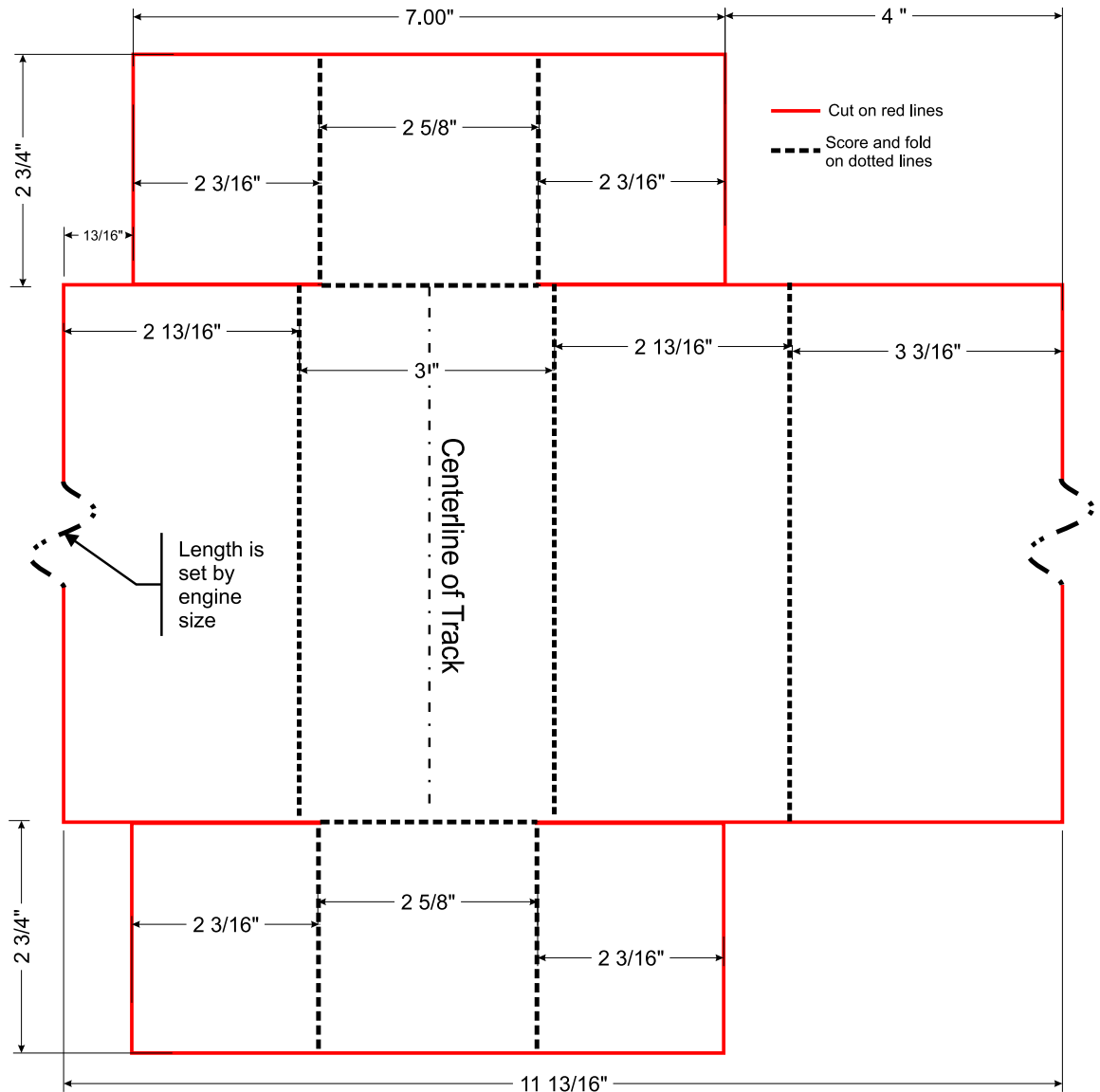
Tool Time Tips



Bill Johnson, after a locomotive carefully placed on the front seat of his car almost joined the scrap heap after a fast stop, thought there had to be a better way. The March Tool Time was his answer.

Bill created a fold up box, with carefully placed foam pads glued inside, to hold his rolling stock. He discovered it also saved space over the original boxes when storing his equipment.

The only supplies needed are a sheet of standard corrugated cardboard, a good knife, foam rubber, and some glue. His HO-scale template is below. -SH



The measurements on this template are for HO-scale rolling stock. Bill glues a piece of HO track down the center, which is marked on the template. He also glues pieces of foam rubber to the sides and top to help cradle the engine.

Scoring means to cut partially through the cardboard so that it can be folded. All folds on this template are towards you. Bill uses large rubber bands to keep the carrying box together once the engine is safe inside.

Show & Tell



March S&T Featured On-Line Structures

Of all the structures found on a layout, the majority will fit into the category “on-line structures,” particularly since our modeling focus is on the “line.” The participation of our members this month and their selection of models demonstrated this.

The NMRA Contest Guidelines offer a definition of “on-line” and “off-line” structures. Our

Show & Tell segment is not a contest, but it is handy to know the terminology.

STRUCTURES On-Line and Off-Line

On-Line structures are considered to be those normally owned by the railroad, or having rail loading/unloading facilities on the right of way. Off-Line structures are those not needing direct rail access.

With the possible exception of the telegraph pole, you can see the hours of work that went into building and detailing these models. You will also guess that they have a place of honor on their owner’s right-of-way.

Proving that the drawing is truly random, Steve Schweighofer won the ten dollar Caboose Hobbies gift certificate.

April’s Show & Tell is railroad bridges, hopefully scale models. If you cannot bring your model to the meeting, which is possible since most bridges are firmly fixed into the scenery, a photograph of your model will work as well.

—SH

Clockwise from top left: Steve Schweighofer brought this telegraph pole, which you might mistake for one sold by Bachmann. You would be wrong, because Steve explained that this was an Nn3 telegraph pole. At least that’s his story.

John Kerbaugh’s entry was this HO-scale railroad supply warehouse. The detailing—barrels, pallets, and other goodies on the loading dock—really add to the reality of this model.

The Chicago Commissary Co-op building, modeled by Rich Flammini, served six railroads that used the Dearborn Street Station. You can see the logos of the six railroads across the top of the building. (Photos by Tom Frerichs)



Top left: *This one of a kind depot was brought by Jack Getz and built by Jim Haggard. Top right: a fine model by Jack Getz, this is the Grizzly Flats station. Middle left: Horseshoe Meadows Station is the name of this fine model by Jack Getz. Middle right: Jack uses this Fine Scale Miniatures signal tower model in one of his clinics. He shows how to convert and detail an Atlas styrene kit to look as good as the FSM model. Bottom: Don Francis brought his Lindstrom Paint Manufacturer model. It is designed to go against a back drop, so it is very narrow. (Photos by Tom Frerichs)*



More March S&T



NMRA Notes

- ◇ Notice of 2012 elections. The following NMRA Officers and Board of Directors positions are open for election in 2012: President, Vice President-Administration, Vice President-Special Projects, Eastern District Director, Pacific District Director, and At-Large North America Director.
- ◇ The NMRA is looking to identify and recognize any model railroad clubs that were formed in 1935 or earlier that are still in existence. We would like the name of the club and when it was founded. A picture from the early years would be appre-

ciated. Send the information to Dave Thornton, NMRA Vice President of Administration, e-mail DThorn5552@aol.com or mail to 2027 Jeffrey Drive, Troy, MI 48085-3816.

- ◇ The Board unanimously agreed that in the future all merchandise sold by the NMRA, including by Regions and Divisions, must conform to any applicable NMRA standards.
- ◇ The Board adopted one of two versions of NMRANET standards which were presented. It also approved two new tables to Standard s-7 to accommodate clearances for model railroads set in the modern era.

Membership Report



GARY MYERS — ACTING MEMBERSHIP CHAIR

Sunrise Division's territory extends from I-25 to Kansas, from Brighton to Parker.

During the month of February we had one renewal and one re-rail, so I am very glad that we were given another chance. We had thirty people attending the March Sunrise meeting, certainly the most since we had thirty attendees in October 2010.

Member Demographics

Sunrise Division's territory extends from I-25 to Kansas, from Brighton to Parker. I prepared a table that has a look at where our members live and some representative commute distances and times to Holy Love Lutheran Church from those locations.

With a territory that large, some members have to drive farther than they would prefer to get to our meetings. We have a majority of members from Aurora and east Denver; and, with the exception of Bennett to the east, our most travel-challenged members live in Brighton, Broomfield, Commerce City, East Lake, Northglenn, and Thornton. Overall, I think the location for our Division meetings is conveniently located between our northern and southern borders, but it might be a little too far east for the north Denver Metro members.

We are fortunate to live this close to each other, especially compared to other divisions. Some members of the divisions in Wyoming live four

hours apart. My own commute time is only nine minutes and just under five miles, but I also regularly commute to work 26.9 miles one way.

Ride Sharing

I know of one car pool that has regularly operated from southeast Aurora, and I know of a regular attendee from Brighton who would be very interested in car pooling. Especially in the north, we have members scattered about but who could travel the same route to the meetings. They could benefit from car pooling. But, let's face it, with gas prices always climbing who wouldn't benefit from ride-sharing? We have several members and former members living relatively close to each other, so if you are interested in car pooling to attend meetings, even if you are no longer a current NRMA member, let me know. I will work to set up some possible car pools. —SH

City	Members	Travel Time (min)	Distance (mi)
Aurora	38	2 - 20	0.7 - 12.1
Bennett	1	42	32.4
Brighton	1	52	36.6
Broomfield	0	40	30.5
Centennial	2	15	7.6
Commerce City	1	48	39.3
Denver	23	11 - 35	6 - 25.9
East Lake	1	39	28.5
Northglenn	1	35	25.1
Parker	13	28	16.3
Thornton	7	41	27.3
Wheatridge	0	35	26.3
Total	88		

Where Sunrise Division members live. This table shows where our members live categorized by city. The third and fourth columns show the estimated travel time and distance to our meeting place.

Where & What Is It?

This was a railroad-serviced industry located in Colorado. The picture was taken in February 1975. The tracks servicing the industry have been removed, but you can see in the foreground that an active railroad still ran close.

So...what kind of industry was this, and where in Colorado is it located? The answer will be in next month's *Sunrise Herald*. —SH





GARY MYERS, SUPERINTENDENT, SUNRISE DIVISION

The Achievement Program

One simple description of the AP is that it is a way of recognizing the talents and achievements of the individuals who make up this national association of model railroaders.

What is this program really about?

It seems everyone has some opinion of the NMRA Achievement Program (AP): good, bad, or indifferent. Some people embrace it, some people hate it, some people never heard of it, and some people think it is a waste of time. What is it, and what should it be?

The Basics

One simple description of the AP is that it is a way of recognizing the talents and achievements of the individuals who make up this national association of model railroaders. Achievements have measurable, definable criteria and are divided into categories: Motive Power, Cars, Structures, Scenery, Prototype Models, Civil, Electrical, Dispatcher, Official, Volunteer, and Author. The requirements for each AP are clearly spelled out in several forms at www.nmra.org.

The Encouragement

One goal of the AP is to provide an individual with a road map that will encourage, foster, and improve skills. These skills are spread over all those disciplines divided into the categories listed above. With the diverse categories and stringent requirements, skill development is further encouraged by giving the AP candidate possible tasks that they may not have otherwise endeavored to perform. The point system or, as I like to say, definable parametrics system is also set up in a way to challenge the candidate. The required tasks, such as earning a Merit Award, achieving more than 87.5 points, may become more difficult to satisfy the requirements. Certainly, everyone who has participated in the program has met different challenges depending upon their own skills and experience.

Master Model Railroader (MMR)

After completing the requirements of at least seven of those categories that span four different areas (Railroad Equipment, Railroad Setting, Railroad Construction and Operation, and Service to the Hobby and NMRA Member), you, as an individ-

ual, are rewarded with the title Master Model Railroader (MMR) and are further identified with your own unique MMR number.

Beauty Contest?

Is it a race to accumulate the most points and the fastest wins? Are we to believe this is some popularity contest? Is this some 'merit badge' system for us old guys to validate participating in our hobby? Does somebody with an MMR title have some unspoken authority over the rest of us crummy modelers? After all, it is a pretty grandiose title: Master Model Railroader. I have actually heard people say they do not want to join the NMRA because they believe that is what the AP promotes. If your objective is to do the least amount of work to earn the most points toward achieving your MMR, I think you may be missing the big picture.

The Reviews

Stealing a phrase from former fellow correspondent Rosanne Rosannadanna, "didja ever notice" in the *NMRA Magazine* article about some guy named Randy getting his MMR that Randy thanked his dad for his first train that he got when he was four years old at Christmas; he thanked Uncle Bud for paying some extra dough for odd jobs so he could buy some trains; and he thanked his friends Mutt and Jeff and Charlie and Duke and old man Davis and Roger and Pete and how he learned tons from some guy with his hair combed way over to one side and with other hair growin' out of his ears where there's not supposed to be any? Well, that just goes to show you...who were all those guys?

The Commitment

Awhile ago I completed the requirements for my first certificate, Volunteer. I printed out the forms from the web site and started filling out all the requirements on the Statement of Qualifications (soq) form. I listed the committees I worked on, the convention, work for the Sunrise Herald, the web site, on and on, with a NMRA member's signature and NMRA member number duly noted for each. I turned this in to Don Francis, our then AP Chair, who verified it and presented it to Mark Evans, our current Region AP Chair.

Before I could turn it over to Don, there was a place for my signature below a "Member's Statement

See From the Chief — page 8



From the Chief — *from page 7*

and Agreement” that appears at the bottom of every SOQ form. It reads:

I certify that I have completed all of the requirements for this Certificate of Achievement as listed above and that I will agree to assist other members in this subject whenever possible, whether or not they are participants in the Achievement Program.

This, I think, is what the AP is really about. Signing my name after this statement meant something to me. For one thing, I could not have even gotten Volunteer without the help and encouragement of others. The Achievement I was recognized for is also my commitment to pass along what I have learned to others in the hobby for their own benefit. Members receiving these Achievements are given a shared responsibility.

Recognizing Achievement

The AP, in my opinion, is a program to recognize the achievements of the members of this organization who, through the hobby, have developed their skills, worked in the organization, and have pledged to pass along their knowledge and wisdom to other model railroaders. Is it necessary to participate? No. Does everyone want to be recognized for their skills and achievements they will accomplish without the AP? No. Does the NMRA need to recognize the achievements of its members? Yes. It is important to recognize our members for their contributions to the organization in as many ways as possible. Without contributions from our members, there isn't any NMRA.

“It just goes to show ya” that all those guys that helped and encouraged Randy are the foundation of the AP. Others' help and encouragement become yours and my accomplishments.

Are you hesitant filling out forms so you can be recognized for your achievements? Isn't that a little bit like blowing your own horn? Well...yes, a little—especially if it is a diesel horn. Instead, think of it more like signing up for a commitment, which is a little different perspective.

Don't think you're up to it? Do not worry; we have the guys to help you with that, too. —SH

Your obedient SEER is happy to note that the Model Railroader Horoscope series is nearly completed. However, YOUR SEER would like to know why no one caught the misspelling of Pisces last month. This entire month YOUR SEER has labored under the impression that he is a Pieces. —SH

Speak Up!

Elsewhere in this issue, Gary Myers speaks with justifiable pride about achieving the Volunteer AP Certificate. It is great to get that recognition, but why does he—and the rest of us—volunteer in the first place? The pay is lousy, and the hours ain't so hot.

One reason we offer our time and talents is because we enjoy doing it. Another reason, though, is that we get satisfaction from helping you, our fellow modelers.

Unfortunately, all of us tend to believe that everyone thinks the same way we do. What interests your officers may not be interesting to you. Here is what can happen: if you don't speak up we assume that you like what we are doing. We are taking silence to mean assent.

There is another kind of silence, though. It is the silence that comes when what we offer does not satisfy your needs. That kind of silence can lead to folks dropping out.

If you like what we are doing, speak up. If you don't, speak even louder. We depend upon your feedback to guide us. —SH

Your Model Railroader Horoscope



Pisces

Feb. 22–Mar. 21

Pisces, this is your year. You will never have a train derail on your layout; your scenery will excite the envy of fellow modelers; and the folks from *Model Railroader* will call, asking to feature your layout in the magazine. The fact that **YOUR SEER** is a Pisces has nothing to do with this prediction.



Aries

March 22–April 21

The Stars foretell interesting things this year for you, dear Ram. You will get a new namesake pickup and end up spending all your time helping your friends move. Because of this you will have little time left for modeling, but you will eat lots of pizza. Beware: all that food will make it hard for you to crawl under your bench work. Model structures only.

Signing
my name
after this
statement
meant
something
to me.

Others'
help and
encour-
agement
become
yours and
my accom-
plishments.

From The Editor



TOM FRERICH, SECRETARY

If you are going to do something, do it right or don't do it at all.

The sage advice... does not consider the costs of following the rule.

IF YOU ARE GOING TO DO SOMETHING, do it right or don't do it at all. We have heard that sentiment from our parents, our teachers, or our boss; and like other examples of tribal lore, it has a solid core of truth. Unfortunately, it does not tell the full story. This column's subject is about the missing bits. I am going to offer examples of following the rule, describe what happens if you do not, offer an apology, and pointedly draw your attention to the moral of the story. In other words, this column has the characteristics of a Victorian novel—just not as well written.

So, What's Missing?

The sage advice contained in the first sentence does not consider the costs of following the rule, and by costs I do not mean only money. We have to consider all expended resources and missed profits when we look at the balance sheet. What do we lose if we do not attempt to do whatever we are going to do? If we do it wrong, what will it take to fix it? Finally, what would happen if we did it wrong and did not fix it completely? These are the questions that are ignored in that bald statement.

Let me offer this example: each month I take photographs of the stuff brought in for Show & Tell. Each month I have tried to improve my technique, and most of the time I have succeeded. However, this means I did not follow that rule because if the results get better each time, I must not have done it right the previous month.

Let's consider those costs I was talking about. What if I never took those pictures? There would be a lot of blank pages in this newsletter—which is of importance primarily to me—and you would miss a chance to see interesting items and examples of fine craftsmanship. I may not have done it right, but I think we would all be poorer if I did not make the attempt.

For several years I have used a Nikon D-70 digital camera; I know how it works and un-

derstand all the settings. I recently purchased a new Nikon, partially so I could use it to take better S&T pictures, and tried it out for the first time this month.

Trust me...I didn't do it right. I had RTFM—which, in the clean version, means *read the fine manual*, and had taken some practice shots at home. As mitigation, let me say that I have at most thirty minutes at the beginning of the meeting to take these photos, and using a new camera introduced some interesting variables. Under that pressure I messed

Under that pressure I messed up some settings...

up some settings, causing my carefully placed flashes to misfire and introducing some substantial digital grain and color shifts. In fact, if you look, there is a shadow on the sky in some of the photographs. As a result, the pictures this month do not do proper justice to the wonderful modeling skills of the

submitters. Here is the apology section: I truly regret not giving these models the presentation they deserve.

I could have skipped putting the pictures in this issue; that would almost be the "don't do it at all" answer. However, I thought that even poor results are better than no results. I could have contacted each modeler individually, gone to his home, and retaken the pictures. This "do it over" option would have been a major inconvenience to the modelers.

What I did do is work as hard as I could on rescuing the photos I had. It took time and work and a bit of prayer, but the Show & Tell pictures in this issue are almost good enough. I did not fix them completely, but it is better than nothing.

See From The Editor - Page 10



This was my test shot with the new camera to see if I could do it right. I had grabbed some N-scale models out of storage from my old layout and photographed them in my dining room. Photo by Tom Frerichs

From the Editor— *from page 9*

And This Relates to Model Railroading How?

There really is a modeling moral in this story. The “doing it right” rule can be a huge obstacle to overcome, and it makes too many of us into would-be modelers. You know who I am talking about. These are the folks who are going to have a layout someday, but that day never comes. The “if it’s worth doing, it’s worth doing well” mantra offers the perfect excuse to procrastinate.

What we do not do is realistically measure the costs of doing it wrong and correcting it later. Consider, for example, the perfect track plan. You can draw and calculate and draft for years on such a quest, but you would be looking for something that does not exist. If there were a perfect layout design, why did Linn Westcott write the book *101 Track Plans For Model Railroaders*? Why does *Model Railroader* have over five hundred track plans on their web site?

A good track plan is going to be driven by a number of factors, some of which are fixed and some of which are a matter of personal taste. The space where the layout will fit is a hard limit you will have to accommodate in your planning, but it is your personal decision as to the relative importance of scenery, the location and era of your modeling, and what prototype railroad, if any, to model.

If you find it more interesting to run trains through mountain scenes than to handle a switch list, then you already have a design limit. Maybe a simple loop is the right answer. Do not worry what others think; operations appeal to some, but that is their interest. Of course, after I wrote that I saw a group of OPSIG folks grimace in pain, clutch their chests, and shout, “Elizabeth, honey, I’m coming!” They tend to take that part of the hobby very seriously, but if it does not interest you, then do not worry. It is, after all, your railroad.

You should seek the advice of those with a successful layout; and, perhaps even more important, ask the guidance of those who are dissatisfied with their work. You will learn what is necessary, what is good, and what to avoid; but eventually you are going to have to commit to something if you ever want the satisfaction of a layout.

What if you make a mistake? The cost to fix that—to modify your track plan, for example—depends upon how far along you are. My old layout was built in two phases with the second phase being an expansion of a small, completed design. I dashed ahead with scenery and then learned how I erred. I did not have enough staging tracks, the design did not include enough switching opportunities, and too much of it was out of easy reach. That explains why it is my *old* layout. Because so much of it had been

completed, trying to rescue my bad design had a significant cost. It was easier to start over.

You may be certain that the new layout is being built differently. I am building bench work, then I will lay track. And this time I am going to run trains for a long time before I get out the plaster. I want to be able to easily find and fix access issues, make sure I have enough staging tracks, and ensure that I do not have curves that are too tight or lead incorrectly into switches. The cost of doing these fixes, while the track is still easily accessible, will be small.

You may wonder about my bench work. Personally I subscribe to my grandfather’s favorite expression.

**“It don’t
look like
much, but
it’s hell for
strong.”**

He had the same level of skill that I possess, and he was fond of saying, “It don’t look like much, but it’s hell for strong.” I’ve seen bench work that looks like fine furniture. Don Duell, for example, has compound miters in his bench work; I am satisfied if the glue fills the joints. My criteria: is it strong, is it stable, and can I easily put track down? If I waited until I did it right, I would never have a layout.

The first part of this story’s moral is: if you build your layout in easy stages, you will always be able to correct any problems without spending a lot of time or effort. The second part is just as simple. If you do not get started you will never get to enjoy the fun of running trains on your layout.

Here endeth the lesson. Now get out there and start modeling. —SH

N-Scale “Junk” Meet Set

The Moffat Modelers, an N-scale group who have a layout at the Forney Museum, are hosting an N-scale swap meet on May 14 from 10 AM to 4 PM at the Museum, 4304 Brighton Boulevard, Denver, Colorado. Admission price is cartloads of stuff to trade, but even a single car will do. Other participants include Denver Area N Scale, DENTRAK, Independent N Scalers, Boulder Model Railroad Club.

The Moffat Modelers layout will be running; and the Museum will be open. Admission to the Forney is at the regular price.

Tables will not be provided, so please bring your own. Vendors are also welcome; setup time is 9 AM.

For more information e-mail Frank Germa at fgerma@yahoo.com, Chris McKenna at jocomoinc@frii.com, or Patrick Lana at Pglana@comcast.net. —SH

**There is
no perfect
track plan...**

**Eventually
you are
going to
have to
commit to
something
if you ever
want the
satisfaction
of a layout.**

Focus on the Future

Falling Water is April Clinic

In February, David Bol presented his clinic on modeling "flat water," water features found in flat terrains including ponds, slowly flowing rivers, marshes, and so on. In April, he does a different aspect of the subject, this time concentrating on water that is running fast, such as rapids, waterfalls, and mountain streams. He calls this "falling water," not to be confused with the Frank Lloyd Wright home.

The Show & Tell theme is railroad bridges, and the Tool Time segment features Paul Smith doing the honors.

-SH

Module News



Wondering why that picture is next to this story? You'll need to come to our next meeting to find out, but here's a hint: it's a little part of the report Don Francis, Module Committee Chair, will be presenting on the committee's progress.

The past few months have been filled with real progress on Sunrise Division's efforts to create a layout for displays at malls and other locations.

-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

Upcoming Events

- ◇ April 7, Sunrise Division Meeting, Holy Love Lutheran Church, 4210 South Chambers Road, Aurora, Colorado. 7:15 PM
- ◇ April 16, Pikes Peak Division Swap Meet, Trinity United Methodist Church, 701 North 20th Street, Colorado Springs, Colorado. Featuring vendors & modules.
- ◇ April 23, Bunny Express—Steam Up, Colorado Railroad Museum, Golden, Colorado.
- ◇ April 23, Easter Bunny Train, Rio Grande Scenic Railroad, Alamosa, Colorado.
- ◇ May 5, Sunrise Division Meeting, Holy Love Lutheran Church, 4210 South Chambers Road, Aurora, Colorado. 7:15 PM
- ◇ May 5, Denver HO Train Club Open House, Colorado Railroad Museum, Golden, Colorado. 6:30 PM—8 PM
- ◇ May 14, N-Scale Junk Party, Forney Transportation Museum, Denver, Colorado. 10 AM—4 PM
- ◇ May 21, Model Railroad & Toy Train Swap Meet, The Foothills Society of Model Railroaders, Green Mountain Presbyterian Church, 12900 West Alameda Parkway, Lakewood, Colorado. 9—11:30 AM
- ◇ June 4-5, Limon Railroad Days, Limon, Colorado. Free admission to Museum and Heritage Center. \$3 admission to swap meet & train show.
- ◇ July 3-9, Extra 2011 West, NMRA 2011 National Convention, Sacramento, California. <http://www.x2011west.org>
- ◇ September, Rocky Mountain Region Annual Convention. See *Callboard* for details.

Keeping your membership in the NMRA current entitles you to full participation in Division, Region, and National activities, including conventions. Remember to pay your dues.



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.

April 7.....	Railroad Bridges
May 5.....	Diesel Locomotives
June 2.....	Passenger Cars
August 4.....	Off Line Structures