



# Sunrise Herald

## May 2011

Volume 4, Number 5

### April Clinic Topic: Modeling Falling Water

Freezing time. That is the challenge when modeling water cascading down a hill in a model scene. Realistically catching a single instant as a river flows over a precipice, industrial waste water flows from a pipe into a lake, or rapids rush past boulders in the path of a mountain stream: that is the challenge presented to us all.

David Bol's clinic at our April meeting was a demonstration of techniques used to capture the essence of water in motion: of falling water.

He began by reviewing the processes and materials used to represent static water features, such as lakes, ponds, slowly moving creeks, and rivers. The problem, he said, with using all of these products to represent falling water is that when they are applied they really are liquids. If you model a waterfall using, for example, Magic Water™ your "water" will indeed flow over the rim and end up at the lowest level it can reach. You will have water but no fall.

David classifies falling water scenes into two categories: Niagara Falls and Seven Falls. The differences between these types is not based on size but on water flow. Niagara Falls scenes are characterized by an area of relatively calm flow, a single drop, and then another area of calm water. Examples of this type would be, of course, Niagara Falls, but also weirs in canals, dams in streams used to feed water mills, and the water flowing from industrial waste pipes into a stream. Seven Falls scenes, although there are abrupt changes in elevation in the flow, are characterized by more and smaller drops.



*At our April meeting, David Bol used crystal caulk to blend a water fall made with Woodland Scenics Water Effects™ into the rest of the river. (Photo by Tom Frerichs)*

The word he used was "steps." Mountain streams, such as Clear Creek, would be examples of this latter type. Similar processes are used to represent both types of falling water.

The first technique he demonstrated was using acrylic gloss medium. This product has the consistency of thickened white glue. He applied it with a brush on the pre-colored stream bed, and because it is thick, it did not flow down hill. As it dried it evened out and changed color from milky white to glossy transparent. This inexpensive product is available from craft stores, such as Hobby Lobby, and if you watch for sales you can spend even less money.

Using gloss medium has one disadvantage: the application must be very thin, so modeling features such as dead-fall embedded in the water is difficult. Deep water is not often found in swiftly flowing streams, so this should not be

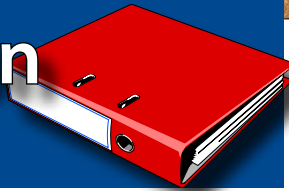
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## Division Notes



*Above: Sunrise Division members relax as Gary Myers begins the business meeting after Dick Hunter's photo presentation. (April 2011) Below: We have more space to meet compared to the fire station room. (January 2010)*



**This would  
allow  
members to  
participate  
who live  
too far  
away...**

The Sunrise Division April meeting began with a showing of some of Dick Hunter's many photographs of the Cumbres & Toltec. The scenes covered the seasons, summer and winter, with amazing pictures of the rotary snow plow working.

After this segment, Gary Myers, Division Superintendent, began a short business meeting. First up was a short listing of upcoming events, including one that is over a year away: the 2013 Regional Convention to be held in New Mexico. After some housekeeping announcements, Gary turned the meeting over to Rich Flammini, Rocky Mountain Region Promotions Chair.

Rich talked briefly about upcoming promotions for the Region, then spoke about the possibility of broadcasting live our meetings through the Internet. He suggested this would allow members to participate who live too far away to easily drive to our meetings in Aurora. He pointed out that our Division's eastern boundary extended all the way to Kansas, almost 200 miles away. Rich also proposed that members of other divisions might find it enjoyable to "virtually" join us on the web, pointing out that some divisions meet only twice a year.

After a lively discussion, the matter was tabled until further research could be done on issues such as ease of access to an active Internet connection and hardware/software requirements.

Gary called upon Bill Johnson to announced what new products were available at Caboose Hobbies. Bill had a chance to prepare this time and even mentioned some N-scale goodies.

The Tool Time Tips presented by Dick Hunter, Show & Tell segment, and David Bol's clinic were then enjoyed by the twenty-nine members attending that night.

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





There is another “falling water” that is a bit more famous. It is the well-known house designed by Frank Lloyd Wright and is considered one of his masterpieces. Actually called Fallingwater—no space between the words—the house and guest house were completed in 1937 at a cost of \$155,000.

It was subject to numerous construction problems, including serious roof leaks. Its owner, frustrated by all the repairs, was given to calling it “Rising Mildew.”



**Top Left:** David Bol used a brush to spread Water Effects™ in a Teflon™ pan, creating a ribbon that will be used to simulate a water fall. A second layer can be applied to make the “water” more substantial. **Bottom Left:** Members remove a strip of dried material that David had prepared earlier. This strip was then cut to size and glued into place using Hob-E-Tac™. It can take up to twenty-four hours for the “water fall” to dry. **Top Right:** As part of his demonstration materials, David had prepared a cascading stream scene, using insulation board and plaster cloth to create the form. He pre-colored the ground and stream. During the clinic, David demonstrated the techniques he described, and you can see both the glossy water and the cascades formed from the Water Effects™ ribbons. (Photos by Tom Frerichs)



## Falling Water — from page 1

a major issue. A combination of materials may be necessary, such as using Woodland Scenics Realistic Water™ in those areas where water would pool and gloss medium in other parts of the stream.

David then demonstrated using Woodland Scenics Water Effects™ to create cascading or falling water. Using Hob-E-Tac™, he glued prepared strips of “water falls” on one demonstration module. See the caption for a description of creating the strips.

He showed another material that can be used to simulate water on a sloped surface: crystal caulk. He had learned a lesson from an earlier clinic and brought two tubes of caulk—just in case one had dried out.

Using different tip sizes, David used caulk to blend the water fall strips into a river bed. He also used the caulk to create the entire water surface, noting that it would smooth as it set. You can use your fingers to help smooth the caulk. It has the distinct advantage over acrylic gloss medium of being much thicker in application. This allows embedding dead fall, rocks, or other material into the water. Setting time for the caulk is also short, being listed at three hours on the tube.

Caulk has an additional advantage: it remains flexible. It will not suffer from cracking which can happen using other materials. You will not end up with an unintended “Biblical parting of the waters,” which can happen with other products. —SH





## Scratch-Built Model From *MR* Plans

BY DON DEUELL

This is an HO-scale model of a three stall engine house as presented by Eric Stevens in the January and February 1953 issues of *Model Railroader*. According to Eric's research, the building still existed during mid- to late 1952. Also according to Eric, "The building was constructed around the turn of the century, but burned and was rebuilt in 1917. It is located at the far end of the Boston & Maine Clermont Branch, a 55 mile branch line that starts at Concorde, New Hampshire, and ends at Clermont Junction, where it connects with the Connecticut River Line of the Boston & Maine."

The model is totally scratch-built from scale-dimension basswood, basswood board and batten siding, crushed black granite for the foundation, and emery paper for the roofing. The interior is fully detailed and includes such items as a small bunk room, wood tool cabinets, a grease rack, and a fire extinguisher cabinet. —SH



Don Deuell is an HO-scale modeler and Sunrise Division member. His layout is an example of fine craftsmanship and attention to detail. Our division was privileged to visit his layout last year. In addition to being a model railroader, Don creates outstanding models of ships, many examples of which grace his layout room and workshop. (Photographs by Don Deuell)





Don  
Francis  
won the  
Caboose  
Hobbies  
gift  
certificate  
random  
drawing.



**Top Left:** Accidents happen, as Don Francis can testify: on his way into the meeting he dropped his bridge. Fortunately he had brought supplies to effect a repair. **Middle Left:** Dillon Allison brought photographs of real bridges, including a lift bridge in the 1950s and the Devil's Gate bridge on the Georgetown Loop. His Loop pictures spanned time, showing steam from the previous operators and diesel used by the current operators. **Bottom Left:** Stewart Jones brought a Micro Engineering kit of a Pratt through truss bridge, which he modified by adding Central Valley parts to "beef" it up for his railroad. **Right:** Gary Myers brought his photographs of model bridges on the Scenic Line Modelers' layout. At the top, freshly loaded Rio Grande coal gondolas from Salida are heading to Pueblo along the Royal Gorge route. A trestle spans a creek on the Monarch Pass wye in the middle photograph; and in honor of The Great Flammini, a fifty foot Grand Trunk Western box car crosses the trestle near Texas Creek. (Unless noted, photos by Tom Frerichs)

## Show & Tell



## Modelers Bridge Scales for April S&T

With a surprising number of entries, Sunrise Division members displayed scale models, either by photographs or the models, and photographs of 1:1 scale bridges from around the country. Given that most bridges are permanently placed in layouts, it was not unusual that most brought photographs of their work.

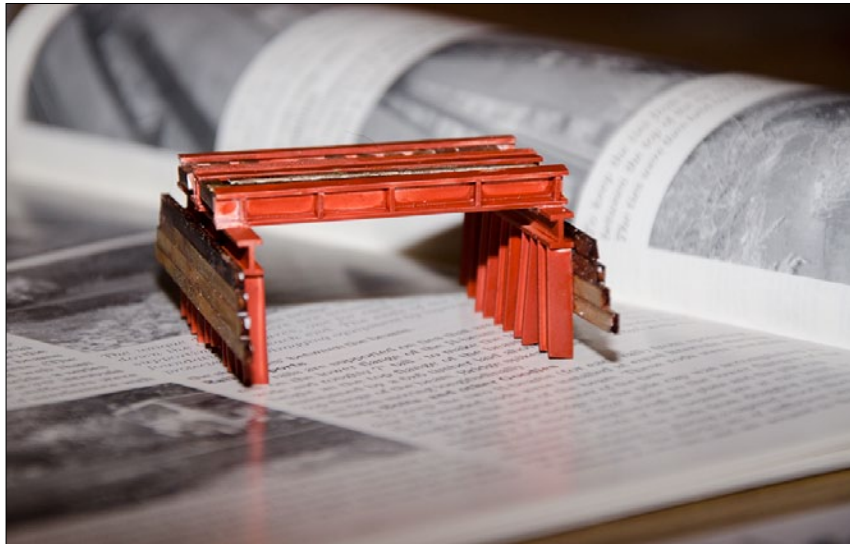
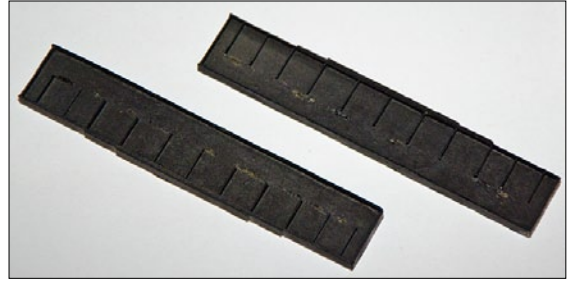
Enjoy this selection of modeled and real bridges shared by our members.

-SH





# More Bridges At Show & Tell



**Top Left:** Bob Hochstetter, seeing Steve Schweighofer's telegraph pole from last month, brought in this original Atlas N-scale bridge he had purchased many years ago. He was trying to take the "Most Kitschy Award" from Steve. **Top Right:** Steve Schweighofer wasn't playing this time. Instead he brought these beautiful scratch-built plate girders. They were made from stiff cardboard used to separate candy bars. **Middle:** This HO-scale "low clearance" bridge is from a C&NW prototype and was scratch-built by Jim Laird, based upon plans in Model Railroader. **Left:** John Kerbaugh has two bridges installed in his layout that were originally designed to cross a river. As John's photograph shows, his plans changed, and the river became a road instead. (Unless noted, photographs by Tom Frerichs)

**Right:** Bill Johnson brought this 150' HO-scale BLMA bridge. Bill's son had owned it, but because of some accommodations made to allow flex track, it wasn't 100% accurate. Bill's son is a civil engineer with the UP, and these inaccuracies were painful. To avoid any criticism from his son, Bill says he will model the Argentine Central. It had no bridges.

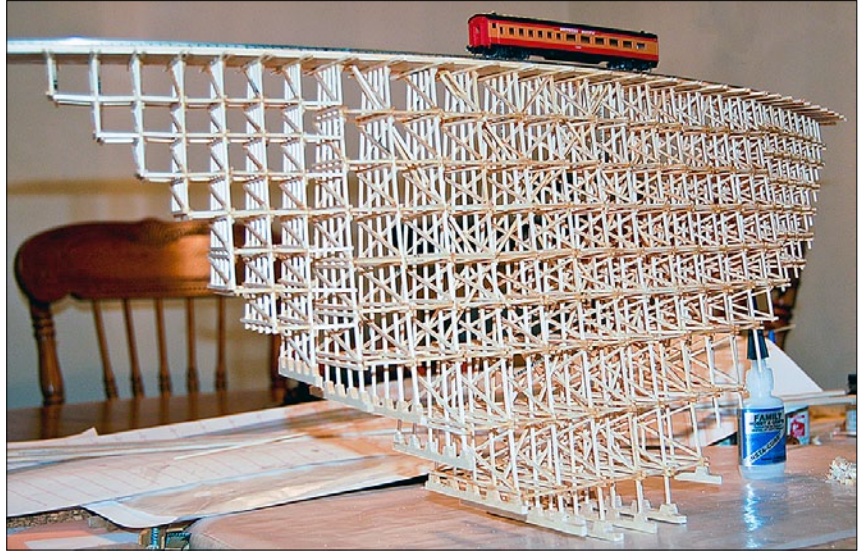




# More Show & Tell At April Meeting

N-scale modeler Frank Germa brought his photographs of several bridges. Shown is a curved trestle, both in the six foot N-Trak module (Below) and during construction (Right). The bridge is based on the Goat Canyon Trestle in Carrizo Gorge, San Diego County, California, and you can see video of the model at [www.youtube.com/watch?v=GpAtXGC3HfU](http://www.youtube.com/watch?v=GpAtXGC3HfU).

**Middle Right:** A Southern Pacific 4-8-4 in Daylight colors crosses a trestle below Mount Rushmore on this N-Trak corner module. (Photos by Frank Germa)



**Bottom Left:** From Tim Harkey comes a photo taken just to the south of Pueblo Junction. This truss bridge is on the main track heading south to Trinidad on the former Colorado and Southern. **Bottom Right:** Bridges don't have to be limited to railroads. Taken by Tim, this photo is along the Rio Grande right-of-way just north of Pueblo Junction at the highway overpass. There is a feed and seed distributor, serviced at one time by the Rio Grande, with retail offices on the upper street level and the warehouse and storage on the grade level. Just visible above the track on the underside of the bridge are metal pans that might have been smoke shields to help prevent soot build up on the underside of the bridge. There are three of these shields which would indicate there were two additional tracks: sidings diverging from the main track. (Photos by Tim Harkey)





# Bridges: Both Modeled and Practical

BELOW IS A GOOD definition of the word “bridge,” but it is missing one example of an obstacle: paths for people. Provided by Stewart Jones are a couple of examples of that kind of bridge. (Photos by Stewart Jones)



**Top:** This sub-divided Warren through truss, inspired by the Western Pacific/Union Pacific bridge at Pulga, California, in the Feather River Canyon, is seventy-six inches above the floor and crosses the entrance to his train room, avoiding a duck-under. **Middle:** This three-track draw bridge is a modified model of a Chicago & North Western bridge over the North Chicago River in Chicago, Illinois. The actual bridge has a skewed end while the model has a squared end. This bridge actually raises to allow entrance to the train room without a duck-under. **Bottom:** Exemplifying a more common use of model railroad bridges, this curved steel deck girder trestle spans a double-track main line and road. The photograph shows only about two-thirds of the entire bridge.



A bridge is a structure built to span physical obstacles such as a body of water, valley, or road, for the purpose of providing passage over the obstacle. Designs of bridges vary depending on the function of the bridge, the nature of the terrain where the bridge is constructed, the material used to make it and the funds available to build it.





GARY MYERS, SUPERINTENDENT

**Sunrise 2011 Spring Mini-Meet**

**W**hy a mini-meet? Well frankly, the Sunrise Division has many members missing out on our division meetings for various reasons, and we would like to provide another opportunity for many of you to be able to see what the NMRA is really about.

I have heard comments about the NMRA magazine is not on a par with other periodicals, such as *Model Railroader*, *Railroad Model Craftsman*, or *Narrow Gauge Short Line Gazette*. I get all three of those, and I agree that the *NMRA Magazine* is not on a par with those. The *NMRA Magazine* is not supposed to be: it is mostly about the people and activities of the NMRA.

Remember, the "A" in NMRA stands for "Association", and when you join, think of the NMRA as a club membership instead of a magazine subscription.

The mini-meet provides another venue where you can get to know your fellow modelers, talk about model railroading, see what others are doing, and have a fun day.

**What's planned?**

What is a mini-meet? A one-day convention may sum it up best. We're planning some clinics, half that have been presented at Division meetings—that you may have missed or would like to see again—and half that are new.

In the spirit of the Prototype Modeler Meets, we will have modelers display their wares for the rest of us to marvel at—drooling over is prohibited!

Achievement Program judging, for those interested, will probably not be available for this meet, but if you would be interested in that, please contact David Bol, Jim Laird, or me.

We will have some swap tables available for those of you who are willing to sell and for those of you willing to purchase more railroad stuff. The number of tables will be limited. If you would like one, contact me right away.

The morning will be dedicated to these activities. After the required lunch break, we will tour some of our fellow modeler's layout rooms and then call it a day.

Where and when is the mini-meet? We will hold the clinics, swap tables, and model displays at Holy Love Lutheran Church from 8:30–11:30 AM, with clean-up by noon, on Armed Forces Day, May 21. From 1:00–3:00 PM, we will have layout tours at some nearby households.

Admission is \$5 for a NMRA member, \$6 for a non-member, Military personnel price is half regular admission, and admission is free for those under 18 years old. Swap tables are \$5, limited to one per vendor. The proceeds will go to our sectional layout fund.

If you'd like to know what the organization is all about, come down, meet your fellow modelers, and have some fun. —SH



**Have some  
fun at the  
Sunrise  
Division  
Mini-Meet  
set for  
Saturday,  
May 21**



GARY MYERS — ACTING MEMBERSHIP CHAIR

**New Members & Renewals**

This month the Sunrise Division welcomes the following new members: David Bradford, Brian Brewer, Dennis Hagen, Frank Labor, and Richard Rehn. Hopefully, you will be able to meet your fellow modelers at a future activity soon; we look forward to meeting you. Your membership is in an organi-

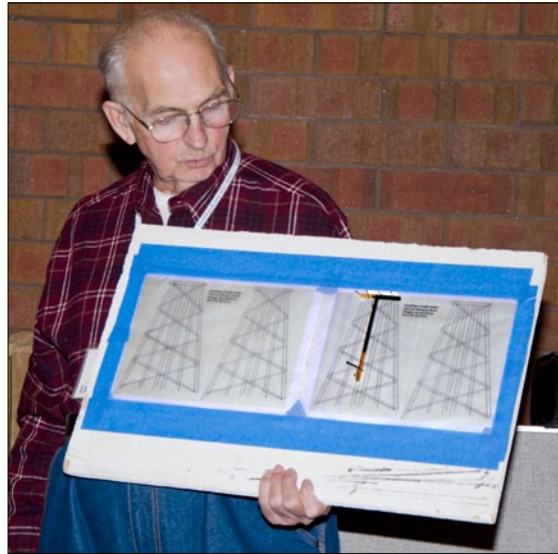
zation full of people, not a magazine subscription. Members are encouraged to participate in their division activities to get to know each other and make new friendships in the hobby. This is the real purpose of the Divisions.

Sunrise Division would like to thank eight others for their membership renewals.

**Ride Sharing**

If you are interested in car pooling, let me know; and I will try to link you up with someone nearby to make the drive to a meeting less arduous. We currently have one active car-pool from southeast Aurora, south of E-470 and east of Parker Road. If you already are making the drive and are interested in hosting a rider or taking turns for the drive, please let me know. —SH





## Tool Time Tips



**M**ass production of trestle bents made easy: that was Dick Hunter's Tool Time Tip in April. He showed how he had made a master template of the bent, copied it using his computer, and then mounted it on a pin board under wax paper.

Dick then pre-stained scale wood using a Magic Marker™ and cut it to size, using the templates as guides. He would pin the wood on the board and glue in place. Once the glue set, he could easily lift off the completed bent. —SH

## Letters to the Editor

information. My nefarious plan has worked, and this month I plan on misquoting someone else.

I'm sure your explanation was correct and clear. It was my fault for not catching the full story.

—*The Sloppy Editor*

**Adding this  
to plaster  
powder  
will cause  
the plaster  
to harden  
faster**

*Hi Tom,*

I just read the *Sunrise Herald*, and as always you did an excellent job. However, there is one mistake, and it was attributed to me. In the article about plaster casting you noted that I made a recommendation to speed up the setting of plaster in molds.

What I said, and apparently not very clearly, was that if set plaster — any gypsum product really: plaster of Paris, Hydrocal, etc.—is placed in a volume of water and allowed to set for a period of time, it will create a clear slurry. This slurry will be saturated with calcium ions from the dissolved calcium sulfate dihydrate (gypsum). Adding this to plaster powder will cause the plaster to harden faster as there are extra calcium ions now available.

In other words—take any excess plaster that set up before you used it, and rather than throwing it away, break it up into pieces, put it in an old gallon milk jug, fill the jug with water, and wait a couple of days. Use this clear slurry to mix your next batches of plaster for creating rocks, and watch it set up faster with no decrease in strength compared to just plaster and water.

If you want to make this correction in the next Herald, fine. If you don't have the space, I understand.

—*Bob Hochstetter*

*Bob,*

What you didn't realize is that my mis-reporting was a clever way to get an article filled with useful

## Your Model Railroader Horoscope



### 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.



### Taurus

*April 22–May 21*

Sad news will come your way this year. You will discover that you are not a powerful Zodiacal avatar; you are a Ford automobile. This will seriously affect your life because you will only want to model grade crossings. All of your endeavors will be subordinated to your cross-buck passion. You even think about getting slot cars. There is no hope.



# Module News



The Module Group has been meeting almost weekly to work out design and construction plans.

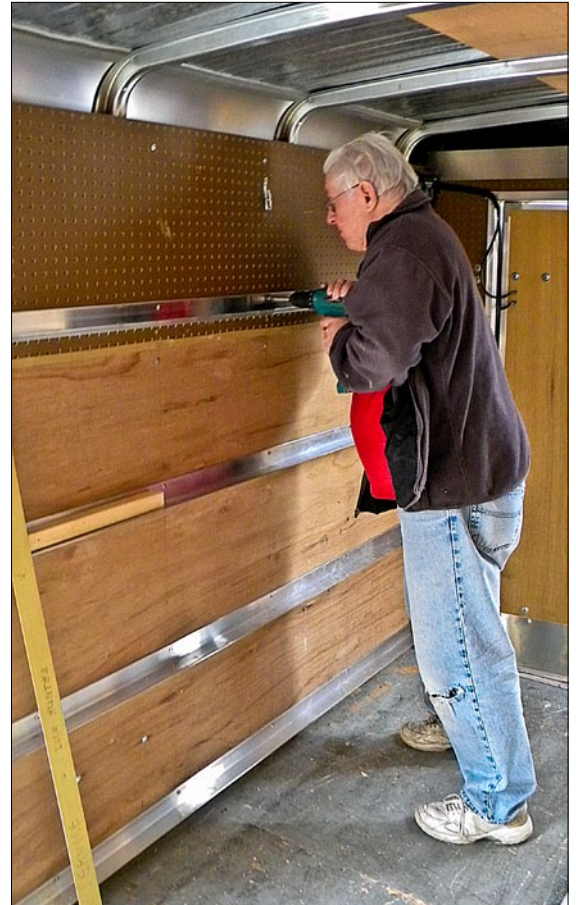
Solid progress is being made. That was the news that Module Group chairman Don Francis delivered to Division members at the April meeting. Using photographs taken by Dick Hunter, Don showed how the aluminum angle had been mounted in the Division's trailer to support the fourteen modules that will make up the portable layout.

The Module Group has been meeting almost weekly to work out design and construction plans. The basic module form has been decided, as has the major scenic elements. The track plan will include two main loops running through rolling hills like those of eastern Colorado.

Currently the group is working out the particular industries and other structures that will be modeled. Very tentative plans lean towards having two small towns, one very small with matching industries, such as a feed mill and farm implement dealer, and the other would be larger and feature larger industries such as a meat packing plant or sugar beet factory. A ranch or farm scene is also planned.

After a long time planning, with a break taken while planning and running the Tracks to Alamosa Convention, solid progress is being made. For more information, contact Don Francis. —SH

**Top Right:** Don Francis puts a little weight behind a cordless drill as he attaches aluminum angles that will support modules. **Middle Right:** The Division owns a trailer that will be used to carry the modules, supporting legs, and other material to a display site. **Bottom Right:** A module frame mock-up was made to check clearances. The actual frames will be much taller. Notice the door hinges? Those will be used to connect modules together to keep them aligned. (Photos by Dick Hunter) **Bottom Left:** Members of the Module Group listen to chairman Don Francis as they meet at Dick Hunter's house. Pictured (l-r): Nate Bryant, Don Francis, Stewart Jones, Dick Hunter, & Gary Myers. (Photo by Tom Frerichs)





## Where & What Is It?

First, the answer to last month's puzzle: this is a power plant located between Walsenburg and La Veta, Colorado. It was served by the Rio Grande.

There is a story behind the picture choice. During Module Group meetings, Dick Hunter had talked about this power plant as a good example of the kind of industry we could model. He said he had a full set of photographs, but they were not readily available.

In the meantime, I—Tom Frerichs—had purchased a slide scanner to digitize a number of pictures taken by my grandfather and others over a period of sixty years. I grabbed a tray to get some slides so I could learn how to use the new equipment. The first one I scanned was this photograph I had taken it in 1975, long before I had any major interest in model railroading. It was just an interesting building.

Now, for this month's puzzle. This photograph, taken by Dick Hunter, poses an extra question. You get to answer, in addition to where and what, the question "why?" As before, the answer will be in next month's *Sunrise Herald*.

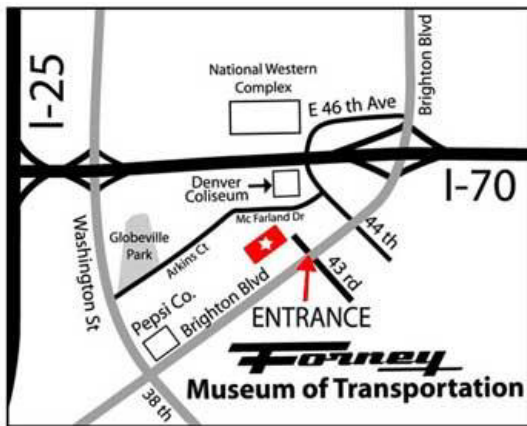
—SH



Power plant in southern Colorado.



Photo by Richard Hunter



*This map to the Forney Museum will come in handy if you go to the Moffat Modelers Junk Meet on May 14.*

## N-Scale "Junk Meet" Set

The Moffat Modelers, an N-scale group with a large 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. Enter thru the gray steel door at the top of the short staircase located in the rear parking lot to the left of the large loading dock doors. Admission price is cart loads of stuff to trade, but even a single car will do. Other participants include Denver Area N-Scale, DENTRAK, Independent N Scalers, and the 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.

E-mail Frank Germa at fgerma@yahoo.com, Chris McKenna at jocomoinc@friti.com, or Patrick Lana at pglana@comcast.net for more info.

—SH

## Clinics Can Be Online

Unfortunately, we did not have space last month to publish this link to a video of an interesting clinic on installing a DCC decoder in an HO-scale diesel locomotive. You can see the innovative techniques adopted by this modeler for his fast, simple installation technique at <http://www.youtube.com/watch?v=T17yL3EAW&feature=youtu.be>

—SH

## Free Online Model RR Magazine

You may already know about the on-line magazine *Model Railroad Hobbyist*, but if you have not yet looked at it, you are missing a treat. Each month's issue has several articles of interest to model railroaders, and the best part is that it is free.

You can get it at <http://model-railroad-hobbyist.com/ezine>. Because of its size, you really should be on a high speed data link, not dialup.

—SH



**NMRA Membership:**  
Your investment  
in your future in  
model railroading!



## Focus on the Future



### Plan On Attending May Clinic

Knowing that many of us suffer from a lack of confidence, Don Francis is going to help us out by giving us tips and techniques to use as we design our model railroad, including construction, track planning, and other “stuff” that you will want to know and do. It is time to get your empire up and running.

Show & Tell features diesel locomotives, and the Tool Time segment features Paul Smith talking about “bad foam.”

—SH

### Division Mini-Meet Set May 21

Don't forget to mark your calendar for the Sunrise Division Mini-Meet to be held at Holy Love Lutheran Church, 4210 South Chambers Road, Aurora. Clinics from 8:30 to 11:30 AM, and layout tours in the afternoon. For more information, see Gary's From the Chief column on page nine.

—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.

May 5..... Diesel Locomotives  
June 2..... Passenger Cars  
August 4..... Off Line Structures

### 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

- ◇ *May 5, Sunrise Division Meeting*, Holy Love Lutheran Church, 4210 South Chambers Road, Aurora, Colorado. 7:15 PM
- ◇ *May 14, N-Scale Junk Party*, Forney Transportation Museum, Denver, Colorado. 10 AM — 4 PM. Contact: Frank Germo, [fgermo@yahoo.com](mailto:fgermo@yahoo.com); Chris McKenna, [jocomoinc@frie.com](mailto:jocomoinc@frie.com); or Patrick Lana, [pglana@comcast.net](mailto:pglana@comcast.net)
- ◇ *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
- ◇ *May 21, Sixteenth Annual Albuquerque Railroad Fair*, School Arts Building, New Mexico State Fairgrounds, Albuquerque, New Mexico.
- ◇ *May 21, Sunrise Division Mini-Meet*, Holy Love Lutheran Church, 4210 South Chambers Road, Aurora, Colorado. Clinics 8:30—11:30 AM. Layout tours in the afternoon. Admission \$5 for NMRA members, \$6 for non-members. Under 18 free. Military half price.
- ◇ *June 1–30, Calling All Train Railroad Art and Photography*, Fremont Center for the Arts, 505 Macon Avenue, Canon City, Colorado 81212
- ◇ *June 2, Sunrise Division Meeting*, Holy Love Lutheran Church, 4210 South Chambers Road, Aurora, Colorado. 7:15 PM
- ◇ *June 4–5, Limon Railroad Days*, Limon Depot Museum, Limon, Colorado. Free admission to Museum and Heritage Center. Saturday 9 AM — 4 PM, Sunday 10 AM — 3 PM. \$3 admission to swap meet & train show.
- ◇ *June 6–9, Ridgeway Railroad Museum Work Week*, Ridgeway Railroad Museum, Ridgeway, Colorado
- ◇ *June 8–11, Friends of the Burlington Northern 2011 Convention*, Gillette, Wyoming
- ◇ *June 16–19, Santa Fe Railway Historical Modeling Society Convention*, Hassayampa Flyer, Phoenix, Arizona
- ◇ *July 3–9, Extra 2011 West*, NMRA 2011 National Convention, Sacramento, California. <http://www.x2011west.org>
- ◇ *July 7, There will be no Sunrise Division Meeting.*
- ◇ *September, Rocky Mountain Region Annual Convention*. See *Callboard* for details.