



Sunrise Herald

June 2011

Volume 4, Number 6

Planning a Layout?

May Clinic Was On Topic

Don Francis was Sunrise Division's May clinician with his presentation on layout planning. His clinic did not focus on a particular area of planning; he did not limit his discussion to just track layout or scenery design. Instead, Don gave an overview of the entire process from conception to realization.

Planning a layout is more than drawing track plans. For example, the available space for the layout is a definite limit, Don said. He emphasized allowing enough space for the people operating or viewing the layout. If your aisles are too narrow, then you will not enjoy running trains or showing off your layout to visitors.

Don discussed the importance of a back story for the proposed layout. A back story relates the history of the line, why and how it was built, and the locale and time that is being modeled. It may be the history of a prototypical carrier or a reasonably detailed description for a freelanced railroad. Regardless of how it is created, that back story will help the modeler choose the right equipment, scenery, operation, and industries. Not only will it make the layout consistent, it will also help make it believable.

Your reasons for building a layout also determine many of the necessary compromises you will make when it comes time to build bench work and lay track. A



Using notes, discussion, and PowerPoint slides, Don France offered his layout planning clinic to Sunrise Division members at the May meeting. (Photo by Tom Frerichs)

layout featuring spectacular scenery may have different planning priorities than one designed for realistic operation.

Don made two suggestions regarding track plans. First, avoid the tendency to devote every square inch of your layout to track work. He said a layout plan needs to "breathe" a bit and that too much track would both limit your available scenery space and could become a maintenance nightmare. Second, he suggested that selecting industries to model first, then developing the track plan around those industries, would make your planning much easier.

Among his suggested resources, Don recommended several books. Included were *Track Planning for Realistic Op-*

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Sunrise Mini-Meet

BY GARY MYERS, DIVISION SUPERINTENDENT

We held our first NMRA mini-meet on Armed Forces Day, Saturday, May 21. The day started with us setting up early as we starting at 7:30. Attendees were welcomed with coffee and donuts at the walk up registration. The agenda included clinics and socializing in the morning followed by a lunch break and layout tours.



Clinic participants watch the screen as presenter Stewart Jones (far right) explains prototype signals.

Clinics

Michael O'Neill started off the morning with a revamped presentation of his engineer training on the Cumbrés and Toltec Scenic Railroad that included videos and engine animations depicting how steam locomotives work. Stewart Jones presented a new clinic on prototypical signalling with new graphics and photos that helped explain different signal types, definitions, and usages. Tom Frerichs went through a detailed presentation of DCC, diagramming set up, explaining how it works and goes together. All three presentations were first class, worthy of any National Convention (better than some I have attended at National).

Model Displays

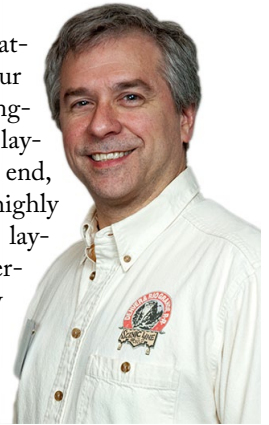
John Griffith and I brought some models for display. We also discussed various weathering methods and model enhancements which is a popular activity at the Railroad Prototype Meets. At these meets they also display not only finished projects but projects about to be started and underway. This is an idea I would like to adopt in our monthly Show & Tells: completed projects are not required.

Swap Tables

The Sunrise Swap table and more were available for items for sale. Proceeds from donations for the Sunrise Swap table were designated for the Sectional Layout fund. EDITOR'S NOTE: *I bought my very first HO-scale locomotive for only \$8...to demonstrate DCC decoder installation. It doesn't seem to work on my track.*

Layout Tours

After a lunch break, attendees were able to tour three HO-SCALE layouts ranging from very small to large layouts. Anchoring the north end, Doug Wells displayed his highly detailed, shed-housed layout, which features a different micro-scene every few inches. Doug keeps adding more people, vehicles, and other details along his local freight routes on which he runs short to medium length trains.



Centrally located, I hosted my son's Time-Saver layout, which is a one hour operating session switch puzzle. We are still adding details, and we have a long way to go to catch up to Doug.

The tour ended in the western part of our division with Stewart Jones's fantastic triple deck Boreas and Saguache Railroad, which is completely signalled

Continued at Sunrise Mini-Meet Success — page 3



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

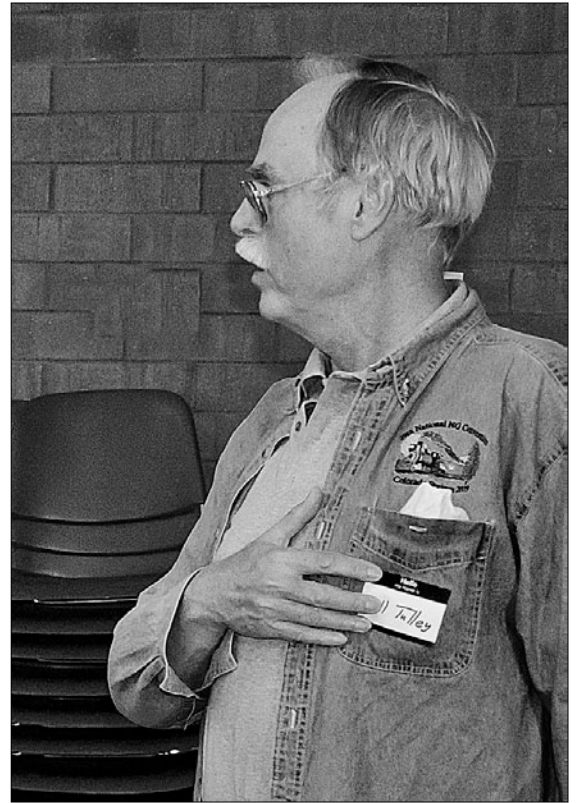
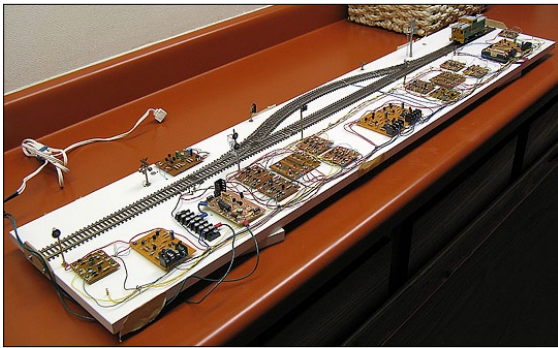
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Sunrise Mini-Meet Success — *from page 2*

and thoroughly detailed. The B&S features lots of ideas, scenic details, and several long consists. It emphasizes heavy operation.

The meet had twenty-three attendees, including three distinguished visitors from the great state of Wyoming. Local participants came from as far away as Boulder. The meet was scheduled before Memorial Day weekend to avoid conflicts with summer vacations and conventions. Unfortunately, high school graduations, the Lakewood swap meet, Sherman Hill train show, and South Suburban Layout Crawl all took place the same day. Many were committed to be somewhere else and missed our meet. Hopefully we can coordinate better for future mini-meets.

Thanks to all who attended, the clinicians for putting together such great clinics, the layout hosts opening up their layouts, Jim Laird for setting up the Church and providing coffee and donuts, and everyone who helped to set up and tear down. —SH



Top left: As part of his presentation, Stewart Jones brought his signalling component demonstration board. (Photo by Gary Myers) **Bottom left:** Gary Myers, Sunrise Division Superintendent, and Harold Huber, current Rocky Mountain Region President and distinguished guest from Wyoming, talk about the upcoming RMR board meeting which was held later that day in Colorado Springs. **Above:** Another distinguished Wyomingite, Bill Tulley, our Rocky Mountain Region Contest Chairman, looks surprised, but is really just putting on his name tag. (Photos by Tom Frerichs)



May Clinic — *from page 1*

eration by John Armstrong, *Scenery Tips and Techniques* by Kent Johnson, and *The Fabulous Franklin and South Manchester* by George Selios. Don's copy of *Track Planning for Realistic Operation* was a first edition; the book has been updated and is now in its third edition. All of these books are currently in print and available through Caboose Hobbies or online through Amazon or Barnes & Noble.

Don's final recommendation was to take into account NMRA Standards and Recommended Practices. Making sure that your minimum curve radius is appropriate for the kind of equipment you plan on running will help ensure successful operation. He also said using the NMRA gauge for your scale to check clearances in addition to track and wheel gauge will help make your layout a success. —SH

Modeling the MoPac In N-Scale

BY BOB HOCHSTETTER

My interest in the Missouri Pacific Railroad was sparked by a photograph of an Eagle passenger train of the late 1950s.

When my wife and I recently purchased our current basement—with a house over it—I imagined the mighty Missouri Pacific of the late 1950s running through it in N-scale. The allotted space is a 23 foot by 23 foot finished “media room”. Who needs a media room when you can have a model railroad?

While the layout is nowhere near completion, I do have a plan and a theme, Little Rock Union Station with MoPac passenger trains running through it day and night.

The bench work is almost completed, and the valances, backdrop, and lighting are installed. But there is still a lot to do, besides the obvious painting and track laying—in a word: research.

I visited Little Rock for one of the Missouri Pacific Historical Society’s annual conventions years ago but a model of its station did not occur to me at the time. So I need to find pictures of the station from the track side. There are many pictures of the front of the building but not many of the track side.

I also need information and pictures of the industries that the railroad served in Little Rock and the MoPac’s bridge that crosses the Arkansas River from North Little Rock. I need to determine if there was a railway post office or an REA building near the station; and if I should attempt to mod-

el North Little Rock? Did it have industries served by the MoPac? What about that interesting highway bridge that is seen in many photos? What are its dimensions? Can I work it into the area, too?

I still need to determine the passenger train schedules and the consists of those trains. So, you see I still have a lot to do before I lay any track.

Can I model Little Rock Union Station exactly? Not a chance, but I hope that I can give a general impression of the area and the railroad.

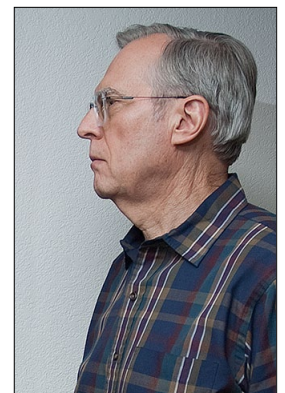
Are there sources of information in books, the Missouri Pacific Historical Society’s publication, the *Eagle*, and on the internet? Sure, but it is hard to get an accurate idea of the area without visiting the place. That is why I intend to visit the Little Rock Union Station soon.

Now before I dash off to do a little more carpentry on the layout, here is a photo of Little Rock Union Station. Well, at least in my mind, I can see it. —SH

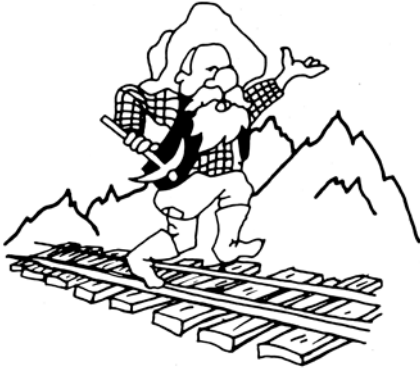


EDITOR’S NOTE: If you are modeling a specific prototype or even a specific area, joining an historical society for that railroad, such as the Missouri Pacific Historical Society, will prove invaluable, not only as a source of information but as a way to meet others interested in the same topics.

The Missouri Pacific Historical Society can be reached through their web site at www.mopac.org. (Photographs by Bob Hochstetter)



Bob Hochstetter, in addition to being a fine N-scale modeler and member of Sunrise Division, is currently President of the Missouri Pacific Historical Society.



Do You Remember When?

What were you doing twenty years ago?

BY DICK HUNTER

Twenty years ago, the Rocky Mountain Region was up to our necks in preparing for the Mountains of Fun '91 convention. This was the National Model Railroad Association's annual convention and train show for 1991.

It all started in 1986. The NMRA Board of Trustees did not have a bid for the 1991 convention. They asked us to put it together. At the fall RMR board meeting, after much discussion, a vote was taken. It was ten to eight in favor of doing the convention. There were mixed feelings about doing this.

The initial planning committee was: George Sevier, Chairman; Dick Hunter, Vice Chairman (my wife wanted to know exactly which vices I was chairman of); Bill Johnson, Inside Activities Chairman; Bruce Burbank, Outside Activities Chairman; Norval Rose, Promotions Chairman; and Ken Gustafson, Administration Chairman. Shortly after getting started, Norval Rose and Ken Gustafson had to drop out due to work commitments. George and I took over those committee responsibilities.

In addition to the above, there were at least twenty others in key roles and we had over 100 people actually working at the convention.

Between the fall of 1986 and the spring of 1991, a lot of work went into planning and preparing for the

convention. In the last year, many meetings were held and many hours were spent by the various committees to get ready.

Along with our preparation for the convention, the N-scale folks were working on their own convention as we were doing simultaneous NMRA and N-scale conventions. These were located one block apart in downtown Denver.

The convention had 1,623 primary registrants and 1,158 family members for a total of 2,781 attendees. We had 139 tour departures with 7,724 people on board going to layouts, industries, etc. We went as far as Leadville and Pueblo, plus a trip to Winter Park on the Ski Train.

We had a large company store and the Denver HO Club hosted the silent auction for us.

I put together a Post Convention Tour which included riding the Durango & Silverton Narrow Gauge Railroad, a freight special on the Cumbres & Toltec Scenic Railroad, and tours of the route of the Rio Grande Southern Railroad, Mesa Verde and Great Sand Dunes. We had three busses and drivers, 106 guests, and six guides for five days.

The convention and train show brought the RMR \$58,000. The auction and company store another \$3,000 and the post convention tour netted \$9,000. The RMR donated \$12,000 to pay off the NMRA Headquarters building loan. -SH

ROCKY MOUNTAIN TOUR '91

JULY 7 - 11, 1991

Durango & Silverton N.G. RR
Cumbres & Toltec Scenic RR
Rio Grande Southern RR
Mesa Verde National Park
Great Sand Dunes National Park

5-Days/4-Nights
Transportation / Ticketing
Accommodations / Eight Meals
Railfan Guides / and more

ROCKY MOUNTAIN REGION, NMRA
P.O. BOX 31002 • AURORA, CO 80041

Above: "Rocky" logo for the convention. Top right: Advertisement for the tour that followed the '91 Convention. Below: Convention advertisement. Both of these ads appeared in the NMRA Bulletin, Model Railroader, Model Railroad Craftsman, and other publications. (Courtesy Dick Hunter)

91 REASONS FOR ATTENDING MOUNTAINS OF FUN IN '91

DENVER, COLORADO
JUNE 30 — JULY 6, 1991



60 First Class Clinics
50 Great Layouts of All Scales
13 Prototype Tours
13 Railfan and Tourist Tours
5 Industry Tours
100,000 Square Feet of Exhibits
Etc., Etc., Etc.

WELL, THAT'S NOT EXACTLY 91 REASONS, BUT YOU GET THE IDEA.

THE 1991 NMRA NATIONAL CONVENTION
SPONSORED BY THE ROCKY MOUNTAIN REGION, NMRA
P.O. BOX 31002 AURORA, COLORADO 80041



Richard Hunter, known as Dick to his friends, is a life-time member of the NMRA, past RMR official, and founder of Sunrise Division. In addition to modelling, he is a C&TS, D&SNG and other narrow gauge railroad enthusiast.



Don Francis's HO-scale steeple cab has been painted but not lettered. It was assembled from a Cannonball model on a Bachmann 25 ton diesel drive. It has a DCC decoder.

Show & Tell



This HO_N3 Grandt 23-ton box cab for the Red Granite Southern was Jim Laird's HO_N3 offering



Dick Hunter brought these Roco HO_N30 Plymouth and Westside Model Company HO_N3 D&RGW locomotives.



Rich Flammini brought these EMD E8/9 HO-scale locos. He said the CB&Q often ran their engines "elephant style," and he had the published pictures to prove it.



This Boreas & Saugache Railroad HO-scale PA set was hand painted and lettered by Stewart Jones for his home layout.



Frank Germa brought this N-scale model of the New York Central jet-propelled rail car. Technically, it isn't a diesel engine, but it is fun.



Another fine Don Francis offering, this HO-scale Atlas model with a Kato drive of a Alco RSC-2 was painted and lettered by Don.



Dick Hunter was the winner this month of the largest number of models brought. In addition to the small locomotives found on the previous page, Dick brought these HO-scale models of the Bicentennial diesel, which is fairly rare because the maker did not have permission to use the Presidential seal, and a model of the UP Desert Storm commemorative locomotive.



N-Scale Junk Meet Was N-teresting

BY PATRICK G. LANA, MMR

Yes, you read correctly. An N-scale Junk Meet was held in Denver on May 14. It all started when a couple of N-scalers decided to see what treasure the other guy had in his junk box. Now we all have junk boxes full of cars, locos, track parts, etcetera, etcetera, etcetera. The two ended up trading locos and a number of other things like cars, couplers and trucks. Then they got thinking, which can al-

ways be dangerous. Why not hold a "Junk Party" in one of their garages. They soon realized they could be overwhelmed in a garage so they went looking for a venue.

Searching For A Place

That venue turned out to be the Moffat Modelers at the Forney Museum. The Moffat Modelers are modeling the Moffat Line from Denver to the Moffat tunnel in N-scale. The all-NMRA club is relatively small in terms of members but has a large twenty by one hundred-thirty foot layout.

After talking to the Forney Museum folks to make sure it was okay with the museum, the club agreed to host the meet based on the meet's objectives.

More Than Just a Swap Meet

Of course, the first objective was to get a place to buy, sell or trade N scale items. The second objective was to bring the N scale community together for some networking, and last, but not least, we wanted to show off the Moffat Modelers layout and all the progress they have made. The Forney Museum also had a dollar off admission coupon for Junk Meet attendees so the museum was promoted as well.

The junk meet concept was discussed with other organizations to see if they were interested. The organizations that came on-board (pun intended) were the Denver Area N-Scale, DENTRAK, Independent N Scalers, Boulder Model Railroad Club, and some local NMRA Divisions.

Initially, they were only asked to advertise the meet in their newsletters and e-mail. In hindsight, we should have asked for volunteers from other organizations to help with logistics.

Getting the Word Out

About two months before the meet, we e-mailed an electronic flyer (left) to the individuals, clubs, organizations, hobby shops, and local manufacturers we knew about. The flyer was also posted in local hobby shops. Our intent was to spread the word via e-mail and word of mouth rather than incurring a lot of costs.

About two weeks before the Meet an electronic reminder was sent out. In the meantime, the Moffat Modelers were busy getting their layout cleaned and ready to run.

The Turnout Was Gratifying

We had no idea how many people would come nor how much junk, i.e., treasure, they would bring.

Over fifty people signed in. An estimated sixteen or more traders and sellers were at tables of about 130' running length. It was hard to determine how many traders and sellers came and went as some sold out before noon, while others came in about the same time. We had two major vendors and one fellow who had estate sale items.

From the sign-in list, some interesting facts emerged about attendees. The furthest north was from Alliance, Nebraska. The furthest east was from Arriba, Colorado. The furthest south and west was from Chandler, Arizona. States represented were Colorado, New Mexico, Arizona and Nebraska.

Many people brought a small number of N-scale items to trade and no money. Others brought items and cash to buy. Since the only admission charge was a piece of N-scale junk, anyone could come in. Getting participation was more the objective than making money. Although an admission charge would have raised money for the club, it may have raised the question as to how to "share" it with other participants. Anyway, the Moffat Modelers Club had a donation can for anyone who wanted to donate cash and a donation box to leave any junk they brought they did not want to take home.

Many used the DC test track on the layout but few used the DCC test track. Disappointingly, no one brought trains to run on the Moffat Modelers approximate 370 foot mainline.

One Person's Junk is Another's Treasure!

N Scale Junk Meet!

From Junk to Brass! N scale Vintage to Modern!

The more one brings the more one has to trade for other treasure!

Any N items you want to bring: Locomotives, Structures, Rolling Stock, Track & More.

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-- cartload(s) or a single piece of rolling stock for sale or trade.

Plenty of space, but bring your own tables
(Tables not available on site)

Hosted by
The Moffat Modelers, an NMRA Club
With participation by
Denver Area N Scale, DENTRAK, Independent N Scalers, Boulder Model Railroad Club, local NMRA Divisions and many individual N scalers.

Vendors welcome
(Open for setup at 9am)

The Moffat Modelers Layout will be running for your N-Joyment.
The Forney museum will be open at its regular admission price.

If any questions, e-mail:
Frank Germo fgermo@yahoo.com
Chris McKenna jocomoie@frit.com
Patrick Lana Pglana@comcast.net

An Opportunity to visit with other N scalers!

Electronic PDF flyer sent to individuals and the organizations listed in text.
(Courtesy Patrick Lana)



An afternoon view of the Junk Meet looking from the front to the rear of the building. The layout is to the right of the building posts. Merchandise tables were on both sides of the aisle and behind the photographer. (Photo by Chris McKenna.)

N-Scale Junk Meet — from page 8

Was it worth it?

Many stories and much feedback came back after the meet.

One participant e-mailed that he neither acquired nor sold anything, but did donate a couple of cars. He said it was great to talk to the guys at the museum and “Maybe after I retire, I can participate rather than just visit.”

That evening, Tom, an enthusiastic N-scale collector, telephoned to ask how the attendance was after noon as he and Bill, an avid N-scaler and NTRAKER, had to leave. He said Bill had sold

one car and he had not sold any. By the tone of his voice, I was expecting him to be upset by lack of buyers so I braced myself.

Then he launched into a detailed explanation of how he collects N-scale cars and the Micro-Trains Christmas cars. It just so happens, Mark of Alliance had the only car (a caboose) that Tom was missing from his Christmas train collection. According to Tom the car was worth \$100 on the collector market but he bought it from Mark for under \$20! Tom was overjoyed for he had been looking for this car for many years. In summary, Tom thanked us for having the Junk Meet, complimented the club on having a lot more done than when he last saw the layout, and wanted to make sure we know that he would like the Junk Meet to happen again as he really enjoyed talking to everyone.

Another participant e-mailed, “Thank you for a great time at the meet. I think for the first time it went really well. I think with a little more advertising it could become better every year.”

What lies ahead?

And that brings us to the future. The meet was good for the club specifically and for Denver N-scale in general as the last N-scale specific meet or convention in Denver was held about five years ago. There was even talk of putting on an N-scale convention in the future. It is doubtful that will happen unless the leadership comes forward.

For next time, the publicity will need to get

out earlier and in hard copy form. The e-mail flyer worked great to reach N-scalers that belong to organizations, but to reach the general N-scaler hard copies are needed. The time will probably be set for a Saturday in May from 10 AM to 2 PM. Although the meet was open from 10 AM to 4 PM, most had left by 3 PM.

Although the name “Junk Meet” was unique and brought in some who would not have come, it probably will not be used again. To be less confusing, the name “N-Scale Gathering” may be used to signify an informal swap meet setting.

By our objectives, the meet was a success in spite of a cold, rainy Colorado day. N-scalers traded and bought and sold; they networked with other N-scalers; and they admired the Moffat Modelers layout. I personally N-joyed the Junk Meet by finding N-scale treasure while meeting new friends and renewing friendships with other N-scalers in our geographic area.

—SH

Patrick Lana is a Master Model Railroader whose N-scale CRANDIC railroad has been featured in the pages of Model Railroader and other magazines. Beautifully detailed mid-western scenery provides a background to the operating sessions he regularly hosts.



Module News



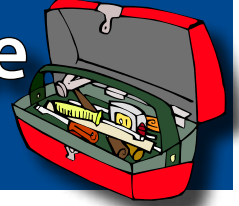
Track planning is the current task of the Module Committee. A two track mainline has been laid out, generally parallel but separating for scenic effect at points, and now the sidings are getting added.

The committee has determined that the layout will consist of a large town and a small town on opposite sides of the loop with rural areas bridging these scenes. A selection of industries to model has been decided, and the rest of the plan is being developed to serve those industries.

—SH



Tool Time Tips



Paul Smith (left) has a large collection of carefully stored brass HO-scale locomotives. After reading an article in *Model Railroader* about the effects of the “bad foam” used as packaging, he started checking those locomotives to see if any had suffered. Unfortunately, he found that some of his locomotives had been damaged.

Paul brought several samples of foam and examples of the damage that could happen. Perhaps the most unusual occurred to the locomotive pictured below in the box with red packing foam. Although the engine had been wrapped in plastic and did not have any contact with the foam, the red coloring bled through the clear wrap and discolored the brass.

He is currently in the process of repackaging all of his locomotives, removing any foam that shows signs of deterioration. His Tool Time Tip was to warn others of this problem. —SH



What Is It?

Dick Hunter, who took the photograph, explains: I found this “thing” sitting in the Antonito Yard in 1988. It is a one and a quarter-sized caboose sitting on a narrow gauge flat car. Many of you have seen the interior of this “thing,” but you only saw the interior in the movie *Indiana Jones and the Last Crusade*.

Notice the outrigger on the near side? This was used to mount a camera to shoot through the small window. It is also obvious that this “thing” could not travel far without knocking over signs, switch stands, etc. or breaking off when hitting rocks and trees.

I understand that in the movie, the fight on the top of the cars took place going around Windy Point. For those not familiar with Windy Point, the first step is a long one. —SH



Membership Report



BY GARY MYERS, ACTING MEMBERSHIP CHAIR

This month Sunrise Division welcomes Steve Campbell from Parker. Actually, Steve is also listed as a renewal, so I suspect he was a NMRA member in a different area from some time ago or at least before I tried keeping track of all the members living in the Sunrise Division territory. We hope to see him as a regular at our Division meetings.

Speaking of renewals, Sunrise Division would like to thank two others for their membership renewals last month.

Relocations

During my quest for layouts for the Mini-Meet layout tour, I got in touch with Brian Horner. I discovered it would be impossible for him to be on the layout tour as he has moved to Salt Lake City. Hopefully, Brian can hook up with Mark Evans's group out there.

Last Run

Unfortunately the NMRA community lost Life Member Ralph Moore recently. Although he had not been active in the division recently, Ralph had been a member of the NMRA since 1950. We offer our condolences to Ralph's friends and family. -SH

From The Editor



Author Pictures & Shady Pasts

As sort of an "uptown" feature, I decided to include pictures of the authors featured in this issue. It was easy enough to get a mug shot of Dick Hunter; I had earlier made him pose for a portrait. I had only one picture of Patrick Lana, taken when he gave a clinic at our division, but it was not too unflattering. Then came time to find a picture of Master Robert Hochstetter.

I had several pictures of Bob, but I could not find a good shot. I had one featuring him full face, but it looks a bit like he had swallowed a bee. The picture you see with his story is the best I could find and was taken as he was standing on the stairs at the CRANDIC open house having a conversation with Patrick Lana.

The problem is that every time I look at that picture I think it should have a matching full face shot, and they both should have a board featuring his county jail booking number.

This is an unkind thing to do to a man immortalized as "Bob N Repair" in the *NMRA Magazine*. However, I am not alone. After telling a mutual friend about this problem, I got an e-mail back that said, "I just went back through some of my photos and all I could find of Bob is the same kind of expression, like he has just been arrested." Bob might have a future on *America's Most Wanted*.

What's All This N-Scale Stuff In the Herald?

As an avid N-scaler I often twit my HO brethren about their choice of scale. What do you mean, "HO" doesn't stand for "Hugely Oversized"? The truth is that 99% of all modeling techniques apply to every scale. True, the choice of perennials for the layout and how to counteract real-life weathering concern a G-scaler more than those with indoor layouts, but we're all running trains.

If you don't read an article because "it's all about HO, and I model in N," then you are missing some great ideas. Each scale has its strengths. Frankly, I drool when I see all the open space in an HO-scale locomotive when it comes time to install a DCC decoder. On the other hand, I can put an N-scale car on the track with no problem but have to peer at the wheels to get an HO car on the rails.

Don't skip an article in any publication because "it's not in my scale". Learning and having fun is not limited to any particular proportion. -SH

Your Model Railroader Horoscope



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.



Gemini

May 21–June 21

You, Gemini, are the twins, which means that you talk to yourself a lot... even more than most modelers. Success is yours this year because your friends are getting used to your strange behavior and will start ignoring you, allowing you get a lot more modelling done. However, you must avoid this behavior at DUI checkpoints.



Your Division officers work hard to make every member welcome at our meetings. You can do your part by letting them know how they can best serve you.

Focus on the Future



June Promises Practical Help

Stewart Jones will be presenting the clinic at our June 2 meeting. He will be talking about soldering: rails, wires, and all the rest. For soldering tips and techniques come enjoy Stu's clinic.

The Tool Time Tip segment is in the hands of Don Francis, who will be talking about filing. Not the clerical kind, but the proper way to remove material.

Passenger cars are the Show & Tell subject, so bring out your models of the Twentieth Century Limited, City of Los Angeles, El Capitan, or little-known passenger train and share with your fellow members.

-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.

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WANTED: PROMOTION CHAIR

\$Job Description: Make promotional items for Sunrise Division activities, such as flyers for Mini-Meets, Division Meetings and, God forbid, maybe even some Convention items. Make new friends at the copy store and Office Depot.

\$Benefits: Amaze your friends by displaying your wonderful talents. Let your creativity inspire us, the more graphically challenged.

\$Hours: Unlimited, as many as you want.

\$Pay: Know that through your advertising you could save lives, giving meaning to someone's life, who may have otherwise wasted away, never becoming a model railroader.

 **APPLY TO YOUR FRIENDLY NEIGHBORHOOD**
SUNRISE DIVISION SUPERINTENDENT.

Upcoming Events

- ◇ June 1-30, **Calling All Trains Railroad Art and Photography**, Fremont Center for the Arts, 505 Macon Avenue, Canon City, Colorado
- ◇ 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, Colorado. Free admission to Museum and Heritage Center. \$3 admission to swap meet & train show.
- ◇ June 18-19, **Rocky Mountain Toy Train Show**, Forney Transportation Museum, Denver, Colorado
- ◇ June 25-26, **German Heritage Festival—Cultural Event**, Colorado Railroad Museum, Golden, Colorado
- ◇ July 3-9, **Extra 2011 West**, NMRA 2011 National Convention, Sacramento, California. <http://www.x2011west.org>
- ◇ July 7, **Sunrise Division. No meeting!**
- ◇ July 7, **Denver HO Train Club Open House**, Colorado Railroad Museum, Golden, Colorado 6:30 PM—8 PM **This would be a good time to go since it does not conflict with our normal meeting.**
- ◇ July 16, **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
- ◇ July 30—31, **Buffalo Bill Wild West Days—Steam-Up Event**, Colorado Railroad Museum, Golden, Colorado
- ◇ September 1—4, **Rocky Mountain Region Annual Convention**. See *Callboard* for details.

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.

June 2.....	Passenger Cars
August 4.....	Off Line Structures
September 1.....	TBA
October 6.....	TBA
November 3.....	TBA
December 1.....	TBA