



Sunrise Herald

January 2016 Volume 9, Number 1

Sunrise Division Officers

Superintendent.....Steve Schweighofer
 Asst. Superintendent.....Bob Rothgery
 Secretary.....Stewart Jones
 Treasurer.....Rich Flammini
 Program Chair.....Gary Myers
 Division AP Chair.....David Bol
 Youth Coordinator.....Ernee Edwards
 Education Chair.....Stewart Jones
 Modular Layout Chair.....Don Francis

March – Homemade Resistance Soldering
 April - TBA
 May - TBA
 June - TBA
 July - TBA
 August - TBA
 September - TBA
 October - TBA
 November - TBA
 December - TBA

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January: Drills and drilling
 February – Weathering Pastels
 March - TBA
 April - TBA
 May - TBA
 June - TBA
 July - TBA
 August - TBA
 September - TBA
 October - TBA
 November - TBA
 December - TBA

Next Meeting

Our next meeting will be Thursday, February 4, 2016 at Holy Love Lutheran Church, South Chambers Road at 7:15.

Upcoming Clinics for 2016

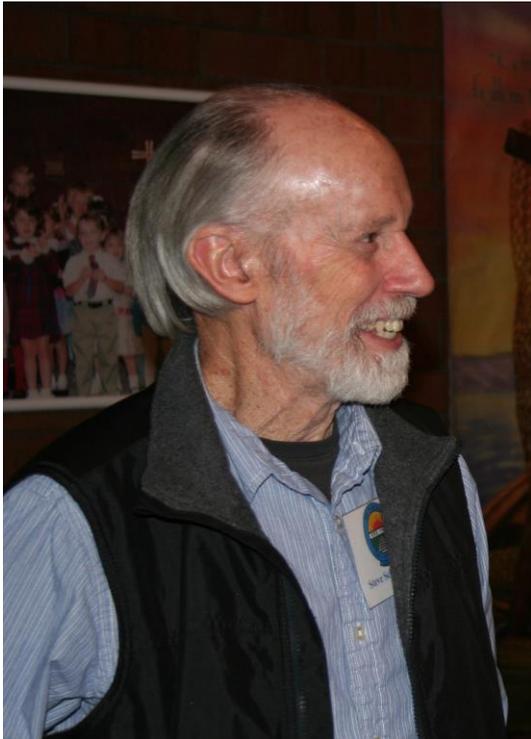
January – Stockpens and Meat Packing
 February – Tree Making

Upcoming Show ‘n’ Tell Themes for 2016

January – 1940 – 1949 Locomotives
 February – Passenger coaches
 March – Snow Equipment
 April – 1950 – 1959 Locomotives
 May - Wagons

June – Bunk/Kitchen Work Cars
July - 1960 – 196 Locomotives
August – Shops/Retail
September – RR Pump Houses
October - 1970 – 1979 Locomotives
November - Military
December – Water Craft//Boat/Ships

January Meeting Notes



Steve Schweighofer opening the meeting

Steve Schweighofer called the meeting to order at 7:15 with 19 members present. The first item of business was Tool Time, presented by Bob Rothgery. This was followed by announcements that included information about the TCA meet in early March where we will display our modular layout. Also we will show our layout again at the Denver Public Library in September. There was a discussion about having a new person as the liaison for the TCA show. Paul Siebels accepted this responsibility. There was also a

request for an “ask the expert” event at each meeting where members could pose questions to be answered by other Division members. Rich Flammini asked about wiring for LED lighting. The answer was that either DC or AC circuits, either 6 or 12 volts, could be used with appropriate dropping resistors. An AC circuit is actually a bit simpler because you don’t have to be concerned about observing the correct polarity. Half the time the LED will conduct and illuminate with no noticeable flicker. The meeting then progressed to Show and Tell.

Calling all Sunrise Members.

Be on the lookout for a phone call from members Bob Rothgery or Rich Flammini. Division Superintendent Steve Schweighofer has asked them to call all Division members to solicit ideas for the future direction of the Division. Obviously it is important to know what direction to take to make the membership valuable to as many members as possible. Only you can give that input. So please take their call and be as open as possible so that we can provide the kind of interaction that will continue the growth of participation in activities. Bob Rothgery’s area code is 440 so don’t be surprised if that number shows up as the call source.

TCA Train Show Clinics Needed

The Division is seeking volunteers to present clinics for the March TCA Train Show. The club benefits from each clinic presented by receiving a donation from the train show. If you have a clinic you would like to present, or a past clinic you have done for the Division that you are willing to present at the train show, please contact Paul Siebels at psiebels@yahoo.com by Feb 5th. The show will be held at the Denver Mart on March 5-6, 2016.

January Tool Time

Bob Rothgery presented Tool Time and discussed drills and drilling.



He confessed to owning four different Dremel motor tools and displayed his latest, a small pistol grip unit, shown above.



For Drills, Bob goes to a bi-monthly swap meet in Lakewood where he obtains sets of used drills, shown above. Each drill is mounted on a 1/8-inch shank that fits the standard Dremel collet. The little box on the end is not a treat for the modeler, but holds extra replacement bits. The original user of these drills is required to replace each bit after it has been used 75 times. The used bits then go to the swap meet. The meet is held on the third Saturday every other month, January, March, etc. Bob implored all of us not rush over immediately so we won't exhaust the supply!



His final item, shown above, are reamer/grinders available from Kurt Nielson, local tool vendor who displays at the TCA Show and other local events. Contact him at 303-691-7269 or wolftrain@att.net.

Dick hunter also announced that he has a Dremel tool, a base stand, a router attachment and an old style drill stand for sale.

January Show and Tell

The theme for the January Show and Tell was 1940-1949 locomotives. There were 11 entries.



Larry Stephens brought in this HO scale Burlington FT A-A set



John Griffith displayed this Alco switcher No. 3. He painted the model and was able to obtain the lettering decals from Rail Graphics



Ernee Edwards displayed this HO scale Norfolk & Western 2-8-8-2.



Bill Johnson displayed this Union Pacific HO scale Big Boy. At least nine of these have been preserved in various places. Locally one is on display at the Forney Museum in Denver and another is being restored in Cheyenne.



Ed Martucci displayed three locomotives. The first is an O scale Southern Pacific 2-8-8-2, cab forward. These were oil burners and the cab forward design protected the head-end crew from exhaust fumes in the many SP tunnels. Below it is an O scale model of Southern Pacific Mikado, 2472, also an oil burner. At the bottom is an HO scale D&RGW Challenger. He explained that the D&RGW eventually sold these locomotives because they were poor performers in the mountains.



Rich Flammini showed this HO scale Grand Trunk Western Northern. Part of the Grand Trunk picked up Canadian trains at Detroit and moved them to Chicago.



Paul Siebels displayed this HO scale Pennsylvania T1 4-4-4-4. The PRR never owned any Northern's but developed this articulated version instead. They were quite powerful, but subject to wheel slip that caused maintenance headaches. They were capable of operating up to 150 miles per hour. With streamlined shark-nosed shrouding they were impressive to watch. Your secretary grew up near the PRR main line in the Appalachians and saw many of them roll through town with hot-shot freights



Gary Myers displayed this four unit D&RGW A-B-B-A FT set and an Alco switcher. Originally all FT units were standard coupled, but the couplers on each A-B set were later replaced with permanent drawbars. Later the drawbars were replaced with couplers again. The switcher saw duty in the Alamosa yards.



Bob Hochstetter brought in this N scale Missouri Pacific Alco FA-FB-FA set. The MP westernmost incursion into Colorado was Pueblo.



John Kerbaugh brought in the Southern RR 2-6-0. The Southern often painted their locomotives a distinctive green



Finally, Stu Jones showed this generic mountain class 4-8-2. He built this from a Bowser kit many years ago and over time added additional details, and re-motored it with a can motor. It is custom-lettered for his layout, the Boreas & Saguache.

The January Show and Tell Caboose award went to Rich Flammini.

January Clinic

Gary Myers presented the clinic on the subject of meat packing. In the 1800s and the first two thirds of the twentieth century, railroads played an integral part in the meat packing industry. They were involved in everything from shipping animals to stockyards and slaughter houses to shipping the slaughtered carcasses to local wholesalers where the meat would be prepared for shipment to the retail market.

He began by describing the shipment of live animals. Stock cars were the obvious type of rolling stock for this job, but cars for hay and other feed supplies were also required. The primary loading would be cattle, sheep and pigs but horses and mules were also transported on occasion. Markets were not the only destination however.

Trains also were used to transport animals to new seasonal pastures.

Since drovers often accompanied the livestock to their destination, a drover's caboose might be included in the consist. That might be a separate car since the regular crews often didn't like to mix with fragrant drovers. There were rules about how long livestock could be kept in a car. For cattle the limit was 28 hours and 36 hours for sheep. If the trip lasted longer, the railroad had to provide roadside pens where the animals could be fed, watered and obtain at least five hours of rest. Because of the time limitations, stock trains were usually run as priority shipments with the stock cars at the front of the train. Hopefully the train didn't have to back up much for the benefit of the engineer and fireman. Rail shipments were common until about 1970, then traffic dropped off significantly as road trucks took over the duties.



The photo above shows some typical stock pen arrangements. These are kits by Walthers and Campbell. Obviously these represent small operations but selective compression is required for the limited space we have to represent industries. However, several kits can be combined if you want to model a larger operation

Stock cars had to be kept clean to protect the health of the animals so cleaning facilities were located nearby to hose down the empty cars. The cars were often sprayed with lime as a disinfectant, so a weathered stock car would have a whitish layer on

the lower sides. Fresh straw would also be added after cleaning.

At many loading points small offices would be found for stock agents who would arrange for purchases from ranchers for specific meat packers. A rancher would usually sell a lot of animals to a single company. Typically a stock car could hold 25-30 cows, but the number would vary according to the size of the purchase. Cars for sheep and pigs often had two decks so a larger number of animals could be loaded into each car. Since animals didn't particularly like being loaded into cars, the drovers would assist them with cattle prods.

Most slaughter houses were very large operations and were concentrated in the midwest with extensive stock pens covering many acres. As such, they would be a challenge to model on smaller layouts. However, packing plants could be represented by shallow background models against a flat wall. The slaughtering floor was typically on the top floor, so there would be a long sloping ramp from stock pens to the top of the structure. Packing plants tried to limit the number of animals on hand at any time to about one day's inventory. Their inventories were closely linked to customer orders. Sheds and offices would also be located near the stockyards for sales agents and buyers.

Once the carcasses were prepared they were usually loaded into reefers for shipment to smaller distribution centers or Branch Houses. Sometimes special orders might be packed into wood crates that were also loaded into reefers. One detail is that the refrigerator cars would all belong to the same company.

Distribution centers would be located near the final market: grocery stores, restaurants, etc.



Here is a model of a distribution center as part of the Branch House system. This kit was offered by Suydam for many years (now by a different company) and probably already appears on many smaller layouts. This operation would receive reefers with carcasses from the main packing plant and prepare smaller cuts for shipment to retail customers by truck. Again the reefers would all belong to the same company. The suspended roof along the front of the building would have meat racks to handle the carcasses and a few hanging carcasses would complete the detail. A few delivery trucks should be spotted at the loading dock at the side of the building.

Gary's information came primarily from a book on meat packing published by Kalmbach. For more information about the meat packing industry, this would be an invaluable resource.