Sunrise Herald

July 2015 Volume 8, Number 7

Sunrise Division Officers

Superintendent……..…Steve Schweighofer
Asst. Superintendent……..Frank Germo
Secretary……...……..Stewart Jones
Treasurer……..Bill Johnson
Program Chair……..…….Gary Myers
Division AP Chair……...…….David Bol
Youth Coordinator……...Ernee Edwards
Education Chair……..Stewart Jones

In the Herald

Notes from the Secretary

Note that there are still a few open topics for Tool Time and Clinics. If you have some ideas or techniques that would be of interest to your fellow modelers, here is your opportunity to present your ideas. Send your suggestions to Gary Myers, Program Chair at: garymyers06@comcast.net
He would love to hear from you.

The Front Range Division is having its annual picnic August 16, 2015 at the Colorado Railroad Museum in Golden. The South Suburban and Sunrise Divisions are invited! We eat, talk trains and wander around the Museum grounds.

Here are the details. The picnic is at the CRRM at 1:00 Sunday, August 16. There are no grills at the CRRM so we (FRD) will buy enough KFC and soft drinks to meet the number of people attending. Attendees should bring pot luck such as salads, beans, chips and deserts etc. The FRD will pole the FRD membership about two weeks before the picnic to see how many are coming and balance out the pot luck so we do not get too much of the same food. We should provide an indication about how many will attend from Sunrise at our August meeting. Family, kids and friends are welcome. We use the picnic tables at CRRM but note at that time of the day there is not much shade.

NOTE: All must pass through the CRRM turnstiles. If you are a member of the CRRM you can use your pass. If not, you must pay the going rate to attend (i.e. no free admittance).

The Museum is making lots of changes so it would be interesting to see what is happening.

Have a happy Colorado Day, August 1st!

Next Meeting

Our next meeting will be Thursday, August 6th at Holy Love Church, South Chambers Road, 7:15 pm.

Upcoming Clinics for 2015

August – Connecting Turnout Controllers
September – Lumber Harvesting and Milling
October - TBA
November - TBA

Upcoming Tool Times for 2015

August - TBA
September - TBA
October - TBA
November - TBA
December - TBA

Upcoming Show 'n' Tell Themes for 2015

August – Conveyors
September – Logging
October – Warehouses
November – Pork

Modular Layout

We have another opportunity to display our modular layout at the Denver Public Library, September 18-20. Since this will be a very public showing to a mostly non-railroad oriented group of people, we need to put our best foot forward. Therefore we will be busy during the summer making our layout as finished and presentable as possible. Many of our Division members have never worked on the modules, so this is your opportunity to contribute. In addition to scenery we still need a few structures or some additional detailing on existing structures as well as vehicles and people. Much of this work can be done at home. If you can help, contact Don Francis at dbyron08@aol.com for requirements and specifications or just to express general interest.

Dick Hunter took this photo of or modular setup for the Regional convention in June.

The following are several views of the some of the modular crew at work preparing for the Denver Public Library show in September:

A town in the making. All photos courtesy of Dick Hunter

Don Francis, Larry Stephens and Stu Jones are working on details in Dick's garage.

July Meeting Notes

Steve Schweighofer opened the meeting at 7:20 with introductions. We had two guests for this meeting, Nico Vanderlaan from Denver and his brother Case Vanderlaan from Amsterdam, who were introduced first and made a few remarks.

Rich Flammini conversing with Nico and Case Vanderlaan

Gary Myers then presented five model contest merit awards from the regional convention to Rich Flammini, Steve Steve Schweighofer and to himself, and a Golden Spike award to Bob Rothgery. This was followed by an appeal for new clinics and an announcement about upcoming shows where we will display our modular layout. The first will be at the Denver Public Library, September 18-20 and the next will be the Rocky Mountain Toy Train Show the first Weekend in December

July Tool Time

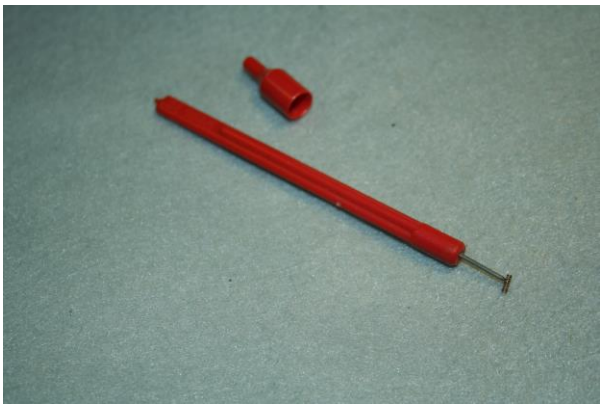
Larry Stephens presented Tool Time by explaining various tools useful for Kadee coupler installation and maintenance. The first tool was a length of track with a Kadee coupler gauge installed at either end. The track has a section of strip styrene down the center that is just the right width to provide for wheel flanges to allow for easy railing of cars. The track should be at least one-and-a-half times as long as the longest car to be tested. The dual coupler gauges provide for testing couplers at each end without having to re-rail the car.

He next demonstrated an uncoupling tool that can be as simple as a small diameter dowel, pointed at one end. Another variation is a dowel with a protruding flat strip of metal that can be inserted between the coupler faces and twisted to release the couplers.

Another handy tool is the trip pin pliers sold by Kadee, shown below.

The pliers have one convex face and a mating concave face for either bending the trip pin into a sharper radius or straightening the pin so that it is the correct distance above the rails. A lesser known tool is the spring inserter, shown below.

This is almost a necessity for replacing coupler knuckle springs that have a tendency to pop out on occasion.



The tool is shown here with a spring inserted. The wire has a flat end with a dimple in it for holding the spring. This tool is also useful for inserting springs into sprung trucks.

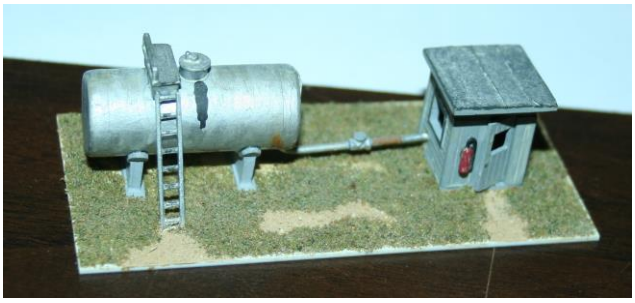
Another useful tool is the NMRA track gauge that also has an indicator for correct coupler height. Larry also mentioned the pin vise that has a variety of uses when installing couplers.

Finally he discussed washers and spacers needed to raise a car's floor height or lower the coupler box height to achieve the correct coupler height.

July Show and Tell

This month's Show and Tell was Water and Fuel Tanks and elicited a variety of examples.

John Griffith showed this triple-dome tank car that appears to have been used to transport waste for the oil and gas industry



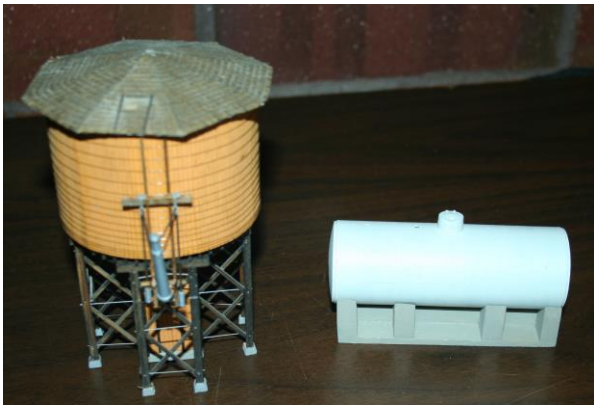
Bob Hochstetter displayed this tank and pump house. It's good to see that someone gave thought about how to get water into the tank

Larry Stephens brought in this unusual tank car used to transport drinking water. Hinkley and Schmidt were early purveyors of commercially available bottled water

Rich Flammini submitted this tank obviously intended for supplying water for steam engines.

Ernee Edwards displayed this “covered” water tank. The covering of the lower part was often used in northern climates where the winter cold would otherwise freeze the water being pumped into the tank

Steve Schweighofer displayed the N scale tank



Stu Jones brought in two examples. The yellow tank is a Campbell Models kit (no longer available) and the grey tank is a diesel fuel supply appropriate for more modern layouts.

Bob Rothgery brought in a selection of tanks that he obtained from various flea markets. Such markets are evidently a great source for models. It was unclear whether he supplied the weathering or the models came "pre-weathered."

Ron McHenry displayed this vintage tank.

July Clinic

Gary Myers presented the July Clinic: D&RGW 3rd Division Mining and Early Colorado Smelters that he originally gave at the regional convention in June. He began by describing the Rio Grande operation in Southwestern Colorado, generally described as the 3rd Division

In the late 1800s many coal mining sites existed in Colorado, often accompanied by cleaning and crushing plants and coke ovens. He explained that coke is coal that has been heated in the absence of oxygen that drives off the volatile substances leaving almost pure carbon. Carbon is essential to recovering the base metals. He displayed the track layouts of many of these communities and included a handout. Mining sites included Castleton (about 30 miles south of Gunnison, Cardiff (south side of Glenwood Springs), Cokedale (5 miles west of Trinidad), Crested Butte, Floresta (5 miles west of Crested Butte), Redstone (about 10 miles south of Carbondale), Sopris (just west of Trinidad, probably now beneath Trinidad Lake), Tabasco (site unknown), Tercio (about 30 miles west-southwest of Trinidad, and Union Coal & Coke (west of Glenwood Springs). He included photos of many of the mine buildings and coke ovens. Most of these have disappeared, but a few coke ovens still exist, such as those at Redstone, just across highway 133 and the Redstone Inn (a great

place to spend a weekend while you photograph the ovens).

He then discussed smelting operations that were scattered around Colorado. Smelters included roasting ovens lined with refractory brick that heated the raw ore to release the metals. His photos of smelting operations did not reveal a worker-friendly environment.

(Editor's note: Smelting is usually a two-step operation that involves more than just melting the metal out of its ore. Most ores, including iron, copper, lead, silver and gold are a chemical compound of the metal with other elements, such as oxygen (as an oxide), sulfur (as a sulfide) or carbon and oxygen together (as a carbonate). To release the metal, these compounds have to undergo a chemical reaction. The first step consists of using suitable reducing substances that will combine with those oxidizing elements to produce an oxide. In the case of carbonates and sulfides, a process called "roasting" drives out the unwanted carbon or sulfur, leaving an oxide, which can then be reduced directly releasing the metal. Roasting is usually carried out in an oxidizing environment.

Reduction is the final, high-temperature step in smelting. It is here that the oxide is reduced to the elemental metal. A reducing environment (often provided by carbon monoxide, obtained from coke through incomplete combustion, produced in an air-starved furnace) pulls the final oxygen atoms from the raw metal.)

Fluxes are used in smelting for several purposes, chief among them catalyzing the desired reactions and chemically binding to unwanted impurities or reaction products. Calcium oxide, in the form of lime, was often used for this purpose since it could react with the carbon dioxide and sulfur dioxide produced during roasting and smelting to keep them out of the working environment.

Smelting operations required well-ventilated buildings to help dissipate the heat and noxious gasses produced in the process. At best it was a hot, dirty and dangerous occupation.