# Sunrise Herald

September 2015 Volume 8, Number 9

**Sunrise Division Officers**

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Asst. Superintendent……..Frank Germo
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Division AP Chair……...…….David Bol
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**In the Herald**



## Next Meeting

Our next meeting will be Thursday, September 3 at Holy Love Lutheran Church, South Chambers Road at 7:15

## Upcoming Clinics for 2015

October - A Warehouse for Judging – Rich Flammini
November – Scenery – Dennis Hagen
December – No clinic

## Upcoming Tool Times for 2015

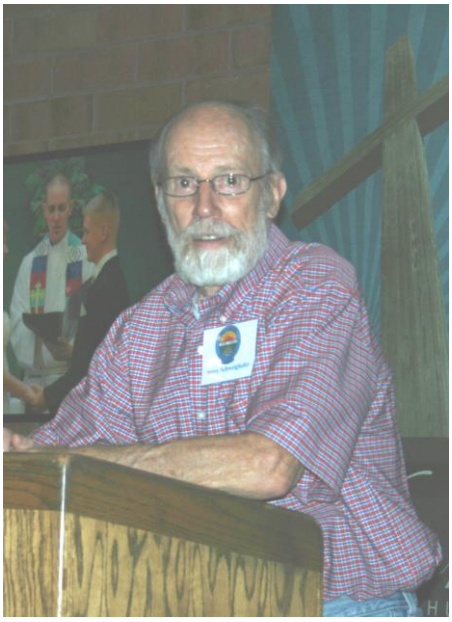
October – Open
November - Open
December - Open

## Upcoming Show 'n' Tell Themes for 2015

October – Warehouses
November – Pork
December - Open

## September Meeting Notes

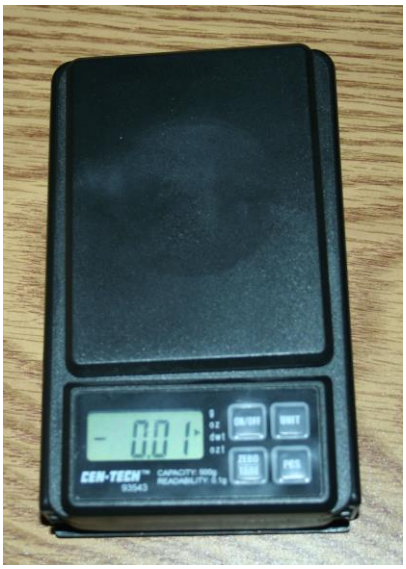
Steve Schweighofer opened the meeting at 7:15 with 17 members present. There were a few limited announcements including several train shows in Colorado Springs, one on September 4th and a second on October 17th. Bob Hochstetter announced that a local Colorado Railroad was bidding to purchase 121 miles of the former Missouri Pacific Railroad from Pueblo to the federal arsenal east of Pueblo.



Steve Schweighofer

## September Tool Time

Steve Schweighofer presented the September tool time and talked about two digital devices that were quite useful to model railroaders. The first was a digital scale for weighing small items such as freight and passenger cars to determine if they conform to NMRA weight standards.



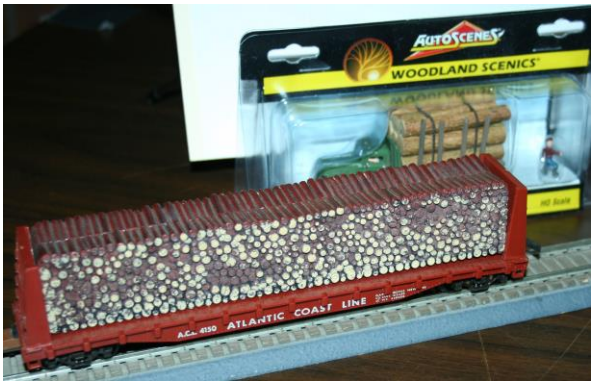

This scale displays the weight in either grams or ounces in hundredths. To weight a car, simply balance it on the flat pad and the readout will display instantly.

Steve's second device was a digital calipers:


This device will show length, thickness or depth in either inches (to 1/10,000) or millimeters (to micrometers, 1/1000 mm), but unlike other similar tools it will also show lengths in fractions of an inch to 64ths. The latter measure would be useful to modelers where drawings often show measurements in fractions of an inch.

## September Show and Tell

The theme for the September Show and Tell was "logging" which brought in six entries. Ernee Edwards brought in a pulpwood car and a logging truck.




Ernee Edwards

Pulpwood cars were used to deliver short logs, usually about 4 feet long loaded sidways, to paper mills.

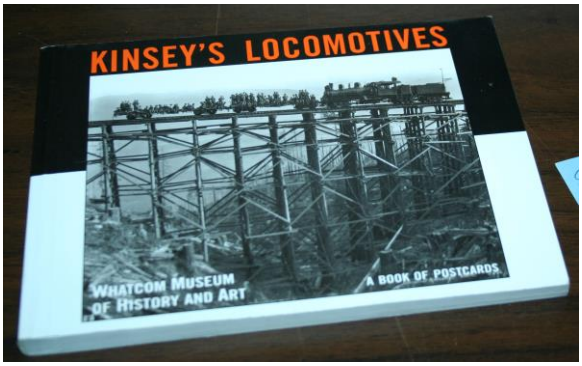
Larry Stephens displayed several logging cars that he found at a swap meet and modified for scale use. Unfortunately Larry placed his model on the table after the photos were taken, so there is no photo included.

Dick Hunter brought in a water car used to haul potable water to logging sites.


Dick Hunter

Dick scratchbuilt this car many years ago in a military barracks using the tools listed on the card below. This is a fine-looking model considering the limited tools available to him.

Steve Schweighofer brought a book of photos showing logging operations rather than a model




Steve Schweighofer

Your editor did not have an opportunity to look at the photos in the limited time available, but Steve explained that they showed some interesting logging operations.

Stu Jones displayed four rail cars illustrating various modes of rail transportation. The first set is cars that delivered raw lumber to the mills. The first car is a different version of a pulpwood car. This car was produced by Ambroid as part of their 1 in 5000 kit series and produced two identical cars. The first one shows is lettered for Bangor and Aroostook. The second car is a Walthers model. The side stakes will support a large number of logs and can be lowered to the side to facilitate unloading. The logs were made from shrubbery cuttings


The second set includes cars for transporting processed lumber from a mill. The bulkhead flat is a Model Die Casting car. The load was made from an Out West kit, probably no longer made,

that Stu found at the Whistle Stop hobby shop in Pasadena, CA in 1988. The wood sheets came in a thickness that would otherwise be difficult to find commercially. The wood chip gondola is also an Ambroid craftsman kit that Stu kit-scratched. The "scratching" part consisted of replacing the wood shapes with styrene shapes that eliminated a lot of sealing and sanding. The wood chip load is ordinary sawdust glued onto a wood insert.


Dillon Allison, perhaps our youngest member, brought in an Hon3 Shay locomotive and an N scale log car. We wondered if the Shay and log car would run together on the same track?

Dillon Allison

## September Clinic

Dick Hunter presented the September clinic with videos that he shot at the Hull Oaks Lumber Company in Monroe, Oregon. Occasionally, Dick paused his video to add some additional comments to his narrative. His video opened with a shot of the world's longest love seat fashioned from a single log (shown below, but only one person was sitting on it.) His video documented the milling process from the cutting of a tree through the finished product. Dick did not necessarily shoot the video in the order presented, but he edited his photos later to present them in the correct manufacturing order.


The Love Seat

His video began with a shot of a tree cutting. The felled trunk was moved to a loading area where a large crane loaded it onto the bed of a logging truck. The truck consisted of a cab and short platform behind and a disconnected bogey to carry the rest of the load. When traveling light, the bogey had to be carried on the front half because it was unstable traveling light at highway speeds. The photo below shows a similar log truck. The front stake bed assembly swivels to enable the truck to make turns.

In Dick's video, the log load was chained together when loaded onto the truck. For unloading the truck was driven alongside a mill pond where chains were passed beneath the logs and fastened to the dock side. The other end of the chains was fastened to a vertical boom, which, when raised, stretched the chains and dumped the logs from the truck bed into the water. Before unloading, a company employee in a small boat, about the size of a row boat, shoved water-bound logs away from the unloading area. It appeared that the boat had an outboard motor located in the center, which the operator could turn 360 degrees to move the boat in any direction.

From the mill pond a conveyor hoisted logs out of the water and carried them into the mill. The first operation stripped off the bark. Here a large rotating cylinder with blades that extended toward the center quickly shaved off the bark. It took several passes to clean the log completely. Dick explained that the bark was further shredded for sale as garden and landscaping material. After debarking, the log moved forward to the first cutting operation. A huge bandsaw cut the log into rough slabs as a conveyer moves the log back and forth through the saw. From Dick's video the band blade appeared to be about 10-15 feet in diameter and about 12 inches wide. Its thickness was not readily apparent.

Each saw blade remains in operation for only two hours before it is removed and re-sharpened. The entire mill schedule rotates around band replacement so coffee and lunch breaks occur at two hour intervals while the blade is replaced. The used blade goes to the shop where it is re-sharpened. Following the initial cutting the slabs are next cut into smaller widths. The side slabs are also cut into smaller dimensional lumber. The large timber pieces go to another machine for cutting into appropriate lengths using a large chop saw with a blade that looked to be 5-6 feet in diameter. The operator for this action must stand behind a railing that keeps him well-separated from the rotating blade.

The finished lumber is now transported to an outdoor yard by a four wheeled vehicle with an elevated cab that carries the lumber between its wheels. Here the lumber is allowed to dry before it is sorted and shipped. Some if it may return to the mill for further cutting into smaller dimensional lumber.

Nothing is wasted during the process, so the sawdust is eventually burned in a boiler to produce steam that runs the rest of the mill. What isn't burned is apparently reduced to wood chips for shipment to another manufacturing facility.

Dick's final scene shows a loaded train leaving the mill powered by what looks to be an SD9 painted in Southern Pacific's Black Widow scheme. Visible is a loaded wood chip gondola and a few bulkhead flats with finished lumber.

Another member further explained that one of the greatest dangers in logging comes from nails driven into trees by conservative environmentalist (tree huggers?). Logs must be examined for nails and the nails removed before milling. Otherwise damage to saws and possible injury to mill operators may result.