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The Outhouse for a Clubhouse

Newsletter - #5 – Christmas 2013
Bonus issue for December



AN EVOCATIVE INSIGHT INTO MODEL RAILROADING

By; *Barrie L. Roberts* www.dewintonstation.com



Cover photo; *Canadian Pacific Railways 4-6-4 Hudson 2802 H1 class passenger train crossing a curved trestle on the Herbert Stroh O-gauge layout in Calgary. Herbert received his first Marklin 3 rail O scale train set at 5 years of age. He has been deeply involved in model railroading for the past 74 years. His remarkable home layout is a testament to the dedication he has to his hobby and craft. Yes at 79 years Herbs passion for creating realistic railway scenes is certainly evident as you will see in our featured pictorial presentation within, of his home base layout.*

Merry Christmas to you all, **2014** promises to be an exciting year here at **DeWinton Station** with many new and promising changes about to take place. I have decided to release this **Christmas bonus edition of the Outhouse newsletter** rather than hold until January as I am ahead in the writings and wishing to give you a special treat as my way of a Christmas giving.

With the holiday festivities approaching, activity levels in the Skaguay town building are sure to increase, over the next few months. Further improvements to the town site, to include finishing some of the buildings that were abandoned at the start of spring 2013 to prepare the gardens for the encroaching summer, to include the outdoor garden railway projects. As I have now made the irrevocable decision to suspend the annual Canada Day offering there will not be the looming deadline to be ready to exhibit the layouts for July 1st as before. I am sorry to disappoint those that have not had the opportunity to visit during that event over the past decade; however private viewings can still be arranged by appointment.

I do plan to enjoy the hobby aspect more on a personal level while I am able and continue to write this monthly newsletter which will feature other great layouts and to encourage growth within the hobby. It is my intention to garner quality stories from other persons to pass on to you all, plus more **"How To"** articles from some of the skilled experts in the field. If you would like to contribute to this effort I am sure that your tips and tricks would be appreciated by all of our readers. Let me be clear that all scales represented in the hobby of model railroading will be the subject matter within these pages, despite what you think or have heard...

size does NOT matter!

This lovely little coffee table layout is an example of what can be done within a very small space. The detailing and practical planning that went into this custom unit is simply amazing. It was a joint venture project of Murray Larsen, Peter Bouma and the late Bill Kerr. Bill is also noted



to be a skilled modeler in our feature article this month. The box itself is made out of solid cherry and has been given a light orange stain and then lacquered. The glass is 1/4" tempered, with two small drawers at the bottom for storage; the overall dimensions are 30" x 52" outside with a height of 18". The trains are

Bachmann On30 porters with Bachmann freight cars. The caboose and passenger cars are Chivers kits. The trees were built with leaves by Selkirk Scenery and baby's breath, and the cabin is a BTS kit. Track is On30 peco track with a 24" radius.

"Outhouse for a Clubhouse"



Work parties have continued on weekends with the usual suspects putting in some time, despite the poor weather conditions at the end of October. Priority to reinforce the roof framing underneath the glassed extension was accomplished by Chris Watson, Chris Jessop, David Cole and Martin Dawe, plus me preparing the reverse rafters on Nov. 2nd. Then I alone finished up on the Mon – Wed Nov. 4th - 6th by completing some of the insulation to close the remaining drafty openings and to prepare the remaining joist supports for beneath the glass, to the point I was then satisfied it could support a heavy snow load. With more snow looming in the forecast there was no time to relax until the job was done; Martin dropped by Wednesday afternoon and helped to install six of the most critical supports. The week previous Ian Mears, Rod Wilkinson, Roger Seacrest, Martin Dawe, Dan Ellis and myself prepared the building's exterior for the pending storm fronts and managed to get the outbuilding closed in at least with the plywood floor laid, which has made it so much easier to maneuver within. The final push came on Saturday Nov 9th to enable us to leave the project for the better weather days ahead. Malcolm Turner and Pete Stauffer came along to assist Martin, Dan and I to tidy up the construction loose ends and yard clean up in the visible areas.



The Nov 2nd – British Motley crew - David Cole obviously lost a Heritage Classic sports bet and still must wear that ridiculous' toque! Says he likes it, keeps his ears warm. OK - we'll all toast to you for that David. - Only in Canada eh - Cheers!



Now that the Outhouse clubhouse building has progressed to this point we are prepared for winters endless wrath, therefore can relax as it will be quite comfortable to do the interior work, when club helpers are available and any outside detailing can wait for warmer days....

December Outhouse update;

The group at left completed the temporary move in and set up within the large shop prior to November end, to start working on the wiring detailing and expect to have trains in full operation prior to Christmas. The following weekend saw the layout assembled and work commencing to sort out some of the prior electrical issues that prevented trains rolling during the previous Supertrain showing.

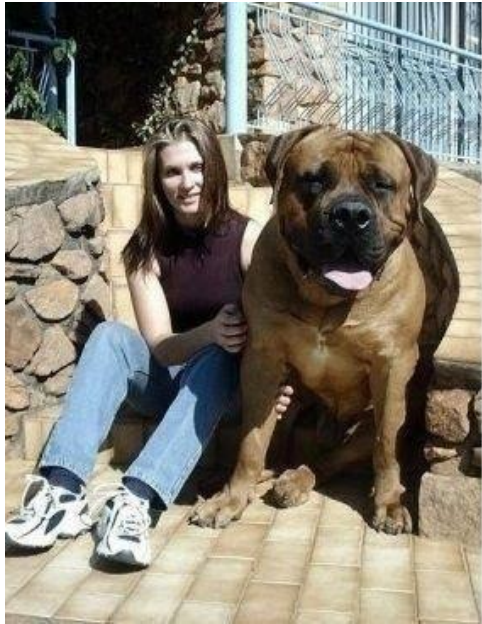


In typical British fashion they all gathered at the local pub to discuss their recent accomplishments and to do some club planning for the winter months ahead. This would be their final monthly "Pub Night" for the year and considering the long flight of stairs and parking situation at this location my last attendance there also.

DeWinton Station News:

We had our first animal visitor of the unwelcome type last evening as I returned home from a social activity. Peppi la Pwew was likely looking for my cat Kia, it's a good thing she was inside the house, he went into the breezeway as I approached, fortunately I had left the backside overhead door up a foot so he could go through and make his escape.

“WARNING” Just picked up this pooch for my new acreage security dog - to protect my trains, he can run loose on the property and I don't have to worry anymore, he sleeps in one of the garages, which one I'm not sure. So far it's



DOG FOR SALE - (Jethro)

Free to good home

Excellent guard dog.

Owner cannot afford to feed him anymore, as there are no more drug pushers, thieves, murderers or molesters left in the neighbourhood for him to eat.

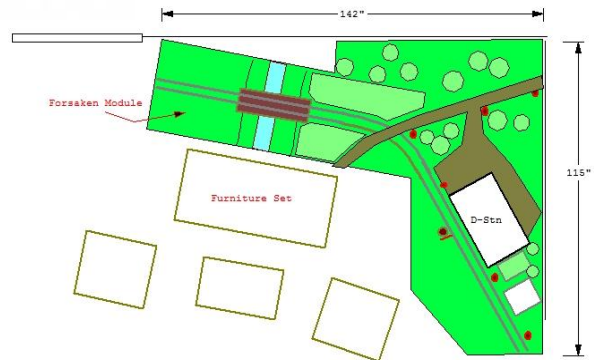
Most of them knew him by his oriental street name, Ho Lee Schitt

working out pretty good, I just put some food out now and then and he sticks around. Saw this ad and knew he was for me! Think he'll be very protective of Ms. Jytte too. My friend Alex, may he rest in pieces, tried to hit on its previous owner seen here.

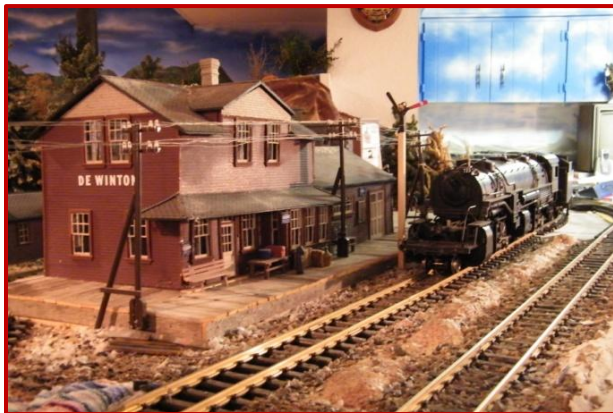
Drop by anytime ... Call first! My cat teases it from high places, drives him wild.

Forsaken Module update

The drawing shown here is a preliminary sketch of what I am going to do next with the Forsaken movie module. Over the winter period I will add an extra 4' x 9' attached framed piece with scenery, including another **CP**



DeWinton Station building, as shown below. I have still another in the box to make and paint. I will also install a camouflaged stationary platform with roller wheels for the engine in the bottom right corner; designed to fit for the 4-8-8-2



Cab Forward or any other engine, so it can run in place. The Mallet shown is being converted already. I have moved it all now into the man cave where the work will be done and placed my motorcycle in this location for winter storage. I am anxious to start this next week and organize the space to work on this unique special project.



Featured article

It is known by the name of the **“Vermilion Division of the CPR Railway”** and although it is a masterpiece in its own right, Herb is quick to point out it is the creation of many dedicated modelers that rallied to help out a friend and hobbyist to build a first rate “dream layout”. Most of who, were at one time associated

with the **Cal-O-Rail** train club in its early years, but had left as they were stymied in their efforts to accomplish this within the club. As many as fifteen persons are told to have been working on Herbs layout at any given time. It all started to come together in 1988, a year after the Stroh’s moved into their newly acquired home, by clearing the basement back to just the exterior walls. Born into the eastern sector of Germany Herb as a young lad continued to buy train magazines and focus his interest into model railroading, working with HO scale. Later when he married and immigrated to Canada he states he had to put his hobby on the back burner while he was raising his family in a new country.



The Crew

Eric Courtney
Dan Ellis
Ken Harron
Al Hough
Bill Kerr
Dale Olson
Rick Reimer
Jim Ryckman
Del Stager
Herb Stroh
Doug Vannan
Andy Wild
& Tony Brunner
For his help with
detailing the CP
engines
Plus others.....

In 1970 as a finishing carpenter Herb honed his skills as a quality craftsman in Toronto. Herb joined an HO train club there in 1970 and stayed with them until 1975, but they did not have a club layout. He would produce top quality handmade baggage and passenger coach cars, complete with interior detailing to take to the train club meetings, plus enter them into modeling skill contests at train conventions. After winning four consecutive first place positions he then realized that the other deserving contestants would pull their entries if they found they would be competing against Herb Stroh. So he then decided to stop entering such competitions as he was then satisfied with his achievements to date. In the foreground of the photo at right in front of two of Herbs home built coaches



Custom made – Resin CP coaches and combine cars

you can see the explicit detail his team has applied to his scenery, to which this is duplicated throughout his entire layout. A thousand individual packages of long grass material were purchased from “Woodlands Scenic”, which was a certain surprise even for them. Let alone the raw foliage materials for the trees and bushes that were used extensively on his remarkable layout. Herb says the one to



take credit for most of the scenery detailing including the background murals is the incomparable **Rick Reimer**. Rick is known for his fine detailing work that he does for architectural firms.

If you are wondering how much this would all cost, well I have no idea – for the reason being if you can't afford it yourself – don't ask!



CP - Vermilion Station – styrene building scratch built by Herb Stroh



***Herbert Stroh** at right with Robert Fraser of the Rocky Mountain Garden Railway club, when Robert heard I was planning to visit Herbs home layout he took leave from his employment to come along himself as an extended luncheon break. I myself first visited Herb on a **CMRS layout tour** visit and was thoroughly impressed then myself.*

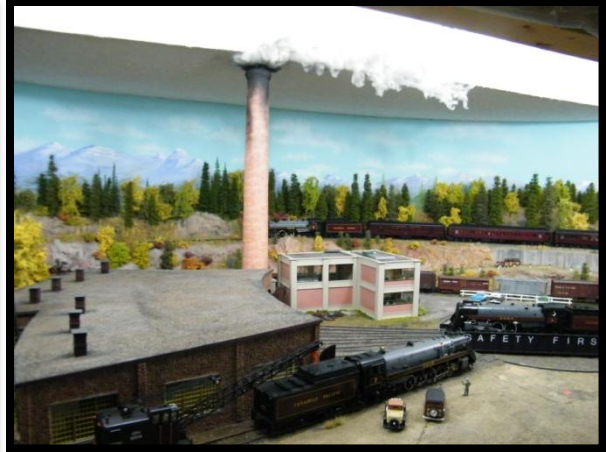
*In 1975 Herb first joined the **Cal-O-Rail club in Calgary** and tried to encourage them to bring their standards up to meet with the HO clubs and received strong resistance, this is where he met Al Hough. They soon started to get together on their own as they were not of the same mindset of the club which was apparently wishing to rush construction to have trains running for the National NMRA “Rail Rodeo” in Calgary in 1979. Herb had then decided to quit in 1976. Through the 1980’s and beyond Herb, Al Hough, Doug Vannan and Del Stager would get*

together and build "O- scale displays" for the annual "train show" and proudly display as a group until 2008. Herb recognized the potential in the Cal-O-Rail group but had lost touch, until he returned to donate a CP station building and some trees that were his rejects onto the club and then offered to show them how to do scenery applications - to which they apparently liked. After another six months went by he had joined up again and has contributed his time helping to build the club, as he recognized with the long term leasing agreement with the Boy Scouts building the club would likely be long-lasting. Herb encouraged Al Hough to go back to the club and help him with the massive scenery upgrade that he had started in 2010. Herb has dedicated his time of late towards assisting the club and has stopped any further improvements on his own layout over the past five years. Al Hough went sporadically until rejoining the group in May of 2012.



4-6-2 CPR Pacific 1200 taking on water and coal

Herb still has regrets his son and his eight grandchildren showed little interest into trains and feels the same as I do when it comes to the younger generation spending too much time online with their computer or playing video games. He admits his ambition level is now fading in his later years and sometimes wonders what will become of his train collection and truly spectacular layout. He has some finishing carpentry work projects still to completely enclose his bench work.



Awesome scenery applications, with disguised steel bearing support-post



CPR 4-6-2 Pacific 1057 Freight train heading into tunnel

*In the coming months I will be interviewing **Al Hough** who has another unbelievable private home layout in O gauge and On3 combined. He has agreed to submit to my request to feature his layout in this publication in the New Year.*



It is also my desire to have some of the men named previously as "the crew" hand down a few of their retained secrets and techniques used to obtain the detailed scenery used as landscapes they have produced on their layouts, for the benefit of us tenderfoots. Unfortunately some of the group has since passed on or are approaching the golden years themselves.

A preview photo of Al Hough's indoor O & On3 layout



End of article.

Benefits of club memberships.

Taking the context of US President J.F. Kennedy's famous speech "It's not what your country can do for you, but rather what you can do for your country."

Now apply the meaning of those words to your membership in your local train club and ask yourself these questions. Are you taking an active part in the club meetings or activities by leading the way to initiate new ideas for the benefit of the other members? Do you sit back and let the regular few do all the work to organize and prepare for the showings at trade shows or to organize the annual club BBQ and picnic. Do you volunteer your time to run for a position on the executive, host your home layout on tour running days or assist another with their layout development? If the answer is towards the negative, then ask yourself one more question; what was your motivation to join the club in the first place?

I must admit myself that despite belonging to many clubs and organizations I do not volunteer for the leadership roles, but I do commit to getting involved in many other ways to promote club activities and to motivate advancements in the hobby. In that way I can still contribute as a valued member within the organizations I represent. I believe this newsletter shows my dedication to you all in that regard.

ADVERTISEMENTS:

This section will be available to display items and events for circulation to registered readers there is nothing to display this month.

For urgent contact with Barrie Roberts

Call 403-680-7061

e-mail info@dewintonstation.com

Closing photo –

Canadian Pacific 2816

This classic "Hudson 4-6-4" is now rumored to be withdrawn from service by those in the know. It had made several runs through DeWinton in the past few years, likely I will never see it on the ribbon rails again.

