DE WINTON STATION

www.dewintonstation.com

***The Outhouse for a Clubhouse***

***Newsletter-#7*** *–February 2014*

*Don't forget your sweetie*

***AN EVOCATIVE INSIGHT INTO MODEL RAILROADING***

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

***Cover story;*** *-* ***Early logging principles 1900 - 1930***

***Cover photo –*** *The local sawmill - on the inside layout at* ***DeWinton Station.***

*The featured topic this month is all about logging principles at the turn of the 20th century. With future development plans to incorporate these practices on the exterior layouts here at the* ***DSGR****... Full details and comprehensive story within!*

***Featured article;- Early logging principles of the forest industry***

*I have been on a quest to find detailed pictures and instructions to reproduce some ground logging techniques to include into the exterior layouts here at the* ***DSGR.*** http://content.lib.washington.edu/curriculumpackets/logging/index.html *This preceding website provides an excellent source of information for the novice logger to learn all the techniques, signals and vocabulary used by the seasoned pros to become an experienced whistlepunk or donkey puncher. The following is an introductory prelim to this topic taken directly from the website.*

## ***High-lead Logging*** *on the Olympic Peninsula in the 1920s-30s*

## *How it Works* *http://content.lib.washington.edu/curriculumpackets/logging/index4.html*

*By the 1920s the basic technology of high-lead yarding had been worked out and refined. The operation centered on the use of one of more donkey engines running a series of cables, called "lines" or "wires" by the loggers who worked with them, rigged through blocks attached to a spar-tree. The basic set-up, as illustrated in the Young Iron Works catalog, is shown in* ***Figure 13****. (Note that the scale in this image is distorted. At the logging site the lines and blocks could extend up to a mile or more from the spar-tree.)*

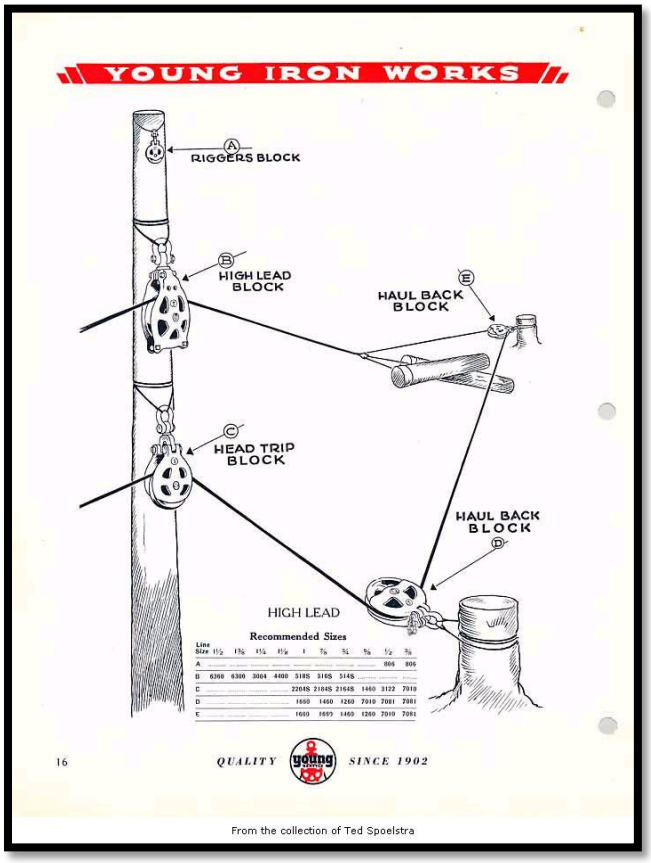
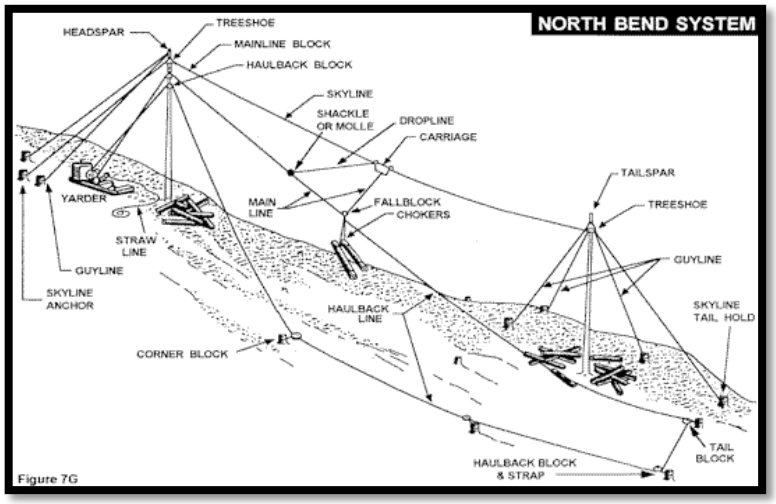



*Figure 13: Young Iron Works : Logging equipment, blocks, tools : Catalog No. 49 (more info)*

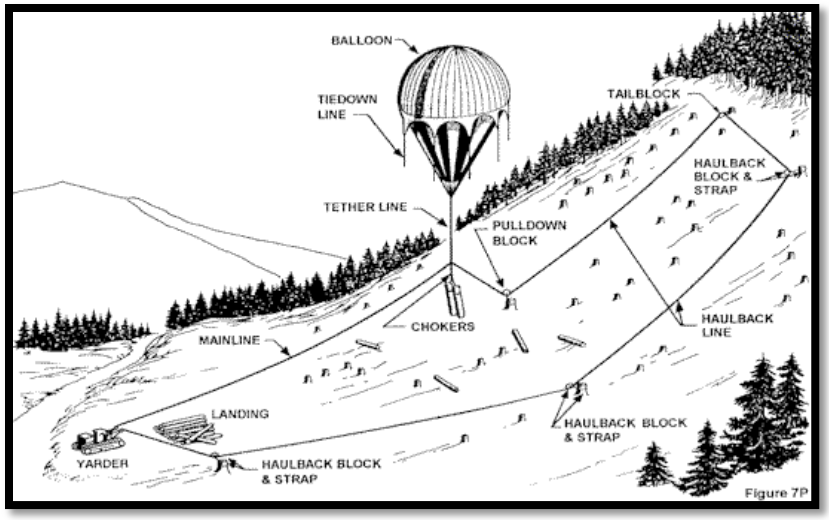
*One of the first tasks was to locate a suitable spar-tree. This tree was meant to act as the center post for the network of lines that would reach out into the brush to grab the logs and pull them in to be stacked, rather like straws, in a loose pile called the cold-deck. The spar tree had to be trimmed of its branches, "topped" (the top portion of the tree, beyond the highest portion of the rigging, was cut off), and then rigged with a series of supporting guy wires, an assortment of blocks, and working lines. The guy wires kept the spar-tree upright under heavy loads while the blocks carried the lines that would drag and lift the logs as well as haul the lines back to the worksite.*

*Although in the early years of high-lead yarding spar-trees were of modest heights—the highest might be seventy-feet tall, about the same height as a six or seven story building or, perhaps, between two and three times taller than a telephone pole—by the 1920s it was commonplace to see logging operations using spar trees that were 150 feet tall. In several places, spar-trees were even topped at over 200 feet. What allowed the use of such mammoth trees was the development of the high-rigger. This was a logger who used climbing spikes attached to his boots and a wire-cored rope looped around the tree to climb the tree. Prior to that, loggers had built ladders or used springboards to scale the tree. Now head-riggers could walk up the side of the tree, using a short-handled axe to trim branches they went (**Figure 14**). When they reached a point at which the diameter of the tree narrowed to between about three or four feet, they would use the axe to top the tree. As the topped section fell away, the head rigger would hold on tightly as the tree top, released of its load, swung in arcs (**Figures 15 and 16**). Some head-riggers used explosives, blowing the top of a tree off with dynamite detonated with a slow fuse that was intended to give the rigger time to get to the ground and get clear.*




*This is a must have resource to replicate true examples on your layouts, another resource site at* https://www.osha.gov/SLTC/etools/logging/manual/yarding/example_systems.html *shows detailed drawings of several other techniques used, such as the drawings seen here, as two such examples.*

*Many thanks to Allan Clark, on Vancouver Island for steering me in the right direction; to help find these websites to pass on to you. I have a location in mind on the **DSGR** outdoor railway that suits the plans for my proposed realistic logging operations.*
*(Circa-1915)*



## *The steam donkey*

*Another great website resource for information on logging operations is put out by the Mendocino Coast Model Railroad & Historical Society; the section referring to the steam donkey is at* http://www.mendorailhistory.org/1_logging/steam_donkeys.htm
*It would be impossible for me to better their articles and I recommend for you to visit their pages and browse around their entire sites. Their homepage is located at http://www.mendorailhistory.org/index.htm the following text is an excerpt from the section referring to the Dolbeer steam donkey;*

**1:23 scale model by Colin Menzies & Tony Phillips**

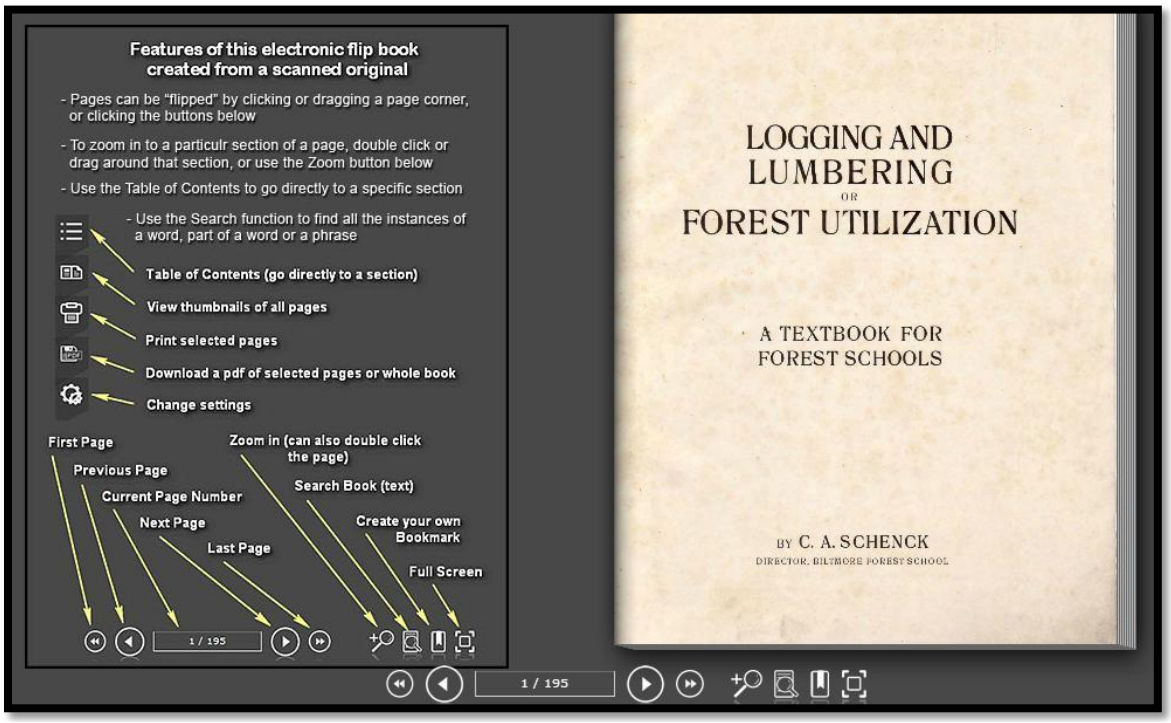
*For many years, logging operations were limited to areas close to water where the logs could be floated to mills or to flat ground where animal power could be used. Horses and oxen dragged logs along roads paved with greased wood ties – skid roads. The process was slow and expensive and the animals could not negotiate steep terrain. John Dolbeer of Eureka, California changed logging forever in 1883 when he patented the first steam driven spool donkey. These simple, rugged machines were seen for decades in the woods, long after the arrival of more powerful steam yarders and skidders. The early spool donkey provided no system to return the rigging to the woods for the next log, necessitating a horse or manpower to do the job. The need to reach out further from the machine and solve the haul back problem led to the development of the "Improved" spool donkey about 1900.*

*On Dolbeer's first model, he wrapped a 150-foot, 4 1/2 inch manila rope several times around a gypsy head (horizontally mounted spool) and attached the other end to a log. The steam donkey pulled the log towards the engine. The engine was moved in the woods by attaching the line to a tree and pulling itself along on its log skids. Operating an early Dolbeer donkey required the services of three men, a boy and a horse. One man, the "chocker setter", attached the line to a log; an engineer or "donkey puncher", tended the steam engine; and a spool tender"*

*guided the whirring line over the spool with a short stick. The boy, called a whistle punk, manned a communicating wire running from the choker setter's position out among the logs to a steam whistle on the donkey engine. When the choker setter had secured the line running from the spool, the whistle punk tugged his whistle wire as a signal to the engineer that the log was ready to be hauled in. As soon as the one log was in, or "yarded", it was detached from the line; then the horse hauled the line back from the donkey engine to the waiting choker setter and the next log. In addition to the men operating the steam donkey a man was needed to chop wood for the boiler fire and if the donkey was beyond the length of a hose from a stream, than a donkey with water bags was required to lug water from a water source to the machine.*

*One enduring feature of this website is a 10 minute movie* ***"Redwood Saga"*** *by Guy D. Haselton at* http://www.mendorailhistory.org/1_logging/logging.htm *this is a very informative and vintage piece of movie making that I strongly recommend viewing to obtain the appreciation of what it took to harvest the redwood giants of Oregon and California. Other video shorts on the drag saw plus other specialty equipment used in the days of early logging operations will provide you hours of reading and visual enjoyment.*

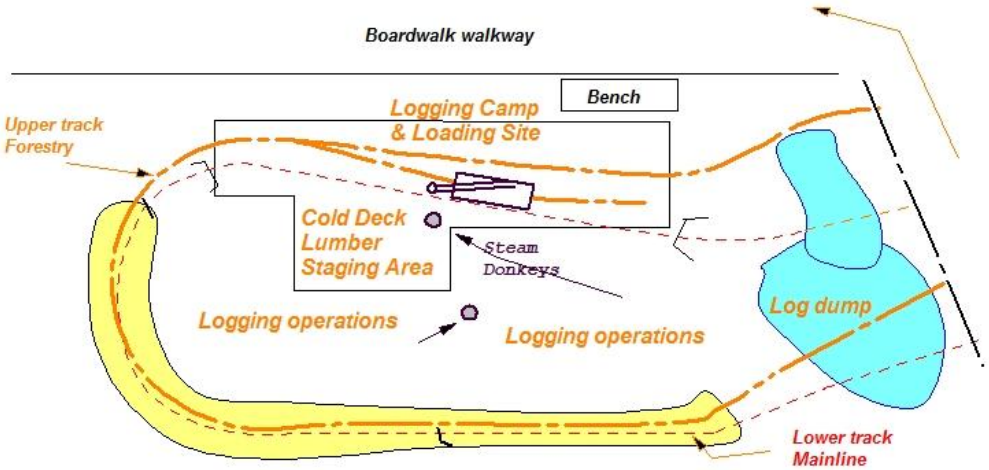
*As if that isn't enough there is also a comprehensive 195 page book to view at* http://www.mendorailhistory.org/books/logging-circa1910/index.html *which flips the pages with a click of the mouse.* ***All you would ever want to know but were afraid to ask!***



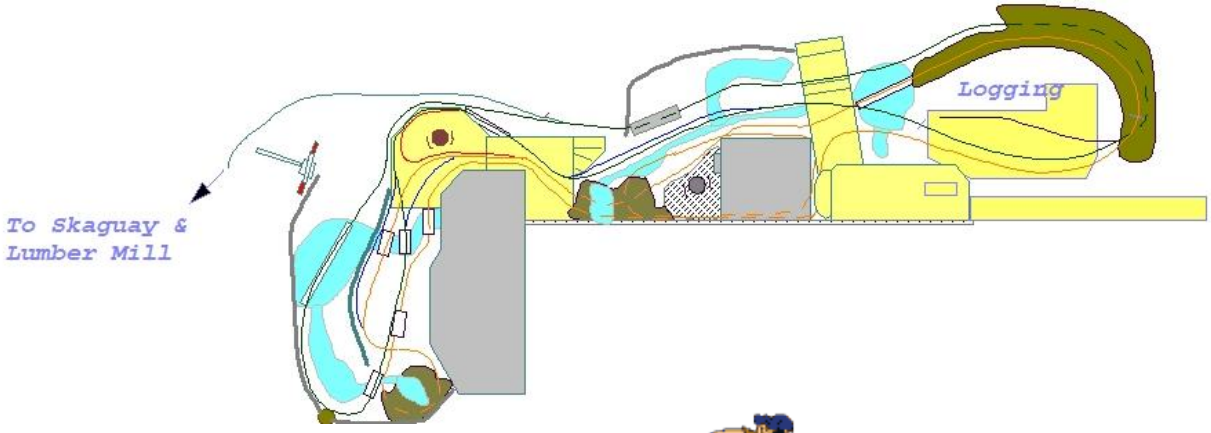
***Proposed logging site and camp (2014)***

*Plans are in the development stages to construct a logging operation in a remote area on the **DSGR** outdoor layout. The section set aside is protected from intrusion of wild animals and human traffic as seen in the photo shown here.*

*Using the information available in the foregoing article(s) I will attempt to recreate a typical logging operation as seen at the **turn of the century circa -1915.***
*I would like to invite outside participation to join me in this special project, if you are interested in becoming involved in assisting to develop this realistic scene once again you are invited to respond by telephone to **Barrie – 403-680-7061***
*Or e-mail message at [info@dewintonstation.com](mailto:info@dewintonstation.com)*



*The remote location of the logging operations was specifically selected to create a realistic account of the relationship between the logging camps used for the gathering and collecting of the timbers which would then transverse great distances by rail or waterways to the lumber mills. The* ***mill at Skaguay*** *would receive the dressed logs and process into usable lumber for distribution.*







*I have come to the inevitable realization recently that I must seriously reduce my overall expectations, if I want to ever see some of my proposed projects at the near completion stage. In this regard it became apparent to utilize the* ***Skaguay building*** *for both the lumber mill operations and town scenes by condensing the town portion down to a size that would represent a modest boom town, in its* ***early development stages*** *with a lumber mill operation situated at the railhead and shipping port nearby, utilizing the towns available workforce and utilities.*

*Having built this large building specifically for the trains, it only makes sense now to utilize it to its potential as it does protect from the harsh elements of wind, rain, debris and snowfall which will extend the season of operations and provide an increased comfort level in which to enjoy the hobby even in the winter months.*

***2014*** *promises to be the year when most all things finally come together here at* ***DeWinton Station*** *and I am anxious to get started once again with putting together the last stages of the original plan. After many years of asserted development I am happy to say that all tracks are in place and the major building projects finished. The remaining tasks are to beautify and enjoy the results of the labors. I took the pictures of the Skaguay building today (Jan.10th/14), showing the exterior perimeter totally enclosed now with glass panels. The targeted completion date is 2015 the* ***100th year*** *of its intended time period of circa 1915. The building will now serve for many years as an integral part of the outside railway plan. Despite the snow and frigid temperatures it is very cozy within the building with a wood burning stove to warm the interior. The photo at left shows a portion of the outside layout encased in ice and snow that would be impossible to clear for the running of trains until at least May or June at best.*

***DeWinton Station sign***


*I have been making good use of my friend Alex Murray over the past month while he has been here from Comox BC looking for some employment. Unfortunately for him the weather has not cooperated which has made him available to assist with some of the projects here at* ***DeWinton Station.*** *Today we finished the sign as shown at left which will be placed below the bell tower above the East garden and outdoor layouts. This sign contribution was from my* ***DeWinton*** *neighbor buddy – Jed. Prior to this project Alex helped enormously by removing the duplex doghouses from the front of the breezeway and together we installed a commercial grade glass entryway which was donated by David Cole of the British modelers group. This will now be the entryway of choice to the residence and attached garages including the large shop that is housing the Much Muddling layout at the moment. With Alex's assistance we have now completed most all the electrical projects that required upgrading and/or new installation. Alex is a genuine, certified and quality friend indeed, albeit dyslectic as I had to correct him on the spelling to DeWinton from his - DeWonton. (Obviously he was thinking in Chinese)*

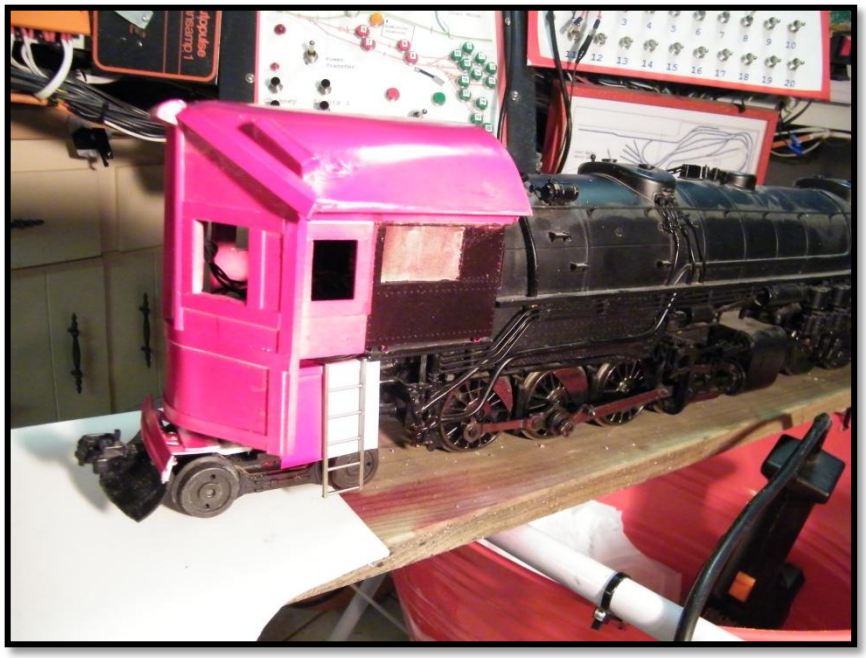
*Misty the cat is showing us her approval of seeing the dog houses removed, but complaining still of the smaller grey pet door being closed.*

***Alex Murray with his constant companion Misty***

## *Cab Forward conversion project*

*Some advancement has been made on the Cab Forward conversion, to include attaching the front snow plough and coupler. My original plan was to prepare a set of twelve conversion kits to make available once I finished my own home project. This idea soon dissipated when I learned of Aristocraft closing its doors, despite recent rumors it may once again provide some of their same product lines / parts for public consumers in limited quantities. As this engine was never used in Canada it is just an interesting project to work on over the winter months. I do plan to display the finished engine with tender on the Forsaken movie module in the breezeway with a series of cars.*

***Front profile view***



**Side view of removable cab extension**

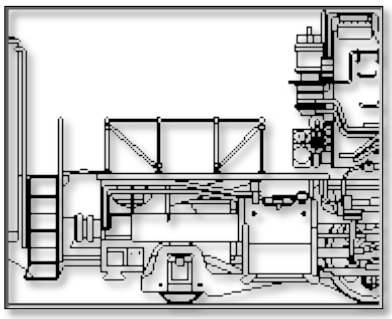
*Although it may be a popular item in the United States, there would not likely be a large market for this exclusive Southern Pacific Cab-Fwd engine in Canada whatsoever. My only interests are to tackle this unique project because of its interesting look and the history behind its making.*

*The following unedited information was copied directly from the website* http://www.steamlocomotive.com/cabforward/ *and is provided to give a brief history of the Cab Forwards engine concept & design.*

*The Sacramento division of the Southern Pacific had close to 150 miles of grades of up to 2.5%. On this Roseville - Sparks line over the Sierra Nevada there were also almost 30 miles of snow sheds and tunnels. Over the years, as trains grew in length, more powerful locomotives were required.*
*In 1908 the Southern Pacific ordered two 2-8-8-2 conventional mallets classified MC-1 (Mallet - Consolidation) numbered 4000 and 4001. On a trial run up the "Hill" two problems became immediately evident.*

1. *The great volume of exhaust gasses almost asphyxiated the crew.*
2. *The stack exhaust velocity was so great that it blew the roof boards off of the snow sheds.*

*The second problem was easily handled by installing "stack splitters" (a deflector located above the smoke stack which directed the exhaust to the sides), as shown at the top of the image on the right. The first problem required more consideration.*
*Shortly after delivery of the MC-1s, an enterprising engineer decided not put up with nearly being asphyxiated or exposing himself to the tremendous heat and noise. He had the engine turned, hooked the engine pilot to the front of the train, and backed his locomotive over the hill pulling the train behind. This alleviated the above problems but created others such as pushing the tender ahead of the engine and the engineer being on wrong side for the signals. Despite these problems, other engineers began following this example.*



*The Monkey Deck*

*The Southern Pacific Cab Forwards had a platform immediately following the smoke box of the locomotive (as shown in the figure on the right). This platform was called the "monkey deck. Smoke boxes were often stained with rust from boiler water and boiler water treatment chemicals. Because of its proximity to the stacks, the monkey deck was often stained with rust from boiler water too. Occasionally articulates would spew hot water and mud from their stacks. Most railroad employees were aware of this fact. However, many hoboes thought the monkey deck was a good place to ride. After passing through tunnels or snow sheds, hoboes riding the deck were either scalded or asphyxiated depending upon how the locomotive was performing. The monkey deck was not a good place to ride on Cab Forward locomotives.*

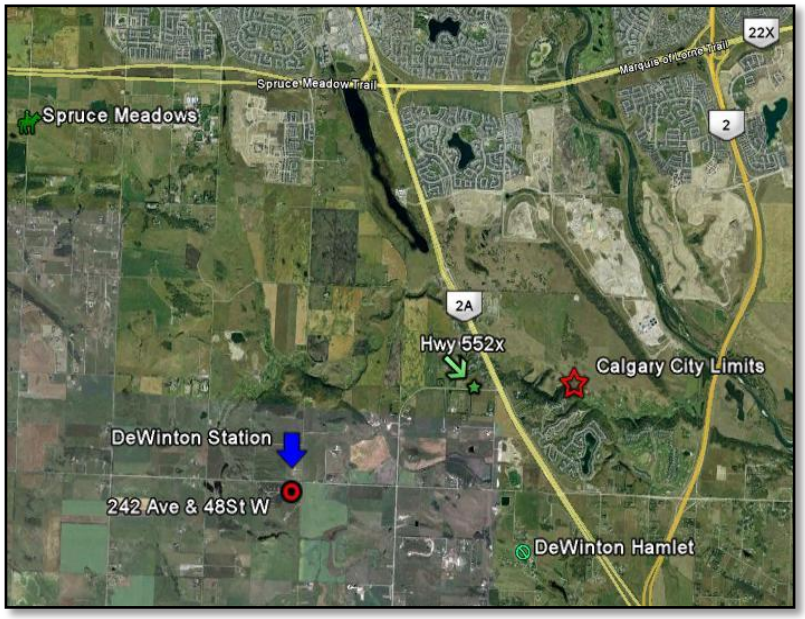
*There will be little to report now until this project is completed, I do not plan to do a "How To" article on this conversion but would be willing to share my construction photographs and pass on some of my techniques to anyone with the same mindset and wanting to tackle the project themselves. That would involve contacting me directly at info@dewintonstation.com.* ***Barrie Roberts***

## *The Outhouse for a Clubhouse - Announcement*
## *CMRS Open House tours- February 8th & 9th - 2014*

*We will be hosting the layouts here at **DeWinton Station** again this year for the annual CMRS layout tours 2014. This is a great time to visit some of the local Calgary and area model railroad layouts first hand, we have been asked to participate again this year despite being on the program several times in the past. With the now added attraction of having the British Modelers' group and their "Much Muddling" layout nearing completion and up and running once again in their interim space.*

*I am confident we will be able to put on a great showing. **– Study map below***

*Then I encourage you to continue on to High River and visit Richard Murray and his "Port Brennett Branch" railroad. Richard is in the process of rebuilding his layout after the devastating floods that destroyed a large part of Southern Alberta in June 2013, I am certain he would appreciate CMRS visitors as a showing of support.*





*Reminder – Our annual Canada Day event has been postponed until further notice. However visitors to our **DeWinton Station** location are not restricted to **CMRS** members and I will be open for visitors both days: February 8th & 9th 10am – 6pm*

***ADVERTISEMENTS:***

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*Contact Allan Clark for more information at anclark03@shaw.ca*

*For urgent contact with Barrie Roberts*
*Call 403-680-7061*
*Or e-mail info@dewintonstation.com*

***Closing Photo – The inside sawmill at DeWinton Station (Bookend photo)***