



# DE WINTON STATION

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## The Outhouse for a Clubhouse

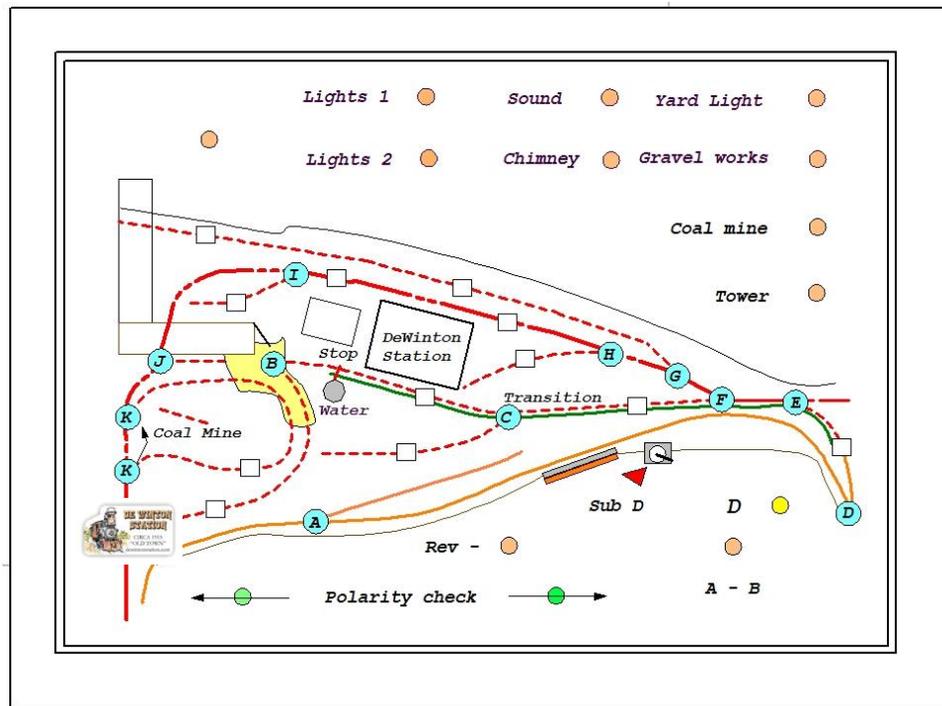
Newsletter - #10 – May 2014



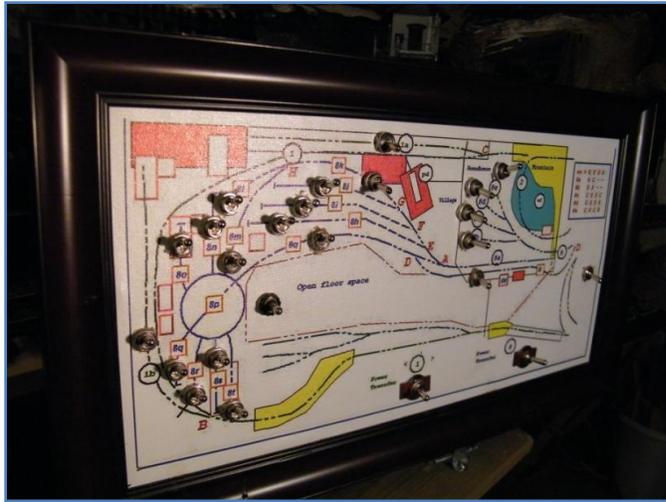
AN EVOCATIVE INSIGHT INTO MODEL RAILROADING  
By; Barrie L. Roberts [www.dewintonstation.com](http://www.dewintonstation.com)

### - Designing and building a control panel board

I have once again decided to redesign the track plan on a portion of the **DeWinton Station** indoor layout by removing a large redundant yard section within my available work area portion which then revealed an opportunity to join a track through an existing storage cupboard from the Coal mine to meet up with the frontage of the D-Station house building which to this point had not seemed possible within the former track layout design. All of this has prompted a relocation of the substation controller “D” which can optionally be used to service this area.



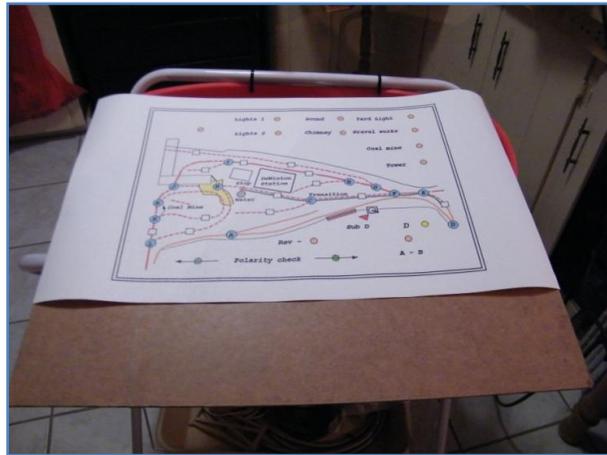
This month's **feature article** will describe the process I now use to create these control panel boards with wiring diagrams to support **some** of the complicated train movements between multiple power sources. **We will also visit an HO layout of Lorne Hughes** an avid railway man that began riding the rails with the Dominion Atlantic in 1956 at the age of 16, as a summer job which evolved into a full time position with the Canadian Pacific Railways and a move west to Calgary, where he eventually settled into a career with the Calgary City Police department.



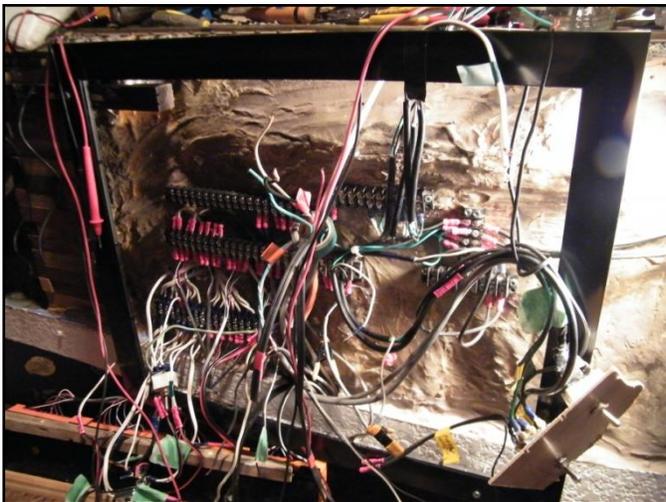
### Featured article

This is not my first panel board done in this fashion as seen by the photo at left of the completed board at substation "C" and with plans now to upgrade the master panel once again for stations "A & B" (next winter) it will not be the last. My rules are simple and are the result of trial and error **or** exercises in futility, which seems to be the only exercise I have time for since I began into the model railroading hobby. Be prepared to pay for quality switches capable of providing the 15

amperage requirements for your transformer sources and wire gauges that will not overheat under load. I prefer 16 gauge stranded wire for track power and 22 gauge stranded for turnout switches. The **flexibility** of stranded vs. solid wire will become evident when you need to organize the spaghetti at the rear of your panel. Terminal strips are a necessity to arrange groupings of wires into orderly fashion and a means of joining the panel board to the layout wiring which I consider should be a separate entity if possible.

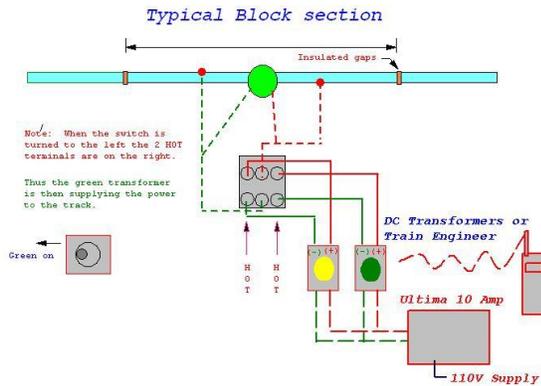
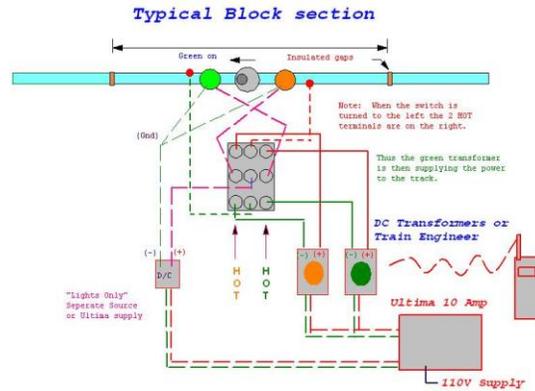


The first step is to determine the preferred location for positioning the panel board with accompanying transformer source and turnout controls. In my case four LGB orange switch boxes will fit nicely beneath the drawing shown above and within the frame size seen at left,



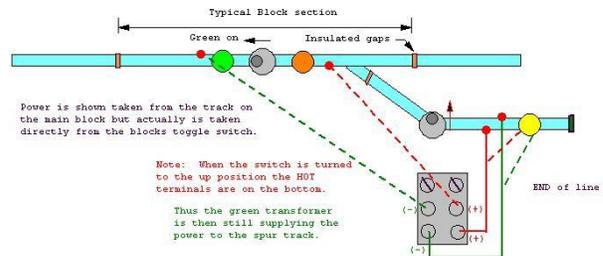
defining the useable area. I begin by drafting the layout on my computer with a simple Keycad program that I have used extensively for all my previous drawings. Then I capture the image as a Jpeg and save to a portable stick that can be transferred onto canvas matting used for framed photographs. For quality finishes go to a printing facility rather than a discount department store. Then attach to ¼" hardboard with spray adhesive (contact cement) to provide rigidity and the controlled drilling of holes for holding toggle switches and lights.

In the past I have used lights extensively to show that blocks were powered and by which transformer (refer to drawing at right). Depending on the number, this can make the panels too busy and at times distracting from the desired basic simplicity. I now prefer to use the **direction of the toggle** as the means of determining either On/Off or left (Orange) vs. right (Green) power source. The drawing at right shows how to wire using 9 pin toggles which can control indicator lights if so desired with a separate DC source for lights and accessories.

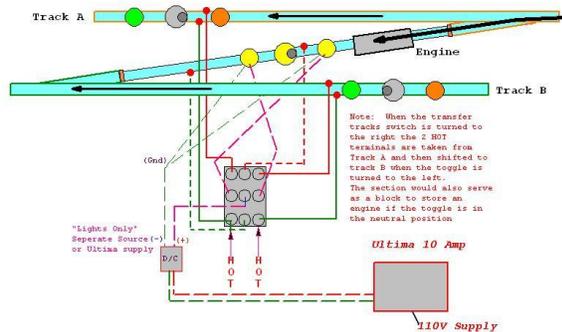


My preferred method now is to use 6 pin toggles with either the switch or a single light on the drawing board (as seen at left), the drawback here is the light would only illuminate when power was applied to the track section. I prefer this method however with the toggle on the drawing rather than the indicator light. For dual power sources the switch would either be positioned left (Orange) / off / right (Green). For sidings I take the power from the mainline source and interrupt with an **On / Off** switch positioned

**up for On and down for Off (as shown in the diagram below right).** Remember the connections can be taken (piggybacked) from the toggle terminals rather than taken from the tracks as seen in the drawing. Once you fully understand the principles it will be easy to recognize at a glance the tracks availability or controlled status. The **Off** position is then only required to park an engine out of service; I also prefer to isolate both tracks with insulators and run power to both rails rather than just one side.



There may be circumstances where you will wish to transfer trains from one power source to another, this last drawing below shows how this can be accomplished by entering into a

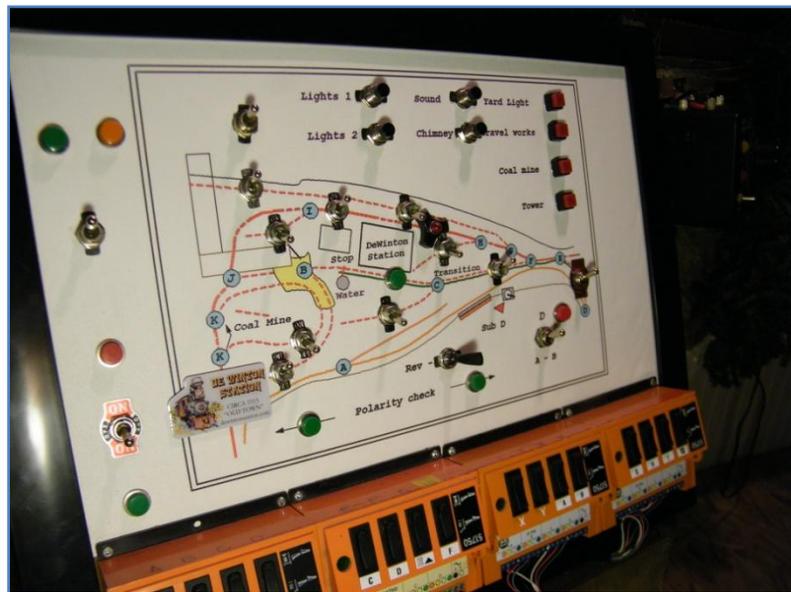


blocked section that is controlled by power sources on either side. It would be necessary to direct the switch towards the approaching train, then stop the engine within the block and direct the switch towards the direction of the departing engine (as shown here at left). I purposely have shown the complex wiring scenarios with indicator lights to the sides of the switches, these lights could be eliminated as a matter of choice. Check for travel direction of track to be entered, it is

also prudent to temporarily neutralize the block to the rear to avoid shorting the lights in any trailing cars as they transverse during this manouver.

I still do use **indicator lights for special purposes** such as to indicate track polarity as in reverse loop situations and/or a transition section as between switch **E to switch B** in the cover page drawing; a special reverse polarity toggle with polarity check lights are wired to help when attempting to move trains within this section. There are going to be many other situations that will present unique wiring challenges depending on the complexity of your layout, organization will definatly help when trying to troubleshoot problems or make these subsequent changes as things certainly do have a habit of requiring change from time to time. This section of the layout depicted by the cover page drawing is presenting certain challanges that I must figure out within my own mind as the situations are not explained in any wiring book that I am aware of. By adding a third transformer that can optionally assume control over this specific region of the layout to manouver trains all the while the mainline trains occassionally require travelling through on either of the two mainline tracks; infront or to the rear of the station house.

**Tip:** I have made an independant power source from a 12v adapter plug on the 110v house line with alligator clips and a indicator light. By attaching the leads to the track directly it will send the current down line (in reverse) which can be identified at the control panel amongst the mass of wires there with another test light, be certain all other DC transformer power sources are turned off.



**Completed panel - with attached track switching**

As you will notice I purpously left some space on the sides of the drawing for some additional switches required to accomplish some special procedureds, exclusive to my layout, it would be wise to allow some room for expansion on your own boards. The spacing of the components on the drawing front is critical to allow for the size of the switches to the rear. Overcrowding within a given area could result in having to move switch locations after holes have been drilled.

I am an advocate for promoting analog wiring vs digital and radio control, only because I am "Old School" and like to be in control of the situation, when something goes wrong and it surely will, I do not have the advanced training in electronics to repair circuit boards and unscramble mixed up air waves therefore would be at the mercy of the component manufactures to maintain operations on my railroads. Certainly DCC and radio control have their benefits and I do plan to slowly adopt these benefits into my operations here (in part) but do not want to limit myself strictly to DCC operations and outfit all my acquired engines at this time.

## **Featured model railroader – Lorne Hughes**

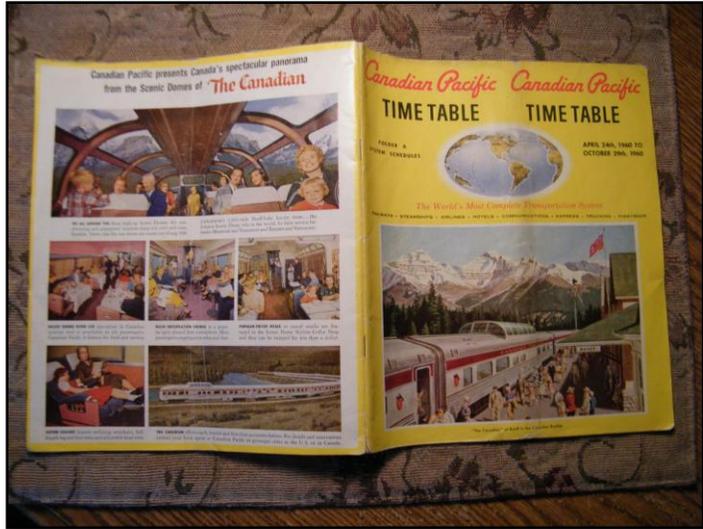
It is my pleasure this month to introduce you to a longtime friend and associate of mine that began his fascination with the railway working his summer breaks from schooling as a fill in waiter or 4<sup>th</sup> cook in a buffet parlor car for the **Dominion Atlantic Railway**. His tenure involved daily runs between Yarmouth to Halifax and return, for one summer while he was attending university and up until the trains were then **replaced by dayliner operations. (see last photo)** Lorne now 74 years was born in Kentville, Nova Scotia and raised in Canning during his elementary school years. To attend high school he would then commute by train 10-12 miles back to Kentville each day, much like the students of today travel by bus.



**Lorne Hughes at the controls of his “HO Canadian Pacific layout” in High River, Alberta**

Eager to stretch his horizons in search of an interesting future in railroading he approached the GM of the **Dominion Atlantic** in Kentville who in turn referred lorne to the GM of **Canadian Pacific in Montreal** and was given the opportunity to come to Calgary and begin his training as a CP sleeping car porter. Lorne worked the summer of 1957 for 3 ½ months then returned to University, after the summer of 1958 he decided to quit university and remained in Calgary with an upgraded position to a sleeping car conductor. If you are not familiar or cannot remember; these were the days when most of the porters were traditionally of black in colour and to be white you were seen as in the minority.

Lorne admits to having the “**dream job of the day**” compared to his peers at the time, he was assigned to doing runs between Calgary > Banff > Vancouver Return > Banff or Lake Louise then Calgary, through the spectacular Rocky Mountains on “**The Canadian or the Dominion**” as depicted in this April to October 1960 - CPR timetable. In addition he was doing runs from Calgary > Banff > Minneapolis & St. Paul Minnesota, whereupon he was obliged to declare his split incomes between Canada



and the USA, for income tax purposes. These runs on “**The Mountaineer**” were during the summer months only, running the end of May to mid September. This train consisted of three Canadian Pacific sleepers, manned by Canadian crews and several Pullman cars for Brewster Tours passengers. When placed on a four track siding in Banff, called **garden tracks**, the clients would do daily runs by Brewster busses to sightseeing attractions within the mountains returning nightly to the dining and Pullman cars stationed on the sidings for dinner and sleeping accommodation.

Lorne states while working on “**The Canadian or the Dominion**” between Calgary > Winnipeg > Vancouver it is interesting to note that their shift arrangements only allowed 3 ½ hours sleep a day as being permitted and at times he would be required to layover between runs or occasionally to deadhead home when his designated shift ended and there was no return trip. He had contemplated becoming a policeman for the CPR but was told that it would consist of lonely watch duty vigils within train yards so he opted to apply for and was accepted into the Calgary City Police department in 1962. Upon leaving he was offered to stay on with the CPR and take training as a Trainman/Conductor or Fireman/Engineer position. His police career there spanned 28 ½ years where he retired with the rank of Detective. During this time with the Calgary Police he established the Child Abuse Unit with Robbie McLeod one of **only four** police women of the day. I had the pleasure of working with Lorne and Robbie during the 1970's when I myself served with the Calgary City Police and was assigned to Detective training in the various departments there.

**Lorne's police career-** involved positions in the Patrol then within the Traffic Division core involving Hit and Run investigations, Fatality Squad and Traffic Education. Promoted, from Traffic to the rank of Detective where he served within the specialized units of General Investigation (GIS), Morality (Vice) and Youth Involvement (Juvenile). Lorne was also stationed as a Zone and District Sergeant for several years, retiring in 1990. He then worked for Bison Security, part time for a couple more years before settling into full retirement and hobby mode. My recollections of Lorne during our police associations together was that he was a very relaxed individual and conducted himself in an utmost professional manner, when interacting with his peers or the public in general.

*His layout is still a work in progress, not unlike the rest of us modellers, yet has some portions that still make for good photography; I hope you will enjoy these selected photos I took on a recent visit to his home. Lorne's spouse Louise supports his RR-hobby – which is a good thing!*



***Busy freight yard and mainline operations in "HO- Scale"  
& Canadian Pacific's 4-6-0 D-4g #470 (aka - ten wheeler)***





*CPR 4-6-2 G-5 Pacific #1235 Passenger train at trestle  
& Dominion Atlantic day liner replacement service for Halifax runs*





### ***“The Outhouse for a Clubhouse”***

*With the April Supertrain Trade Show behind us now I can report that we had a very good showing with the British Modelers modular unit. I was actually quite surprised to see the transformation from my temporary shop building abode to the completely assembled display at Supertrain with all the extra scenery boards and various accessories attached. It is hard to imagine that this entire display will eventually be placed within the confines of the 14'-8" x 31'-0" **“Outhouse for a Clubhouse building”**, with extra room to walk the perimeter on three sides, with the front doors in an open position. Next month **Martin Dawe** will provide me with a reporting from their club activities leading up to Supertrain for publication in the June newsletter. Closer detailed pictures are expected at this time. Thanks to **Ron Britton** for providing this aerial view to demonstrate the size of the MM layout.*



***British Modelers “Much Muddling” modular display at Supertrain 2014***

*A week prior to Supertrain, saw a few of the “Much Muddling” modular crew assemble at DeWinton Station to have a tree making session led by Ian Mears. The weather was frightful so they gathered in the breezeway and with some propane heaters set about to making several trees to fill out the layouts scenery boards.*

*Despite all the clowning around by the “usual suspects” for the cameras benefit, they did manage to actually complete numerous trees that would fill out the MM layout scenery side boards quite nicely in time for the train show.*



### **Steam donkey project –**

*I started to build the steam donkeys as described in the #8 March issue, making some good progress, but with other projects like the track renovations and new panel build taking priority I decided to suspend the steam donkey project and others not completed until the weather begins to warm up so I can then*



*prepare the required wooden skids in comfort outdoors. Nonetheless a few pictures of the progress made to date will give an idea of the developments so far. I started with a box of donated parts that were acquired from Merle Parise of Polson, Montana. This consisted of three dismantled identical 2-4-2 engines of the type shown here in the above photo.*



*Combining the parts from this to metal cylinders I had made from muffler pieces, a transformation was made to the following photo at left of the chassis of a working steam donkey engine with piston action effects provided by rearranging the location of the DC motor block and piston cylinders from the little engine. Other plastic parts from the cab and boiler section will work well as a protective structure and water supply tank. This motor block provides only cosmetic motion to the piston action and as I wish to actually pull logs with the donkeys a stronger motor was fitted into the barrel of the metal cylinder. To this end a 12V drill was used which can be controlled by a separate transformer, this will allow forward and reverse motion and speed control, plus provide the torque needed to pull logs across rough terrain.*



*I have used two of the engine piece sets to date, keeping the third in reserve for a future build of a different styling of steam donkey. I do enjoy taking on challenging projects of this nature and seeing the end results resembling the initial concept or a variation thereof. **Next month** I plan to follow up with action **videos** of the Teepee burner with billowing smoke and the two steam donkeys placed on log skids and demonstrating simulated yet realistic controlled motion via transformer.*

***Hopefully the Teepee burner itself doesn't burn to the ground!***

***I myself am not a rivet counter like most dedicated prototype modelers, at***

***the end of the day it is just about having fun and doing something you enjoy. Perfection will be left up to my railroading counterparts and I tip my hat to one and all of you - Keep up the fair work!***



***Two steam donkey units awaiting log skids & final detailing***

**Pending articles-** With Supertrain 2014 behind us now I attended the show and made contact with a couple of interesting people and their layouts that I will feature in the coming months. **Mark Sazavsky** of **SazModel** was there to introduce yet another scale to the hobby, **"TT"** it is between N & HO. I have asked Mark to submit a report on this new scale, and he said he would.

His website is [www.sazmodel.com](http://www.sazmodel.com) to preview.



**Ross Wilson 14 with his train buddies Ross Tyler 15 and Scott Tyler 13**

I was very impressed with the layout of the Tyler family, in particular the detailing provided by **Ross Tyler 15 yrs** and his brother **Scott Tyler 13 yrs**. This photo here will give an insight into one section of their layout but it is the story of this tight knit family that makes it special, also seen is **Ross Wilson 14 yrs** their friend, *on the left side*. The parents (Mike and Alison Tyler) demonstrate the encouragement needed to keep the interest alive for their children and support them in the hobby. Only a small portion of their amazing layout is seen here, I have asked the parents to provide the storyline for this enduring article to come.



**Robby Gale 11 yrs at Supertrain 2014**

**Also:** - I was amazed by the charm and abilities of a young lad **Robby Gale 11 yrs**, his parents (Rob and Valerie) own **Chinook & Hobby West** in Calgary, certainly this would give Robbie an edge over his peers, but he modestly handled the remote controls of his charges like a seasoned professional engineer and true hobby ambassador.

**Not to be outdone:** - One of the smaller displays at the show (3' x 3'-10") was built by **Evan Robertson 11 yrs**. With the support of his father Iain, Evan has been a keen regular contributor to making the Supertrain show an annual success. See you again next year.

**Well done Evan!**



**Evan Robertson 11 yrs**

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*1 1/2" x 2 1/2"*

**Closing photo –**

*Roundhouse with turntable on the Lorne Hughes - home layout in "HO scale"*

