



DE WINTON STATION

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The Outhouse for a Clubhouse

Newsletter-#11 –June 2014



AN EVOCATIVE INSIGHT INTO MODEL RAILROADING

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

Cover photos;

New Brunswick Southern Railways softwood “Pulp cars” custom built by **Dan Ellis** of Calgary, Alberta, Canada.

Also: Customizing & conversion details to convert a USA Trains stock GP 38 diesel to Canadian standards for Canadian Pacific prototype GP 38-2.

..... Full stories within!



Engines GP 38-2 #3107 & # 3103 waiting on side track on Dan Ellis’s indoor layout



“Outhouse Clubhouse segment”

With Supertrain behind us now we have several pictures of the Much Muddling layout, provided by the British modelers group, which will follow shortly in a photo collage. The Outhouse Clubhouse building is beginning to see work sessions again that may result in it being occupied within a couple of months, a reporting of our progress to date by Martin Dawe is also forthcoming in the next issue. Once the modules are transferred into the building and set up, I will have another heated area suitable to house yet another project, **which I would like to introduce first**, this project could also involve – **YOU!**

A “NEW” concept for a modular layout & train show participation – B. Roberts.

I have come up with an **idea** for a fresh division of **DeWinton Station** that I would like to circulate to the readership, inviting your opinions and hopefully participation in the project, **regardless of your home base location**. I will start by repeating a statement I made in the first Outhouse newsletter (Sept. 2013);

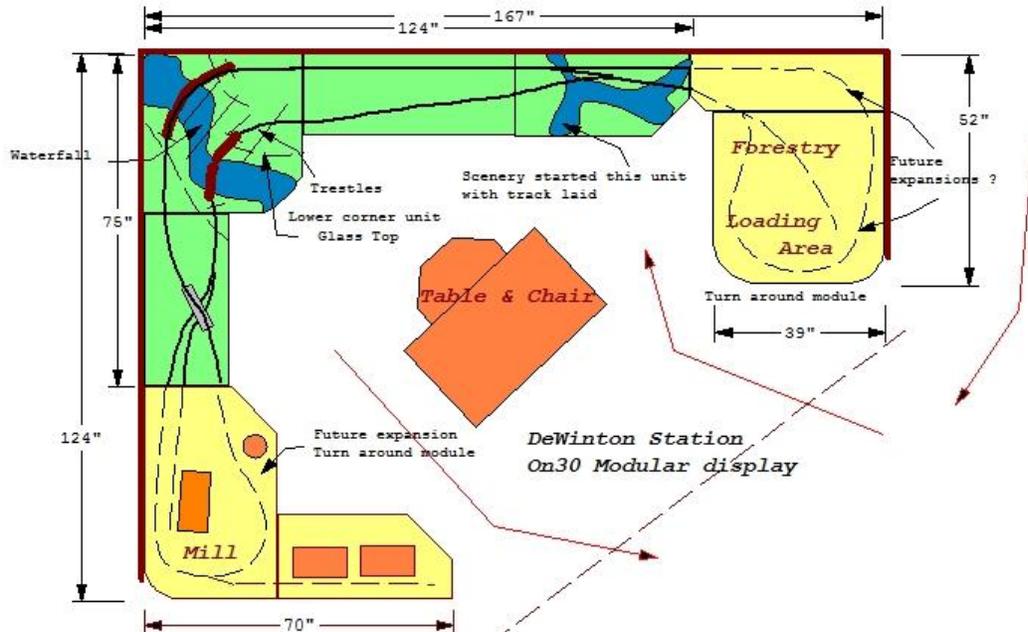
“ My vision for the future will be to develop the property here to the maximum with railway themed attractions, albeit keeping the day to day atmosphere as a private venture, allowing invited guests on occasion for viewing.”

What I propose is to formulate a small seasoned **group of participants** from across Western Canada and the Northern US States that would be interested in applying their skills towards developing a new prototypical modular layout in **On30 scale** (as depicted on the following page) that could be taken to train trade shows or special exhibits across the country(s) and displayed. The **“participants”** would then request for and provide assistance at the train shows within their area, to set up /dismantle and man the station during the exposition. Part of my motivation behind this proposal is that I myself would like to do more travelling in the harsh winter months and in part attend the train conventions at destination locations on route, this could also include the lower and eastern US States and provinces of Canada. Rather - than being just a visitor, but as a show participant to promote the hobby of model railroading in any scale. Clubs in the local area would also be invited to **promote their groups** with pamphlet distribution or representatives, describing what they are offering to attract new members.

I would build the modular units here (with the assistance of local Calgary participants) and display at **DeWinton Station** when not on the road. Especially being here for the summer months (April – October) when I would be home

tending the other displays and layouts. The show units would be made as light as possible with styrene and packaged for convenient handling in transit. The theme for the display would be an authentic On30 scaled logging operation with sawmill, requiring numerous trees, a few buildings and some nice featured railroad scenery such as a waterfall and two curved trestle bridges.

This preliminary drawing is my proposal at this time.

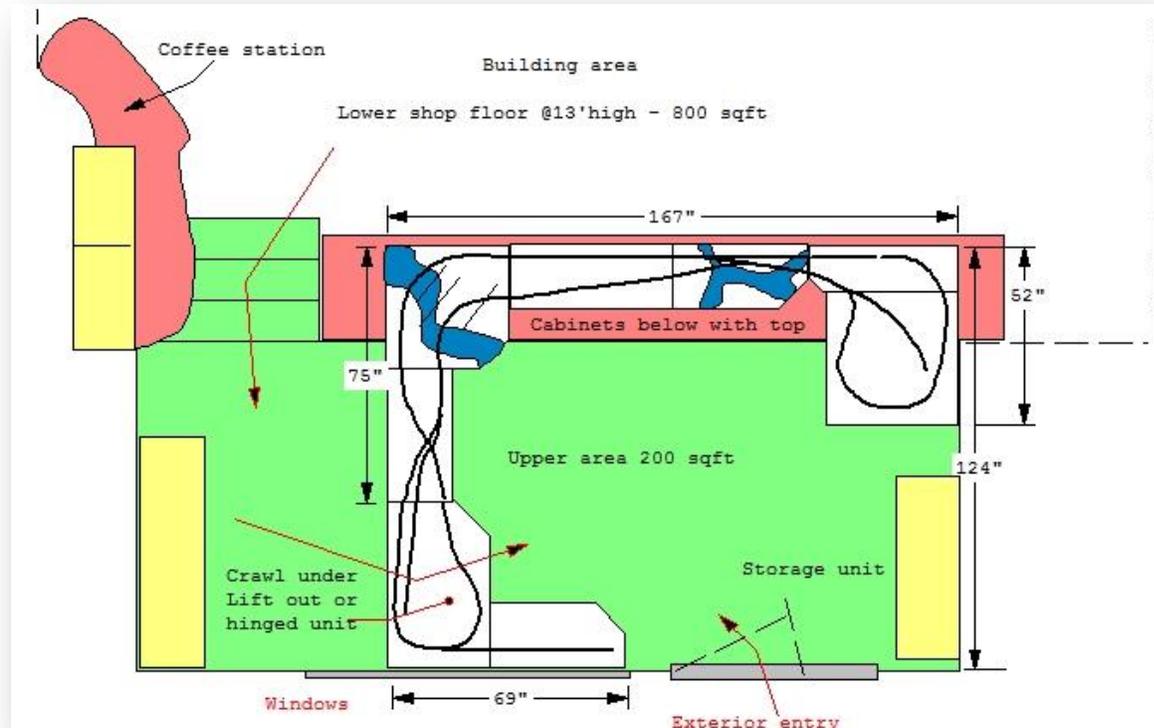


This would be a super opportunity for the **participants** to join in at conventions away from their home in the winter months, combining a vacation break period with the model railroading connection. I will also be touring other train related attractions and railways throughout the country(s) taking in many of the activities they offer, visiting clubs and socializing with their members. By piggybacking on this display you would be able to extend your hobby interests in a new direction and offer your acquired skills to a great cause, therefore I would also be asking if you could take an active part in the construction of the scenery aspects of the display - by building the trestles, bridges, buildings and related forestry scenery features at your home thus contributing to the display, making the project a joint venture effort. If you think that you would be interested in learning more or discussing how you can personally get involved in the project;

Please give **Barrie a call at 403-680-7060** or E-mail info@dewintonstation.com .

Note; the area I have to house the display is an elevated 10' x 20' section of a heated 1000 sqft attached building with adequate lighting and power sources. The following drawing shows how it would fit within the available **barn end space**.

*An inspirational video - <http://youtu.be/OmS8gCnqRF8> submitted by Dan Ellis. If after viewing the video consider what would happen to the **model railroading** hobby after the remaining RR-veterans have left the depot for their final rail trip.*



"Barn end" shop extension for On30 - Modular unit.

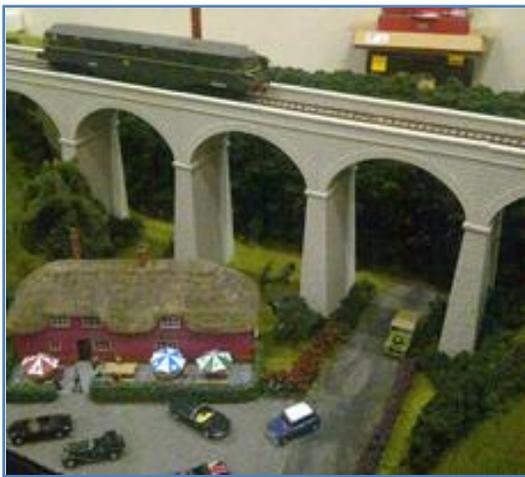
Much Muddling layout and Supertrain 2014 report – by Martin Dawe.

This year marked the **Calgary British Railway Modellers** 7th year of the group exhibiting our layout at Supertrain and it marked a significant change for us as club. When we moved the layout to its new home at **DeWinton Station**, it marked the end of 6 years residence in Martin



New town end on left, with soccer field in foreground

Dawe's basement where it spent most of the time disassembled, or being worked on over the winter months in a panic, doing major rewiring like last year right up to the last minute. As a result we normally spent the first morning of Supertrain debugging and not running anything which is not the purpose of attending the show! Anyway, this year due to Barrie's generosity, we were able to move the layout into his large garage and erect it fully so that we could work on it over the winter with plenty of room to do so. This has enabled us to add our new town and port extension boards that have been in the planning stage for at least 3 years,



*Malcolm Turners - branch line
"Four Horseshoes Pub" at viaduct*

wire up the dock railway, and give everyone a project to make up modules with buildings and shops that were used to populate the town. We also managed to debug any wiring problems that we had, fixed the points and did various other bits of maintenance that needed to be done. On top of this we managed to have operating sessions that enabled us to run trains and get used to the layout and the new features. We didn't do much scenery work save from repairing damaged bits, but with help from Ian Mears, some of us spent a cold and



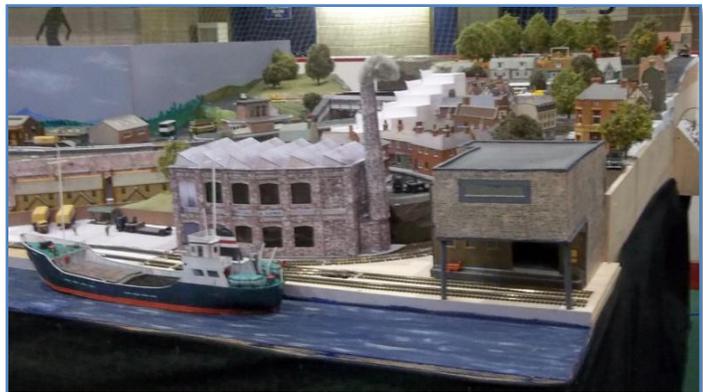
snowy Saturday a couple of weeks before the show, making trees. When these were “planted” after setting up the layout at Supertrain, they made a huge difference to the way the layout looked, and it became more like “England” than ever before. So, after a successful winter of preparation, Supertrain arrived, and for the first time we had no major problems to contend with other than forgetting to turn on the power switch for the branch



Ian Mears's - Football pitch

line, and a couple of other minor niggles, which enabled us to face the public on Saturday with running trains!

For those who had seen our layout over the preceding years, the first thing that was commented on was that it looked so much more like England than before with the trees being the main reason. Also the new town scene attracted a lot of favourable comments, especially the fact that the buildings were made of card, not plastic, which was explained as that is the way the English make most of their buildings. Some of these buildings were made from kits, many being “rescued” from



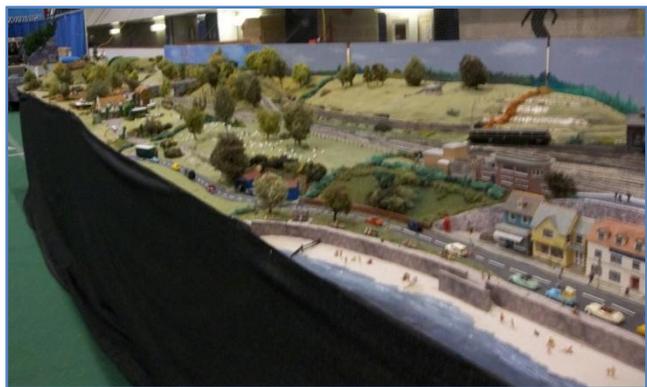
New section with dock side and rail lines

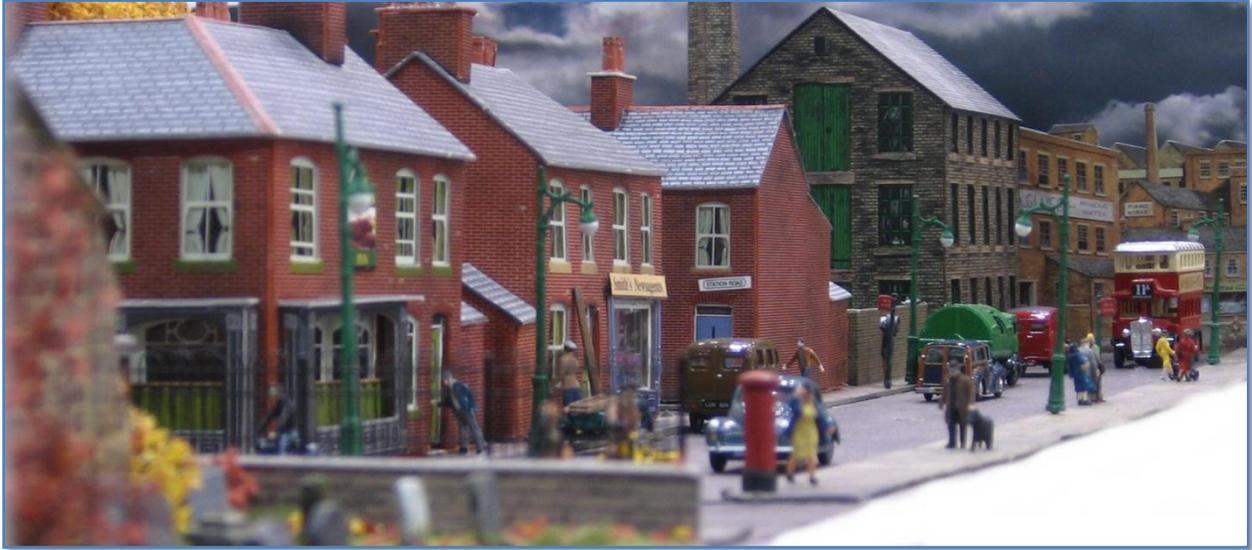
other layouts as “fillers” until permanent ones are made, to a scratch built warehouse on the dockside made by Rod Wilkinson, from a couple of burger boxes, snack packets and covered with brick paper and windows to the card coaster in the dock, and large warehouse made by Ian Mears from downloaded “kits”. The back boards played host to a football pitch with members from local pub teams having a game, with a few spectators looking on. Again this was made for the club by Ian Mears. The owners of the semi-detached houses alongside must have fun when footballs end up in their gardens. Martin Dawe made these from “plastic” kits covered with brick paper to keep them in line with the card kits elsewhere. He also made a mock up of future Georgian Terrace houses that he plans to scratch build over the coming year to go alongside the station.

**Supertrain 2014
Participants**

Alastair Preston
Cameron Scott
Chris Jessop
Chris Watson
Craig Kirkland
David Cole
Ian Mears
Jeremy
MacKenzie
Karen Dawe
Malcolm Turner
Margaret Scott
Martin Dawe
Pete Stauffer
Rod Wilkinson
Roger Siegrist

The main part of the town was populated with “building modules” made by Jeremy MacKenzie, Roger Siecrest, Cameron Scott (high street across the middle), David Cole (the market) and Pete Stauffer who added a small garage to the largely bare front scenery board next to the beach board. Hopefully this board will get a facelift for next year. The Station Hotel was built by Ron Britton and over the coming year he will turn the scenery module that it was placed on into something more appropriate for the hotel. We hope to add favorite British stores to the town as we upgrade so look out for Woolworths, Boots, W.H. Smith and Spencer plus others when we get around to building them. The working dock railway added a lot of extra interest and this and the whole town will be developed further over the coming years. Other plans for the future are a total revamp of the station area with new platforms, buildings and the goods yard. More trees will be added, and the scenery upgrades further still, especially the grass which is not the English green that we want. Adding details to the whole layout will help give it “life” and finally we need to populate it especially the town.





The Branch line saw a rebuild of the station with a new track plan; the station platforms rebuilt and fitted out with working lights – very nice. The viaduct section that made its debut last year was enhanced by painting and the “pink pub” which graced the valley complete with famous visitors like Austin Powers, his car being parked outside. This is based on a real pub in Norfolk. Malcolm Turner is now considering adding a back scene for next year and has offered to make new spectator/crowd barriers that hopefully will be a bit sturdier than the present ones. Pete Stauffer has offered to make a small viewing step that will allow the younger enthusiasts a better view at Supertrain.

*All in all, Supertrain 2014, was a very successful outing for “**Much Muddling**” and when it is set up in its new home, in the outbuilding that we are renovating at Barrie’s we will be able to look forward to many years of fun operating and detailing it.*

From Barrie R. – There is a lot to see on this unique MM layout and we will visit its progress in the months ahead. Thank you Martin for your kind words, it is my pleasure to host this layout here at DeWinton Station. Once I get a handle on the “English language” things will surely smooth out even more so. It was certainly nice to see all the section boards together at Supertrain and the group enjoying running trains and socializing for a change, rather than the pressure of preparing the layout for the impending deadline.

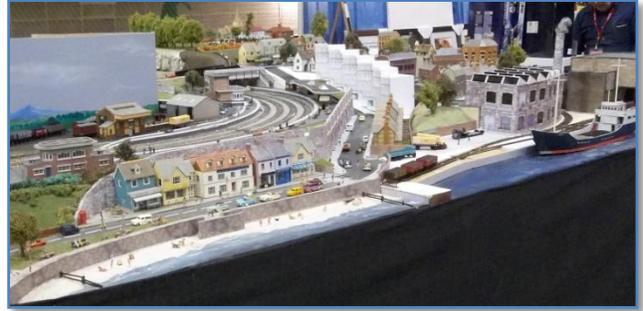
Ian Mears layout



Two portions of Ian Mears – “Thomas the train” layout

Ian Mears had his own’ Thomas display at Supertrain and it is special in a lot of ways; I will revisit this display as a featured layout in the months ahead. Surely a hit with the children, myself included..... Great job done!





Picturesque scenery indeed



Traditional fox hunt - Tally Ho!

**** An introduction to Allan Clark** – In the first Outhouse newsletter (Sept 2013) the cover article was about the purchase of a gallows turntable and a two bay machine shop that I had acquired from an e-mail circular. I was quite proud of the purchase and have kept in touch with the builder – **Allan Clark** from Vancouver Island, BC. He has graciously offered to moderate a column which I accept with welcome anticipation, and offered him a free hand as to content. Please use this column as a means to exchange ideas and ask questions of an expert in his field.

THE BUILDERS CORNER...A forum for ideas and education
Moderated by Allan Clark of CMB – Photo credits also.

Scratch that.. its tip time.. Well fellows I think it is time to start a clinic or forum on the ancient art of **scratch building**.

In today's world of plastic structures, off the shelf rolling stock and snap track, the term scratch building might be lost on a few of you younger fellows. Back in the day... way back before "garden railways" became mainstream - the major hobby of model railroading was in either O or HO scale. While one in the 60's could purchase a great deal of off the shelf, ready to run and kits, many of the modeler's built their structures, rolling stock, bridges and locomotives by hand using basic tools and raw materials. Hell some of the nicest models were constructed of cardboard with hand painted lettering and they are on a par with



many fine models seen even today! That brief historical being said I hope through this continuing column we can gain a few converts and also perhaps as is said "pass the torch".

Now why would one want to scratch build? Well there were /are many reasons. First there is the issue of cost....secondly one can create (great word) a model of anything they wish and third you can even make it up or freelance. There is the added satisfaction of standing back and saying "I built that!" Now one also has to temper my enthusiasm with the reality that some of you out there feel they don't have the skill or the patience def; (patience the art of

not showing impatience) and there is the issue of tools. Arguments such as; well I don't have a _____ therefore I can't make that part or component. Let me assure you that you do not need a full workshop with lathes, milling machines and a pile of woodworking tools. A few simple and inexpensive hand tools are all that will be required. We will have an article in the next issue based on the response we get to this intro. Please think seriously of a topic or send any questions you may have.



Allan Clark - CMB Custom buildings

We believe that this forum can be of great benefit to all and a way of passing on information with tips and ideas to encourage better interaction and maintain the hobby. Here is a listing of some of the basic start up tools and equipment one might need:

A small saw, sandpaper a few small clamps and glue and a plan or a sketch! That will get you started on the way to making your own models. Oh

yeah and you need "scratch" that's the stuff the women folk also use to cook with... It's simply the stuff called ingredients, which can be wood, plaster, styrene and metal bits, or you may also add a few detail parts from the model manufacturers.

Here are a few proposed topics for future articles;

- *A discussion on scale... the simple equation*
- *How to determine the size of a model and visual impression or selective compression*
- *How to article... to construct windows*
- *How to make a scale ruler*
- *And to remind you again ...Please send in your personal tips, other methods and ideas for articles to get this column going.*
- *Any questions are also solicited.*



A Ride on the Hidden Valley Express – by Jean Levasseur – photo credits also

*What a picturesque spot I thought, as I drove into the gravel parking lot, I got out of the car and looked all around. What a beautiful day, the trees, the flowers, the sound of running water. It was all so inviting- **what a relaxing place.** I guess a lot of people had the same idea.*

As I eagerly walked towards the Great Northern train platform, I couldn't help but feel the excitement well up inside of me for the trip I was about to take. I had heard the mountain scenery was magnificent and couldn't wait to experience it.



There were several people on the train platform also eagerly waiting for the next train. Off in the

*distance, I could see people at picnic tables just enjoying a day out in the sunshine and taking in the fresh mountain air. I took a deep breath. **Awesome!***

*As I stepped up onto the platform, I could hear the familiar sound of the train approaching. Everyone quickly stepped up to the edge of the platform in eager anticipation. There it was! **The Hidden Valley Mountain Express!***



"All aboard!" shouted the conductor.

We were just settling into our seats when we slowly began pulling away from the train platform. The steel girder bridge was just around the bend. As we



*crossed the bridge, I peered way up across the gorge and could see the trestle which towered over Cripple Creek Canyon. **Wow!** This is the trestle that we would be crossing later in the day; apparently the view from up there is breathtaking!*

Off to the left there were trail riders all lined up in a row. It sure looks like the person at the back of the line is having a great time!



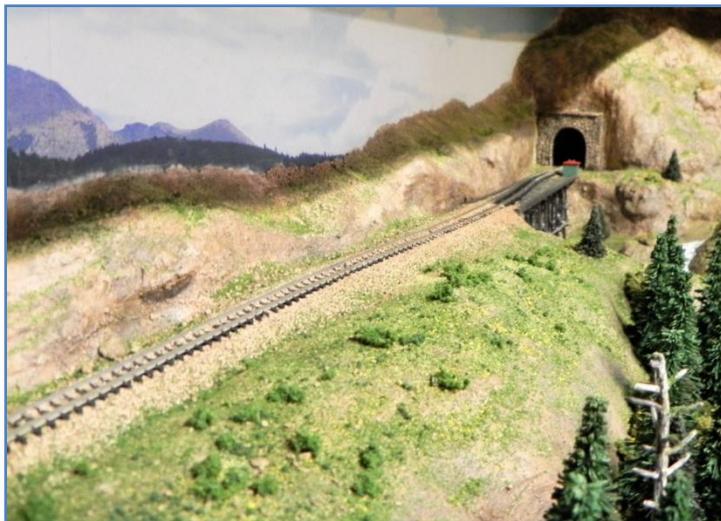
The first leg of our journey through the towering pine forests of the Hidden Valley mountain range was striking. As I gazed at the scenery, I began to eat my sandwich; I guess all this excitement made me hungry. Going through the valley beneath the small bridge was like going

through a window into another world. So much to see! Everywhere I looked, I spotted something different. It was apparent that animal life was abundant and these animals called this forest their home, I could see deer and bears as we travelled along.

Entering the long curve, I could tell we were beginning our ascent into the mountains by the chugging of the train engine. It kind of reminded me of the story I



used to read as a kid. **I think I can! I think I can!** Except this time it was, I hope it can! I hope it can! **I chuckled.** Finally, I was able to see above the trees and



could see a cabin far below. There was a trail leading to the cabin that I hadn't seen before. **What a neat spot!** I wondered who could have built that cabin, whoever it was; I hope they know that there are bears down there!

We were now heading into the mountain pass and soon to cross the trestle over

Cripple Creek Canyon, I felt like I was on top of the world. I had read that this trestle was made entirely out of timbers harvested from the trees in this forest region.

Here we go! The view from the trestle into Cripple Creek Canyon was magnificent! I could see the waterfall crashing over the rocks into the canyon far below. Mist rose up from the canyon floor and filled the air; the rocks were wet and covered in moss. I was told that the water comes from a glacier fed Mountain Lake that drains into Cripple Creek.



All of a sudden it got dark. We were now traveling through the mountain tunnel. It always amazed me at how they can carve these tunnels out of solid rock way up here in the mountains. The train slowed as we moved through the tunnel, it seemed to go on forever! The sound of the engine just echoed as we chugged along. I was now able to see a light up ahead. It was the light at the end of the tunnel! I chuckled again.



I see it! Off in the distance was the mountain lake that I was told about. The water had a beautiful deep blue that is hard to describe, people can actually hike up here. Trails are steep and some of the terrain can be difficult to traverse, often they will camp out for the night. The sky would be very dark up here, great for star gazing I thought! When we entered the curve around the lake, I could see some people below near the shore. I waved - not sure if they saw me though.

We were now descending down the mountain. The sun disappeared behind the mountains as dusk approached, stars were beginning to appear. Trees were also becoming more abundant. Although the view was gone these towering pines were still fantastic to see. I knew that this signaled the end of the trip and that we would soon be pulling into the Great Northern train platform. Sure enough, there it was. As we pulled into the station, I couldn't believe that the day was just about over. Can hardly wait for my next ride on the Hidden Valley Express!

Jean Levasseur was the builder of the "N -gauge layout" featured last month which he donated to DeWinton Station so others could enjoy when they visit. I hope that Jean will participate again as in the past when functions are held here.

**Cover stories – for Dan Ellis -- (Dan is a man of many words – most not printable)
- Softwood pulp cars & GP38 Engine conversions to Canadian Pacific standard**



Video <http://youtu.be/8Hu8pUjkjXM> *New Brunswick Southern pulp cars*

*From Barrie Roberts - <http://www.youtube.com/watch?v=D300wLejJME> Canadian Pacific A-B-A units at DeWinton, Alberta on Aug 25, 2012 Here is a superb 3-5 min video clip my buddy Dan Ellis took in my home hamlet of DeWinton Alberta, Canada of the Canadian Pacific A-B-A engine units with the business class cars heading West. It stops briefly on the mainline for the brakeman to flip the spur turnout. **Enjoy now, you may not see this combination again!***

From Dale Olson - I did a short article on Dan's Proto 48 layout a number of years ago which is still published on the internet http://www.proto48.org/p48_art_03.htm I have always been amazed at the way Dan can change the gauge of his layout while maintaining much of the previous bench work and track layout.





GP38 conversion pictorial
All photo credits – Dan Ellis
Front & left side

Front pilot was resin cast from a mould, body mount KD couplers (809) added. Anti-climber to front walkway plus uncoupling bars made from brass stock then air hoses cut and length extended with shrink wrap tape plus repositioned. Headlight removed from between number boards and relocated on nose then bell (scratch built) added to number board location. Roof antenna added to roof then filter housing to CP specs made from styrene and attached to side over manufactures version.



Rear and right side

Front pilot, un-coupler bars, hoses and KD coupler unit shown here same as front installation. Two lift flanges added to complete the rear modification.



Top detail

Second fan housing removed and replaced with a custom built winter hatch from styrene. Original horns removed from front and repositioned to rear, facing forward. This small detail was prompted by the engineer's complaints from excessive noise in the cab when sounding the horn.

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*DeWinton Station Logo Pins @ \$10.00 each
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1 1/2" x 2 1/2"

8 ½ minutes of vintage hilarious model railroading humor

Joe McDoakes — So You Want a Model Railroad by [wonderunder1](#)

Theatrical short from 1955.

Click on photo to view



You Tube video of **Tepee burner and two steam donkeys** as promised last month.
By **B. Roberts** - Not quite ready yet – spring priorities - *hopefully next month!*
My build is just for fun, here are a couple of nicer units- I'm impressed at the work
put into these two donkeys.... http://www.youtube.com/watch?v=kNy6EY_i4Cw
And.... <http://youtu.be/gTybtnylVls>

Closing photo – by Dan Ellis



Converted Engine #3107 to Canadian Pacific GP 38-2 on Dan Ellis's indoor layout

For urgent contact with Barrie Roberts

Call 403-680-7061 or E-mail info@dewintonstation.com

Please forward your ideas for future articles to help make this newsletter a continuing success, regardless of the topic or content I would be happy to review the material and get back to you personally. We can work together to make the content presentable for insertion. Do not hold back for fear grammar and spelling may be incorrect, that can all be fixed prior to release. If you would like to feature your layout please forward your best photographs for consideration..... **B.L.R.**