



## DE WINTON STATION

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### *The Outhouse for a Clubhouse*

**Newsletter-#6** –January 2014

**Happy New Year everyone - BLR**



**AN EVOCATIVE INSIGHT INTO MODEL RAILROADING**

By; **Barrie L. Roberts**     [www.dewintonstation.com](http://www.dewintonstation.com)

**Cover story;** - My first introduction to **Ray Webster** was at a garden railway layout tour in Chilliwack at the home of Bruce and Monica Coleman when Ray brought along one of the streetcars he was working on to show us. After engaging in an intriguing conversation with him about his layout in Kamloops, I knew I would be paying a visit by M/cycle to see this remarkable home display in the making. I am also planning to feature the **Coleman's garden layout this year. ... Full story within!**



Narrated by **Ray Webster**, there is no doubt that you will surely find his layout unique with his interurban trolley streetcar and mainline Canadian Pacific train operations running continuously by computer control. Switching trains from under the table storage lines automatically and effortlessly without manual interference.

**Featured article;**

**Ray Websters BCER Interurban & Mainline Canadian Pacific Railway**

I have been involved in model railroading since I was born. My father Bob has had an "O" gauge traction layout my whole life. I grew up knowing all about **BCER** (**British Columbia Electric Railway**) Interurbans and many other railway related information. I had a small HO shelf layout as a kid, but I wasn't really interested in modeling until my early twenties, my son Randy is following in my footsteps.



It started with a trip to my father's house in Kamloops in 1991; on the pillow were a few copies of "Garden Railroad". Back then it was a few pages of hand typed articles with black and white pictures. In one of them was a guy who had made several 40' coaches out of Bachmann kits and had left over ends and trucks. He decided to create the "**Pig Point Line**" and made a bunch of short, single truck cars. I thought these so cute, and at the time the Bachmann kits were only around \$12. each. So I built a passenger train and a freight train, I would not make a car or engine more than 5" long (excluding couplers).

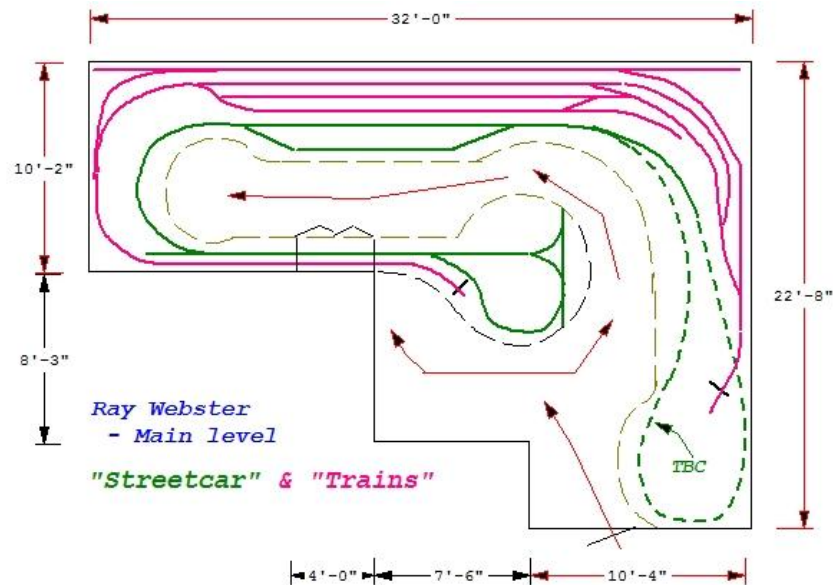




*I progressed from this and have had two outdoor "garden layouts" and four indoor layouts of various sizes. My current layout is by far the most complex, the premise is a large city called Dufferin. The time is the late 50's diesel is king, but there is still some steam around and the interurban are nearing the end of operation. It is not prototypical to watch trains run in circles, and if you were in a train yard watching real trains you do not know where they come from or go to. Some may stop and some pass through; this is normally what happen in Dufferin.*

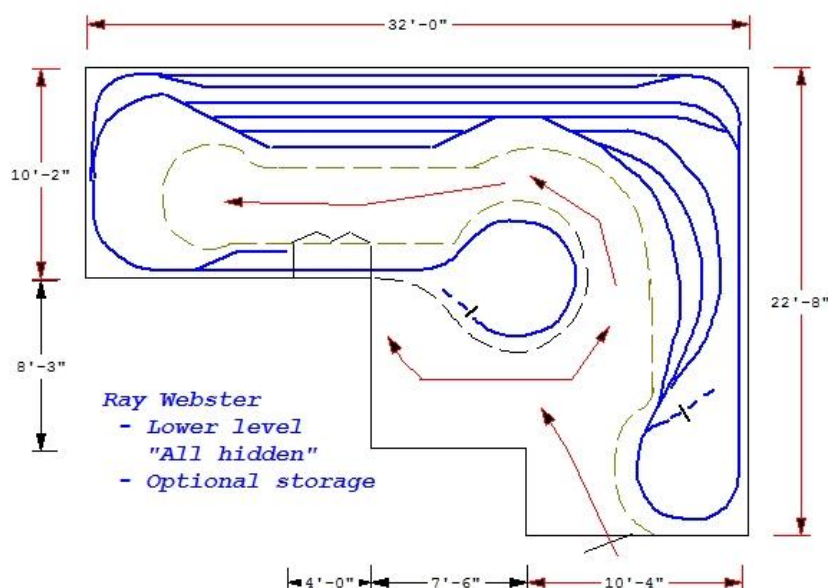
The BCER streetcar /interurban lines run on a folded dog bone, with a few industrial sidings for electric locomotive to switch to. The main line belongs to CP Rail which has trains running through Dufferin, although very few switch out.

The layout is fully (Digital Command) DCC and automated by a computer using Railroad & Company software. The main computer interface is programmed to have the trains start, accelerate, stop and move forward or reverse.

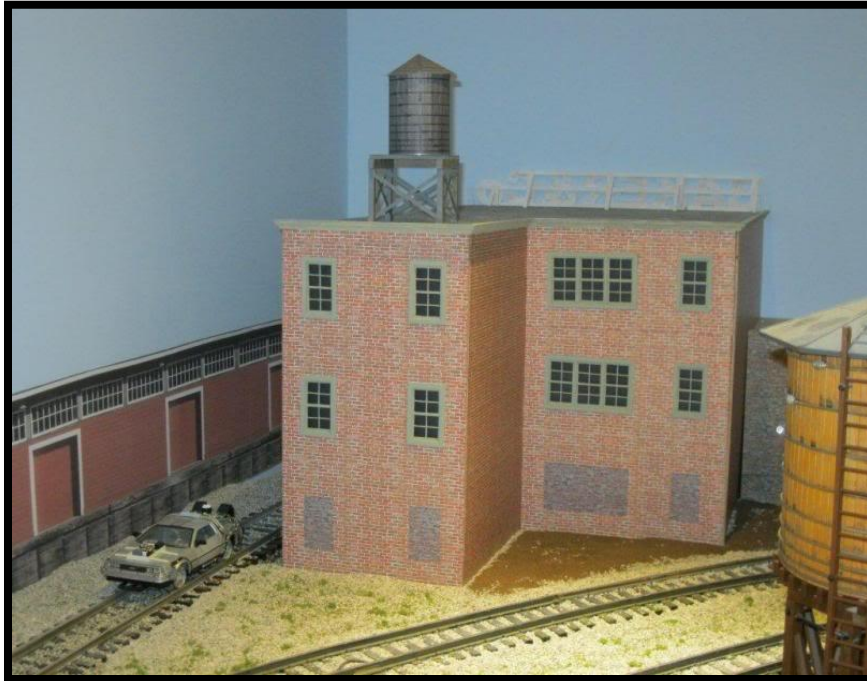


A Delorian visits us from the past, or maybe it's from the future, who knows? And one of my next projects is to have the 0-6-0 switch some cars around. All this is automated and takes just over an hour to cycle before seamlessly starting over. Because of the automation, each of the 10 trains on the main line has been pre-assembled for weight and length. This is so I can program the acceleration speeds and they also have to fit into the sidings that have been programmed as destinations. Each

train must also have its own siding for storage as there are times when there is no train within the rail yard. (This is when the Delorian visits) These storage sidings are all on the lower level, and there are more tracks used for storage than there is on the mainline.



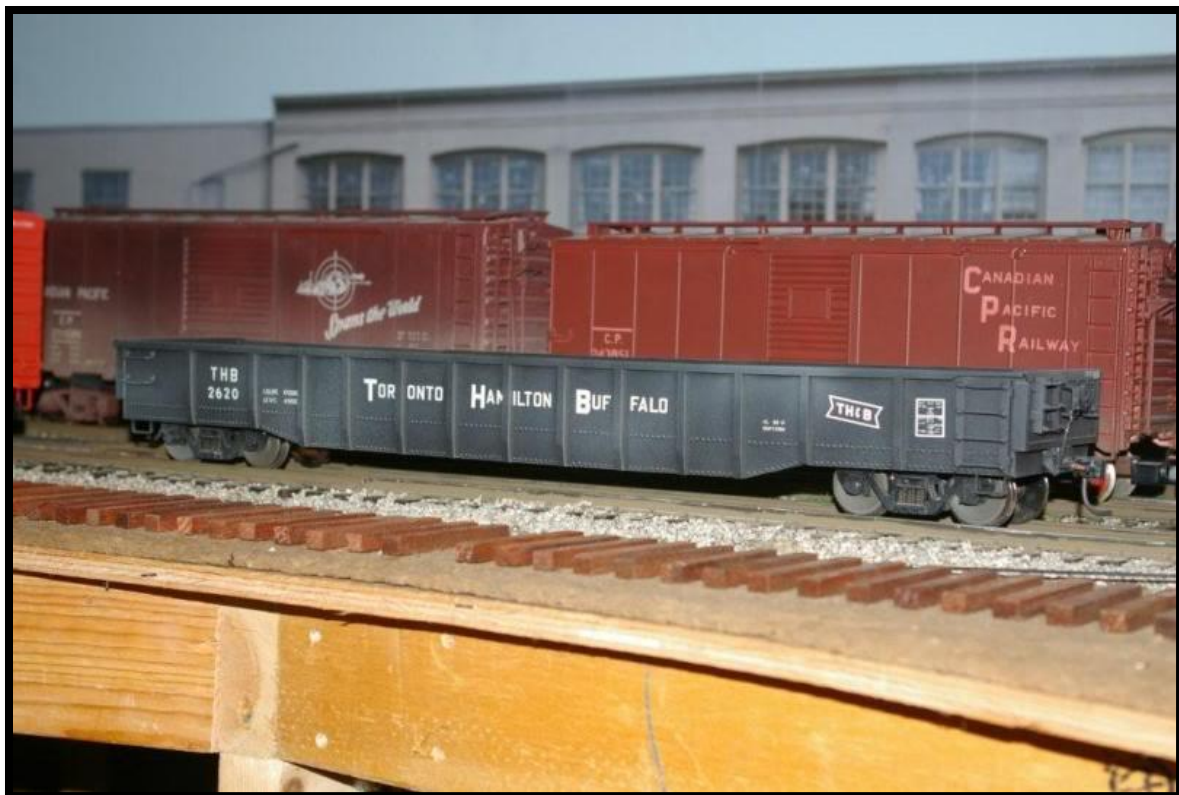




*I have repainted and decaled most of my rolling stock (below). Additionally I make models in 1:29 scale using urethane casting techniques. Until recently G scale traction has been very limited and I have had to make my own, some examples of my castings can be seen on the next few pages.*

*The Delorian "Back to the Future" car coming in for a visit*

*Weathered rolling stock*



*The entire visible track for both the interurban and the mainline is hand lay. Homemade ties were used with two tie plates and 4 spikes per tie including all the switches. The tracks on the lower level are Aristocraft or LGB.*



*Custom resin casting productions by Ray Webster*







*Interurban streetcar production line up*

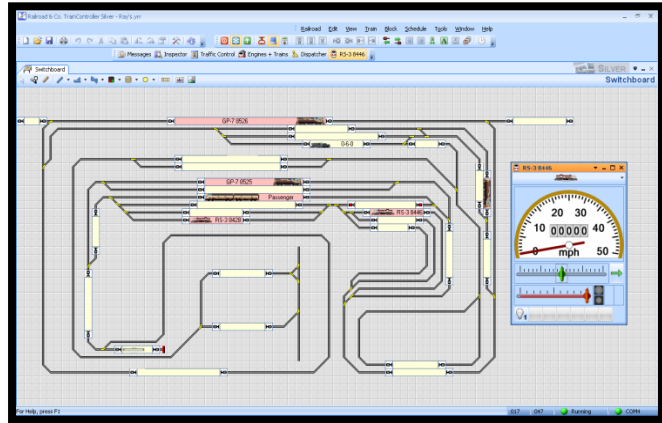
*BCER 960 Series Electric locomotive custom built by Ray (1 of 6)*



**Thank you Ray,** I will certainly be calling on your services to manufacture any resin casting pieces needed for my special needs in the future.

He also provided me with a list of other resin casting projects he has completed to date as follows; He started by casting speeders (76), logging disconnects (22), Birney's (18), BCER-960s (6), interurban(s) (5), 52' gondolas (2), interurban baggage (3) plus in between he has an assortment of windows, doors and other detail parts.

*This is a photo of his computer screen; which will be a topic for another monthly. It's going to take a lot of explaining for me to make any sense to present*



### **Benefits of club memberships.**

I asked **David Beck** of the Rocky Mountain Garden Railway club (**RMGR**) for a report on their annual Christmas display at Heritage Park, this is what he had to say: - The RMGR club has been putting on a Christmas Display for about 7 years now, it is our biggest project and has given the club a chance to show off our hobby to thousands of people year after year. The set-up takes 200+ man hours each year plus we average 6-7 members on site for 7 hours on each of the 10 days that the event runs.

The display has become a tradition to a lot of people that return year after year to see what we have come up with, it is very satisfying to talk with guests and hear their comments on the display. This year with a nativity



scene, Disney display the winter village and 8 trains running we hope to have something for everyone. Club members should be proud of this project and all the



*positive feedback we receive. The club also uses the Heritage Park venue to host their annual Christmas party; overall the members have enjoyed the social aspect and will likely keep the tradition running for future years. David supplied a few pictures of their efforts. Well done to everyone involved again this season!*





### ***Forsaken Module update***

*Despite the extreme cold period here in Alberta this early December I elected to brave the -30C to -40C to include wind chill to make a start on the extended scenery platform for the Forsaken movie module project within my man cave garage.*



*With only an auxiliary heater to help endure the bone chilling temperatures, I did managed to finish the framework section as seen here to allow the project to be positioned aside to work on when the comfort levels do increase once again. Propane costs and a decreasing lack of ambition eventually sent me back to the warmth*

*of the household interior to continue with some of the other projects on my list.*

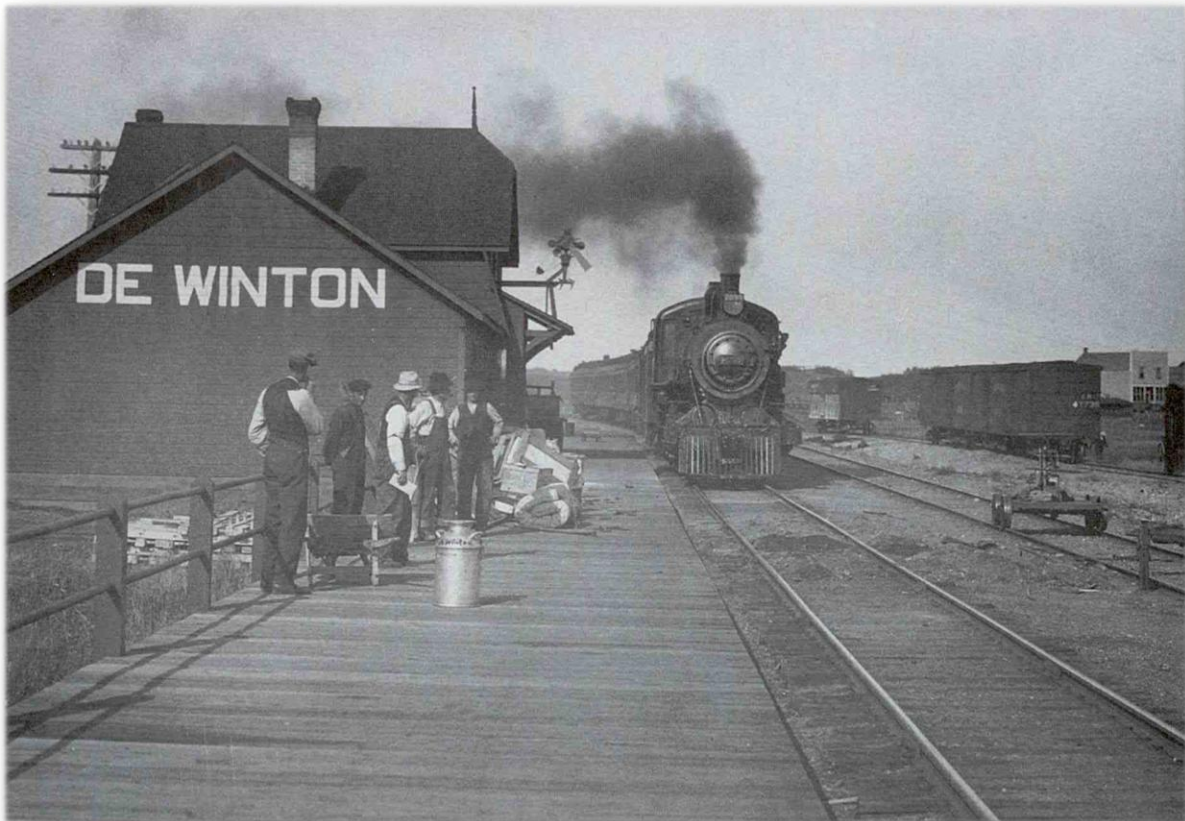
*One of the focal scenery objects that will be set upon the framework is the comprehensive resin building kit of the **CPR Type 13 Station house**, which will have fully decorated interior walls and other exterior detailing such as a vegetable garden and fenced play area for the children. These station buildings also served as the living quarters for the station master and his family. Credit must be given to **Allan Hough of Canadian Railway Miniatures** for producing this limited run kit to which I am extremely fortunate to have been able to acquire a second from a **RMGR member couple** just last year through a circulated club e-mail.*



***CPR Type 13 Station house resin kit***



***Brief History;** of the hundreds of stations built by the **CPR** in western Canada this standard design was by far the most popular. Records show 197 Type 13 stations were built between 1909 and 1918 in all four western provinces. Only the Type 12 with 152 examples came even close to rivaling the popularity of the Type 13. Variations did occur particularly in the length of the baggage shed and the window arrangement on the end housing the waiting room. As you can see from the previous photo this is a very complex kit with a large number of pieces that require flash trimming and eventual custom painting. Just yet another one of the many projects that are currently underway for the winter months ahead, my plan is to place a full 4'x8' sheet of plywood over the framework as a temporary work table to layout and construct the station building as time permits. Once the building is assembled and requiring less space it can be set aside for exterior painting, the plywood removed and other scenery applications applied to the open framework.*



*As this circa 1915 module will hold a special meaning and given a highly visible place for displaying, in a high traffic area, I do plan to take extra time to do a quality job overall. From time to time we will visit the ongoing stages of its development.*

### **Train buddies**

The three people that have helped me out the most at the **DSGR** over the years are Dan Ellis, Alex Murray and Ms. Jytte Birkholm. Without their assistance or support it would be impossible to make the progress we do. Others deserve credit as well but these three especially deserve the praise.



Alex Murray preparing to convert wooden pizza sign to say "**DeWinton Station**" which will be placed on the bell tower wall my good friend Jed Vallings has cut new routed letters to apply.



**Ms. Jytte Birkholm (3)**

Age enhancement photo + or -



Dan Ellis pictured with me here has freely volunteered his time, materials and friendship now for several years. Together we tackle some pretty hard jobs, yet continue to work well together. As long as it involves trains Dan is a willing participant.

The undertakings here are of a grand scale and we persevere, if you are interested to become involved with our future progress, feel free to join in. Drop us an e-mail or give me a call to discuss the possibilities. **403- 680-7061 Barrie R.**



**ADVERTISEMENTS:**



Contact Allan Clark for more information at [anclark03@shaw.ca](mailto:anclark03@shaw.ca)



**DeWinton Station – Open House Event** – February 8<sup>th</sup> & 9<sup>th</sup>, 2014. 10 am – 6 pm  
Join us for this two day event as part of the **CMRS** annual layout tours; we extend our invitation to the general public and members of any model railway grouping. Consider joining our private members social activities group this year and become a part of the developments of the **DeWinton Station Garden Railway** fellowship. Contact with Barrie Roberts - Call 403-680-7061 or [info@dewintonstation.com](mailto:info@dewintonstation.com)

**Closing Photo – #73 White Pass & Yukon Route Mikado 2-8-2**

