



DE WINTON STATION

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The Outhouse for a Clubhouse

Newsletter-#9 – April 2014
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<http://www.supertrain.ca>



AN EVOCATIVE INSIGHT INTO MODEL RAILROADING
By; **Barrie L. Roberts** www.dewintonstation.com

Cover photo by Barrie Roberts



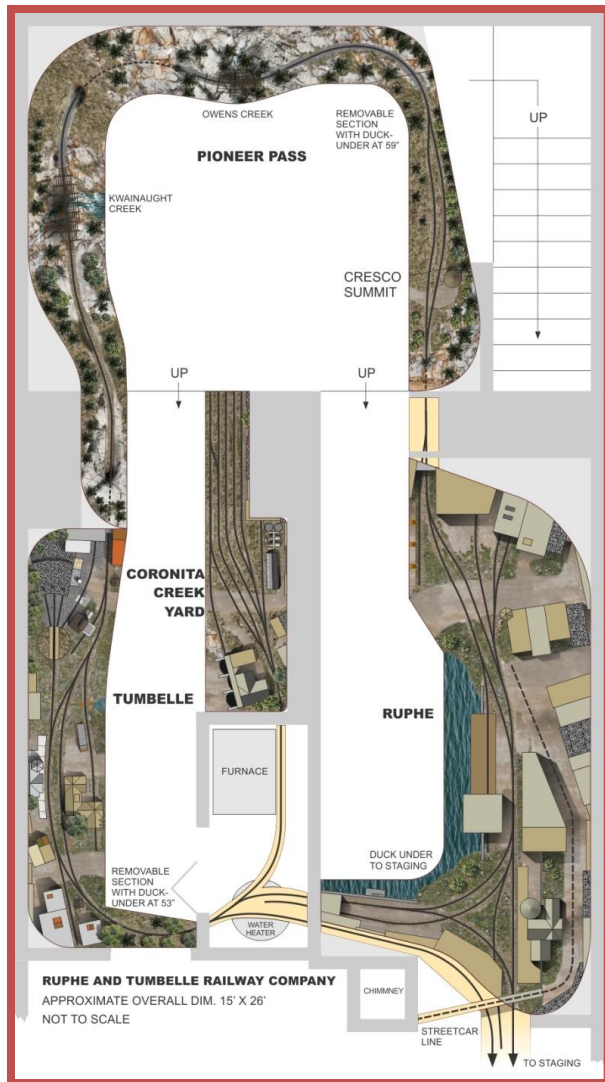
- Let me tell you right up front - "It certainly doesn't get much better than this!"

Cover story: I managed to get a premier seat to watch a timetable running session at this spectacular On30 layout in Calgary. **Rick Reimer** is a proven master in creativity as displayed in his picture perfect 3- dimensional art forms seen as displayed on the **"Ruphe & Tumbelle"** mid 30's era home setup. **See within.**

**Featured layout: - the “Ruphe and Tumbelle” Railway Company of Rick Reimer
Photo credits and narration by Dale Olson, introduction by B. Roberts of DSGR**

My much anticipated visit to view Rick Reimers On30 layout in Calgary certainly met my expectations and I was greeted at the door by an extended handshake that made me feel welcome to enter into his home and personal creative epicenter. In my mind I already knew what to expect as I had seen some of Ricks scenery handiwork on the recently visited layout of Herb Stroh, featured in the *Christmas bonus edition of the Outhouse newsletter*. I have asked Ricks close friend **Dale Olson** to provide his own perspective towards the feature presentation for this month in narrative and photo selection, the following will be in his words.

**THE RUPHE AND TUMBELLE
MODUS OPERANDI by Rick Reimer**



- 1 - Fun. Yeah I know, “model railroading is fun” It’s hokey... but hard to argue with.
- 2 - Camaraderie. Playing with others, it’s the difference between sex and masturbation!
- 3 - Creative Expression. It’s an art form, and it comes by it simply and honestly.
- 4 - Railway Creation. Step 4 and I finally get to Rwy. Stuff; the R & T is my Railway.
- 5 - Railway Authenticity. Within the severe limitations of my basement, try to make it real.
- 6 - Environmental Authenticity. Stars and crickets are as important as the trains.
- 7 - Test Bed. Sound, lighting, animation, so many things to play with. It’s too bad I’m not rich
- 8 - Ingenuity. It’s a good thing I’m not rich... \$10.00 solution to the \$1000.00 problem baby.
- 9 - Beer. Beer
- 10 - Escapism. My messy basement always seems tidier than the “great upstairs”.

<< Enlarge plan for closer viewing

Recommended viewing;

<http://www.youtube.com/watch?v=ug9ljcCqtP4> –

Ruphe & Turnbelle Tour

<http://www.youtube.com/watch?v=d2rOO1hN8>

[U&list=FLW2IKuFkK3YhkSX8oomqZHQ&index=3](http://www.youtube.com/watch?v=d2rOO1hN8) –

Grass and weeds primer – How to video by Rick

Technical information;

Scale: On30 - Minimum radius: 30" - Maximum grade: 0% - Track: Code 100 hand lay

Layout type: Around the wall shelf - Control System: NCE DCC w/ Soundtrax Tsunami sound in locomotives - Layout Lighting: Automated 4 color LED for daylight & night scenes

Turnouts: Mainline #6, Staging Yard #4, all manually operated

Ambient sound system: 2 speakers under layout

All background corners including wall to ceiling are coved

Operating scheme: Point to Point w/staging yard and beer loop connection

Operating sessions: Last Saturday of the month. Operation via timetable and switch list

3 duck under(s) at stairwell entrance, bathroom and staging yard

Beer shelf: A must! Extends around the entire layout, approx. 6" below track level. Also seems to collect uncoupling wands, flashlights, bad order cars and other assorted flotsam (odds and ends or useless things) - Turning facility: 2 manual turntables, 1 wye

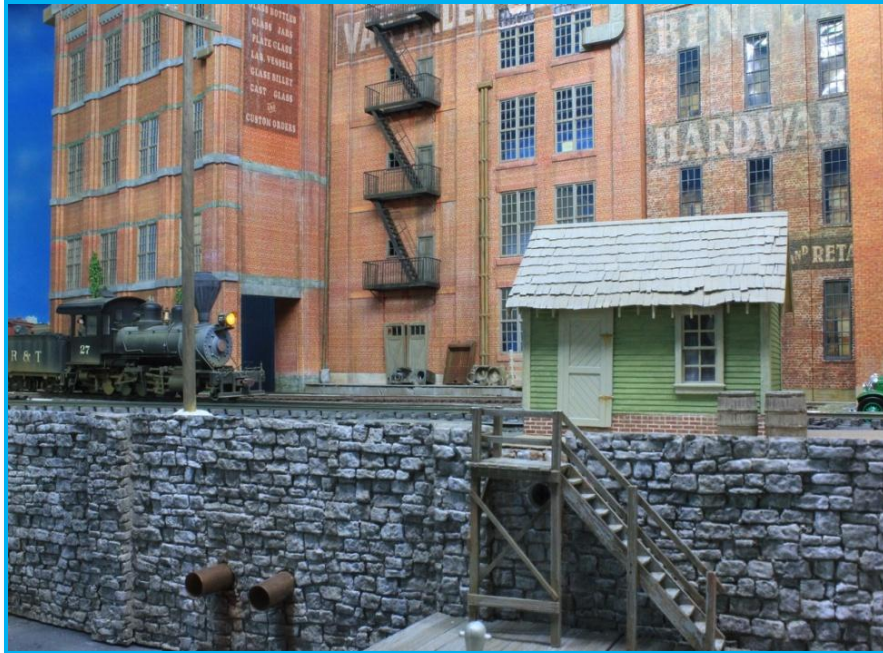
Dale Olson; the Ruphe & Tumbelle Railway is an On30 work of art hidden in a Calgary basement. Constructed over the past six years by Rick Reimer, with assistance from Dale Olson and Kim Brown, it is a monument to Rick's vision and dedication to the art form. The scenery is – magnificent! The time is the Circa 1930s, the location is an area somewhere between Chama, New Mexico and Skagway, Alaska - along the spine of western North America. In this magical land, steam is still king as the diminutive narrow gauge trains struggle every day to conquer the 4½ % grade from Ruphe, over Pioneer Pass, and into the Tumbelle Valley. Believing that a picture is worth a thousand words, I offer several pictures that will help tell the story of the Ruphe & Tumbelle.

Consider yourself lucky if you have an opportunity to visit this wonderful layout.

Ruphie is the eastern terminus of the Ruphe & Tumbelle and is a major commercial and manufacturing center.

Please note; all the photo credits and caption narratives provided by Dale Olson. – B.L.R.





Van Arden Glass, Bennet Hardware and the Johnathon Wood Brewery Co. occupy a industrial area next to the lake at Ruphie.



The short mixed train seen here taking on water at Cresco summit, is typical of traffic seen on the Ruphe & Tumbelle Railway

Here a short westbound freight is seen crossing Owen's Creek, just shy of the summit tunnel at Pioneer Pass.



*Thank you Dale for this awesome pictorial showing some pretty spectacular scenery on Ricks amazing Ruphe & Tumbelle On30 layout. I would like to add that in speaking to Rick I learned that he was raised 20 miles east of Lacombe Alberta, growing up on the family farm and he states that he began his fascination with model railroading at a young age and admits to being a lifer as do many of the committed modellers. His architectural training in the 3-dimensional art forms has allowed him to perfect his craft as evident in the photos you have provided. His modest century old home in north Calgary is a perfect setting to engage himself within his hobby. When I visited I was delighted to meet the three amigos (Rick Reimer, Dale Olson and Kim Brown) as they performed a timetable running of the layout complete with timed ambient LED lighting on a simulated 24 hour clock - this is something I had not experienced before. It does take a little longer but the realism effect was tremendous to watch. I was especially impressed with the stars coming out in the sky during the evening hours and with the natural lighting effects from buildings, engines and yard lights as to be seen in your final photograph. **Let's continue on with your presentation.....***



At Kwinaught Creek we catch up with our westbound freight crossing the high trestle.



The short fill and culvert just west of Kwinaught Creek trestle carries the track over Screaming School Girl Creek.



The east end of Tumbelle contains the locomotive servicing area consisting of turntable, round house, coaling tower, sanding tower, car shop and Corporate offices.



Yellow building on the left is El Diablo. The flat of lumber is sitting at the team track. At right background is Jensen Drugs. The peaked roof of the small Tumbelle station can be seen behind the Combine car.



Coronita Creek, sometimes referred to as west Tumbelle, is a small yard with adjacent industrial area.



Visiting engine #14 from the Musselshell & Sweet Grass Valley Railroad switches the yard at Coronita Creek. The Box car is from Kim Brown's Canso Central & Pacific Rwy.



Night shot of the El Diablo building at Tumbelle. The light source for this photo was all LEDs; including the night sky with the stars shining was made possible by tiny holes drilled in the backdrop and twinkling LED Christmas lights from behind the back board.

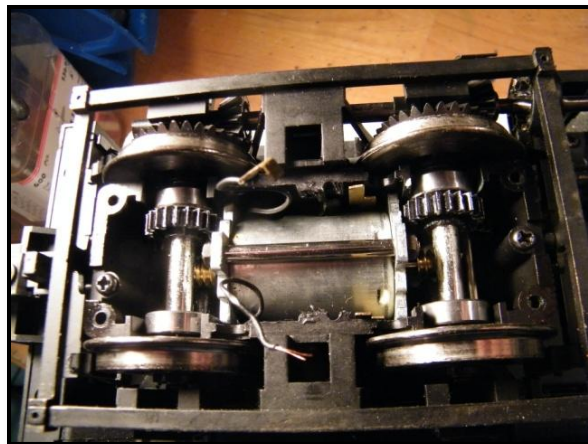
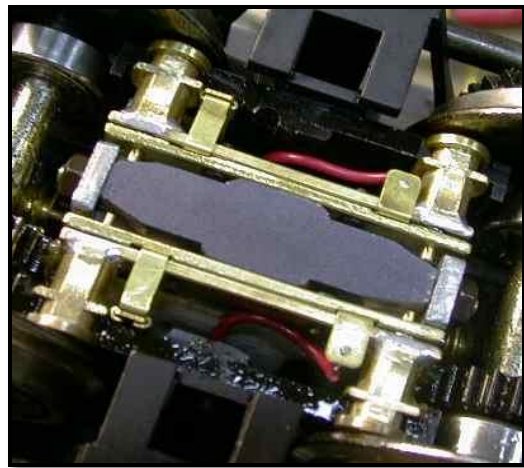


*Rick is no stranger to the On30 groups having been featured in a number of articles in the past. **The On30 Annual 2014** edition is currently on sale and the **R&T** is once again being **revisited** with a pictorial presentation not unlike ours by Dale Olson. I must admit that if I wasn't so entrenched into G-gauge I would be tempted to start anew in the mid ranges of O & On30 after viewing these superior layouts of Herb Stroh & Rick Reimer.*

Inferior manufacturing –

*We must certainly all be faced with similar problems but I for one am getting more than a little fed up with constantly having to deal with the same challenges over again when it comes to inferior manufacturing. The first three large scale engines I purchased were the Climax, 25T Shay and an outside frame Consolidated 2-8-0 from **Bachmann Spectrum**, since then I now have a stable of 2 Climaxes', 2 - 25T Shays, 2 – 55T Shays and 2 – Consolidated 2-8-0 from the same manufacturer, as much as I like the looks of them it is the performance that lacks in their value. It appears to be an inherent problem in the design of the power pickups within the drive wheel motors coupled with their insistence on using cheap plastic parts, in particular the drive gears they use that seems to be at the root of my problems. These are complex engines with lots of breakable parts that cannot tolerate a lot of **handling** but that seems to be just what I have to do to keep them running.*

*My biggest complaint was in losing continuity with the track pickups and when you are faced with disassembling the trucks the parts just explode and tiny ball bearings, screws and springs disappear. Additionally the plastic housings that are meant to contain the pickup contacts melt from overheating; **it is redundant** to just replace them with stock parts because it will only happen again. These engines are more often turning into static displays on my*



layout and not because that is what I want or intended for them to do. I did find this replacement brass setup on the internet (above) for a pricey sum but it still uses the ball bearings with springs as before and probably comes in just one of the two different collar sizes depending on the generation of Bachmann engine you purchased. The theory behind the brass replacement is that it will displace the heat buildup likely caused by the energy draw requirements from the Phoenix sound system. This was not going to be a satisfactory resolve for my situation and I will discuss the reasoning briefly.

I decided to totally remove the inferior pickups and hardwire the motors to a connecting plug of a trailing car with more positive track contacts and a DPDT toggle switch for the optional choice of running the trains by battery powered remote control. This still allows me to operate the engines by conventional track power which is better when running indoors on the basement layout. I made up a **test model** seen at right which works well but wish to use longer cars with pickups on each of the four wheels that would bridge the frog points on the switches for an uninterrupted power source.



My reasoning: - I now intend to use one 25T Shay and one Climax engine for the previously described logging operations on the outside layouts here on the **DSGR**. Considering the actual logging source is situated deep into the woods of the track plan and the lumber mill itself nearby the Skaguay town, coupled with the exterior layouts being divided into three independent yet conjoined plans, which are controlled by a combination of DC track power (**Train Engineer**) or optional DCC (**Massoth**). Special transfer of power procedures would be required to transverse each layout to travel back and forth from the mill and the cold deck staging area, which would require special complicated transferring techniques (in analog) that surely would be difficult for a novice operator to maneuver. Additionally the logging engines must pass through a reverse loop to maintain its forward traveling direction at all times seeing there is only a single track access into the town site. Once inside the town itself the engines (with trailing battery car) must be disconnected **then turned at the roundhouse turntable** and reconnected with the empty logging cars to leave town and return to the pickup location. With battery power controlled by the **Revolution transmitter** to a remote receiver within the battery cars - the logging engines would then only require a cleared track to maneuver, allowing other mainline engines to simply just stand down or be placed onto a passing or siding track. Another benefit of converting to RC battery power supply is the regular maintenance of track, however I still intend to maintain the layouts for the multi use operations of trains by either means of motive power to include live steam, DCC, battery or track powered.

DeWinton Stations "N – scale" - part one

I was fortunate to meet **Jean and Cindy LeVessaur** a few years ago when Jean was looking for a new home for his N – scale layout. This was a very nicely decorated 3' x 6' table plan with numerous features, a credit to his modeling abilities as seen by this collage of photos. Jean had then decided to embark on



another N- scale layout which will soon be featured in an upcoming article. I was delighted to accept his generous donation which has been viewed by many during the open house events here at the **DeWinton Station Garden Railway**.



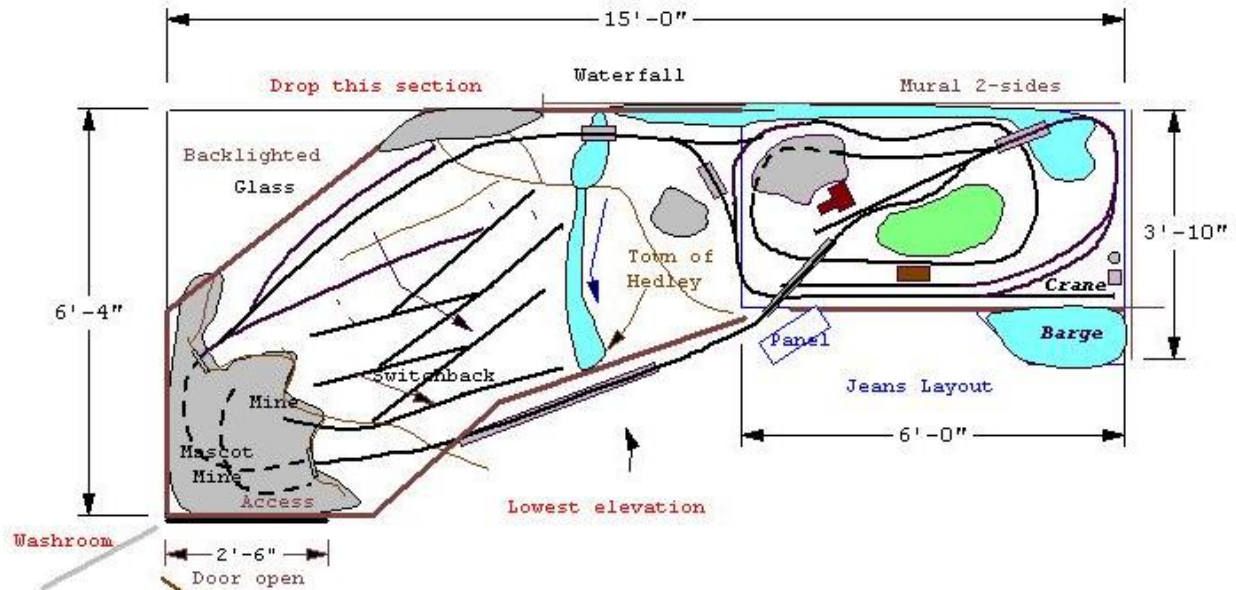
Jean's new plan is shaping up quite nicely and is providing an outlet for his creativity and talents once again. The track plan will be larger albeit more basic in design, a simple figure eight dog bone, but it is his scenery design that promises to be the attraction on his new project. The point once again being it is not the quantity but quality of the project that can be equally satisfying to the eye of the beholder.



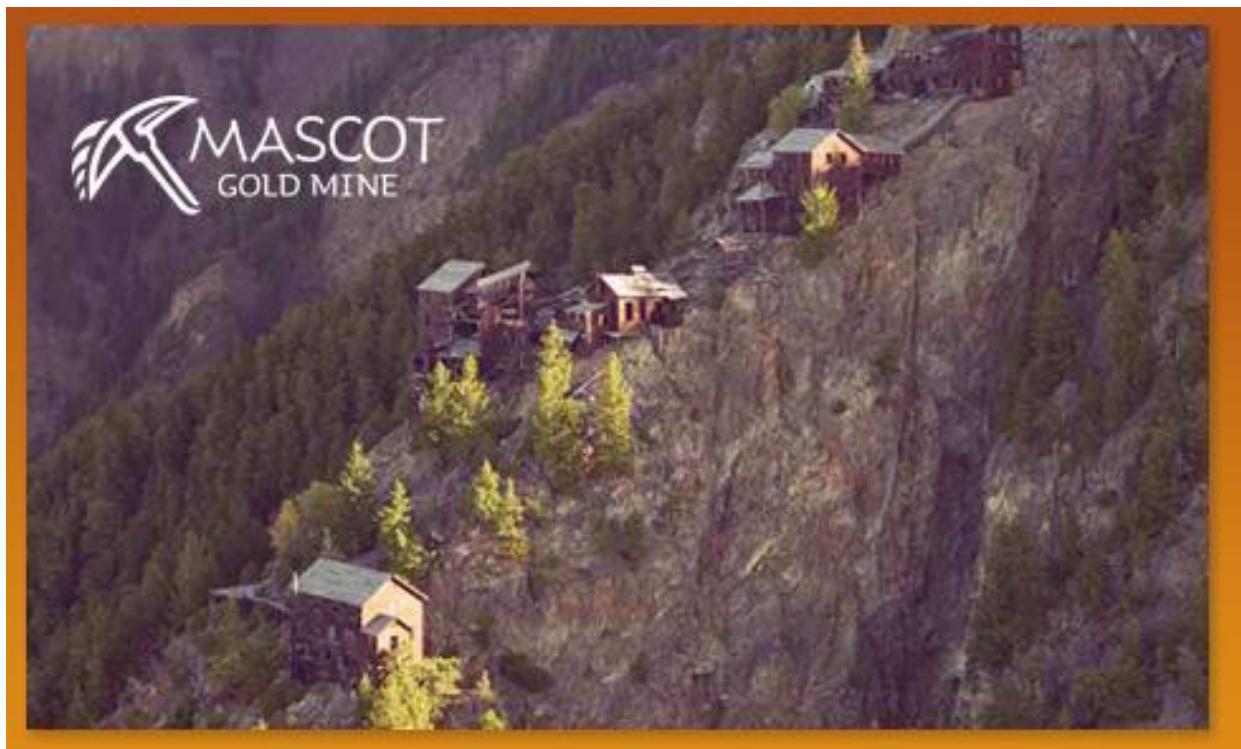
Unfortunately for me I did not grasp that concept early enough and wanted to expand the current track plan to incorporate a switchback logging and mine scenario and set about to enlarge the layout to a 6' x 15' plan. Almost immediately I began to add my design and incorporate three switches to

expand the track at points needed to leave his project without too much reconstruction and enter into my world of earlier history and its developments. Rough scenery is completed with trains running at this point in anticipation of a

CMRS (Calgary Model Railroad Society) running session and open house event in February 2014 but I will wait still before featuring the recent developments in the newsletter. As time permits future advancements will continue on at a slightly lower priority level now that the trains are operational once again.



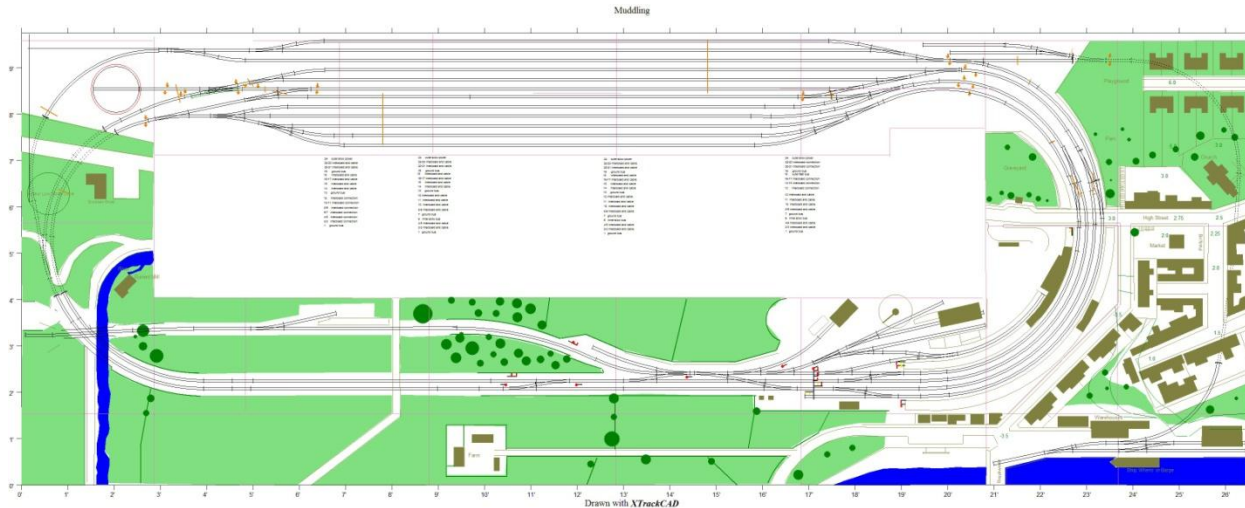
One of the proposed scenery features of the extension plan will be the construction of the **"Hedley Mascot Gold Mine"** situated high in the Selkirk Mountains above the historic gold trail route to Alaska at the town of Hedley B.C. near Princeton, adjacent to the #3 route Crowsnest Pass highway, as seen in the promotional photo shown here. <http://www.mascotmine.com/index.html>





The Outhouse for a Clubhouse

Final preparations are underway to dismantle the “Much Muddling” layout to take to the Supertrain show. The track plan is shown below as drawn by Chris Jessop. The layout has two separate main lines circumventing the operators pit with several branch lines servicing the village, yard and dock area.



After Supertrain I will report on the show with photographs of the MM layout.

Follow up photos of Tepee burner from March issue

I applied the “Liver of Sulfur” copper distressing product full strength by a small brush to the copper sheathing material and the two photos seen here show the immediate results. I further added the vertical ribs with (multi layered & folded) thickened copper strips also treated with the liver of sulfur and then used galvanized cable drilled into the ribs for banding at four levels. The round upper level tin perimeter, fitted



Liver of sulfur applied full strength

around the top screen, was cut out from the bottom of an unused clean 1- gal paint can to which I then further added the yet to be treated copper banding to cover over the tin front and will also be adding some custom railings and scaffold decking below that to form a perimeter catwalk.

..... To be continued.

Benefits of club memberships – Simply Supertrain
I hope to see you there. April 12th – 13th

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Or 3 for \$25.00 Contact Barrie –



1 ½" x 2 ½"

For urgent contact with Barrie Roberts
Call 403-680-7061
E-mail:- info@dewintonstation.com

Closing photo – by B.L. Roberts

Trestle on the Ruphe & Tumbelle Railway

