



DE WINTON STATION

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The Outhouse for a Clubhouse

Newsletter-#12 –July 2014



AN EVOCATIVE INSIGHT INTO MODEL RAILROADING

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

Cover story; - The lift bridge seen here is the topic for our feature **"How To"** article. Ron and Holly Senek of Grand Junction, Colorado, USA needed this lift bridge to allow passage into the rear yard area, Ron built this metal structure in his garage. Several pictures will provide the information you



would require to build a similar bridge for yourself. Ron was featured previously as the builder of the Cab Forwards from Aristocraft 1/29 Mallets in my previous writings for the *Burnt Journal* seen as article Pt. 20 in the newsletter sub directory.



Double headed Southern Pacific Cab Forward units crossing Lift Bridge

Feature article –

*Surprise...Surprise...With many thanks to Ron Senek of Colorado USA we will have a total of three spectacular builds to feature this month. In addition to the Lift Bridge he has provided several photographs of an amazing 4' diameter metal turntable and accompanying 14 bay Roundhouse. **We're not worthy you may say!** Just the same- three amazing projects to stimulate your creative minds to action.*

*Before we begin I must add I am intrigued by the similarities in dedication and perseverance to the craft of model railroading in large scale we share and up until this recent photograph I received of Ron, having communicated regularly over the past two years we have yet to meet, and I had no idea what the fellow looked like. **"We all pretty much look the same", I commented!** I do intend to travel to Colorado by motorcycle in mid to late July and visit Ron and Holly plus do some canyon touring for about ten days.*



Ron Senek

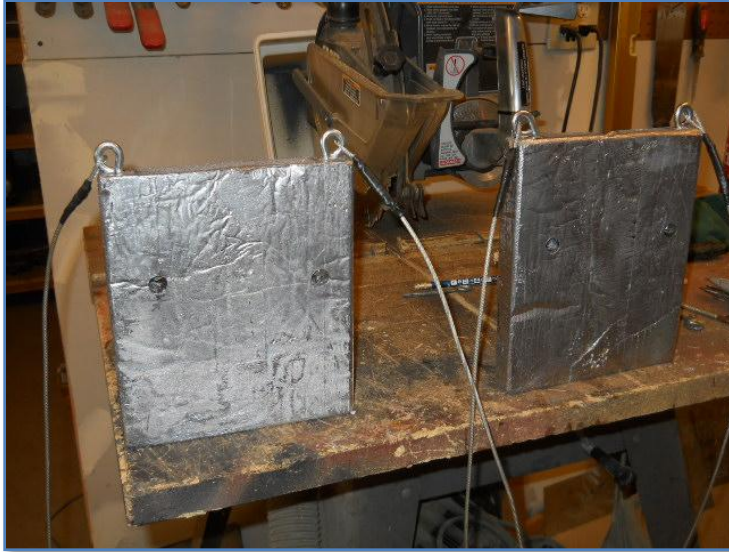
Ok, let's begin, as these projects can be applied to any scale no measurements or specific detailing will be described and it is up to the reader to adapt to suit....

Ron describes the builds in his own words; the reason for the construction and need for the bridge was because a walkway goes through the area, I built this from pictures so no exact scale and I am not a welder by trade. The construction of the lift bridge was started with $\frac{3}{4}$ " square tubing welded together to form bottom, sides and top. There are three separate sections, two stationary and the center lift section. The size shown is 8" across and 9" tall; if I was going to do it again I would go 12" high, to allow for double stack container cars. The center section was built tall enough for me to walk under without bending over or ducking. So with that in mind I had to set the posts in and measure the height of myself standing there. I then had to weld the guide uprights on. With the height determined next came finding the correct pulleys with open spokes, which I couldn't find so I drilled and filed out the webs to achieve what I wanted.



The weights are lead, I had lead so to make them I measured the area I had and made a wooden form to pour the lead into. I have never done this before so lots of trial and error. It was a crude operation because it involved a torch, watering can and form. The torch kept going out; it was because a lack of oxygen I found out later. So lead would harden in the spout of the can and not flow into the form. I would have to take the form apart and start over. In order to determine how much weight I needed to pour I weighed the center section of the bridge. It was 40 lbs so I divided the weight in half so each weight had to be 20 lbs but that only equalized the system so I added 1 lb to each side. Now the section will stay up until pulled down and locked in place with keepers I made.





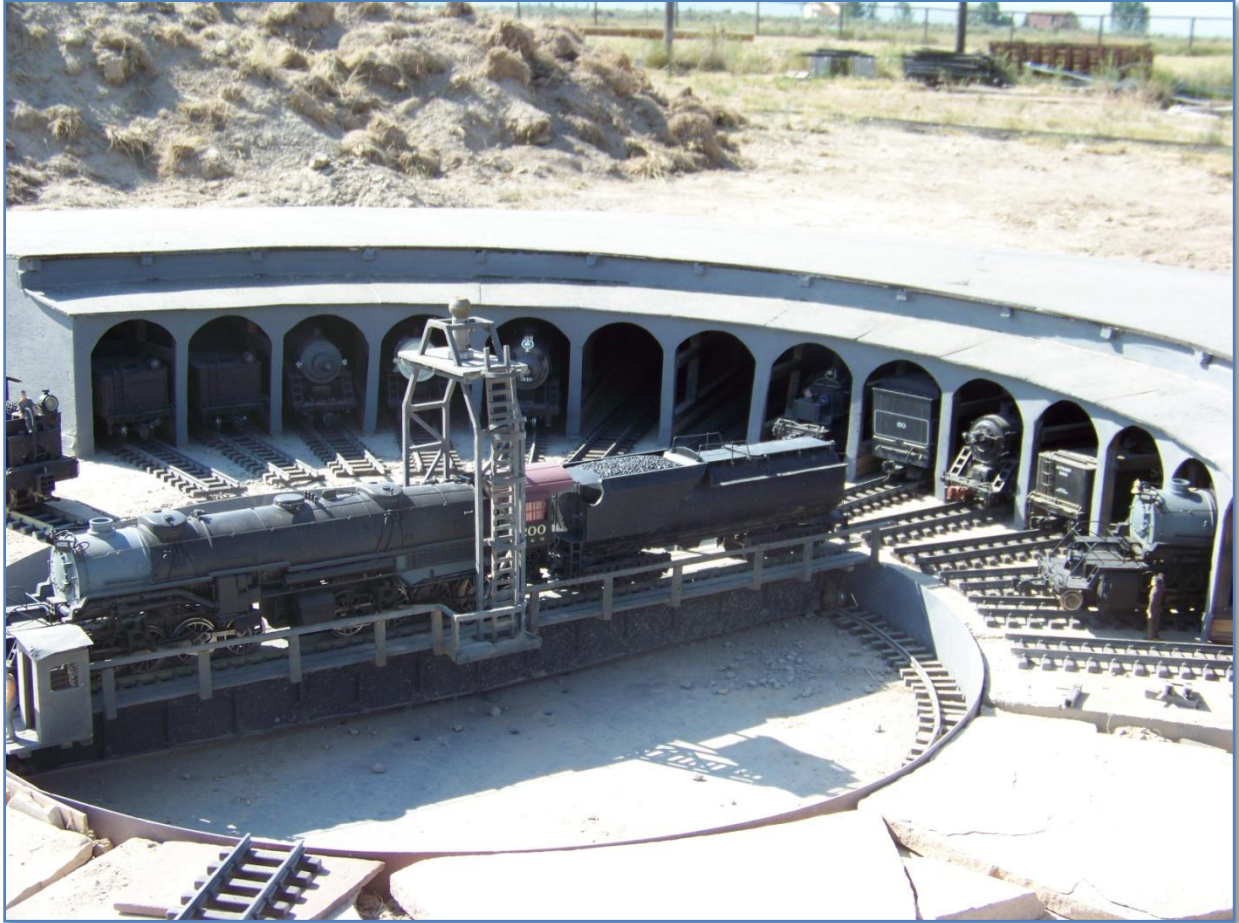
There are 4 keepers, 2 for each side. They are $1/8^{\text{th}}$ round rod with another $1/8^{\text{th}}$ rod welded on to form a "T". There are holes drilled from center section to stationary sections at the bottom for the pins. That holds the center section down for train running and when not running simply pull the pins and the section floats back up out of the way.

The stairs and braces are made from braces from an old windmill I had. The handrails are $1/8^{\text{th}}$ square stock. The building on top is made from pop cans. I run battery power and live steam so no electrical power is required.





*Thank you Ron, one of my very good railway friends, **Chris Forget** of the Squamish, BC – West Coast Railway and Heritage Park just informed me of his plans to relocate to Ontario and build a similar bridge for his new G-gauge layout. I would be amiss to not feature **Chris** and the wonderful volunteer work he has contributed to the park, to include the massive G, HO & N scale layouts he has built there. Reporting in an E-mail he is currently volunteering four months of his time this summer helping to restore a Canadian Pacific Stern Wheeler in Kaslo, B.C. Watch for this pending article in an edition later this summer.**BLR***



Feature builds 2 & 3 -- TURNTABLE WITH 14 BAY ROUNDHOUSE



Rocking Kangaroo - trade off

Ron - The project started by me mentioning to my brother in law that I wanted to build a turntable but the metal was too expensive. He said if I build him a rocking animal for his grandchild we would trade. I built him a rocking kangaroo and he got me the metal $\frac{1}{4}$ " by 4' circle.

I then drilled a hole in the center and placed a shaft I got from my brother which had a gear on it. From there I progressed with adding an aluminum circle of track which I cut ties in half to fit the circle. I made



the center span from wood as I didn't have a welder, I learned to weld by trial and error. I had the railings built out of wood but the birds would perch on them and destroy them when taking off. I had one of those old satellite dishes which didn't work anymore but it had a motor that was DC and could run off a HO transformer. So then I got

a chain to match the gears and I was in business with it now being powered. The perimeter was made from flat 4" garden edging. The span again made from flat stock with the overhead bridging made from 1/4" key stock. The wheels on the ends

of the bridge are bearings bolted on a bracket which I made and bent for the curve.

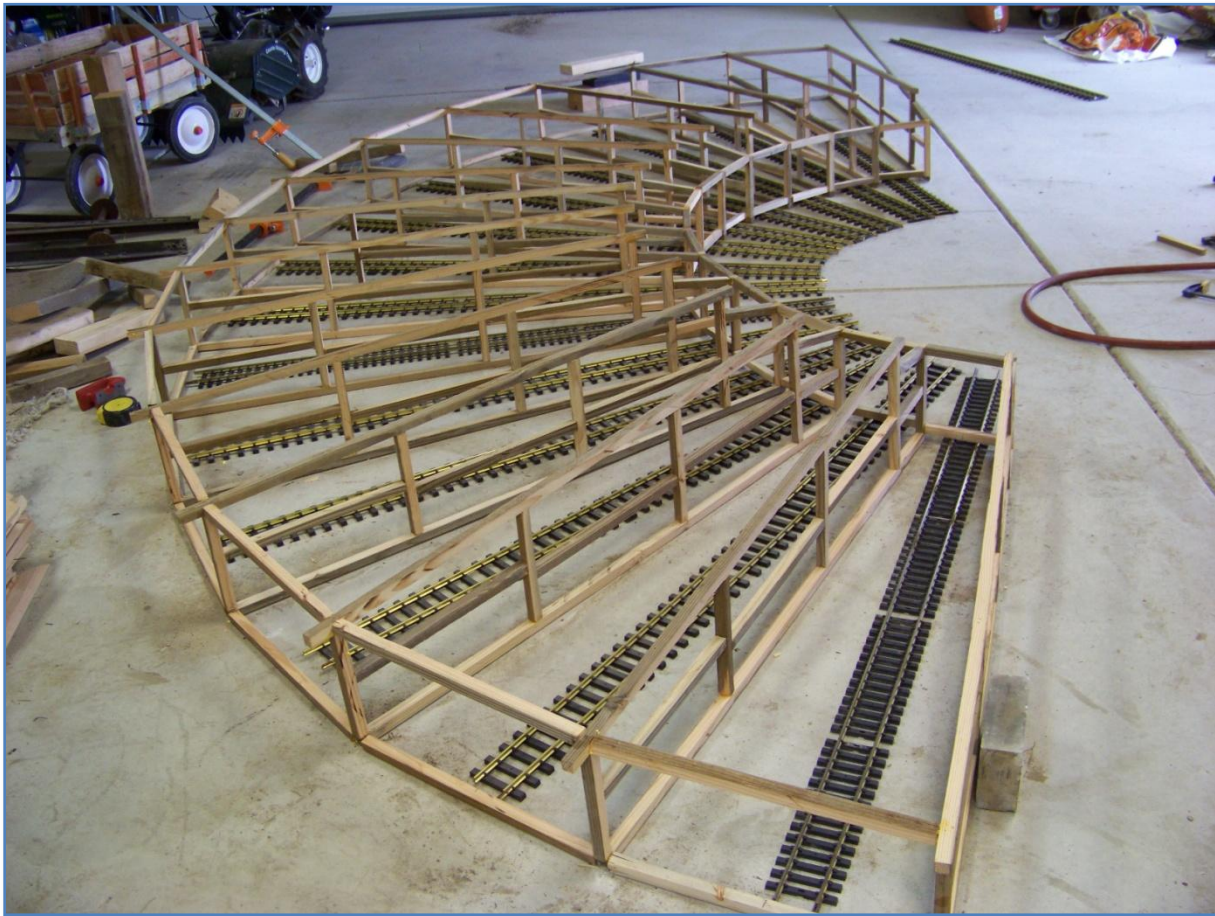
ROUNDHOUSE;

I drew the basic design on the shop floor and kept changing it till it came out right. The inside framing is all cedar cut from fencing boards.

The roundhouse

roof and sides are wall paneling which were painted and the roof tarred. I then poured a concrete pad for it to sit on. The only thing holding it in place on the pad was silicone. It lasted about five years before I destroyed it because we sold the house and moved.





Basic roundhouse framing shown here

Well those are pretty ambitious projects and awesome pictures; I thank you again for sharing them with our readers. I encourage others now to forward photos and storylines by e-mail that can be included within the newsletter. Scale is optional or least important. Send to info@dewintonstation.com c/o Barrie R.

Update report on Larry Buchan- I am pleased to report that Larry is home again from hospital and his condition is stabilizing. We wish for him a continuing recovery and extend our best wishes in that regard. Larry did send me a few photographs of a recent field trip to the **Military Museum in Calgary** which I would like to share and pass on some pertinent information regarding the railway connection to the museum, and the Lord Strathcona Horse Regiment on this the 70th Anniversary year of the D-Day landing at Normandy, France and the beginning to the end of World War 2. (For profile refer to December newsletter #4)

The following photos and text were provided by Larry, written as in his words.



Larry in front of Ogden Shops photo

together. Many of the large lathes in the machine shop had brass plaques that stated "**Property of the British Admiralty**", there is a photo showing part of the production and the machine shop side and one of the actual guns with a brass plaque in the middle underneath the barrels that states "built at the CPR Ogden Shops". **As shown here >>**

One other anecdote is that a friend of mine in Ogden, Dennis Carr had a unique souvenir that he got from his father Bruce Carr. Bruce was the chief clerk at Ogden when I hired on in 1965, and worked there during the war years when the Navy guns were manufactured, he had an interesting souvenir that was made from a three-quarter inch slice of the barrel material complete with rifling, this was mounted on a circular disk that flared down from the barrel slice that made it wider at the bottom. It was all nickel plated and circular slots were made on two sides of the top of the barrel, and curved Canadian victory nickels were soldered onto the slots on the top of the barrel which made an attractive looking ashtray. How many of these were made is unknown, but I'm sure it was very limited as I have never seen one since the one that Dennis had, unfortunately he moved up north and lost it.

We went on our first road trip and went to the "**Museum of the Regiments**", that was set up in the old Currie Jr. High school, I never got around to visiting it before, and I wanted to find out about some of my relatives that fought in World War I and World War II. I worked at Ogden in the Locomotive Shop in 1965. I had heard that the whole shop was signed over to the British Admiralty, and that guns were made for the Navy, there were signs of this on the main floor erecting Bay, where there were raised circles about 4 feet in diameter, where the guns were put





Donald Alexander Smith - Last Spike

Outside I found this interesting bronze statue of *Donald Smith driving the last spike of the CPR on November 7, 1885 at Craigellachie*. I was wondering how this would apply to a military museum, but the description on the brass plaque explained it all.

Craigellachie was the ancestral home of Sir George Stephen, the first president of the CPR. At a critical time in the railway's development, Stephen traveled to Britain to raise desperately needed capital funding; when he succeeded, he telegraphed his associates in Canada, quoting the familiar motto of the Clan Grant: "*Stand fast, Craigellachie*".

The plaque reads-



From Barrie – Thank you Larry. My connection to your story is that upon returning from Italy after serving with **Princess Patricia's Canadian Light Infantry (PPCLI)** regiment following the war years, my father enlisted in our **Lord Strathcona's Horse (Royal Canadians) LdSH(RC)** regiment and I was raised at the Currie Barracks base (PMQ's) in Calgary, upon returning from a three year family posting tenure in Werl, West Germany (1950's). I took my early schooling (Grades 3 – 9) at the Currie Elementary and Jr. High schools that are now being utilized for the military museums - after the military regiments were then relocated to Edmonton, Alberta.

WO2 Richard (Dick) Roberts - LdSH and his closest friend RSM Owen (Bill) Gardner- PPCLI are the subjects in this classic Vertigo cartoon drawing. **Bill Gardner** was a most highly revered (feared) Regimental Sergeant Major with a strong British accented but commanding voice on the parade square whose bellows could be heard for miles.**"Well at least you had better hear him!" "Lest We Forget"**

<http://www.cpr.ca/en/news-and-media/news/Pages/c-and-lord-strathconas-horse.aspx>

Canadian Pacific and one of Canada's earliest cavalry regiments – Lord Strathcona's Horse (Royal Canadians) Regimental Society – continue to build on a relationship dating back to the Boer War when one of CP's founding fathers Donald Smith, or Lord Strathcona and Mount Royal, raised and equipped the 'Strathcona's Horse' visit – www.strathconas.ca & www.ppcli.com – excerpt from website above.

I do hope we hear more from Larry Buchan in the months ahead as his stories are informative as well as compelling and enlightening. If you ever get a chance to share a conversation with Larry you will find he retains historic information like an encyclopedia and always has the answer for you question, sometimes before you even ask.

A clever fellow indeed! .. BLR refer to December 2013 newsletter #4 for Larry's profile





OCCUPIED

It is with great anticipation to announce the pending opening of the “**Outhouse Clubhouse**” building on or about July 1st. **The British Modelers’ group** is currently in the process of completing the interior renovation of the building to include carpet installation to move their modules inside and to have their trains running soon thereafter. May this be the beginning of a long association and a satisfactory arrangement between myself and those directly associated with **DeWinton Station** with the members of this unique club of modelers. Once their modular units will have had a test running day (post July 1st) we must now turn our attention towards completing the exterior portions of the building still left undone and fulfilling the agreed to verbal obligations made at the commencement of our pact together. I must give credit to Martin Dawe for his perseverance in organizing weekend work parties to assure a relatively steady progress of the construction details. I also wish to give credit to the club members that assisted over the past several months (considering weather inconsistencies over the past year) plus those that provided materials to reduce the capital outlay for the overall project. Names are not important for those individuals are aware of the part they have played in making this move in day a reality, credit or recognition will come in the downing of a few alcoholic bubbles around the fire pit.



Dan Ellis & Martin installing curved hardboard ceiling panels which will be painted blue with white clouds.

Others outside of the club and personal friends of myself have also contributed in a large part to this project, without their input in skilled labour and/or donated materials provided this opening would certainly have been delayed, perhaps indefinitely. Martin has done the lions share for his group but there were a few regular faces that helped along the way. In all they have done a pretty good job overall and I do commend them, especially considering they are not skilled construction workers, **workers** being the key word there. If my picture was absent from the photographs it was because I was holding the camera.

June 14th work party – A few of the British Modeler fellows came out on Saturday to hang the fluorescent light fixtures and lay down the green commercial grade carpet, which was arranged for by Michael Girling. Mike managed to score enough heavy duty grade carpeting that was removed from an archery shooting gallery and set aside two large rolls for the club to use. Seen standing in the previous photo and partially laid in position as shown below. Although we are getting closer to the day for move in, I do not wish to rush the group and will be patient a little longer to recapture the full use of the large shop where their modular units are currently being stored.



From left to right
Jeremy Mac Kenzie
Rod Wilkenson
Martin Dawe
David Cole
Pete Stauffer

Photos – B. Roberts

Side note;

My good neighbor and friend **Tomasz Goral**, that graciously provided all the sliding window unit sets seen << behind the fellows, has asked to use the remaining carpet roll to walk down the aisle at his August outdoor garden party wedding, within the subdivision and will now have plenty to do so.

--- **I told him** – “It is a very long walk with little time to change your mind” ... **my advice was ..** “To think long and hard before he takes the first step”. Seriously he has made a preferred choice in his lovely Polish gal pal **Aleksandra Kierzek**. I wish only the very best for their future together, I couldn’t have asked for a better neighborhood couple. **Angelina Kierzek** 10 yrs will be the flower girl for her mother’s nuptials, she has been in my charge every day now when dropped off by the school bus for the past couple of years. Together they all make for a happy family unit with a close knit bonding,-- if only Angelina wasn’t such a - **“little booger!”** – **Just kidding Angelina!**

Downsizing – I made the decision to downsize the **N-scale layout** by cutting a portion away to save as a diorama style modular unit with static trains on display. The portion I saved was the end with the dock as seen in the following picture.



The other sections were ceremoniously enjoyed one last time with a toast to the original builder **Jean LeVasseur**. I tried for two months to find a new home for the entire layout but received no response - even take as is FREE with a delivery offer. As I have little space now to display in full and wishing to proceed with the new **On30 project** as described in the June newsletter, the photo at right shows its final demise.

My appologies to Jean as this picture is his first knowledge of this callious act of disrespect. **Time to move on I say – get over it! - We can always build another!**



THE BUILDERS CORNER...*A forum for ideas and education*
Moderated by Allan Clark of CMB – Custom Model Buildings

1. Scale and gauge - simplified (?)

This is the first in a series of articles to look at scale(s), gauge and other complicated theories /postulates that confuse the newbie to the hobby (as well as some of the elders) and at the least have been poorly presented by manufactures of miniature things.

Over the years there has been much debate and numerous explanations which differ to add to the confusion of scale vs. gauge in the model building hobby. This holds true not just for the model railroader but also for model boats, cars, military vehicles and planes. But the combination of scale and gauge is two-fold for the model railroader. Looking at the G gauge debate a few years back the manufactures did not state the scale of their wares while they all ran on the same track. Then to confuse many they called their wares G scale or G gauge. Combine the two main topics but add in a letter identity such as “G” also -- to the newbie we have a great deal of confusion.

*Here it is all boiled down to a simple explanation (but only in my opinion) of scale ... and we will discuss gauge next time. **Imagine** that In front of you we have a standard 12” ruler or for that matter just think of an “imperial dimensioned” foot between your hands. What you see is 1 foot to the foot scale or 12 inches to the foot **or ?**. And furthermore each inch is divided into ¼ inch spaces and so on down to very tiny 1/64ths. **But remember....**the ruler one uses is in the form of a scale. Now that might be a bit too much but to use any measuring device we are using a scale! A scale can be of any increments such as metric, cubits or whatever as long as it represents the 1 to 1 world. That is, what we see /use to be a measure of our real perception. Anyway a scale is how we measure an item and its dimensions. Let us now enter the miniature world which of course is smaller than the real “scale” we use to measure bits. We will for example use a simple miniature scale of ½” (half inch scale or 1/24th scale). **Here is what that means.** In that actual 12 inch ruler you had visualized or had in your hand previous we now have 24 feet of scale /miniature feet.....1/2” x 12 = 24, or 24 ½ inch bits ... BUT take it up or down a notch and “0” scale, referred also as ¼” scale now shows us 48 scale feet to the foot...1/4” x 12 = 48 (four feet to the inch).*

***So here are few examples** to clarify further; 1/32 scale 32 feet to the foot. 1/29th scale ... 29 feet to the foot ... HO scale = 1/87th ... 87 feet to the foot ... and so on.*

Do you see where we are going? Still confused..?? Wait for the next issue if you can stand the pain - all of the above are sometimes referred to by each

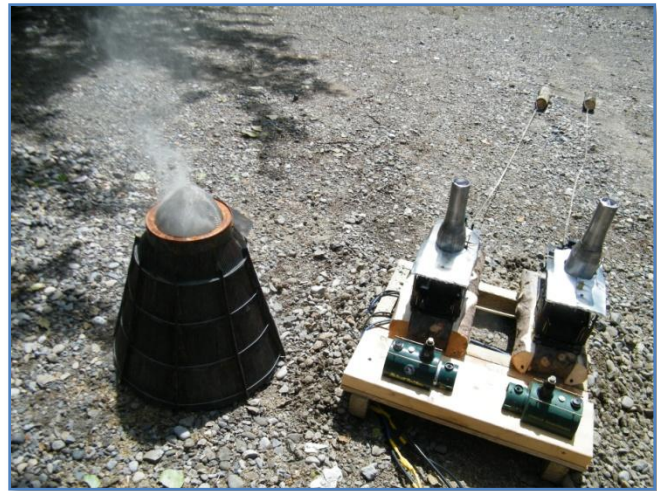
nomenclature (definition; a system of names or terms used in a particular field of science) in either scale or gauge such as - ½" scale/ 1/24th gauge ... ¼" scale or 1/48th ... or ... HO = 1/87th or?

Wait for the next article for that stuff to confuse you even further. Gauge is a different animal, *at the least that's the way I see it... Allan*

Steam Donkeys and Teepee burner project – applied science not rocket science

I managed to put some time into completing these projects to the working stage and to compile a short video as promised. Click on the photo at right or the hyperlink below to view. https://www.youtube.com/watch?v=kD_LFYVZr1g&feature=youtu.be

Seeing this was my initial running it went very well, however I must find a smoother chain to use with the two steam donkeys. In the video they are both working together but I do have switches at the control table to separate the power to each motor. The photo at right shows the underside and how the chain is gathered when in operation mode. *Not visible* is the smoke coming from



the stacks of the two steel donkey boilers, which was accomplished by first placing or packing fireproof Roxul insulation www.roxul.com above the motor units inside the boiler sections then adding a BBQ briquette with some fine sawdust materials. The same holds true with the Teepee burner; briquettes in a 1 gal paint can with sawdust and wood chips added.

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anclark03@shaw.ca



Sarah Pukin
Wedding Photographer
www.sarahpukin.com

Sarah Pukin (center)
posing with clients on
an engagement photo
session held here at
DeWinton Station.

Several intimate
photos were taken
utilizing the rustic
western town theme as
background ambiance.

DeWinton Station – Open House Event - Canada Day Tuesday July 1st, 2014 has been **cancelled** due to seasonal poor weather and time constraints. A simplified open house and train running day **will happen next year in 2015** – The 100 year Centennial of **circa 1915** or the targeted time period for the Skaguay town project. I truly hope to complete most of the projects started and still left unfinished prior to next year's event. If anyone would like to get involved in the developments here at **DeWinton Station** **please step forward** I would love to hear from you.

Contact with Barrie Roberts
- Call 403-680-7061 or info@dewintonstation.com

Parting shots – Top photo – Ron Senek & Bottom photo - Barrie Roberts



Did I mention we had something in common Ron?



Sept 1961 - First 4' x 8' - HO layout

Notice my bedroom is only 8' wide.