



The Outhouse for a Clubhouse

Newsletter - #15 - Second Third for 2015

AN EVOCATIVE INSIGHT INTO MODEL RAILROADING

By; Barrie L. Roberts www.dewintonstation.com



Feature articles for this 2nd Third;

- 1 - B.C.'s - Tom Beaton & his - 39" round O-layout showpiece spectacular*
- 2 - Supertrain updates with the British Modellers group in OO scale*
- 3 - Nigel Ogle's - Tawhiti Museums — Bush Tram (Jungle) Railway*



Portion of Tom Beaton's display at the Supertrain show, in Calgary.

*These great topics plus more from New Zealand and current updates on the home front projects by the editor as slated for this year from the **DeWinton Station Garden Railways**. Plus; another feature custom build of a MLW -C424 Diesel engine by Dan Ellis - G gauge*

Dear readers,

One of the most enjoyable aspects of my trip to New Zealand was in meeting two young brothers while on the Taieri Gorge Railway. I told the story in the late released issue January newsletter of the younger brother Flynn that had the laugh of a little sheep or lamb, to which amused the entire railcar. Max the older boy has been writing me a couple of nice messages which I find most entertaining, I wish to share his comments with you;

Hi Barrie its max from the taire gorge rail way, Flynn is still is laughing like a sheep it never gets old.

We are gathering up fire wood for winter because it is starting to get cold down here, my job is to use the axe, while I axe dad uses the chain saw, mum picks up the wood and Flynn eats grass while we do it (just joking) he really only stacks the fire wood on the trailer and Flynn tells us that he has strong muscles when he picks up a big piece. Hope you have a good winter or spring and I will like to hear another letter of yours.

School is going well and I have just been voted onto student council where I have to represent all the other year 7 children for the entire year. We also just had our school fair as it's a major fundraising thing for the school, it was lots of fun with all sorts of food stalls, and white elephant stalls where you could buy cakes and old books and other stuff.

Sincerely Max Walsh

Hi Max & Flynn,

Well I am *very proud of your achievements Max* and in the manner you are helping your mom and dad prepare for the winter ahead. I can tell by your writing skills that you will be a strong representative for your grade seven students on student council. I also believe you have a quick wit about you and I had to laugh when you spoke of your brother eating grass and that the story never gets old. I promise to return a letter to you whenever you care to write one and sent it my way. *Cheers from us all in Canada.*



Young Max at the Pacific Ocean



Your train pal Barrie Roberts

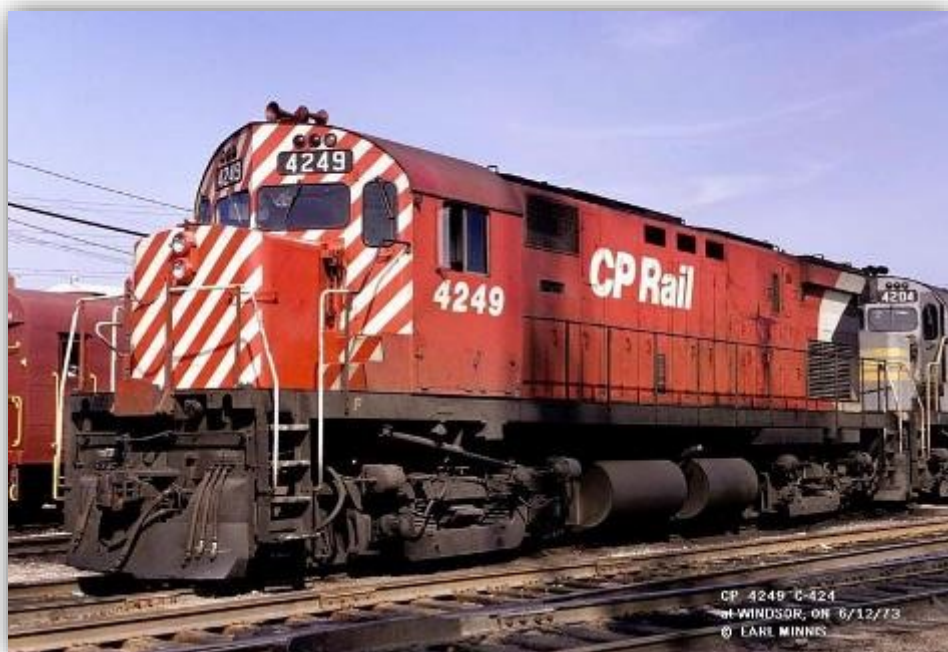
It is stories like that from Max that inspire me to keep motivated to send out these newsletters. Max is already a big rail fan despite not having a train set of his own. He is just the kind of a young lad that will eventually follow in our footsteps and as I see it the future of the hobby. For certain I had a little fun with the boys on the train and tried to pull their strings to make them laugh and to generate some enjoyment for myself. I told young Max if he were to pull the **Emergency Stop Alarm** I would pay the \$20 fine for doing so, as stated in the photo seen here at right.

For the Supertrain show I always offer to volunteer at the entranceway to hand out show programs, for just a couple of hours each day, so I can be at the **frontline of offence to kibitz** with the children, then they will remember me once they are inside and we meet once again. This breaks the ice and is just for some fun! **After all, that's what the train show is all about –right?**

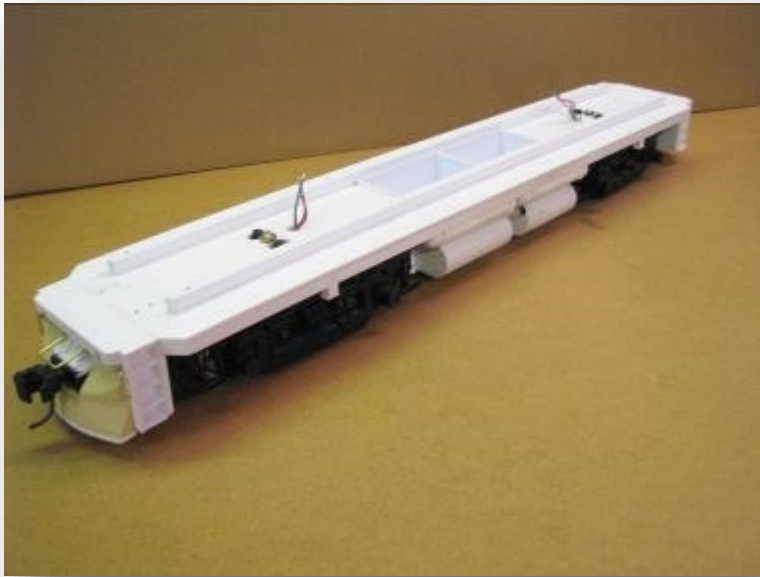


*Everlasting memories from New Zealand trip
December to February 2015*

MLW (Montreal Motor Works) Century C424 build by Dan Ellis—Calgary, AB.



Dan has started on a new project and promises to be a true one-of-a-kind item. He has modified Aristocraft truck sets to adapt to become the chassis for a duplicate engine of this prototype design. His project build will now be featured in the next two newsletters with some insight for skilled modellers wishing to make this older dated design for themselves.



To begin with Dan built the chassis from 1/8" polystyrene flat board. He scaled measurements down from a drawing within an original Can. Pacific Locomotive Encyclopedia. He then casted the pilots from his own resin molds to accommodate G gauge Kadee couplers. The fuel tanks were formed curving thin styrene wrapped around custom shaped end caps. The round air tanks running directly above the fuel containers were made from lengths of plastic tubing.

The *Aristocraft* wheel sets shown were made to match prototype specifications for GM's-AAR type B locomotives primarily used on MLW Alco's. Modified by Dan adding *USA Trains* secondary track power pickups to assist with continuity. The wiring harness to both wheel sets are joined - to further assist in eliminating any dead spots, such as crossing over switch frogs.

Any future lighting will be achieved by utilizing battery power stored within the fuel tanks.



For the new readers to the "*Outhouse*" newsletter Dan is the subject of several other articles, to include the featured cover *layout story* in the November 2013 edition #3. He was also featured as the builder of two New Brunswick Southern Softwood pulp cars and the GP38 CP conversion with additional detail parts in the June 2014 edition #11 plus the builder of these custom CP & CN snow ploughs for the 2010 Vancouver Burnt Journal Article, my first contribution #1.

Prior to the *Outhouse* newsletters I was a regular contributor to the Vancouver Garden Railway Clubs "*Burnt Journal*".



An inspirational build by Barrie Roberts :- Being a firefighter for the last twenty years before retirement, I have since had it on my mind to build a 3- horse drawn steamer project for the indoor portion of the Skaguay town scene on my outdoor layouts. Now after seeing what Nigel Ogle has done with his art forms in diorama scenes for 3 dimensional imaging at the Tawhiti Museum, I am now on a new asserted path to create a similar scene of sorts in a spare glass front TV cabinet base I have in hand. Prior to leaving NZ I found three Schleich horses that will fit the bill quite nicely for the charging team. I also had a 1912 Ford open cab style fire engine and thought this could make for a good start to the project, as the seat looks perfect for two firefighters to be seated. Along with a similar but smaller scaled version of a steamer pumper with scaled horses, which could be already at the fire scene, in the distance, attacking the fire with the larger wagon on-route to assist.



*No !- I do not have the genius Nigel Ogle has but with a little luck I may be able to disguise my efforts to perhaps come up with a suitable scene for a first time attempt. By removing the engine then sliding the cab seat forward it appears there is still a slight chance I can pull this off. Bigger spoke wheels plus the further removal of fenders and the running boards, plus a nice steamer tank at the rear .. we're on the way. With a dark stain on my **pipe cleaner harnesses** and a few attach-*

The inspiration for the responding fire apparatus



Archived photo

Certainly I have other projects that have been started and not finished, you may ask about them, *well—all in good time!* I say it doesn't matter what you have got going on as long as you are having some fun and enjoying the journey along the way. I purchased from *Robert Graham* last fall several awesome hand made buildings, one being the perfect fire station house for the Skaguay town scene when the steamer is playing its double duty life responding from the station to a call within the town. This station house will have a corral outside, plus stable stalls to the left of the responding bay, as shown in the below photo. I am anxious to start putting all of these marvelous buildings together in position early this spring, perhaps once this latest newsletter has been posted on my website.

The *diorama scene* will be something small enough that I will be able to take to the train shows as a new demonstration piece of my own. Hopefully a fresh exhibit intended to bring an interesting but nostalgic perspective to a fire response action scene from Nigel Ogel's brilliant inspiration. Now just to be clear here, *NO*—despite my appearances I am not old enough to have served with the responding horse and steamer apparatus of C-1915.



Updated photo of the DSGR viewing sidewalk project. - April 2015

Just prior to leaving on vacation to NZ I took on a massive 8 foot wide paving stone project to make a 80' long level walking path to enhance viewing of the East side gardens and outdoor layouts. This would be an immense project for me alone and would not have been possible without the assistance of my many friends and son Troy who helped to cut all the edging pieces on the wet saw. Thank you to one and all!



Feature story - No room for a layout? No problem—says Tom Beaton.

For nearly forty years I had a layout room. Then we decided to down size, well now I don't have a layout room any longer. What I had was a basement with a full work shop, a model shop and a layout room that were warm and cozy. Today I have a double garage that is not insulated or heated and this has incorporated the three rooms I had in the old home with no room for a layout.

Fortunately I live on the west coast and we don't get a lot of Alberta weather, so when its cold, my modeling moves to the computer desk in the house. I realized the predicament I was facing before we moved, so I started to build a small, portable layout that I could take to the train shows. The size of this layout was limited to the vehicle I had at the time, which was a small Suzuki five door. It had to carry the layout, as well as the rest of my scenery clinic material. The cargo area was measured , and I came up with a size of 39 inches wide, and a max. height of nineteen inches.

A word from Barrie

I have had the pleasure to know Tom Beaton for many years now and I always do enjoy talking with him at the train shows. He is never there to sell anything only to share his scenery tips and modeling talents with anyone who will listen. You can see the snake oil salesman from the cover page photo in the upper right. The detail to his work is absolutely amazing.



Now for ideas. What do we build? For the display, I wanted something that could run continuous, which meant a circular layout, so in a 39 inch dia. circle, the largest diameter track radius would be 16 inch's. It also had to be light. So all the ground contour would be done with foam. The frame is a disc of 1/4 inch ply, with a spider frame of 3/4 inch ply. This was wrapped with a double wall of 1/8 inch Masonite.

Now what to model inside of this 16 inch radius track? I like doing natural scenery and old wooden structures, so a small town was decided upon, along with a creek and a forest of trees I had salvaged from my old layout. The trees would substitute for the tunnel that most modelers would put on one of these small layouts.

Structures had to be small and sturdy, so they would be constructed with styrene. I had a couple on the shelf already and went through my file of plans to find what else to be placed within the town. A paper foot print was made of all the structures that might fit, and they were moved around to get the best possible look. When satisfied, construction started.

The track is hand laid code 70, laid on home cut pine ties, glued to the foam with Aleene's tacky glue. As I had been in On3, two gauges were laid, On3 and On30. The rail was glued down with contact cement, then spiked for looks. The foam was then carved to the contours I wanted, all the seams were filled with acrylic caulking and it was then all painted with green acrylic paint.



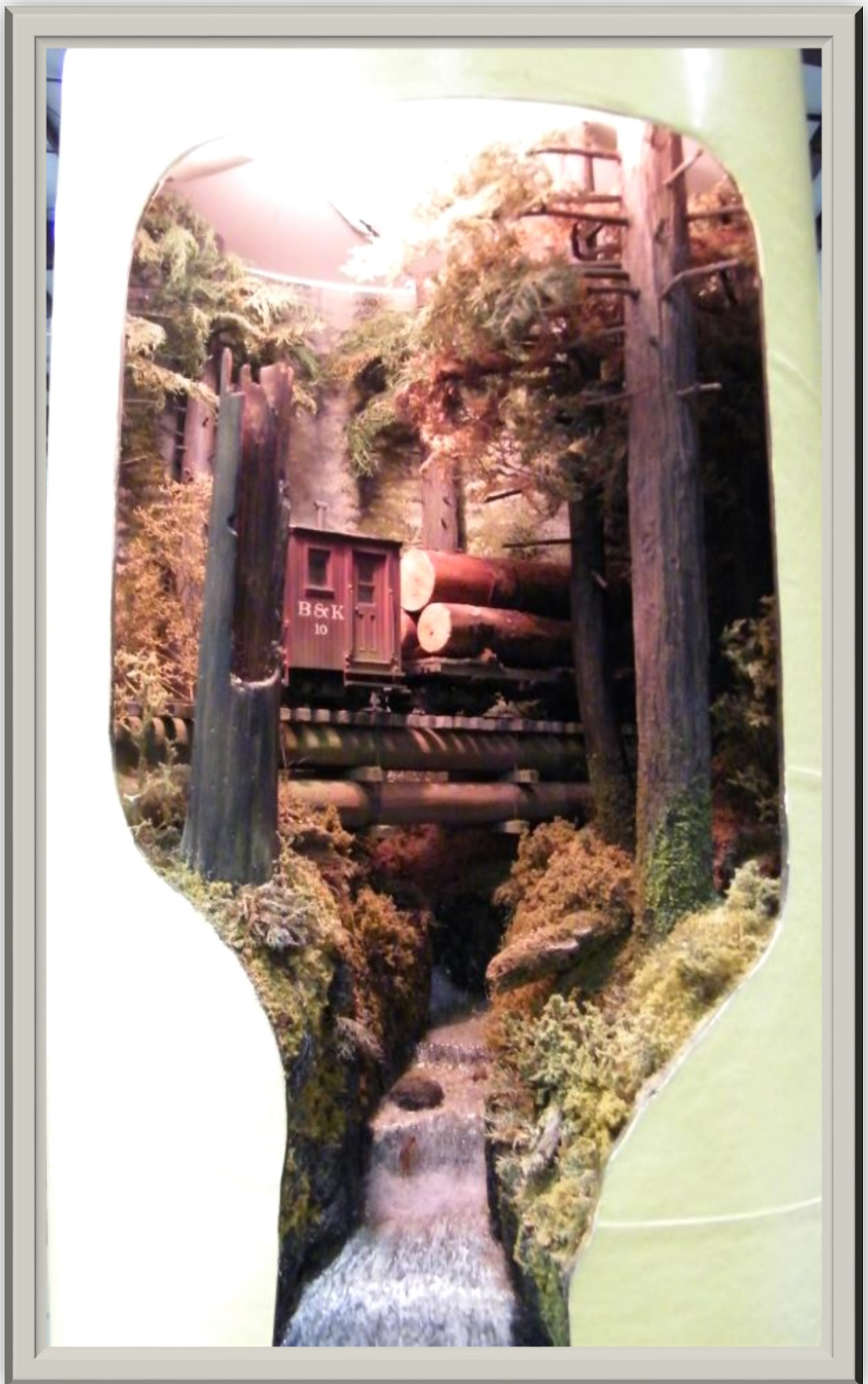


Ten building structures, two bridges and three outhouses were constructed. The water tank, outhouses and bridges were constructed with strip wood. These were all placed in their predetermined positions and glued in place. The scenery was now the fun part, to be done in and around the buildings. The creek was detailed and water was painted in with clear, acrylic varnish. Most of the salvaged trees were placed behind the town, with the track running through them. At this time there are some 25 figures on the layout, with many animals a birds also.

A snake oil salesman has showed up, and is trying to pedal his merchandise in the middle of town (cover photo). Ah Fong is doing the laundry behind the station and the crew at the freight house are in the middle of a hot poker game. Gerties is taking a little break, while a couple of locals are waiting their turn, and the banjo player is playing some tunes.

Old Roughhouse has come out of the outhouse to find a grizzly, that doesn't seem to like what came out with him and has treed him, he's going to need to get the back side of his coveralls repaired. This has been a fun project and I still come up with ideas to add, I have had a lot of great compliments on it. If you get to any of the train shows around Vancouver or Supertrain in Calgary — stop by and have a look.

From Barrie again; I found the last two pictures in my own files of Tom (Grandpop) Beaton at the Supertrain show displaying a detailed scenery project he did within the confines of a round sauna tube. If you were to think that this would be any easy project to undertake,







It would be an understatement to say I was impressed with the work Nigel Ogle has put into each of his creations, I was actually blown away. Here is a man that has instilled his genius into his art form. His unique method of creating life sized and scale diorama scenes is beyond incredible. - Part 2 of 3.

I had to **repeat** that statement from the January issue of the Outhouse newsletter as it is said to be true! Definitely a highlight of my trip was to be invited back on my return leg to the private home of Nigel and Theresa for a superb dinner and to socialize. If I could do a panorama view of Nigel's workspace but there would be very little to recognize. **Just a lot of clutter** with tools, drawings, paints, numerous castings for figures of animals and people. In his early fifties I assume having taken leave as an art teacher he embodies the soul of the Tawhiti Museum, on the North island of New Zealand. If you have not read the part one of this story please do so in the **January 2015 edition posted just below this issue.**



It is impossible to show the entire scope of Nigel's work in two segments so we must return again to view **"Traders & Whalers"** and try to close off this feature article but for a preview presentation go to www.tradersandwhalers.co.nz **Did I mention a little clutter? Geeze man!**



Behind the workshop doors at the Tawhiti Museum

At the time of my first visit Nigel was working on this primed half boat section. A few weeks later it was seen placed within a scene.

(See next page)





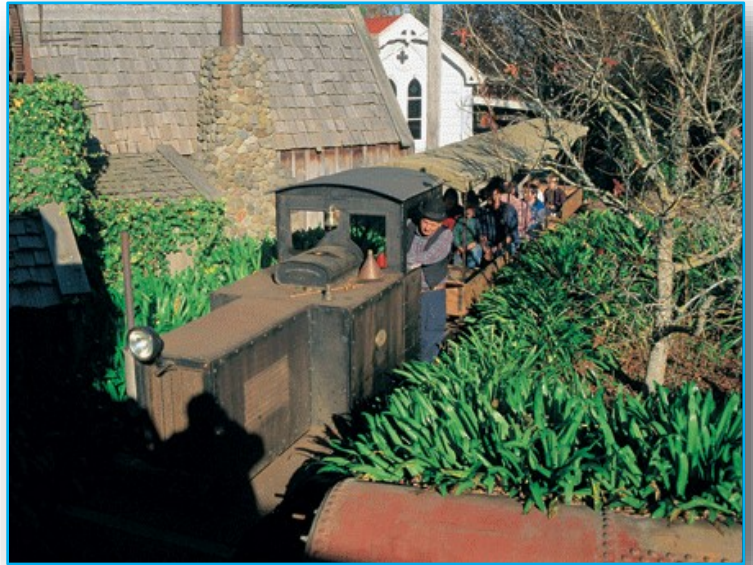
*He showed me around a few of his private work rooms and some of the projects that were currently underway still in the white styrene flat board materials or pieces that had been cast and were in various stages of final detailing. All of this just blew me away (at a loss for words) as I tried to imagine myself being able to do all this on my own. **Theresa Ogle** ran the restaurant where I had a **wholesome lunch**, not your typical fast food diner found on every corner in the US of A or Canada.*

On my second visit I toured a large section of the museum that was filled to capacity with mechanical equipment, trucks, tractors, steam engine tractors and a collection of military vehicles, both wheeled and tracked, chainsaws perhaps a hundred or more. Most of this equipment was from a collection of another islander that had since passed on. Now this was not just a room filled with old plows and objects that had been abandoned by time, many of the displays were viewed in 1 scale like this.



Nigel's - Tawhiti Bush Railway -

Just the kind of 1-1 scale railway we wish we had in our own backyards. This was quite a treat to take a tram ride deep into the bush and to view another area with many more diorama scenes. As the train filled with passengers full of enthusiasm to ride the bush railway, I was an easy target for the engineer to poke a little fun at, suggesting that I sign a document (waiver) stating prior to the ride commencing that I arrived as an amputee, and not during the ride.



Now this was quite entertaining as the train travelled past workshops and building where the bush inhabitants were either sitting on the porch or working away at certain tasks. The engineer knew just when to expel a blast of air on an unsuspecting rider. I especially enjoyed the diorama scenes awaiting at the end of the line where passengers were permitted to disembark and have a good look around the museum extension there.





I was especially interested in the logging scenes Nigel created in the diorama section within this portion of the museum. Every one of the animal figures was cast to show a different head, leg or body positioning. All of the oxen yokes and horse harness were cast to be specific to the scene they were to represent. The plant foliage to replicate the vegetation distinct to that of New Zealand. All these scenes he had created were on my list of -"To Do's" - for my railways.

It was difficult to imagine that all the work put into creating these realistic scenes were the work of one man, virtually alone living on an island in the South Pacific. How he could manage to come up with the materials, parts and pieces to do each scene in meticulous detail is beyond my comprehension. I put out the word to his staff that I would like to meet with him before I was to leave and just as I was about to drive away later he caught up to me in the parking lot and invited me back for a tour of his workshop.



It is my hope that by introducing some of the more accomplished scale modellers such as Nigel Ogle of NZ and our own Tom Beaton from B.C. Canada, plus the many other fine modellers that have been featured in the "Outhouse", with the spectacular work that they have produced; we may help in some way to influence you to challenge your skills to a new level. As you can see by Tom Beaton's article and Nigel's dioramas size or available space is not an issue when it comes to enjoying a home craft hobby.

Furthermore, as Tom has shown when it comes to downsizing from a larger layout you can apply most all the materials acquired and skills you have learned over the years to produce several superb smaller units. These encased static or motion displays, in any scale, could then be donated to special needs facilities, hospitals or nursing homes for others to enjoy. That notion alone could provide the motivation to keep you active and mentally stimulated in the retirement years, especially if you are living alone. I am certain if you could convince another to partner on these projects with you, (skilled or otherwise) the passing of time would be much more enjoyable in the promised golden years. Mentor a young lad like my friend Max in my opening address on Pg. 2 to get a start in a hobby that could shape his character in a positive direction.

If cash flow for materials such as wood or glass is a problem, reach out to get some sponsorship from a friend or to a local business for a helping hand. Most clubs or fraternal organizations are usually in a position and willing to make a small donation or to step up for a good cause. *It certainly doesn't hurt to ask—now does it?*



The “Outhouse for a Clubhouse” - segment

The British modellers group have been busy of late doing more modifications to their layout in the “Outhouse for a Clubhouse” building here at the home of the DeWinton Station GR and are now in the process of preparing to dismantle their 40' x 12' - OO gauge modular layout to take to the Supertrain show in less than two weeks time. I have asked Martin Dawe to compile a report to include their activities with photographs for this 2nd - third issue. If anyone would like to join in with the British Modellers group or with me on the DeWinton Station indoor and outdoor G gauge layouts E-mail dsgr01@telus.net for more information or call Martin Dawe at 403-870-2196 Cell.

Martins report; Over the winter, the Calgary British Railway Modellers worked on their layout in the ‘Outhouse’ getting it ready for Supertrain in April. The work that was done involved refurbishing the station platforms and adding extra ones in the goods yard. We decided to convert the station approaches from the fiddle yard from a cutting into a tunnel, as we wanted something new. We built a twin bore tunnel over the 4 tracks and added extra scenery and a road over the top which has changed the look of the area considerably. Coupled with a new scratch built road bridge the station area has been given a new lease life. Now we need new buildings and station canopies.

The other area that needed some major attention was the scenery and this was attacked with great gusto by the new members to the group. With the aid of the necessary flock, hedge material, glue and static grass applicator they set about transforming a very stale ‘England’ into a new and very much improved version. All the scenery boards were worked on, and new additions on one board included a hop field and corresponding scratch built Oast house in the farm, along with stables and a storage shelter, adding more interest to the farm area. We also updated some parts of the town but this will be the main focus of

the next years work, along with the harbour area.

Supertrain was held in a new venue this year and after meeting at the clubhouse on Friday 17th April, we dismantled the layout and loaded it and all the other stuff that we needed for the show into our trucks and vans and drove 50km to the Genesis Center in NE Calgary where we set up the layout. Everything worked, but as usual, come Saturday and the show about to open, gremlins attacked and we had electrical problems which needed attention. Finally we managed to get everything working and spent the two days of the show running trains and talking to the public about our layout. Judging by the comments, our efforts over the winter were much appreciated with everyone liking what we had done plus being in agreement that we had created a very typical English scene amongst all the other North American layouts that were on view. On the Sunday evening everything was dismantled and taken back to the clubhouse. We now have to clean the clubhouse before setting up the layout again ready to have running and work sessions over the summer.

Thanks to Chris Brancaccio, David Cole, David Shandley, Alex Rowland, Chris Jessop, Jeremy MacKenzie, Christine Macgavern, David Luckman, Pete Stauffer, Keith Morgan, Selena Houben, Sally Shandley, Charles Cawood and Rod Wilkinson for their help over the winter getting the layout into shape and also those who came along to help at Supertrain.





Martin explaining the town scene to onlookers. Many of the buildings are still in temporary Black & White card stock which is used for layout planning and design purposes. The completed structures will look more like the ones shown in the two photos below.





Retire to Alaska — Bob had worked on the railroad for 40 years. Finally sick of the stress, he quit his job and buys 50 acres of land in Alaska as far away from humanity as possible. He sees the postman once a week and gets his groceries once a month. Otherwise it's total peace and quiet. After six months or so of almost total isolation, someone knocks on his door. He opens it and a huge, bearded man is standing there.



'Name's Ron, your neighbour from forty miles up the road. Having a Christmas party Friday night, thought you might like to come at about 5:00.' Great', says Bob, 'after six months out here I'm ready to meet some of the local folks, thank you.' As Ron is leaving, he stops. 'Gotta warn you, be some drinking.' 'Not a problem' says Bob. 'After 40 years in the railroad business, I can drink with the best of 'em.' Again, the big man starts to leave and stops. 'More 'n' likely gonna be some fighting' too.' 'Well, I get along with people, I'll be all right! I'll be there. Thanks again.' 'More'n likely be some wild sex, too,' - 'Now that's really not a problem' says Bob, 'I've been all alone for six months!' So I'll definitely be there. By the way, what should I wear?' " Don't much matter. Says RonJust gonna be the two of us.'



The Amazing Talking Dog

Just off the tour boat in Skagway, Alaska and Henry from Burnaby sees this sign on the front gate of a house in the older Historic District of town. The sign reads **"TALKING DOG FOR SALE"—\$10.00** Henry, always looking to make a quick deal just couldn't believe what he was reading and decided to inquire with the fellow that was chopping some firewood just inside the fence.

What's with the sign on your gate? Henry inquires. "Oh ya, Humph-he's in the back" - replies the man. "You're welcome to go back and see for yourself", he says—and goes back to chopping his wood.

Henry walks to the rear of the house and sees this nice looking German Shepherd dog tied to the doghouse and approaches with caution. Immediately the dog engages in a conversation - much to Henry's amazement. The dog goes on to tell Henry that he has been called upon to do Search & Rescue missions for earthquake and tsunami victims' for the Canadian Red Cross Society and has served with the RCMP as a tracking and service dog receiving a "Medal for Bravery" & for a "Distinguished Career" award. He then went on to say his greatest accomplishments were when he was called upon to protect the President of the United States when he came to Alaska during the latest threat by the Russians to our National Security. For this he received the highest honor ever bestowed to a service dog and is now retired with a pension to live out his remaining life in peace.



Henry returns to the front and says "That dog is amazing"- "Why would you ever want to let him go for just \$10.00?" - Reply-Cause he's a bleeding LIAR—he's never left the yard!



At the *Supertrain show* in April I met a young lad and his family that have recently joined the *RMGR- G gauge club* to which I am also a member, although I am unable to participate with the club and their activities due to my own physical limitations. In speaking with *Teran* at the show I was very impressed with his enthusiasm and eagerness to begin his own garden railway. I have directed Teran to my past writings to read up on what to expect & to garner information that may assist him with his own endeavours. I have also invited him to participate here at *DeWinton Station* to get some first hand experience in what is involved in the operations here.

Teran has forwarded these two pictures of the pond he has started to date, I will follow his progress and post the occasional update in the *Outhouse newsletter*. He also sent to me a video clip of his HO layout and I was very impressed with his incorporation of street vehicles that were battery powered by remote control and the steering alone was then controlled by a magnetic strip which was embedded in the road that was painted over and invisible to the eye. I will ask Teran to write an article to explain the techniques he used to accomplish this and forward as a "How To" project, I am certain this will be of interest to a good number of our readers. I look forward to working with Teran here at the *DeWinton Station* railways this summer.



Some closing images from Supertrain 2015—Calgary, Alberta Canada



The above photos and others were provided by the *British Modellers Group*. I do look forward to a mutual and long association with this group that now call their home at *DeWinton Station*.

Cheers and "Talley Ho"