

**Upcoming  
events**

**January 16  
Meet at the Bar-  
ber's**

**February 20  
Meet at the Bar-  
ber's**

**March 20  
Meet at the Bar-  
ber's**

**April yet to be  
confirmed**

**May yet to be  
confirmed**

# **Backyard Railroaders**

**Issue #1**

**January 2011**



**Kamloops Heritage Railways  
"Spirit of Christmas"  
Train  
HAPPY GARDEN RAILROADING  
IN 2011**

## **26<sup>th</sup> NATIONAL GARDEN RAILWAY CONVENTION IN TACOMA WASHINGTON cont.**

**By Bruce Nord**

Probably most of us have some form of fence around our railways. How many have a gate to make it easy for neighbours to come help run the trains?

Dave Goodson has two such gates and they are quite attractive in themselves. His “Consolidated Colorado Railways” is designed for operation. There is no spot from which the entire railway may be seen. It extends across the back of his yard and up two sides and there is a garage and a shed or second garage blocking sight lines. There are industries and service facilities such as an ice house, to provide ample switching opportunities. This railway was featured in the August 2009 issue of Garden Railways magazine. The article is well worth careful reading. It is evident that operating sessions on this railway are enjoyable and challenging, in fact enjoyable because they are challenging. I would have liked to learn a little more about how the operations to be performed are determined and how communicated to the helpers.

As a general suggestion to those railway owners who include prototype-like operations, and invite visitors to observe these activities, could the assistant operators involve the visitors a little more in a discussion of what they are expected to accomplish and how they must keep the mainline clear at certain times because a through train is expected? A printed chart could be part of this. The Garden Railways article on this railway begins with a two page photo which is attractive and impressive. I suspect there is a little story in how this turned out to be so bright and well-lit in a location which is really quite shady.

The last railway, (you may notice I avoid the word “layout” ), I am going to describe is “The Pacific Rim Railroad” which is two rail O gauge outdoors. That is unusual enough, but it is the setting, which really makes this railway memorable. It is on top of a hill which would qualify as a mountain here in Ontario. The backyard is broad. A loop of track passes close to the back of the house, and along the sides of the property, in unremarkable fashion. It is at the back that the viewing is breathtaking. The railway is ele-

vated and there is non-distracting vegetation under it. One sees the track and trains, and beyond there is nothing until one sees the water of Puget Sound, many, many miles away. In the farthest distance there are islands, peninsulas or mainland, a fitting close to an appreciation of some marvelous railways.

The second most important part of a Garden Railway Convention is the convention hall. I made two visits to the large hall in the Convention Centre of Tacoma, totaling about five hours. It was enjoyable to see what was available, and to talk with the vendors, and make some purchases. Travelling by aircraft constrains purchasing. Accucraft and Sunset valley were there with spacious displays. Good for them. Michael of Michael’s Custom Woodworking was there with his useful milled cedar. It’s always interesting to talk to Michael.

LGB had a small booth with a sign “LGB is back”. As evidence of that assertion they displayed one locomotive. I found that less than reassuring.

Hartland Locomotive Works was on the list of expected vendors, but somehow I missed them.

Cont. from page 2

That brings us to three large manufacturers conspicuous by their absence. Some of their products were available from dealers there, but that is not the same as displays which show in a thorough way which is currently available and what can be expected. They missed an opportunity.

The vendor's hall was part of Tacoma's Convention Centre, which I understand is quite a new building. We drove right by it without recognizing it, which suggests its signage might be improved. The convention registration desk and the Company Store, were located just inside the entrance. There was also a large map on which attendees could show their home town with a pin. These three points of interest gave some human scale and warmth to an otherwise bleak and enormous room. There followed a long trek, including two lengthy escalator rides, to the vendor's

hall, with no indication that I was on the right path (and no one else was going my way). What a missed opportunity to create a sense of anticipation, to get visitors thinking about why they were there!

One suggestion for improvement would be to have large photographic prints of garden railways mounted on easels along the way. The building owners might be expected to supply and store the easels, which would be useful to other events.

The Puget Sound area has many places worth visiting. The W.W. Seymour Botanical Conservatory, with many photogenic plants, is just a few blocks to the north of the Convention Centre. There is actually a free streetcar which could be used to reach it, and many other worthwhile sites from the Convention Centre. Tacoma is famous for artistic creations in glass. That's something we would be sure

to see on another visit. We did get to the gardens of Point Defiance which are truly spectacular. There is also in that park a forestry museum which would be on my list for a return visit. The Tacoma Narrows Bridges must be in that vicinity, replacing the earlier bridge which twisted itself to death. The photos of that in Life magazine made a deep impression on me in my younger days.

We also visited the locks which make it possible for ships to travel from Puget Sound to Lake Washington. The Garden Railroaders of Puget Sound area and an enormous hinterland, put on a tremendous ambitious show, demonstrating their advanced vision and abilities. I would certainly consider another visit, when their turn comes up again.

In addition to the railways described, I have include photos of other railways Bruce visited.

**York Central Railway**  
**Dining Car Recipe of the**  
**month**

**ROESTI (HOME FRIES)**

4 medium potatoes

1/3 cup chopped onion

1/4 cup butter

3/4 cup shredded Swiss  
Cheese

1/2 tsp salt  
Dash of pepper

Cook potatoes until almost done.  
Cool and coarsely shred.

In 10" skillet cook onion in 1  
tablespoon of butter for about 10  
minutes, not brown.

In large bowl toss potatoes,  
cheese, onions and seasonings to-

gether.

Melt remaining butter in skillet.  
Add potatoes, pat evenly over  
bottom, leaving 1/2" around  
sides.

Cover and cook 6 minutes until  
browned.

Turn over and brown other side.

**ENJOY**



**Nice  
Looking  
Trestle**

**Photos of Goodson Layout**



**Easy to  
Build  
Turntable  
A good  
idea**



**Photos  
of  
Pacific  
Rim  
Railroad  
with  
Puget Sound  
in back-  
ground**





**W.W.  
Seymour  
Botanical  
Conservatory**



## GRADES and SLOPES

### Percent or Degree

I have an angle locator which measures the degree of slope.

This should not be confused with percent of slope.

The following will show the difference.

### Percent Grade

1%	grade is	1"	rise in 100"	(8' 4")
		1/2"	rise in 50"	(4' 2")
1 1/2%	grade is	1 1/2"	rise in 100"	
		3/4"	rise in 50"	
2%	grade is	2"	rise in 100"	
		1"	rise in 50"	
2 1/2%	grade is	2 1/2"	rise in 100"	
		1 1/4"	rise in 50"	
3%	grade is	3"	rise in 100"	
		1 1/2"	rise in 50"	

### ETC

### Degree Grade

1 degree grade is 1 3/4% or approx. 1 3/4" in 100"

2 degree grade is 3 1/2% or approx. 3 1/2" in 100"

3 degree grade is 5 1/4% or 5 1/4" in 100"

The ideal grade or slope is 1 to 2% or 1 degree.

I use a 4 foot level and a series of 1/2" plywood blocks, none at the start and adding one at the 4 ft mark, two at the second and so on.

### Backyard Railroaders

#### **WEB REPORT FOR 2010**

*Our site reported 2,612 hits from January 1<sup>st</sup> up until this report was written on December 28, 2010, an average of 218 hits per month.*

*Although 88% of these hits were from Canada and the United States (44% each), we had hits from 39 other Countries around the world.*

*Not bad for a small club.*

# **KAMLOOPS HERITAGE RAILWAY** **“SPIRIT OF CHRISTMAS” TRAIN**

As the 2141 Steam powered Heritage train arrives at the station, the steam surrounds her and is illuminated by hundreds of brightly coloured lights.

Welcome aboard and travel with fellow guests to bring Santa Claus back to Kamloops. He will be joined by Mrs. Claus, the elves, a winter princess, and of course Frosty the Snowman.

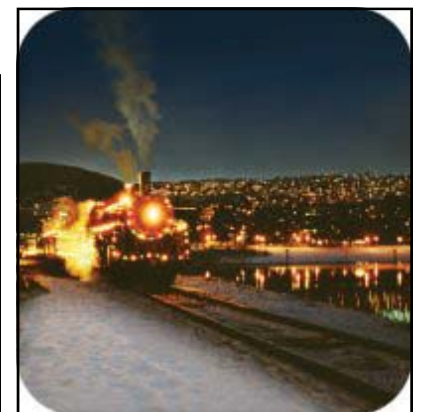
There will be hot chocolate and candy canes for all and cookies for the kids, hand delivered by Mrs. Claus.

Starting and finishing at the old CN station at Station Plaza, this one hour trip travels north out past historic St. Joseph’s church, and also travels to Pioneer Park.

A great way to start the holiday season.

For more on Kamloops Heritage Railway check out their website at “[www.kamloopsheritagerrailway.com](http://www.kamloopsheritagerrailway.com)”

Below are more photos of their 2141 light consolidation 2-8-0



Photos and text courtesy  
Kamloops Heritage Railway

Looks like a nice thing to see  
when your out that way.



**This Month's attempt at Humour**

**THE BOOK OF RULES**

Back during the war, when anyone could get a job braking, the D&H hired a new kid from Troy. The Superintendent gave him his copy of the *Book of Rules* and told him, "Now take this and study it. Keep it with you at all times on the railroad, because any situation that might come up is covered in the *Book of Rules*. So the kid takes his book, says, "Thank you, Sir, I sure will" and goes home to study the book. That night he gets a call for No. 7, the less-than-premier sleeper train from Troy to Montreal. He gets on the train at Troy, and the conductor tells him to go back

and make sure the lanterns are all lighted and ready to go on the rear platform. The train pulls out while he's walking back through the sleepers, and up around West Waterford he's walking through one car when he sees a woman's bare posterior exposed through the curtains of an upper berth. "HMMMMM— How do I handle this? Oh yeah, the *Book of Rules!*" So he gets out the Good Book, then runs to the rear of the train, grabs a red lantern and hangs it on the berth. Next comes a travelling salesman, who sees parted curtains and the red light, and gets entirely the wrong idea. Needless to say, there was blood on the moon when the word got back to the Old Man the following day, and the kid had a message waiting on his return to re-

port to the Superintendent's Office **RIGHT NOW!** He walks in, and the Old Man inquires politely, "Son, what in the world were you thinking of when you hung that red lamp on that poor woman's berth on Monday night?" "Well Sir," the new hire started, "you told me that anything that came up on the railroad was covered by a rule in the *Book of Rules*." "Yes, I did," said the Old Man. "But where in the hell did you find a rule to cover that one?" "Right here," the new guy replied. "It says, 'The rear end of a sleeper, exposed by night, must be protected by a red light.'" The next day the kid was a Trainmaster.

**BASEMENT LAYOUT**

The Barber basement layout is ready to run. It is approximately 30'x12' and 30" off the floor. It consists of three loops of track. Two loops have 10' diameter curves and the other loop has 8'. The loops are interconnected but are insulated from each other, which allows each track to be controlled individually or all together. This allows for Analog, DCC, or battery power. If you have something you would like to see run before **SPRING** please bring it to the next meet.

It has also been suggested that some shunting exercises could be done as an activity at meets. Any other ideas would be welcome. Please bring something.



**2011 DUES**  
**THE DUES ARE CURENTLY \$30.**  
**PER FAMILY**  
**PLEASE FORWARD TO EARL GRAVES**  
**WITH THIS SHEET**

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**2011 DUES \$** \_\_\_\_\_

**NAME** \_\_\_\_\_

**NAME** \_\_\_\_\_

**ADDRESS** \_\_\_\_\_  
\_\_\_\_\_

**POSTAL CODE** \_\_\_\_\_

**PHONE #** \_\_\_\_\_

**E-MAIL** \_\_\_\_\_

**NAME OF RAILROAD** \_\_\_\_\_  
\_\_\_\_\_

**SEND to Earl Graves**

**273 Irene Drive, Keswick, Ont. L5P 3A9**