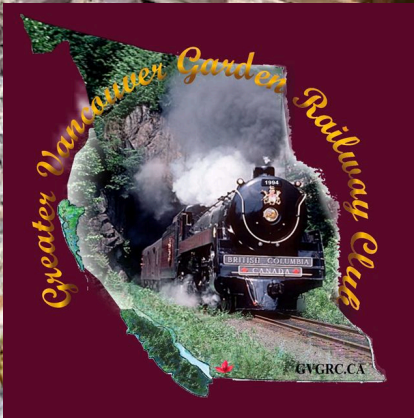


# Burnt Journal





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**Cover Photo:** The photograph is cropped from an image provided by Mitch Kenyon, member #2416 a scene in his article 'Northwest Train Gardens' to be found starting on page 6 of this Burnt Journal issue. The image is of Paul & Judy Garrett's Garden Railroad...

## **President's Message:**

Hello GVGRC Members:

Spring is right around the corner so hopefully the weather gets better soon so those with layouts at home can get out and use them.

The big news from a couple of weeks ago is that Dr. Bonnie Henry has relaxed the COVID restrictions so indoor events can now be held. This will allow us to start up our Club's Breakfast Socials again in March as well as scouting out places for having our Club's mobile Sectional Layout present at public events.

Speaking of our portable Sectional Layout, this is another reminder about how we will need to find a storage space for our trailer soon, as Brian's sister is selling her place in early summer. Details are provided on page #10 of this issue of the Burnt Journal.

Lastly, it saddens me to say that member Helen Rankin passed away in February. Helen and Jim were staples at our Breakfast Socials and other events for many years... she will be missed. Please keep Jim in your thoughts.

Take Care,

Jason Scarrotts  
GVGRC President  
[gvgrc.ca](http://gvgrc.ca)  
[GVGRC Facebook Page](#)

## **2021 GVGRC EXECUTIVE & KEY VOLUNTEER LISTING**

Jason Scarrotts, President; (604) 454 - 7598  
Ute Lear, Vice President; (778) 836 - 2183  
Francina Carr, Secretary; (604) 463 - 9156  
Victoria Johnstone, Treasurer; (604) 536 - 2174  
David Jones, Membership Chairperson; (604) 644 - 6276  
John Shortreid, Burnt Journal Editor; (604) 888 - 9231  
Norm Lang, GVGRC Webmaster;  
Brian Dodge, Sectional Team Leader; (604) 802 - 2403  
Dan Pantages; GVGRC Buy & Sell (604) 535 - 2454

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email: [GVGRC.editor@gvgrc.ca](mailto:GVGRC.editor@gvgrc.ca)  
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## ***Obituary Notice - Helen Rankin, member #1717***

Helen, wife of member Jim Rankin (1716), passed away in Maple Ridge Hospital on February 13th. She'd been suffering from several medical problems that finally overwhelmed her. She was born in August 1937 in Melville, Saskatchewan, her family (Stolarsky) moving to a farm along 232nd Street in Maple Ridge when she was about 3-4 years old. She remembers charming the troops on that train-ride to BC, even though at that time she only understood and spoke Polish. She recalled being a "strapping farm girl" and that as an older teen she liked to "borrow" her older brothers' motorcycles to take a joyride. She worked for 15 years in the steno pool for the Haney Correctional Institute, which is where she met Jim in his 1-year stint as a dog-handler. They lived in Maple Ridge their entire 49.5 years of marriage and for most of those years, to this day, they've hosted the Maple Ridge Model Railroad Club on Tuesday evenings at their home. They never had any children but doted on their Pembroke Welch Corgis! Her parents and brothers all pre-deceased her. Helen will be missed by many friends. Funeral Mass at St. Luke's Catholic parish in Maple Ridge at 11AM on March 4, 2022. This obituary was provided to the Editor by close friend and Club Secretary, Francina Carr.



*The picture is of Helen and Jim. They were regulars at many of the our Club's social functions and I am sure members that attended our Breakfast Socials or the last Christmas Party will fondly remember them. I share Francina's statement that Helen will be missed by the many who knew her in the local model train community... ED.*

\*\*\*\*\*

## **Yukon Transportation Museum in Whitehorse White Pass and Yukon Railway Layout in G Scale Story and photos by Ron Scott, Member #1508**

Last week (*article written on Feb 2nd... ED*) I tagged along with my daughter on a 2106 km winter drive along the Alaska Highway from Camrose, Alberta to Whitehorse, Yukon where she is starting a new nursing job. It was -34C when we arrived and I was keen to do some WP&YR and Klondike sightseeing in the one day I had before flying back to Vancouver.



Left image: Sunrise over the Yukon River in Whitehorse at 10:30AM...

Right Image: Sternwheeler steamboat S.S. Klondike...



## *WP&YR Article by Ron Scott Cont'd...*

Left image below: White Pass and Yukon Route Depot in Whitehorse - Street-side...

Right Image below: White Pass and Yukon Route Depot in Whitehorse - Trackside....



Above: images of the White Pass and Yukon Route Ticket Office in Whitehorse...

Brian Stevens, who maintains the G scale White Pass layout at the Yukon Transportation Museum, was kind enough to give me a behind the scenes tour of their layout which covers the route from Fraser BC to Whitehorse YT. I highly recommend the museum which is located close to the airport in Whitehorse.



Above image: The Museum...

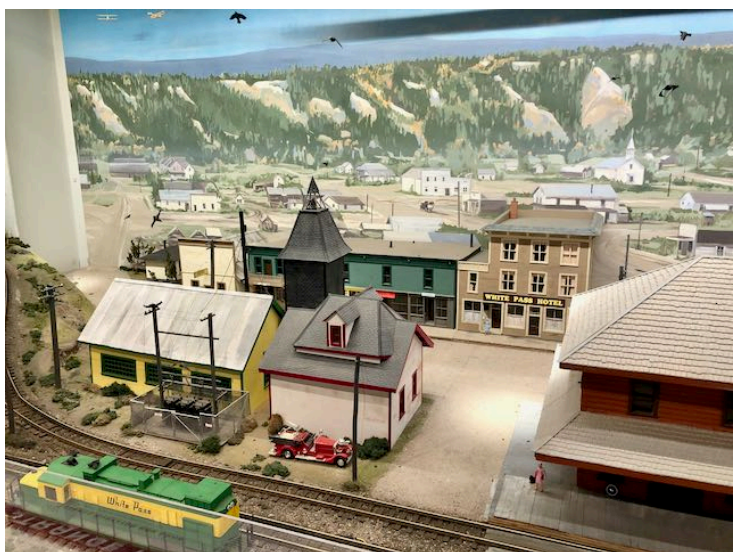
The image to the left: WP&YR G Scale Layout - Fraser Depot...



## *WP&YR Article by Ron Scott Cont'd...*

Left image below: Carcross Depot. Note the panoramic photo taken at Carcross as a background...

Right Image below: Whitehorse with hand crafted buildings...



Left image above: Whitehorse. Note the hand painted background...

Right Image above: Whitehorse Depot and Dock...



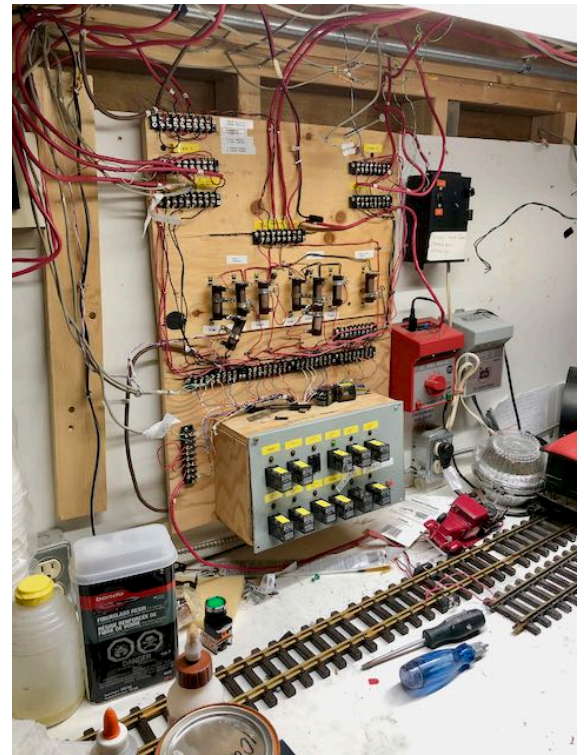
Image to left: Whitehorse -  
Trains pause for about 10  
seconds at the various depots...



## *WP&YR Article by Ron Scott Cont'd...*

Left image below: Whitehorse Dock...

Image to right: Train layout automation system...



Brian Stevens explaining the automation system below the layout.

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## **Northwest Train Gardens** *Article by Mitch Kenyon, Member#2416*

I put together a video of 31 garden railroads in the Pacific Northwest. Here's the link to the video: <https://youtu.be/DylJ5azf5fA>. The video is 9:33 minutes long. That averages out to just 18 seconds per railroad, so the video only highlights the parts of the railroads that really captured my interest.

Most of the layout's are from the 2019 National Garden Railway Convention in Portland. Three of the layouts are from the GVGR's open houses including Paul & Judy's railway that may have been the last open house before Covid. I hope to film more layouts once Covid is over. The following are a couple photos of Paul & Judy Garrett's garden railway.



## *Northwest Train Gardens Cont'd...*



Starting from the North to the South the following layouts are shown in the video:

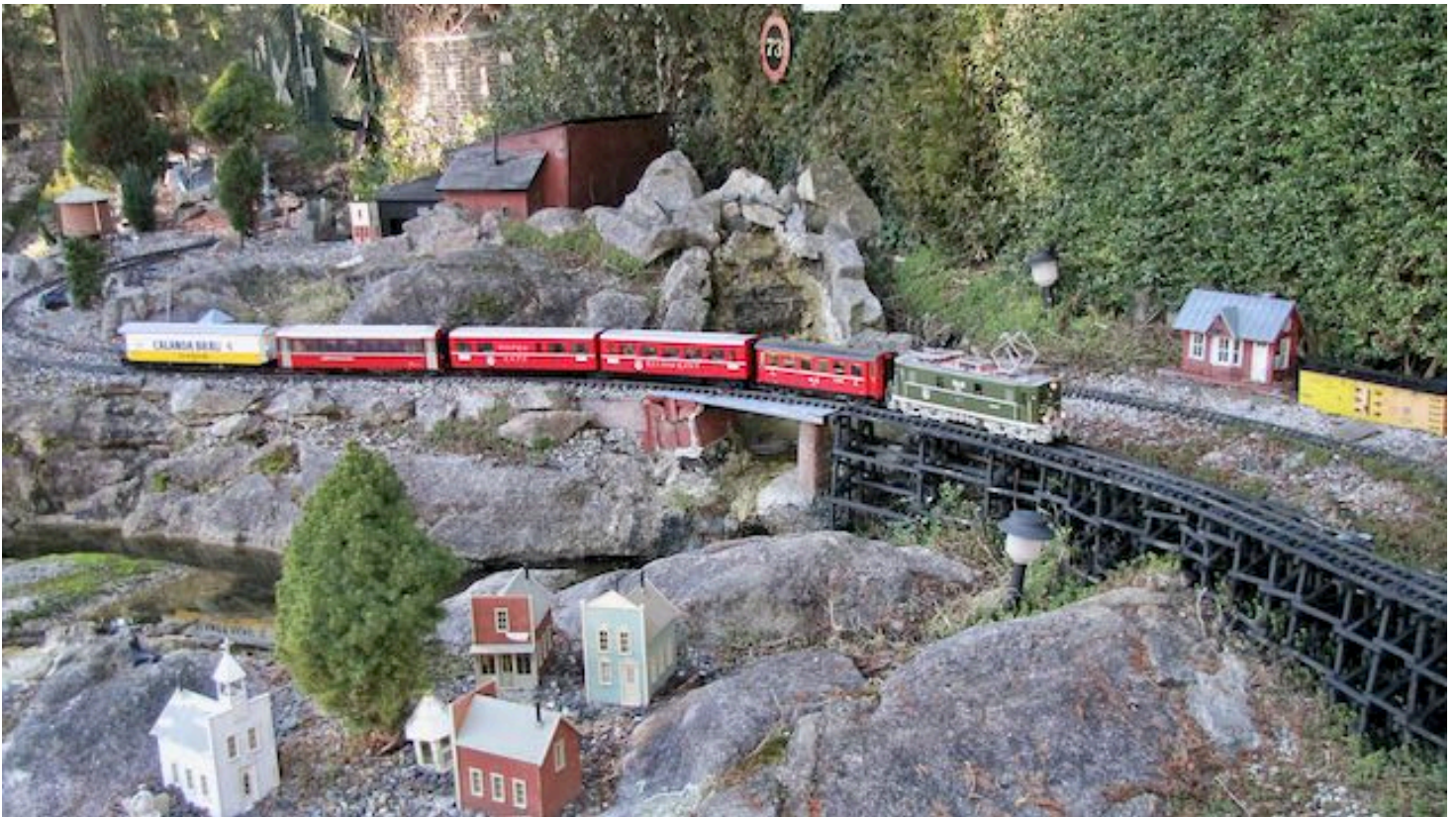
Paul & Judy's Railroad  
G&T (Gin & Tonic) Railroad  
Dan & Wendy's Railroad  
Peter & Vickie's Railroad  
Ray & Mary's Station  
Lincoln Pinnacle RR  
Everett Monte Cristo Railway  
Emerald Heights  
Beaver Cove Railway  
Dunckley Northern Railway  
Phantom Lake Railway  
Serrano Creek Line  
Lakeview and Boulder  
Crooked River Railroad  
Chicago and Far Western  
Baker and Grande Ronde  
Southern Railway  
Bears paw Southern Railroad  
Union Pacific Paradise  
Lone Pine and Western  
MRT&T Railroad  
Coeur D'Alene Branch  
Leupold Garten Bahn  
G&J Garden Railway  
Camp Creek Railroad  
Alaska and Northwest  
Partytown and Farmdale  
Nebraska Oregon Railroad  
Cedar Grove Railroad  
Story Lines Railway  
G&G Railroad  
Molalla Train Park



# *An Ebay purchase and a full Swiss train now..*

*Provided by Myron Claridge, Member#407*

I bought Jack Schaub's boxcab and his kit-bashed Aristo-homemade restaurant pair of cars when Barb was selling them. In the past year I bought a well-used smaller RHB carriage to go with the restaurant cars. I found a recent more modern 2<sup>nd</sup> hand car with the black band for about half the price of new, so tempted, I bit. It arrived today, and being sunny caused me to go out to run it for about an hour or so. The boxcab is both Jack's and Werner's efforts with aristo engine bogies and Werner's brass body work. It had 15 pounds of batteries in it when I got it from Barbara. Bob Shore removed the batteries and updated it to Revolution.. I have a particular fondness for it and the other Swiss engines remembering my youthful travels there before life and work intervened. I think that that is the end of my carriage purchases - as there is no more room...





# Transition Curves and Super Elevation

*Article by Dan Pantages, GVGRC Past President*

I believe in big curves and long turnouts where possible. All trains look much better on long sweeping curves. Save the sharp stuff for the marshalling yards and such where slow speeds are used. Don't forget to use a transition curve to lead into and out of a curved section. This can be easily done with a long (10 + feet, I use 20 foot) piece of flexible wooden lath (1 1/2 x 1/4 inch) you can find them in the wood molding section of a home improvement store. Make sure you get wood not plastic. Sight down it and you can find a very straight piece.

You clamp (or have a friend hold) one end of the lath to the straight track. By that I mean two feet are resting on the side of the straight track. Then gently pull the other end around to match the curved section. The curve in-between, that is formed by the lath, is the transition curve. You do this on entry and exit of mainline track.

If you want to make an S curve, use the lath to lay it out. Smooth curves are the result. Remember the S curve rule when laying track. Cars need at least 1.5 x longest car length of straight track before reversing direction. I also believe in super elevation on the mainline curves. I use craft sticks (wooden Popsicle sticks). I place them under the ties on the outside of the curve to super elevate the track. Again, I gradually increase the elevation as the train enters the curve and gradually decrease on the other side. I leave the elevation in for the entire length of the curve. You will have to decide what looks good to you. I start with one and then increase to two high for the curve and then back to one and then none. Too much elevation could allow the engine to pull the cars to the ground on the inside. Take a look at full sized track on a curve and see what you see. It's really tilted inward a lot.

The super elevation goes a long way to saving a runaway engine. All of us who run big engines with long trains have witnessed an engine becoming uncoupled from the train. The engine had a high throttle setting to pull the long train at a moderate speed and all of a sudden it breaks free. Now it is a rocket heading for the far end of the layout and that curve. With super elevation you stand a better chance of having that engine make it around and not fly off the track.

Lastly try and plan into your layout 1 or 2 long sidings so that entire train sets can be left on the track waiting for the next run. It gets very tiresome to have to remove all the cars to make room for the next train. If you are running by yourself, it's not much of a problem. When you have several fellows (and gals) over then it can become an issue. Good luck. I'm sure you will make a fine track

Dan Pantages, GVGRC 102; G1MRA 4091  
Bear Creek Railroad

## **Editor's Notes:**

As always, a big thank you to our ongoing contributors to the Burnt Journal. Members have really stepped up this month to make this Issue of the Burnt Journal interesting! A special thanks goes out to Ron Scott, Mitch Kenyon, Myron Claridge and Dan Pantages for their contributions to this issue. That said, the hopper is now empty of material for next month's issue, so your Editor is waiting for new material to come in. Remember also, to provide Internet Rail Links (thanks to Peter and Randy for the ones in this issue).

Finally, I have informed the Executive that I am still waiting for word on when my heart surgery might be. It should be getting closer, as many of the medical tests required by the surgeon are now completed (just waiting on a CT scan at St. Pauls Hospital) and further consultation on the final type of procedure is to be discussed. This could mean that I will be unable to produce a future upcoming issue of the Burnt Journal. Unfortunately this is beyond my control at this time....



# INTERNET RAIL LINKS

## From Peter Szolga:

The first link shows two different lines running adjacent to each other in winter. Some great scenery in both.

<https://www.youtube.com/watch?v=UJZDgF4kJLs>

This second link has a nice variety of trains in winter.

<https://www.youtube.com/watch?v=mrWekM34UXg>

A few of our club members have one of the Accucraft 0-6-0 switchers in live steam and here they can view one of the prototypes in action on a nearby Washington tourist line.

<https://www.youtube.com/watch?v=tI2emsitJ8A>

Some may find this of interest, a quarter of a mile of Continuous Welded Rail bends like cooked spaghetti during shipment.

<https://www.youtube.com/watch?v=O4kC262exiw>

This video is for those who do not think that they have enough room for a layout. Here is one which can be used for Electric, Battery and like here, Live Steam.

<https://www.youtube.com/watch?v=VWD6m-Q2g5g>

## From Randy Reinsch:

Here is a video of my Baldwin 4-4-0 at Art Knapp Plantland running on the Club's Sectional layout...

<https://www.youtube.com/watch?v=aly9Iilv2HE>

**Have you viewed some interesting video on the internet that you think would be of interest to your fellow Greater Vancouver Garden Railway Club Members, then provide the link to your Editor for placement in this 'Internet Rail Links' Section of the Burnt Journal!**

## **Storage Space Required For Club Sectional Layout Trailer!!!**

### **Do You Have Space to Store the GVGRC Trailer? (Or Know Someone Who Does?)**

Starting in late spring we will need a new home to store our Sectional Layout Trailer as the owner of the current storage location has sold their property and the storage space will no longer be available to the Club.

The trailer is 20' long x 9' high x 9' wide.

Our wish list would include that the storage site be in the Langley/Surrey area and that it be fairly secure and somewhat out of site. That being said, we would be open to all opportunities. We currently do not pay to store the trailer and would like to do our best to keep it that way, but if needed, we would.

**If you have space or know of a friend/family member who does, please contact your Sectional Team Leader, Brian Dodge at [btdodge@gmail.com](mailto:btdodge@gmail.com).**



## **Connecting with the Executive**

Your Club Executive meets regularly by Zoom to discuss/plan Club events, activities and affairs. If you have any matter, concern, or suggestion you wish to be addressed, be sure to convey this by email or telephone to a member of the Executive. Their contact information is listed on page #2 of each issue of the Burnt Journal.

## **GVGRC Breakfast Social Schedule**

### **In-Person Breakfast Socials:**

**Dates in 2022: March 5th & April 2nd...**

**Kalmar Restaurant : 8076 King George Boulevard, Surrey; Tel: (604) 596 - 2013**

Start time: 8:30 AM Coffee - 9:00 AM Breakfast

50/50 draw included....

### **Change to Breakfast Social Zoom Virtual Meeting Dates: Come see what Club Members have been up to in Zoom during the Pandemic:**

The Virtual Zoom Breakfast has been moved to the LAST Saturday of every month at the request of members who enjoy both events. If you haven't yet attended a Zoom breakfast, please come join us. The Zoom Virtual Breakfast Socials have allowed our out of town members to connect with us on a regular basis. The Zoom format also allows members to "take" us all to their backyards and see their layouts. We have also been given tours of collections, both G scale and otherwise, and we have travelled to people's workshops to see their in-progress projects. Members have also shared their favourite G gauge related videos. Discussions have ranged from best spots for train spotting, sources for layout electrical parts, different approaches to G gauge layouts, fishing, railway history, music, aviation, G gauge lighting and electronics in addition to the usual social chat between members. **The Zoom Meeting details will be emailed to members just prior to the virtual meeting date.**

If you have a phone, tablet or computer with a camera and a speaker, all you need to do is click on the Zoom meeting link that we send out prior to each Virtual Breakfast. If you can't attend the in-person Social or you just don't like to get up early on a Saturday, come join us by Zoom on February 26th; March 26th; or April 30th....

## **Events of Possible Interest**

### **Supertrain 2022**

**Saturday April 9th and Sunday April 10th, 2022 - 9:00 AM to 5:00 PM**

The Genesis (Wellness) Centre, #10, 755 Falconridge Blvd. NE, Calgary, Alberta, T3J 0C9.

Full details at <http://www.supertrain.ca>

### **Mid Island Model Railroad Show 2022**

**Operating Model Railroad Layouts, Vendors, Swap Tables...**

**Sunday February 20th, 2022 - 10:00 AM to 4:00 PM**

Beban Park Recreation Centre, 2300 Bowen Road, Nanaimo, BC

Details at <https://www.nanaimotrainshow.com>

Show subject to cancellation if the Provincial COVID requirements change...

## **Future National Garden Railway Conventions**

**37th National Convention in Denver, Colorado**

**June 20th to 25th, 2022: <https://www.ngrc2022.org>**

### **Publication Deadlines For the Burnt Journal:**

Material, articles or items members wish to have appear in the next issue of the Burnt Journal must be sent to and in the hands of the Editor two weeks prior to the next issue's publishing date, which is on or about the 1st of each month....