



BAY AREA GARDEN RAILWAY SOCIETY
TRELLIS & TRESTLE

OCTOBER 2022



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PRESIDENT'S PERSPECTIVES

By Mick Spilsbury



I am writing this month's column on return from Jolly Old England & Corsica. England was packed with reunions with family, high school & college friends and visits to garden railroads. Corsica was all about stunning scenery and French food. The entire trip was facilitated by a favorable exchange rate and good weather.

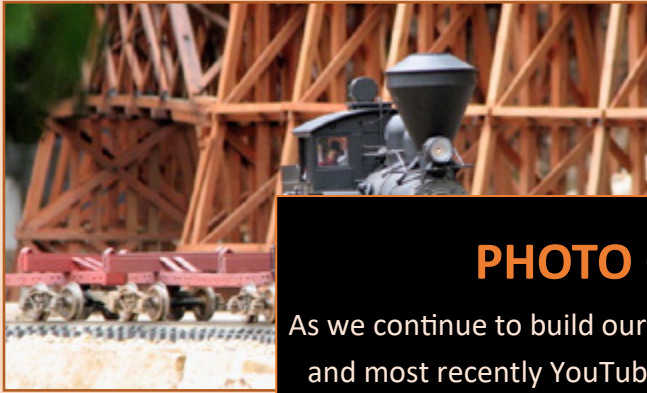


PHOTO CHALLENGE

As we continue to build our presence on Facebook, Instagram and most recently YouTube, we have a photo challenge for those of you who like to capture images of your own RR and/or the railroads of others.

The challenge is detailed on the next page



A LINE WORTH TRAVELLING

Corsica is home to the Chemins de fer de la Corse, a railroad that starts at sea level on the East Coast of the island, ascends to over 4,000 feet, then back to sea level on the West Coast. It deploys 33 tunnels and over 50 bridges. The longest tunnel is over 2 miles long.

The RR is used by Corsicans to get across the mountainous north-south divide and by hikers and trekkers to get to miles and miles of trails.

We rode the most spectacular section of the line back and forth one morning.

I hope you enjoy the images of the line on the next page.

WELCOME

We have been joined by about 10 new members recently and I will be sharing a little about them next month.

We are flirting with 300 memberships and it would be great to get to that threshold in the run up to the our National Convention next July

And this is a great time to join us because all the activities around the Convention 'fast track' new members experience of and appreciation for all BAGRS has to offer.

Getting to see dozens of railroads in a first year of membership is nigh on impossible in normal years but in a convention year, no problem.



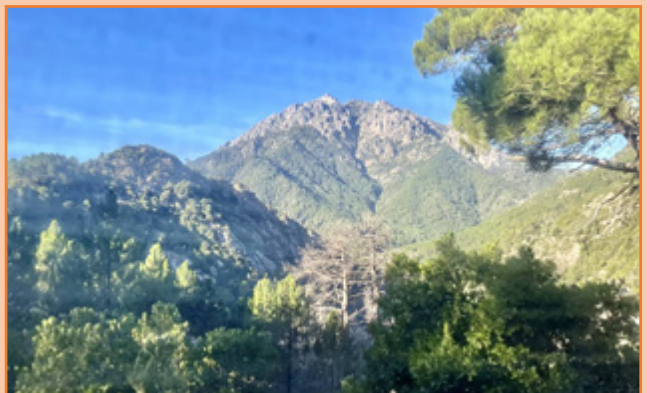
THE PHOTO CHALLENGE

Do you have images that would be admired on Facebook & Instagram? If so, do share them with me. How? Send me an email and I will share options to get them to me.

We are tracking 'likes' for images we post across our social media platforms and will share the ten images that get the most likes this year. Wouldn't you like to see your images/images and your name in lights early next year?

Please know that due to legal or publishing requirements of social media platforms we sometimes need to edit images for size or content before posting them to Facebook and/or Instagram.

FROM CORSICA WITH LOVE



Garden Railroading News Edition #5 of 2022
Has just been released. Catch a stunning roundhouse build project and much more.
FREE as always at www.grnews.org





RANDOM NOTES IN NO PARTICULAR ORDER

When Greg Hile gave up a promising career in major league baseball to pursue a life of creosote and whistles, little did he know how long it would take to fulfill his dream of being a garden railroad club newsletter editor. This past year he also took on the role of scheduling coordinator guy. Greg's a busy dude, and he cried when Vin Scully died, but he wouldn't have it any other way.

So, here are a few items of interest in, of course, no particular order:

1. We had some wonderful open houses in September. After braving 100+ degree heat only a week prior, who would have thought there'd be rain for the East Bay open house? A great big, thank you, to all of the hosts that day. Everyone agreed without hesitation to open up, and the weather sorta, kinda, more-or-less, cooperated. There were a few scattered sprinkles and a couple of big -- and I mean, BIG! -- downpours but they lasted for only a few minutes.

2. October 2 was also an interesting day for open houses. Just Trains held their annual open house and I am told by the folks there that it was a big success. I held an open house but without any trains. It was a chance to show off my new site and to solicit input and inspiration from our incredibly talented folks. They did not disappoint. Approximately twenty-five people came throughout the day and I will be processing what they had to say (and diagram!) for some time to come.

3. My intent is to produce a series of articles on the building of this small and challenging layout. Some people have are fortunate to have vast amounts of land on which to build. Others have virtually unlimited budgets to spend. Still others have all the time in the world to accomplish their dreams. Some have all three. Like many people, my options are limited. But I do have dreams. It's going to be a fun ride.

4. One of the great things that happened at my open house was the social aspect. With COVID and all that, we lost some of the opportunitiess that brought us together as a group. This past Sunday was a hopefully bright new renaissance. Some of the folks stayed for hours and just sat around and talked. We had snacks and warm drinks (note to self: make sure you buy ice bewforehand!).

5. We need more social events. A very healthy discussion was had by the East Bay hosts following their open house. How, they wondered, did they ever have the opportunity to visit each others' layouts if they were all open the same day? As we come to the close of our open house season and begin thinking about next year, let's put our minds to addressing this question and other ways to increase social interaction. Please send me your thoughts and ideas here.

6. Speaking of open house season ending, October 23 will be the final event of 2022. This will be a phantom/encore day. If you did not have the opportunity to open your layout this year, or if yupou did and would like to do it again, this is your time! I have heard from two hosts so far and if you are wanting to open, you need to let me know **no later than Friday, October 14** if you want to be included in the postcard mailing.

Time to go play with trains ...

BAGRS 2022 LAYOUT TOUR SCHEDULE

Date	Status	District
Saturday, May 14	held as scheduled	Open House, Live Steamers, and Swap Meet at Accucraft in Union City
Saturday, June 4	held as scheduled	San Jose/Milpitas
Sunday, June 26	held as scheduled	North Peninsula and SF/Mid-Peninsula
July 16 and 17	held as scheduled	Golden Gate/REGRS (not all layouts will be open both days)
Saturday, August 20	held as scheduled	South Santa Clara and San Benito Counties
Sunday, August 21	held as scheduled	Santa Cruz and Monterey
September 18	held as scheduled	East Bay
September 25	confirmed	South Bay area (in conjunction with NMRA)
October 2	confirmed	Diablo Valley/Just Trains
October 23	confirmed	Orphan/Encore Layouts (throughout the BAGRS region)

NEWSLETTER SHARING

BAGRS has a policy of reciprocal sharing of newsletters with the following garden railway clubs. We do not share private member information such as home addresses or tour information without the express permission of the particular member.

[Central California Coast GRS](#)

[Redwood Empire GRS](#)

[Denver GRS](#)

[Rose City GRS](#)

[Gold Coast GRS](#)

[Sacramento Valley GRS](#)

[Orange County GRS](#)

[Santa Clarita Valley GRC](#)

[Puget Sound GRS](#)

[The Garden Whistle](#)

WHERE IS IT?

Last month's photo was of a refurbished Central Pacific fruit car in Pennsylvania engaging in a practice that began in the 1880s and continued on for more than half a century, and asked what the men were up to.



Turns out no one came up with the answer, but if you thought the whole thing sounded rather fishy to you, give yourself credit, for that's what the men were carrying. Fish.

It's a long story but it is masterfully told by Jonathan Feakins in "Remembering When Fish Rode the Rails" on the website Atlas Obscura (<https://www.atlasobscura.com/articles/fish-cars>). Brought to us by Ray Turner, the story tells how for decades salmon, catfish, and trout traveled in America's fleet of "fish cars," all as a result of a train bridge collapse in Nebraska and the need to transport live fish from California hatcheries to east coast markets.

So why mention the story here? There are many such stories to be told and many such stories that wait for us to model. What kinds of stories make up your layout?

If you have stories to share, send them on to me at newsletter@bagrs.org.

Where Is It? will return next month.

FEATURED ARTICLE

Au Revoir, Jim

EDITOR'S NOTE: Over the last couple of months, Jim has expressed to me a desire to retire from the month-to-month load of writing his column, and while I perfectly understood his sentiments, it also has brought on some changes for me. Yes, it will reduce my workload, as well, but only in terms of time. Not production time, mind you -- Jim's offerings to me were always on time (usually early, as a matter of fact) and top notch in terms of ease in editing into final production form.

No, I will be losing time spent silently sparring with Jim over his choices in the "best of" categories.

"What? You picked *that* over *this*?" is the way the conversations in my head usually started out. And so, I would stop and go listen or watch, as the case might be, to my choice and then to Jim's, such that the conversations in my head usually evolved to this:

"What? You picked *that* over *this*? Well, yeah, Jim, I guess you're right ..."

But what I will miss most of all is the insight Jim added to our world of trains, what he added to our everyday lives. In today's day and age of Teslas and Airbus 380s we sometimes lose sight of the impact trains truly have on us -- be it transporting goods across the country from supplier to market, getting commuters to work and back home each night, or contributing to the arts, television, movies, and songs that makes up such a large portion of American culture.

And so it is only fitting that Jim's last column receive the imprimatur of a feature spread here in *Trellis and Trestle*. Thank you, Jim, for all of your contributions, although I still don't understand why David Alan Coe's "You Never Even Called Me By My Name" isn't on your "best of" train song list somewhere ...



Jim Maley and his Hobo's Lament railroad live in Milpitas. Jim can be heard on KKUP FM radio 91.5 and knows a lot about movies, music, trains, and New Mexican chiles. He can also be reached at kkupdj@me.com.

RAILROAD MEDIA

Introduction — I started this column with Steve Smith in the last year of his responsibility for the T&T. Continued with Ray Turner and now Greg Hile. Doesn't seem like it but it's been nearly ten years and sorry to say, this will be the last of a regular media column.

Marching toward the mid-80s now and I need to focus on disrepair of my house and other areas of neglect. Seems like more and more railroad media often gravitates to the negative with train wrecks, robberies, track casualties, dirty passenger cars and of course labor strikes. It has been more and more difficult to find positive outcomes in this seemingly endless pandemic. Anyway, will occasionally send an input to the editor (maybe a rare, good railroad movie or TV Show) but a regular column, just not anymore.

So, I will go out with some of my previous favorite submissions in various media related categories. Maybe you missed some of these over the years. By the way, my favorites may not be yours. It takes all kinds to build a railroad, doesn't it?

Train Movie Pick — Not the top pick in Train Magazine's top 100 which was "The Train" with Burt Lancaster. For that one, I liked it but had a hard time accepting Burt in the French Underground. Besides he was continuing blowing up trains albeit they were operating under the Nazis. I guess this still is happening to Russian and Ukrainian rails as I write this. Its part of wartime strategy.



For me the best was "Emperor of the North" or "North Pole" as it was called initially. Lee Marvin as the famous Hobo, "A-Number One" was hard to beat and so much train action between the evil conductor played by Ernest Borgnine and his violence perpetrated against the Oregon hobo community. Great line in this one is near the end when Marvin tells the character Cigarette played by Keith Carradine that he has no class. Very fitting...

<https://www.youtube.com/watch?v=5jn-ZS7g8xs> - Emperor Trailer

Some other great train movies were "The Station Agent" (quirky people of the tracks) and "The Railway Man" (Colin Firth - The Death Railway in Burma and WW2 PTSD).

If I had to pick just one great railroad scene though, it would be from a film which was not necessary a train movie. The Steven King novel "Stand by Me" put to the silver screen provides one unforgettable film sequence. As a kid, I fooled around on a trestle before this one came out. Maybe I would not have had I seen this movie earlier.

Rather than describe it, just take a look at this.

<https://www.youtube.com/watch?v=OSgYdIUENgE> - Scary Trestle Scene



Train TV Pick - I feel privileged to have viewed every episode of "Hell on Wheels" featuring the building of the transcontinental railroad. This one had five great seasons and a great fictitious character; Cullen Bohannon portrayed by Anson Mount. He was on both sides of the Golden Spike having worked first for Union Pacific and then ending his career with the Central Pacific. This TV show portrayed many aspects of the wild west running the gamut of Indian raids, vicious criminals and revenge but always got back on track for the relentless coupling of both railroads at the "spike".

Near the end of this series, my wife Dot and I visited "The Golden Spike Museum" at Promontory Summit. What a thrill it was.

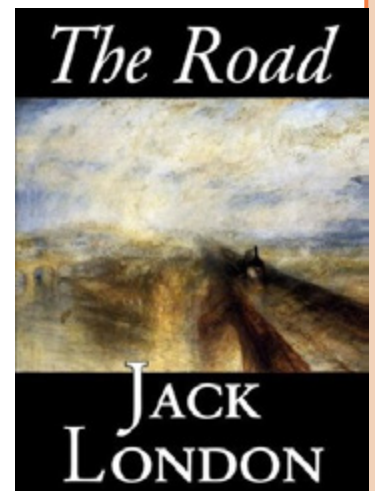
By the way, currently enjoying Anson Mount as the Captain of the Star Ship Enterprise as well as Discovery with some fine programs available on Paramount +. Anson portrays Captain Pike who, as I recall, was featured on the original Star Trek Pilot with another actor obviously. Here is the Promontory Summit scene from this great TV show.

<https://www.youtube.com/watch?v=k2-q2QJ325E>— At Promontory Summit

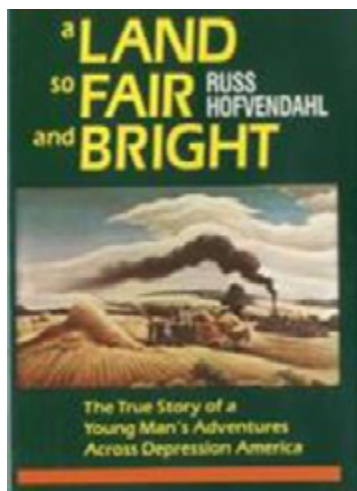
Interesting thing about Anson Mount, with long hair and beard he looked like Giants Shortstop, Brandon Crawford. As the clean-shaven Capt. Pike, not so much.

My pick for RR Books – Torn between two with one written by a very famous author and the other, an obscure author of the Bay Area. Both are hobo culture works with almost all action aboard trains and the tracks of our nation. Both hobos made good in life after the rails. There are several books written by the famous hobo, A-Number One depicted by Lee Marvin in "Emperor of the North", but I could never get through them. I thought I was bad with run-on sentences... Guess A-Number One was the "real deal" but prefer the movie over anything he rambled through literature.

The Road by Jack London - *The Road* was first published in 1907 relates to his early days spent on the rails. Though pre-



depression, it seems to fit life in the 30's which was a heyday for rail traveling hobos. It depicts a series of stories of hobo life from catching a train to talking somebody into a meal. Jack also described various approaches to dealing (and fooling) law enforcement along the way. Just a fascinating read and hard to put down after starting.

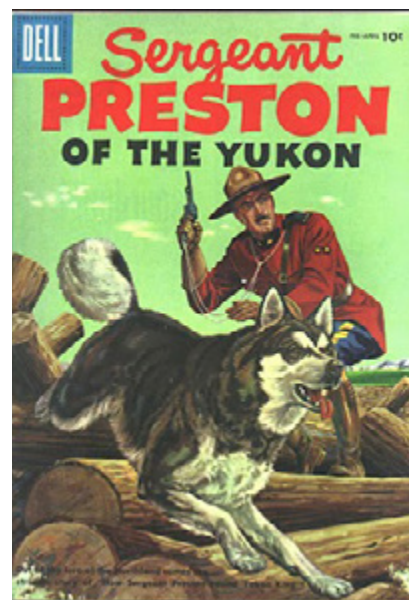


A Land So Fair and Bright by Russ Hofvendahl – What a hidden treasure is this book by Russ Hofvendahl, a successful attorney in San Jose who passed in 2006. Never got a chance to meet him but was fortunate to have contacted his nephew during a BAGRS interview on KKUP when Nancy Norris and Ray Turner discussed hobos some years back. The nephew called in and told me about this fine book.

Unlike *The Road*, this book is hard to find though Amazon came through with a used copy in good condition. It was well worth the effort. Russ's travels have been likened to Woody Guthrie. He started a journey in Canada where he jumped ship in 1938 to sample the life on the rails. Like London's book, it is hard to put it down after starting. After several years after leaving San Francisco, Hofvendahl's journey ended in an exhilarating manner hopping a freight and entering the Bay Area via Niles Canyon. The book also briefly summarizes his post hobo life with college, joining the USMC, fighting in the Pacific and then a long and successful life as an attorney. Very inspirational book for sure.

My Pick for Tourist Type Train Rides – Commented on many of these over the years. Certainly, have not ridden them all that's for sure. Will maybe take two to single out here although I have to say the Norwegian Flam Railway, Cog Railroads (Mt. Washington & Pikes Peak) and numerous others including our own Roaring Camp are mighty fine. I guess I really like the mountain railroads!

White Pass & Yukon Route – A popular train often taking passengers from Skagway Alaska to Carcross Yukon should be on your bucket list if you have not taken it. I liked this one so much, I took it twice with family. In both cases we terminated at Carcross and bused back to Skagway. This trip is not only beautiful each way but also quite educational. You will have a much better appreciation of the Klondike Gold Rush by riding the White Pass & Yukon Route. A high point is Lake Bennett BC which the miners finally reached after a horrendous climb (and often, multiple climbs). At this lake, there is a waterway connection to the Yukon for the "gold fever" afflicted. That is if they didn't get lead poisoning from the canned foods popular in the day. Just getting to the Yukon was a real bucket list experience for me with thoughts of late 40's radio (Challenge of the Yukon) with Sergeant Preston and of course his trusty dog King. Such a great trip and highly recommended. Oh yes, we saw black bears both times returning to Skagway.



Cumbres & Toltec Scenic Railroad – They got that right as far as “scenic goes”. What a great trip from the mountain town of Chama, New Mexico to Antonito, Colorado and steam all the way. I am sure I am “preaching to the choir” on this great ride and just ask BAGRS Joe Barker who has taken it five times.

We took the direction from Chama north to Colorado and

over 11K feet as I recall. Fair warning though, lodging in Chama is limited and best to secure your reservation well in advanced. Now for “Durango Silverton” someday!



My Pick for Movie & TV Scenes Showing Model Trains – Hands down, it was the delightful TV/Radio show called “The Adventures of Ozzie and Harriet” and a full half hour program on Ricky’s electric train adventures. Most kids of my time really liked Ozzie & Harriet and especially little Ricky. We all wanted to be like him. Going into the teens maybe this gave way to James Dean (Rebel without a Cause) but Ricky remained popular. He even got a pass when he covered Fat’s Domino’s “I’m Walking” as he gave Antoine full credit for his greatness. Ricky went pretty much new song material from then on. His untimely and tragic death drew much sadness from the youth of my generation.



I really miss Ricky’s father Ozzie as well. Always thought it would be great to buy him an ice cream cone as that was his weakness. Turns out it was model trains too. Well, if you did not see this episode previously via T&T, here it is again.

<https://www.youtube.com/watch?v=PjNUsl5X768> – Electric Train (Full Show)

Railroad Song Picks – Just too many great songs to make one pick so why not some

categories? How about railroad tribute songs, railroad hobo songs, railroad work songs, ghost railroad songs and finally just plain good old railroad songs.

RR Tribute Song (My Pick) – There are a number of these high lighting great trains like “Wabash Cannonball” etc. Gordon Lightfoot takes the cake in the tribute category as he praises the entire Canadian Railroad System in his epic trilogy. Check out “Canadian Railroad Trilogy” and three songs in one.

<https://www.youtube.com/watch?v=PXzauTuRG78> – RR Trilogy Gordon Lightfoot

RR Hobo Song (My Pick) – Hard to beat Utah Phillips Queen of the Rails about a hobo and his dog companion, but must go with Arlo Guthrie and “Hobo Lullaby”

<https://www.youtube.com/watch?v=RhMiX9cfyPM> - Arlo Guthrie Lullaby

RR Work Song (My Pick) - Utah Phillips had a great work-related recording but spoken word with no music. So, I guess no “Moose Turd Pie” for you. “Paddy Works on the Railway” is such a good song by so many great artists. I selected the Highwaymen version even over the Dubliners as blasphemous as this is.

<https://www.youtube.com/watch?v=eLSPobBUZdU> – The Highwaymen.

So rather than being struck down from the heavens above will also include the version by the Dubliners with Luke Kelly and a great video.

<https://www.youtube.com/watch?v=Qk4MWg8vB1k> – Dubliners

Ghost Railroad Song (My Pick) – The clear-cut winner is the Miners Silver Ghost and though there some great versions of this by various artists, have choose Merle Haggard (what a voice).

<https://www.youtube.com/watch?v=uR75CFVCaNA> – Merle Haggard

Just Plain Great RR Song (My Pick) – One More Ride with the great Johnny Cash! I like this one even better than the “Orange Blossom Special” or “City of New Orleans”. Have to take a stand now and end this or this column will go on forever.

<https://www.youtube.com/watch?v=oX4g5svE0wo> – One More Ride with Johnny

Editor’s Final Note: “This column will go on forever,” you say. You know, Jim, we could live with that, but the French have a better saying for all this than us Americans. *Au revoir*, Jim, until we meet again ..

Jim joined the “writing staff” of BAGRS’ Trellis & Trestle about the time I became editor.

I put out a call for stories and Jim responded with a monthly column (!) on trains in the media. Over the many years Jim consistently did his research and wrote his column. Thank you Jim!!

Jim was a wealth of knowledge of classic (i.e. old) movies involving train action. I even found a few of them on streaming services. Either Jim has a vast collection of old railroad photographs, or he knows where to find them. And most of the RR songs he told us about I had never even heard of.

Jim’s other passion is finding, growing, and eating chili peppers – the hotter the better. And Jim hosts a weekly radio broadcast on local station KKUP. How he has time for all that and building a garden railroad – the Hobo’s Lament - I can’t imagine.

And here’s a great song that Jim told us about.
<https://www.youtube.com/watch?v=jertkjmQD9I>

Ray Turner

MEMBER UPDATES

Here are photos from the September and October 2022 open houses ...



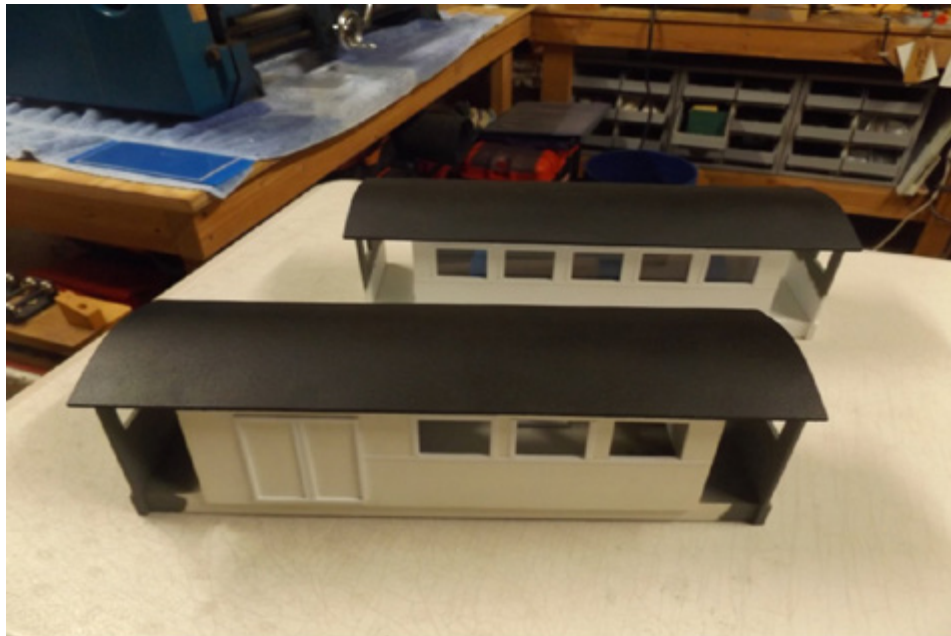




A SECOND CHANCE AT LIFE — PART 2

For this month's article I thought I would finish up on the rebuilding of the rail bus and its passenger car. Last month's article I talked about the reconstruction of the passenger car and very little about the rail bus.

I've learned more about this project and thought that I should share what I've learned. First of all, the rail bus and its cars were built by a company in the UK called Locomotion. The company started in the 90's and only lasted through the 90's. Their sets consisted of the rail bus and one or two cars. The rail bus and cars were built from top to bottom of 1/8" plywood and their construction wasn't the best. I found that the windows were not uniformly cut with one another and that the finishing work also wasn't the best. That's one reason I decided to convert them from 1/8" plywood to 1/8" styrene



Secondly, the owner of the rail bus decided that he wanted a second car built to go with his passenger car. He wanted a combine car (see photo #3368) which was offered on some sets.

So after looking around on the internet I found enough photos of what they looked like. The basic construction was going to be the same as the passenger car. After rebuilding the passenger car this would be an easy build as I would use all the same measurements. After finishing the construction of the new combine car it was time to go back to the repairs on

the rail bus itself.

What was just going to be straightening out all the windows and then trim them out with styrene turned out to be much more work? Since I converted the open platforms to a closed platform, on the passenger and combine cars, we decided to do the same to the rail bus which made for a lot more work than I thought. The first thing that we needed to do was to remove all the hardware from the open platform and add a new rear wall with a simulated door and window, which was built from 1/8" styrene. Next I built a new end for the car with two windows as I did with the other two cars. After that the only thing left was to modify the roof (see photo #3385 & 3386). After all the work the three cars are now ready for paint and the owner is going to take care of that.



This was a very challenging project, but wait, that's not all. I got a call from a friend in Texas he saw photos of the combine car and wants me to build him one in 7/8 scale but that's another story.



CENTRAL CALIFORNIA COAST GARDEN RAILROAD SOCIETY 2022 SPECIAL EDITION — GARDEN RAILROAD OPEN DAYS

CELEBRATING GARDEN RAILROADS IN SOUTHERN MONTEREY, SAN LUIS OBISPO AND NORTHERN SANTA BARBARA COUNTIES SINCE 1985

www.cccgrs.org



2022 CENTRAL COAST RAILROAD FESTIVAL



CCCGRS is delighted to again participate in this regional railroading festival. Festival participants are invited to visit seven distinctly different large scale model railroads over the two-day event.

SATURDAY, 08-OCT-2022

- **Garden Railroad Display at the [San Luis Obispo Railroad Museum](#)** **10:00 AM—4:00 PM**
[1940 Santa Barbara Avenue, San Luis Obispo, CA](#)
This point-to-point layout will feature whimsical “egg liners”, a popular, small railcar available in dozens of colors, patterns and themes. Be sure to browse the swap meet of garden railroad treasures.
- **[Conejo & Tortuga Railroad](#)** **11:00 AM—3:00 PM**
[548 Moss Avenue, Paso Robles, CA](#)
Welcome to the Town of Dirt! Since 2007, Bernie and Vicki Meister have created this free-lance western theme garden railway. The mainline is now expanded crossing 3 arch truss bridges to the silver mine!
- **[Cascade Peak & Buena Vista Railway](#)** **10:00 AM—3:00 PM**
[6450 Park Hill Road, Santa Margarita, CA](#)
The Edwards welcome festival guests to this Disney Parks inspired garden railway. Guests are encouraged to explore the miniature landscape. The more time you spend, the more you see and hear!
- **Garden Railroad Display at the Norgrove Railway** **10:00 AM—4:00 PM**
[2449 Brady Lane, Arroyo Grande, CA 93420](#)
While visiting the popular Davenport trench locomotive at the Norgrove Railway, stop inside the machine shop and greet CCCGRS members operating large-scale model trains for your enjoyment.

SUNDAY, 09-OCT-2022

- **[Cascade Peak & Buena Vista Railway](#)** **10:00 AM—3:00 PM**
[6450 Park Hill Road, Santa Margarita, CA](#)
- **Garden Railroad Display at the Norgrove Railway** **10:00 AM—4:00 PM**
[2449 Brady Lane, Arroyo Grande, CA 93420](#)
- **[J & W Railroad](#)** **10:00 AM—3:00 PM**
[4301 Heather Circle, Santa Maria, CA](#)
Walt and Julie Wajda invite you to celebrate the autumn season on-board one of the longest continuously operating garden railroads on the central coast. See three separate loops of trains in action.
- **[Orcutt & Islay Creek Railroad](#)** **10:00 AM—3:00 PM**
[246 Eastbourne Terrace, Santa Maria, CA](#)
Experience the sights, sound and smell of live steam locomotives operating on Geoff and Heather Clinton’s railroad. Narrow and standard gauge steam locomotives will be on display during the event.
- **[Mountain View Railroad](#)** **Noon—4:00 PM**
[1905 View Road, Santa Ynez, CA 93460](#)

The Morgan’s G-gauge model trains navigate through sculpted miniature forests to delight the child within. Bridges, custom-built buildings, a koi pond and unique collection of railroadiana await your visit.



ALL STEAMED UP ...

A true Renaissance-man if ever there was one, Richard Murray has been the BAGRS coordinator of live steam events for about twelve years. He has written many "Plant of the Month" articles over the years, knows a thing or two about British cars, and has recently taken on the detailed art of bonsai. A retired dentist, born and raised in San Francisco, Richard has been married to Melinda Murray for 53 years.

LOS ALTOS HISTORY MUSEUM

On Saturday, September 10 the Los Altos History Museum hosted Train Days for the BAGRS live steamers and several other railroad groups. For the first few hours it was as crowded as I have ever seen at the museum. There was a solid wall of onlookers all around our track. One visitor paid to become a new BAGRS member. A couple of other member applications were also requested. All things went well. There were lots of visitors, lots of members, and lots of fun. Best of all, the terrible heat wave of the previous week turned into a comfortable overcast.

This event was scheduled for just one day because after two years of closure, there was a new organizer, Jacques. She organized all parts of the event efficiently and arranged a nice lunch. I mentioned to her that it would be best for us if they did not schedule the event just one week after the Ardenwood event. She said that someone in the scheduling department didn't pay enough attention to other events, but that she would put in a word to allow more time between events. A few days later I got word that Ardenwood was having back room discussions about changing their Rail Fair date. It seems that in recent years their Labor Day date has had some extreme heat days, and the climate doesn't appear to be getting any cooler. Because of the extreme heat, the park has suffered some loss of attendance and, therefore, some loss of money. It is entirely possible that both events will be held on different days next year.

John Nicoles hauled the trailer and found that when he slightly jack-knifed the trailer while parking, the 4 wire electrical connector between the trailer and his truck disconnected. When his wife suggested an extension, John made a quick trip to O'Reilly's to buy the necessary extension cord for a quick fix. He also mentioned that he did not have a key to get into the trailer because his key no longer worked. I explained that several years ago someone tried to break into the trailer and caused considerable damage to the lock and hasp.



Once the track is set up, then it needs to be leveled. John Rhoadarmer, Bob Trabucco, and Rob Lenicheck find that it is neither easy nor quick.



Making the awkward repairs necessitated new locks, hasp, and new key. It turned out that I still had one remaining duplicate key, so I mailed the key to John. All problems should be so easy to solve.

Los Altos was the last scheduled date of the year for the BAGRS portable live steam track, but hopefully we'll have a steamup or two at some member's' layout during the remainder of the year.

Gary Whaley gets ready to turn the throttle on to get his Accucraft



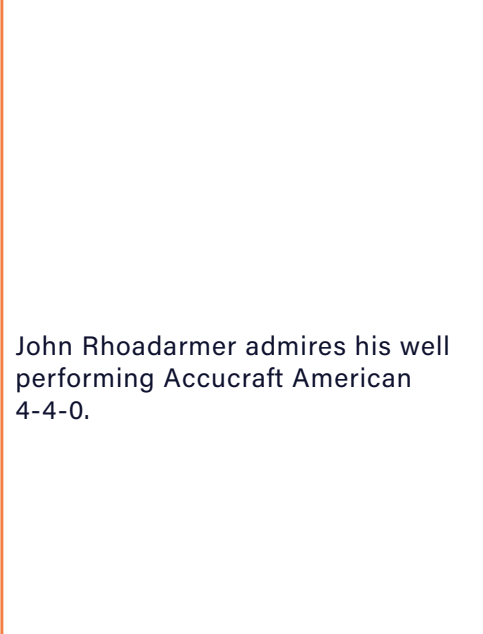
Crash on Los Altos rail line! Engineer Seth Abrahams reported as uninjured. The Accucraft 1/32 0-6-0 was not damaged. Film at 11:00pm.



The author's Accucraft Flying Scotsman just had a 5,000 mile tune up. It went faster, quieter, and with less effort than ever before.



Bob Trabucco inspects the pressure gauge with a dental mirror. Both he and Seth Abrahams brought the same 0-6-0 switcher engine but with different colors.



John Rhoadarmer admires his well performing Accucraft American 4-4-0.



John Nicoles had trouble lighting his engine but his persistence paid off. The engine ran for a suitable length of time.



Steve Heselton was one of the first BAGRS live steam members to popularize coal firing. Here is his Accucraft K-27 2-8-4 that was converted to coal. It's a big engine! Steve has placed "dirty" coal in the fire box to create more smoke and more smell.

Tim Boles has fired up his Accucraft Shay and has gotten a 2' plume of steam, but barely visible in the photo.



Jim Hague has a big smile because he likes steaming his Accucraft 2-6-0 so much. Although Jim is a relatively new member, it looks like he is going to become a regular.



EAST DEVIL HILLS MODELING GROUP

Formerly of Fremont, California, Henner Meinhold now resides in Berlin, Germany. Like clockwork, Henner always submits his monthly contribution on time, although sometimes it is German time he's working with. The East Devil Hills Modeling Group meets regularly to create, collaborate, and share incredibly-machined models.

This month not too much happened in the workshops. May be the revival of some public steam-ups required getting locos ready for these events. But still there is progress to be reported. Marc Horowitz finished the shells of the pot boiler for his Pechot-Bourdon:



I believe this is done almost entirely with hand tools.

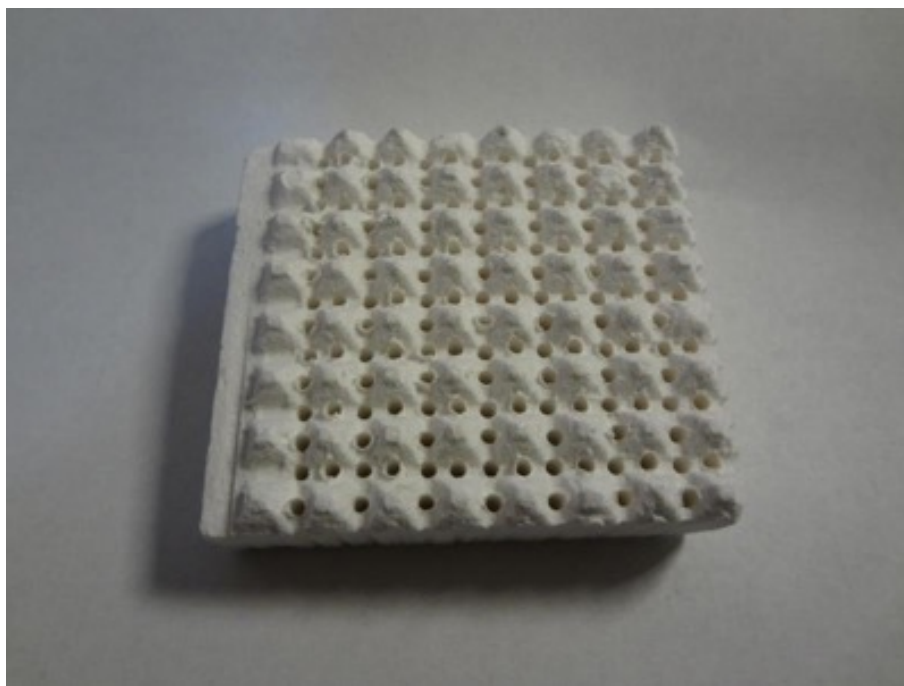
Rob Lenicheck started a new project. It will be a 7/8", coal-fired version of the Darjeeling Class B locomotive which he builds for a friend.



Like his previous projects he will first design the loco using the 3D modeling software Fusion360. He says: "The model will be a beast: about 18" long by 6" wide. I am in the process now of designing the valve gear."

Dennis keeps working on the replacement of the "good" ceramic for burners, which is no longer available. The trick with this now defunct material was its lightweight porous consistency, which had a low thermal conductivity and thus starts glowing with a nice orange-yellow. This creates a lot of radiant heat, which makes these burners so efficient. Dennis has experimented with clay mixed with various ingredients like micro-balloons or saw-dust, which is later burned out. So far the results were not completely satisfying, so he tries a new way to make a ceramic "foam". When I left the US I gave him my furnace, so he can fire the ceramic in his backyard. Here is a series of pictures:

1. Burner made of the original British material:



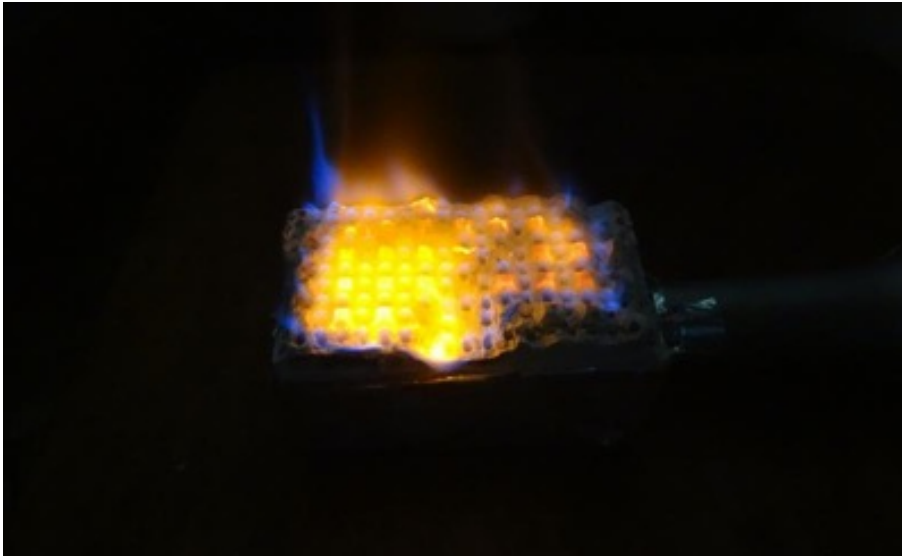
2. Nice glow of this burner:



3. Machined insulation brick:



4. His best results so far with a replica made of plaster:



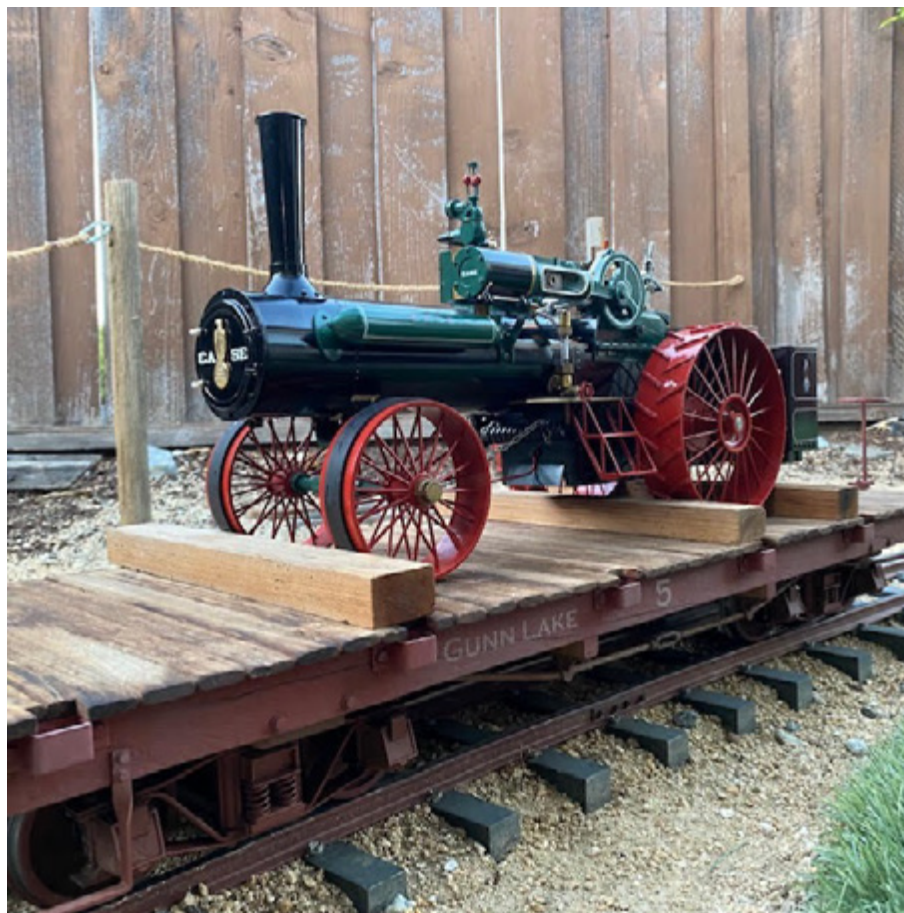
I will keep reporting. He also kindly builds tipper cars for my rack loco. The parts are finished, now he needs to assemble them:



Eric Maschwitz is a big fan of Chase steam tractors. He writes:

"I acquired a 1" scale Case steam tractor from Accucraft recently. It was a consignment sale and so it had no warranty but it looked to be in fantastic condition. It had some severe alignment issues in the gear train so I spent a weekend doing some debugging. I'm happy to report that after shimming a few parts and lots of tuning she's a smooth runner. And very nice looking too."

The last sentence is definitely true, especially with the tractor as a load on his ride-on flat car:



Eric seems to move towards a scale of 12" to 1' ;-). An intermediate step is 15" gauge. He writes:

"I also spent a weekend starting a new phase in the hobby learning about 15" gauge railroading. My first lessons were on the art of air brakes, and a crash course in hand signals and switching. We had to guide the engineer to couple cars and then we had to correctly make the air brake connections. The trains are 5" scale narrow gauge. The locomotive is a model of a Davenport diesel. This model weighs in at 5600 pounds!"



I have nothing new to report except a slightly off-topic sight. During my Sunday hike along the river Spree I heard a loud low frequency toot. It came from a steam powered tug boat, which was on one of its rare outings with members of the museum ship society. Unfortunately the view was blocked by trees, so instead of a photo I will show a drawing (from Wikipedia see here)



The boat was designed as a diesel tug, but during the build the engine was destroyed due to the second world war and in 1950 it was finally completed using a spare steam engine!

Henner

MEET YOUR BAGRS DIRECTORS

From time to time, we will be running profiles of BAGRS members, including your board of directors, as well as new members. This month please welcome long-time member, current director, and retired T&T editor, Ray Turner.



I've loved trains since I was 5 years old – maybe even earlier. I was introduced to Garden Railroading in 1990 at the Queen Mary show. I joined BAGRS in 1991 and built my first Garden Railroad in 1992. I was open for the BAGRS-sponsored National Convention in 1993 and helped organize the BBQ. In the early days of BAGRS I served as Open House chairman and on the Board of Directors. In later years I served BAGRS as the Trellis & Trestle newsletter editor for 8 years and organized the bus tours for our 2016 National Convention. This year I am again serving on BAGRS Board and as Membership Chairman. I would like to grow BAGRS and increase our

activities (COVID permitting).

In May of 1998 we moved to a house with a much larger space for a garden railroad and, after a year of planning, I began building. And building. And building. For twenty years. Around 2012 I got interested in Operations – more common on indoor layouts – this means running trains with a purpose – delivering freight, transporting passengers. So I rebuilt my railroad to be suitable for Operations and hosted several operating sessions (except during COVID). Where will this “greatest” hobby take me next?

My wife Ellen and I been married 53 years. We have three children and six grandchildren. I've had a rewarding 40+ year career in electrical engineering and engineering software design. And now I'm retired spending my time on trains and grandchildren.

NEWS AND REVIEWS

From time to time, we will be running news of interest to the garden railroad community, as well as product reviews. Please keep in mind that opinions shared here are those of the stated author. This month, please welcome BAGRS member Chris Simmons.

Piko GE 25 Ton Locomotive Review by Chris Simmons

My wife and I recently bought a new locomotive: a Piko GE 25 Ton Diesel KLV#151 with sound, battery power, and remote control. Last year, I added a small freight service with a few freight cars and needed another locomotive for our Neu Zillertalbahnhof railway.



The locomotive came with a few parts to press on: a bell, a horn, and four steps. It also came with a small remote and adapters for Kadee couplers.

By removing the front grill, one can access the battery compartment. I bought and installed six rechargeable AAA batteries.

I placed the Piko Diesel onto the tracks and turned the side switch to the "on" position. The engine makes a sound; pressing a small button, located in the cab, can turn the volume up or down, or turn the sound off.

After a few clicks on the remote's forward button, the loco starts to move forward and the engine revs higher. Beside the forward button is a reverse button. This is not only for going in reverse, but it also works to slow the loco down. There is a button for a horn and one button for a bell.

The two buttons for direction are a little different from the G-scale graphics system, which I use in my other two locos. The Piko remote does not have a directional button; it uses a forward and reverse button. After a few clicks to go forward, one must click the reverse button until the loco stops. Once stopped, if I keep clicking the reverse button, the loco will go in reverse. To slow it down in reverse, I need to click the forward button. I can achieve an emergency stop by pressing the forward and reverse buttons simultaneously.

I hooked up some train cars to see what the diesel could pull. I was amazed that it was able to pull two train cars with four axles, one stock car with two axles, and two passenger cars with four axles. My layout does have a small grade, which this diesel makes it up no problem while pulling these cars.



I really like this locomotive. For about \$359 (before tax), it is the only mass-produced locomotive with battery power, sound, and lights. And it works great. I hope that Piko comes out with more. They can easily convert many of their locomotives to run off the battery power board they developed.

Sure, this Piko Diesel could have more features, but for the price—and for me—it is perfect.

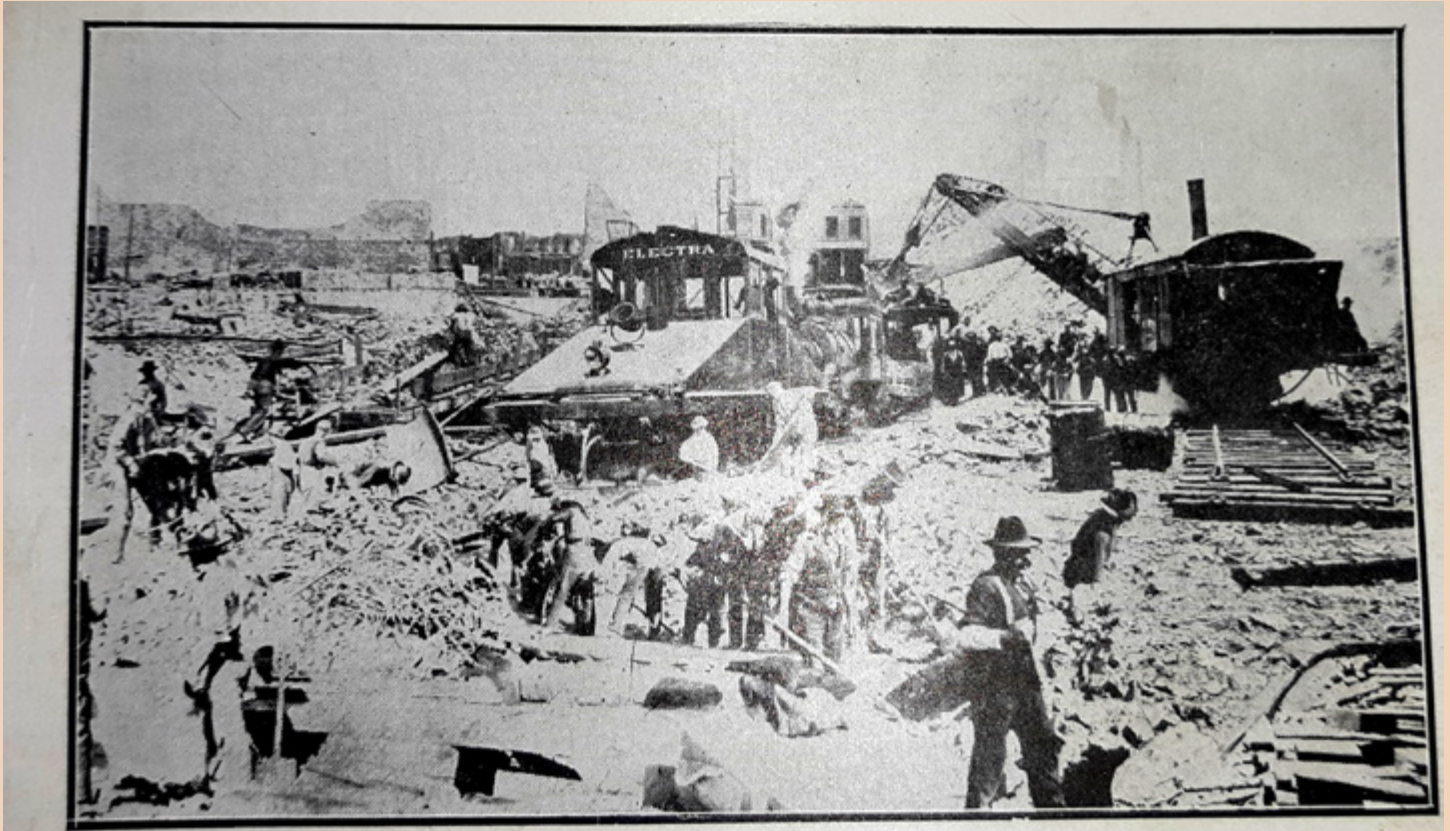
Here is a link to an in-depth video review I recorded:

https://youtu.be/qkrH_0J2zdA



POSTCARDS OF THE PAST

Retired from the publishing industry, Bill Ralph knows a thing or two about amusement parks and postcards. He is also a highly-skilled garden railroad creator. Working with brother Jim Ralph, the Porcupine Gulch Railroad, located in Fremont, California, was selected by *Garden Railways Magazine* as the Best Small Railroad in 2016 and rightfully so.



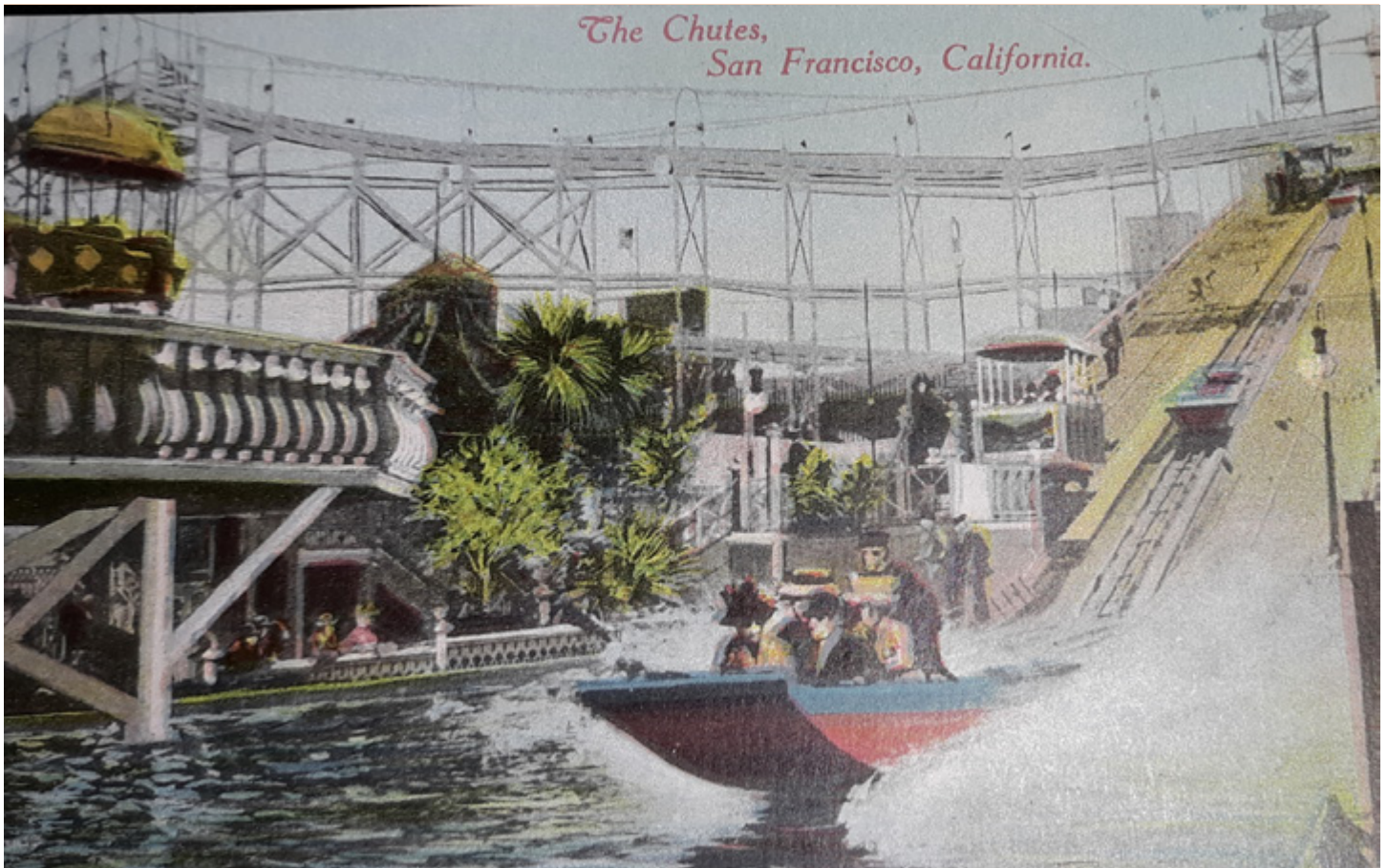
THE DEBRIS RAILROAD

The 1906 San Francisco Earthquake and Fire
Temporary Railroads for Removing Debris

Within a few months after the conflagration that had wiped out most of downtown San Francisco and before rebuilding could begin, Southern Pacific constructed a short lived grid work of temporary spur tracks in the burned area and began removing unsalvageable debris. The slow moving inefficient process, street access interference, disagreements between the city and contractors over financial concerns, dumping locations, and consideration of other removal proposals ultimately lead to the purchase of the steeple-cab electric locomotive *Electra* from the North Shore Railroad to run on streetcar tracks where wires had been rehung. Storage bunkers were positioned in key locations and at the peak, more than forty ballast cars and gondolas loaded with hand sorted debris, reusable bricks and scrap iron and steel were leaving the burn zone daily to wharves and dump sites throughout the city.

Circa 1906 postcard from the collection of Bill Ralph

MUSINGS OF A THEME PARK FAN



THE CHUTES, SAN FRANCISCO, CALIFORNIA

"Shooting the Chutes" was a popular San Francisco pastime at the turn of the last century. The aquatic thrill ride's first location in 1895 was on Haight Street between Clayton and Cole. For just a dime (a nickle for kids) brave passengers slid down a 300 foot chute at an unheard of sixty miles on a flat bottomed boat that then skipped wildly across an artificial lake. The Chutes park prospered and added concerts, balloon ascensions, a small zoo, scenic railway, camera obscura and midway games, however their lease expired in 1902 and were forced to relocate. The Chutes reopened later in the year on 10th Avenue and Fulton Street, survived the San Francisco Earthquake and Fire, and remained at this location until 1909. The next year the park reopened on Fillmore Street near Ellis but unfortunately was destroyed by a fire in 1911. The final location of the well traveled attraction was at Playland at the Beach, the new sea side amusement park that opened near Sutro Baths and the Cliff House at Ocean Beach in 1921. Due to raising coasts, safety concerns and the ride taking up too much valuable space, The Chutes attraction was demolished in 1950 after more than a half century of thrilling thousands of fun seeking San Franciscans.

1910 postcard from the collection of Bill Ralph

MEMBERSHIP INFORMATION

BAGRS BOARD AND CONTACTS

POSITION	NAME	EMAIL ADDRESS
President:	Mick Spilsbury	president@bagrs.org
Vice President:	Channing Cheng	marketing@bagrs.org
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Treasurer	Larry Silverman	treasurer@bagrs.org
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At-large board member	Greg Hile	greghile@outlook.com
At-large board member	Richard Murray	steamer060@sbcglobal.net
Scheduling Coordinator	Greg Hile	openhouse@bagrs.org
Live Steamers	Richard Murray	steamer060@sbcglobal.net
Membership	Ray Turner	membership@bagrs.org
Newsletter	Greg Hile	newsletter@bagrs.org

BAGRS DISTRICT SUPERINTENDENTS

Golden Gate	Ken Brody
East Bay	Bill Ralph
North Peninsula & San Francisco	Don Watters
Mid-Peninsula	Don Watters
Tri-Valley	Jim Rowson
Diablo Valley	David Mease
Sunnyvale & Santa Clara	Mike Paterson
San Jose/Milpitas	Michael Laine
Santa Cruz & Monterey Counties	Trevor Park
South Santa Clara & San Benito Counties	Nigel Mallinson
Members Outside BAGRS Districts	Nancy Norris

CALENDAR

September 1-4	National Narrow Gauge Convention	Seattle-Tacoma, WA
September 3-4	Live Steamers	Ardenwood
September 10	Live Steamers	Los Altos History Museum
September 18	Layout Tours	East Bay
September 25	NMRA/BAGRS Layout Tour	South Bay
October 2	Layout Tours	Diablo Valley/Just Trains
October 2	BAGRS Board of Directors meeting	Martinez (in-person)
October 14-16	Sac Valley Live Steamers	Hagan Park, Rancho Cordova
October 23	Phantom Layout Tours	All Over the Place
December 4	BAGRS Board of Directors meeting	Zoom
January 29, 2023	BAGRS Board of Directors meeting	Zoom
March 18, 2023	BAGRS Annual Meeting	Hiller Aviation Museum
July 1-8, 2023	38th NGRC	Santa Clara and Beyond

MEMBERSHIP INFORMATION

NEED A BAGRS NAME BADGE?

Send a \$15 check, payable to BAGRS, for each badge ordered. Be sure to print the name(s) and City(s) for the badge(s) clearly. Send to: BAGRS Member Badges, 210 Friar Way, Campbell, CA 95008

BAGRS FOR SALE BY MEMBERS

List items you have for sale or items you want. You'll find it in the middle of the "Members Section" menu on our website, bags.org. Log in is required.

BAGRS ONLINE PHOTO AND VIDEO LIBRARY

Many photos & videos are hosted at: <https://photos.google.com>

Click on "Go to Google Photos", if offered.

Login with this email and password: BAGRSvideos@gmail.com BestClub4014

THE LAST PAGE

EDITOR'S NOTE: Matthew Malkiewicz is not going away. We greatly appreciate his contributions and invite you to visit his website for great railroad photos at <http://www.losttracksoftime.com/>. His work will continue to appear as we expand the reach of the train world around us.



The 2 ft Berlin Park Railway is within hiking distance of Henner's home.



TRELLIS AND TRESTLE

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OCTOBER EVENTS

We are pleased to announce our layout open house events of the 2022 season.

NOTE: We need to adhere to governmental guidelines for safe gatherings that are in place at the time of each event and at the specific location. If you are a host or a member with guests, please be sure that all guests are aware of and follow those guidelines.

October 23, 2022

October 23 will be the final event of 2022. This will be a phantom/encore day. If you did not have the opportunity to open your layout this year, or if you did and would like to do it again, this is your time! I have heard from two hosts so far and if you are wanting to open, you need to let me know **no later than Friday, October 14** if you want to be included in the postcard mailing.