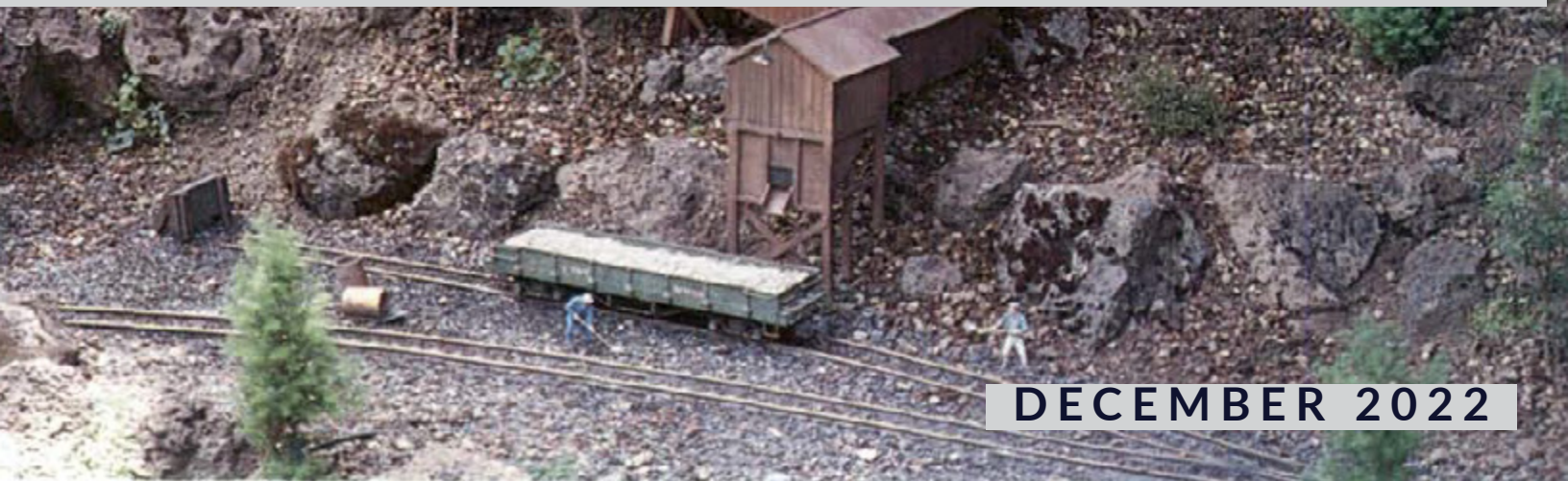




TRELLIS & TRESTLE



DECEMBER 2022



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PRESIDENT'S PERSPECTIVES

I am writing this in mid-November before a family thanksgiving escape to Lake Atitlan in Guatemala. This will be our second thanksgiving there. It's a beautiful place and we loved our first trip there in 2019. Liz especially loved it because there was not a railroad in sight! Before departing for my train-less vacation, I am happy to share some great news below.

GETTING OUR RAILROADS READY FOR THE NATIONAL CONVENTION

Some of us will make/finish enhancements, many of which have been on our aspiration list for years, or at least since the last convention in 2016. Some of us get a train running for the first time! Then there are those who will simply dust off a few things.

Chris Reid in Colorado was not a duster. 9 months before the 2022 Denver convention he became an ambitious enhancer. Chris' article in this edition is a wonderful account of his 5 months of enhancing. (He sheltered in place for 4 months and not from Covid, from the CO winter weather.)

GREAT NEWS: From the Golden Gate District!

While Russ Miller others have been working on overall convention planning, Ken Brody, Becky & Don Herzog & I have been focused on the 3 days & 2 nights in the Wine Country that open the convention, and we are now open for business on the convention website.

The Napa Valley Wine Train is one highlight but there are only 72 seats. Buses will transport up to 72 folk to and from the train so they can enjoy the wine part. We have a block of rooms at the Hampton Inn, Rohnert Park, which was recently refurbished, but the block is just 35 rooms. A couple of BAGRS Members have already booked their spots!



MORE GREAT NEWS: Website Development initiated

After 12 months of Board planning, development of the new BAGRS website is underway. We aim to unveil the new site at the Annual Meeting in March*. Our 2 highest priorities are unchanged. One: Easy navigation to get you where you want to get in one click 99% of the time. Two: Engaging for visitors with an easy 'apply' process for the impressed.

** Notice something? No Year! :)*

EVEN MORE GREAT NEWS: 'Loco of the month' launches Jan 2023

This **will be** a new T&T feature in 2023. We have already received entries. More welcome - president@BAGRS.org

FINAL GREAT NEWS: I didn't mention the Convention Open RR Survey in this column, well, not until now. Responses were due by November 30 but maybe a few are still in the works. Please get them out of the works ASAP and no later than DECEMBER 10 when the report we use to do the scheduling will be run. And then, may peace, love & friendship glow in our homes this holiday season. Mick

SOME OF THE 'EARLY BIRD' RRs TO SIGN UP TO BE OPEN FOR THE 2023 CONVENTION

Yes, they signed up right away! Thank you them and the other 20 members who got right on it. Mick



The DeVoto Line



The Leglise Line



The LaBarba Line



The Park/Child Line



The Rinefort Line



The Smith Line



The Stump Line



The Watters Line



CONVENTION NEWS AND UPDATES

Russ Miller is the immediate past president of BAGRS and chairman of the 38th National Garden Railway Convention to be held next summer here in the Bay Area. A resident of Castro Valley, Russ also maintains and operates the Stanton Canyon Railway.

[EDITOR'S NOTE: THE FOLLOWING ARTICLE APPEARED IN LAST MONTH'S ISSUE BUT IT IS EVEN MORE RELEVANT TODAY FOR THOSE STILL CONSIDERING OPENING THEIR LAYOUTS, SO IT BEARS REPEATING...]

When am I going to be open during the convention? That is the question we hear every day from our members. The short answer is... We do not know yet. First, we must know which members are interested in being open. Once that happens, we will then be able to compile a map of all interested parties so that we can then "cut it up" into areas for the daily tours. This is where you come in... All BAGRS members will be receiving a link to a survey that we will need you to fill out as soon as possible. You must fill out the survey completely and quickly to be considered for next year's NGRC. Please limit your RR description... Make it like a sales brochure... You want to convince our guests to come visit your layout. But do not exaggerate or make stuff up... Just keep it honest. Once we compile all of the info gathered from the survey, we will be able to assign dates and arrange the tours. Here is what we know so far... The North Bay will hold open houses in the Santa Rosa area on Saturday, July 1 and the San Rafael area on July 2. We also know that the Peninsula will be open on the Fourth of July... The rest of the dates are still open. We are going to hold layout tours closer to the Santa Clara Convention Center on Wednesday (Roaring Camp BBQ Day), Thursday (Ice Cream Social), and Friday (Accucraft Banquet) ... That leaves Monday and the last Saturday open for the layouts further away from the SCCC. We also plan an Encore Day on Sunday plus we have some postconvention tours possibly happening in the San Luis Obispo area. So please, fill out the survey as soon as you receive it.

We are going to need everyone to volunteer in some capacity to make this a successful convention. We are going to need lots of help Sunday, July 2, in the morning to help unload the registration supplies at the Hyatt Hotel. We will then need quite a few people to stay that afternoon and evening for registration as Sunday and Monday are by far the busiest days. We are going to need 3 to 5 people each day to ride the buses and keep all of our guests entertained and in line... We are going to need people at the door of the vendor hall, so only our ticketed guest can enter. We will need help taking tickets at Roaring Camp for the BBQ and at the door of the Banquet and Ice Cream Social. Layout Hosts will need volunteers to help them run their layout during the open house and to help the buses park and our visiting guests enter and leave... Always checking their badges to make sure they are registered for the convention. If you can help one day, two days or every day, your help is greatly appreciated. Email me (at ngrc@bagrs.org) or Mick (at president@bagrs.org) with what you would like to help with and we will steer you to the right area... We need to finalize all of this before our Annual Meeting next March...

The BAGRS Board has agreed to waive the registration fees for all local BAGRS Members and we encourage you to sign up and pay for all of the extra events planned... such as the BBQ, Ice Cream Social, and Banquet. As with all events like this, you get out of it what you put into it, and we are planning on this being even more fun than the successful 2016 NGRC... So jump on board!

Russ Miller, NGRC 2023 Chairman



**IF YOU WANT YOUR RAILROAD TO BE OPEN
FOR THE CONVENTION NEXT YEAR
READ THIS!**

Scheduling 75+ open railroads and the associated bus schedules over 6 days is a complex challenge.
We need your help to do it!

SPECIFICALLY
We need information from you
And we need it NOW

We have put the information we need into an on-line survey powered by 'Survey Monkey'
Completing the survey should take less than 10 minutes of your time.
Not a big ask to be open for the biggest National Garden Railroad Convention on the planet!

THIS IS THE LINK TO THE SURVEY
<https://www.surveymonkey.com/r/JDFTTQH>

**If you want your railroad to be open, We
need you to complete the survey by
DECEMBER 10**

We want you to be open.
However, if you do not complete the survey, we are not going to chase you.
We will assume that you don't want to be open.

Thank You
Russ Miller
2023 NGRC Chair

Thank You
Ray Turner
BAGRS Membership Chair

Thank You
Mick Spilsbury
BAGRS President

TO BE OR NOT TO BE OPEN FOR OUR 2023 NATIONAL CONVENTION

Many of us have been open for prior National Conventions but some of us have not.
Here are some thoughts for the latter.

Does your RR have to be large and impressive ? No. Garden railroads come in all shapes and sizes. We have seen perfectly manicured 1,000 foot railroads at National Conventions but we have also marveled at creative usage of small spaces. Visitors are well aware that we don't all operate on the same RR budgets!

Does your RR have to be finished? No. Visitors enjoy seeing projects in progress and some of them are full of advice about the projects. Anyway, garden railroads are never truly 'finished'! (Ask my wife, Liz)

Does your RR need to be operational? Yes, one or more trains need to be running.

Is it a good idea to have someone help you on open day? Yes, yes & yes! Recruiting one or more people to run trains while you meet and greet visitors and answer their many questions is pretty much essential unless you have one of those rare RRs that can be relied on to run on auto pilot for hours.

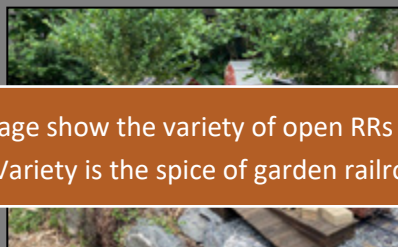
Is being open a lot of work? Let's not beat about the bush, yes. You will probably spend quite a bit of time getting your RR ready because you will want to make sure it runs well on the big day.

Why be open?

- ◇ It's a very rare opportunity to have a LOT of people visit your RR.
- ◇ Visitors are garden railroad fans, They are friendly and appreciative .
- ◇ You will meet people from all over N. America and beyond.
- ◇ You will probably connect with some of the people, some of whom become GR buddies for life and people to visit.
- ◇ You may well get useful suggestions ranging from easier ways to do things to features that you later incorporate in your RR.
- ◇ All the planning, inspiration, and effort that went into building your RR will be on display.
- ◇ Visitors who have been to prior Bay Area Conventions will enjoy seeing a new RR.

I built my first RR in 1992 and was open for the 1993 convention. I made some mistakes but had a great time, launching a pastime that has entertained me for 30+ years and given me great friends across the world.

Mick Spilsbury.



Images on the next page show the variety of open RRs open at recent conventions
Variety is the spice of garden railroading!

TO BE OR NOT TO BE OPEN FOR THE NATIONAL CONVENTION

The variety of Open Railroads at the last 2 Conventions



Long runs, few plants & structures



Small, on raised platform, no plants



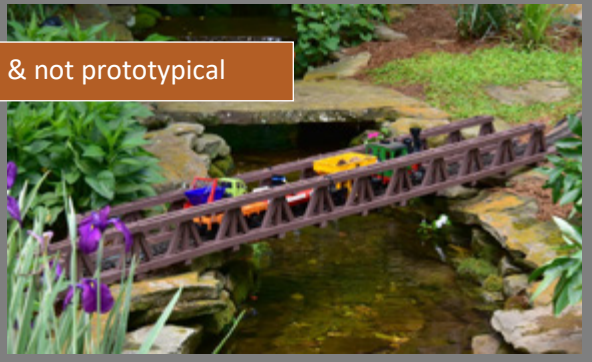
Large with detailed landscaping



Emphasis on eclectic structures



Prototypical operations emphasis



Small, simple & not prototypical



Large RR not quite completed



All about live steam operation



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. For those of you who might be on the fence about whether to open for the national convention or not, it's time to get off the fence, time to fish or cut bait, time to get up off the pot, time to ... well, you get the point. Seriously, folks, the time is here, and for those of you still pondering whether to be open or whether your layout is up to snuff or whether you know what to do, we've got some resources here. Russ Miller's piece last month was so good, it bears repeating, and, in fact, is. Check out the articles by Nancy Norris and Chris Reid. He put together a superb layout for last year's Denver convention in just a few weeks. Also, check out my own efforts, as chronicled in T&T. Trust me, if I can do it, so can you!

2. To further assist those who have never opened their layouts for a national convention, we will be holding a dry-run Prequel open house event. While all are free to open, we will especially be encouraging the "rookies" to be open and inviting the more seasoned veterans to visit and offer assistance and guidance.

3. As we gear up for the convention and for the holiday season, I offered our regular contributors some much deserved time off if they were so inclined. A couple of them accepted the invitation and a couple contributed, although I do have to point out that Henner was six minutes late in meeting deadline. I suggest we cut him some slack, however, because he was writing his contribution from a hospital bed, where he has been undergoing some tests. Thank you, Henner, as always, and we hope you'll be back to normal soon.

4. I thought I would cut me some slack this month by offering up a pictorial retrospective of past BAGRS-sponsored conventions as the feature article. Sort of a time-saving device, I convinced myself. Just grab a few photos, hit the "place" button, and *voila!* It wasn't. I spent hours engrossed in past issues of T&T, *Garden Railways* magazine, and God only knows what else, looking for material and even though I barely scratched the surface, and it will take two parts to do it any justice, I loved every minute of it (deep down, of course, I knew that would be the outcome). The first part, covering the first three BAGRS conventions, in 1989, 1993, and 1998, appears here. The second part, covering conventions in 2006 and 2016, will appear in February. Anyways, enjoy ...

5. By the way, the photo spread would not have been possible without Hal Miller of Kalmbach Publications who, when asked for permission to run a few photos and snippets from old *Garden Railways* issues simply said, "use whatever you need." Even though GR is no longer published regularly, it remains an important resource for those of us looking for expert advice on designing, building, operating, and improving our layouts (which is actually just about all of us). Check out trains.com, where you can access every back issue of *Garden Railways* and the rest of the Kalmbach label. While you're at it, be sure to check out the number of GR contributors who are past or, even better, current BAGRS members always available to assist.

6. By the way, it turns out there are train-related events and activities beyond our

convention next year, and Bob Armstrong has passed along an update from the Niles Canyon Railway concerning the restoration of Southern Pacific steam locomotive #17447. The notice from Niles Canyon arrived too late for Giving Tuesday 2022 but if you are interested in supporting their efforts, please go to their website at ncry.org for details.

7. Here's an update on progress at the Carquinez & Alhambra Valley RR, aka my backyard: There is still a pile of dirt in the front yard. With a broken hand it was hard for me to do much with moving it to the back yard. I did acquire a couple of volunteers, who had the right attitude (for about an hour) but that fizzled out when they discovered Grandma had restocked the candy drawer. We then hired a guy to move the dirt. He worked for a couple of hours and then he finished and promised to return right after Thanksgiving. We haven't heard from him since, so the dirt largely remains in the driveway.



Progress has been made on design of the layout. There have been probably 50 different scenarios penciled out, meaning there's probably at least fifty more in my head, but I'm getting closer to actually constructing and placing some roadway supports.

Again, careful perusal of old issues of *Garden Railways*, T&T and the new *GR News* has been invaluable. By this time, next month, I hope to be able to have some basic track installed and running. We'll see, and a lot of tht will depend on the weather!

8. Oh, did I mention that BAGRS is hosting a national convention next year? Sounds like a good excuse to play with trains.

Have a wonderful holiday season and may Santa bring you some really cool stuff for your layout ...

GREG

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](#)

FEATURED ARTICLE

A Brief History of BAGRS Conventions, 1989-1999

1989



presents the

5th Annual

Garden Railway Convention

August 17 - 20, 1989

Concord Sheraton Hotel, Concord, California

- ✿ **Convention Activities:** Dealers and Manufacturers displays, a wide variety of workshops and clinics (doll house miniatures and gardening demos besides railway subjects), tours of members garden railways (many having appeared in Garden Railways Magazine), door prizes, and more.

Don't miss this opportunity for a great family vacation in the San Francisco Bay Area.

Add these activities to your itinerary if you're planning on extending your stay in the San Francisco Bay Area. The Concord Sheraton Hotel will extend low convention room rates prior to and after the convention to make your vacation comfortable and convenient.

- ✿ **Sightseeing and Family Activities in San Francisco:** Golden Gate Bridge, China Town, Cable Cars, Fishermans Warf, Marin Headlands, Fort Point, Golden Gate Park (aquarium, museums, Japanese Gardens), B.A.R.T. service from Concord to San Francisco and east bay, and more.
- ✿ **Family Activities within easy drive of Concord:** Marine World, Santa Cruz Beach Boardwalk (only surviving wooden roller coaster on a west coast beach boardwalk), Great America, Napa Valley wine country (more wineries per mile than in France), redwood parks and forests, Pacific Ocean beaches, 49er Gold Country (gold discovery site, and mother lode gold mining areas), lots of great restaurants, and much more.
- ✿ **Other Railroad Activities:** Sacramento Railroad Museum in Old Town Sacramento (site of the western terminus of the transcontinental railroad), Roaring Camp Steam Railroad, Sierra Steam Railroad, Golden Gate Live Steamers, and more.



Don't be a Slow Poke! Register early and avoid the rush. Limited room space and we expect a sell out! FREE gift for early registrations.

For Information
send long SASE to:

Garden Railway Convention
3500 Clayton Rd. Suite B-105-A
Concord, CA 94519

Dealers and manufacturers
write for complete reg-
istration information.

The first four national garden railway conventions were held in Denver, Colorado, and sponsored by *Garden Railways* magazine and the Denver Garden Railway Society. In 1989, however, the convention moved west to Concord, California, under the auspices of BAGRS, and it was quite successful. As *Garden Railways* publisher Marc Horovitz put it, "As an attendee to the 5th Annual Garden Railway Convention in Concord, California, I'd like to say that the Bay Area Garden Railway Society (BAGRS, or "baggers," as they seem to like to be called) did a truly splendid job, having hosted the finest Garden Railway Convention yet. Those of us from the Denver GRC committee who attended felt like our baby had grown up, left home, and made good. It was wonderful."

The BAGRS organizers weren't so sure. Grover Devine did the postmortem on behalf of BAGRS in the Nov./Dec. 1989 issue of *Garden Railways*.



Jack Verducci's line in San Mateo incorporates a lot of scratchbuilt structures in a railway that is well integrated with its environment.

The four BAGRS members who attended the 1988 convention in Denver returned with the award of the 1989 convention and with little more than a sense of determination on the part of some ambitious and talented people to learn.

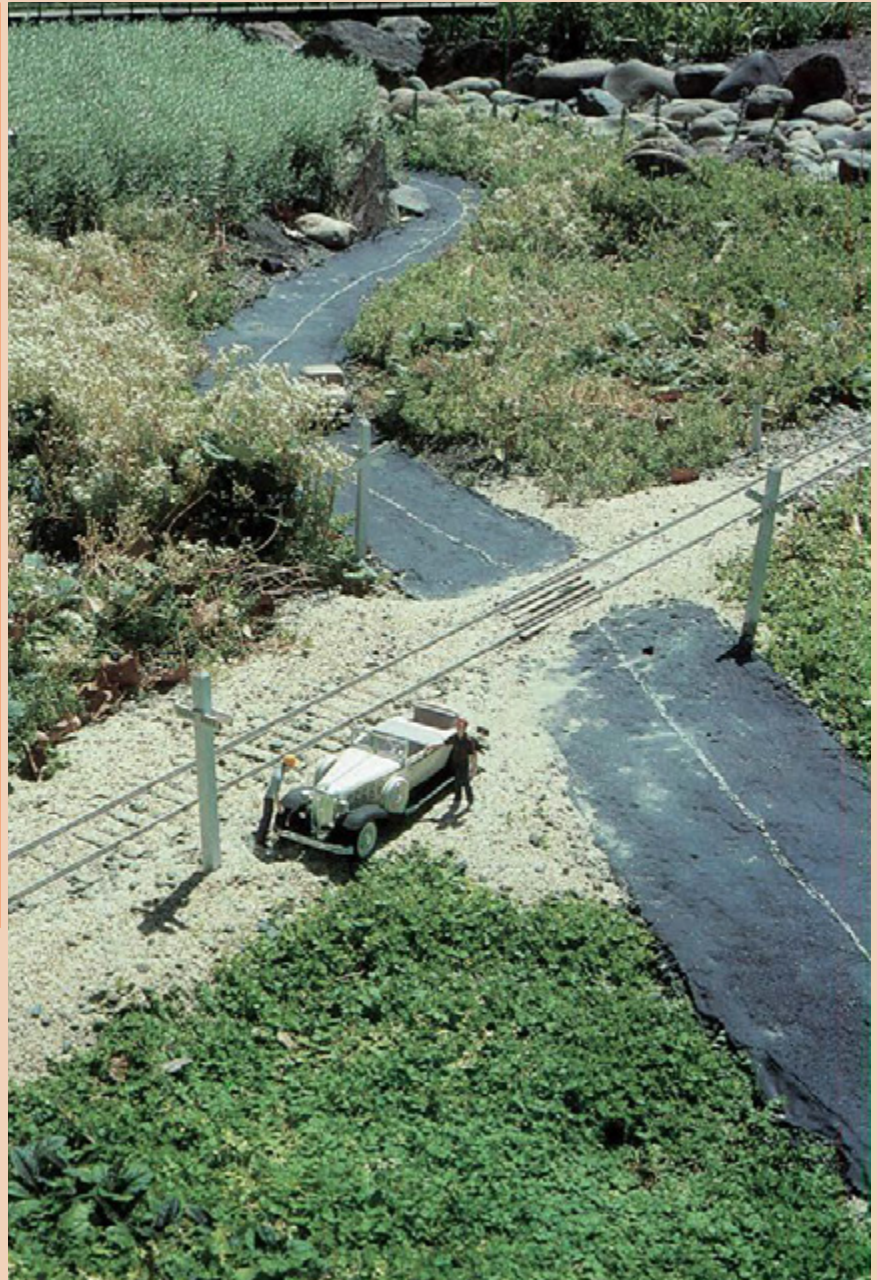
The first task was to actually form an organization. They created BAGRS, got a post office box and a bank account, and from there the work began in earnest

We were all acting like expectant fathers ...

Will it come off? Did we plan for everything? Will anyone show up?

They were hoping for 350. The final count was in excess of 600 registrants, with another 175 who arrived for Saturday-only. They came from most of the fifty states, as well as England, Canada, Australia, New Zealand, and Mexico.

There was plenty for everyone to do. The festivities started with an opening night buffet hosted by BAGRS. The vendor room contained 6,000 square feet. There were nineteen clinics and workshops and thirteen garden railways on display. Closing day activities were topped off with a steam-up in the Concord Sheraton hotel parking lot.



A roadside scene on Gordon Laughland's railway in Walnut Creek, California. The road is made of roofing tar applied directly to the ground. This was just one of thirteen railways on the tour this year.

Ubiquitous railfans, cameras at the ready, loom over the afternoon express on Bill Baldock's precipitous gold mining railroad.

1993

9TH NATIONAL GARDEN RAILWAY CONVENTION JULY 5 THRU 11, 1993

FIND OUT HOW YOU CAN SEE
MORE THAN 70 GARDEN RAILWAY LAYOUTS IN CALIFORNIA'S
GOLD COUNTRY — REDWOOD EMPIRE — SAN FRANCISCO BAY AREA
WITH GREAT TRANSPORTATION AND YOUR COMFORT IN MIND



LEARN HOW YOU CAN ATTEND ALL OF THE SPECIAL EVENTS

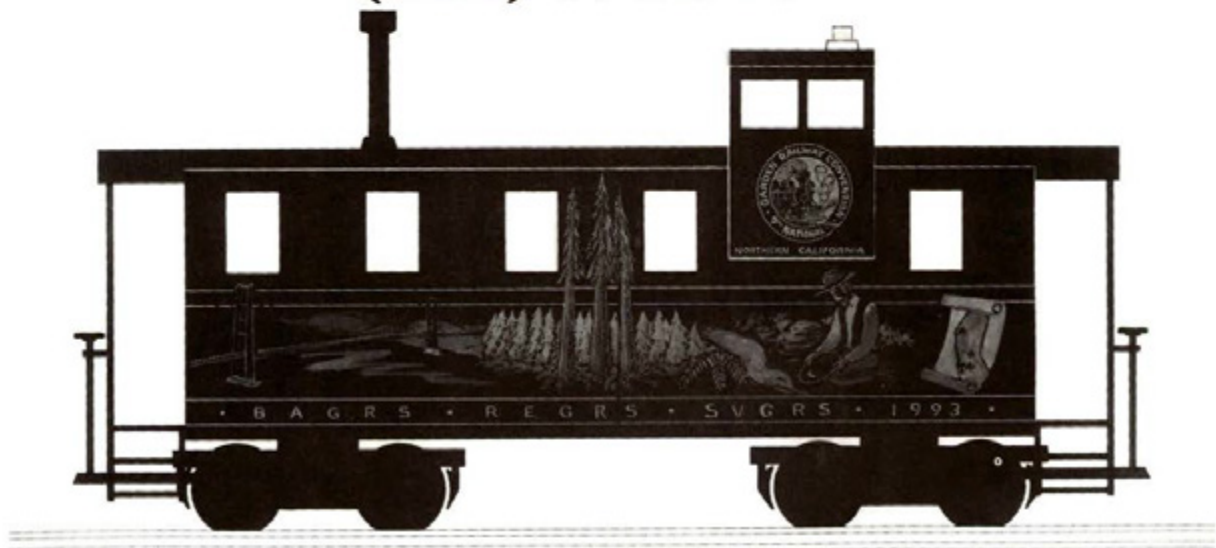
AT THE
California State Railroad Museum
&
Santa Clara Convention Center



FIND OUT ALL ABOUT THE
LARGEST GARDEN RAILWAY CONVENTION EVER
CALL OR WRITE FOR YOUR FREE 6 PAGE BROCHURE TODAY!



9th National Garden Railway Convention
1777 Hamilton Avenue, Suite 106
San Jose, CA 95125
(408) 371-7472



Convention Car Sneak Preview
Based on LGB's 4071 Caboose — Black with multicolor Graphics
Orders are being taken now, don't miss your chance to get one!

The 1993 convention was special in a lot of ways, some good and some sad. The largest of the nine national conventions up to that point, it was sponsored not only by BAGRS but also by the Sacramento Valley GRS and the Redwood Empire GRS. Starting in Sacramento, it migrated south through Santa Rosa on its way to Santa Clara.

Sherman Zell was the convention coordinator, Judy Arrigotti from Sacramento Valley, Jack Verducci from BAGRS, and Don Herzog from REGRS were the club coordinators, and by all accounts did a wonderful job.



The Napa Valley Wine Train crosses the wooden arch bridge on Dick and Joann Willey's Mossrock & Birdwater Railroad in Sacramento.

They Had a Good Time ...

There was one sad component to the convention, which came with the passing of BAGRS founding member Grover Devine on the eve of the convention. As Jack Verducci noted in *Garden Railways*, Grover wanted those who visited his railroad to have had a good time. In those simple words, Jack wrote, Grover "put into words the essence of garden railroading."

Earlier at the end of 1992 and in to 1993, Mick Spilsbury wrote a two-part series on designing his railroad. It is still, some thirty years later, an excellent primer on the subject, but what drew the attention of the editors of *Garden Railways* was his photography. Barbara Horovitz wrote that "[Mick's] pictures engage us not only for their considerable content, but also for their photographic merit." So it seems fitting that we see some of Mick's photos from the 1993 convention ...





14TH NATIONAL GARDEN RAILWAY CONVENTION & TRADE SHOW JULY 7-12, 1998

SANTA CLARA CONVENTION CENTER: SANTA CLARA, CALIFORNIA

- **Aristo-Craft/Hartland**—Barbecue & Train Ride
- **Bachmann**—Banquet and Video Spectacular
- **LGB**—Ice Cream Dessert Function and Social
- **USA Trains**—Sunday Bunch and Social
- **Garden Railway Tours**—Over 100 Homes
- **Clinics**—Featuring the Latest Topics
- **Exhibitor Hall**—Over 50,000 Sq. Feet of Space
- **Model Contest**—Many Categories
- **Children's**—Events and Activities Room
- **BAGRS Live Steamers**—Module Group
- **BAGRS Short Line**—3600 Square Foot Module Layout

◆◆ 14th National Garden Railway Convention Car ◆◆

3080 Black w/Red Roof—"Metal Wheels & Lights!"

Manufacturer—LGB \$150+(Shipping—\$10/US or \$30/Outside US—US FUNDS ONLY)—Visa/MC Limited to 1000

Graphic shows a panoramic view of the San Francisco Skyline from the Bay Bridge across the bay to the Golden Gate Bridge bordered by yellow and orange California Poppies. On each end of the car, to the right of the door, there is another graphic of two crossed railroad spikes and poppies (pictured on the right). Metal wheels and lights makes this car a winner. Whether it's coming or going, it's absolutely gorgeous!



Order yours now, they are going fast!



14TH NATIONAL GARDEN RAILWAY CONVENTION

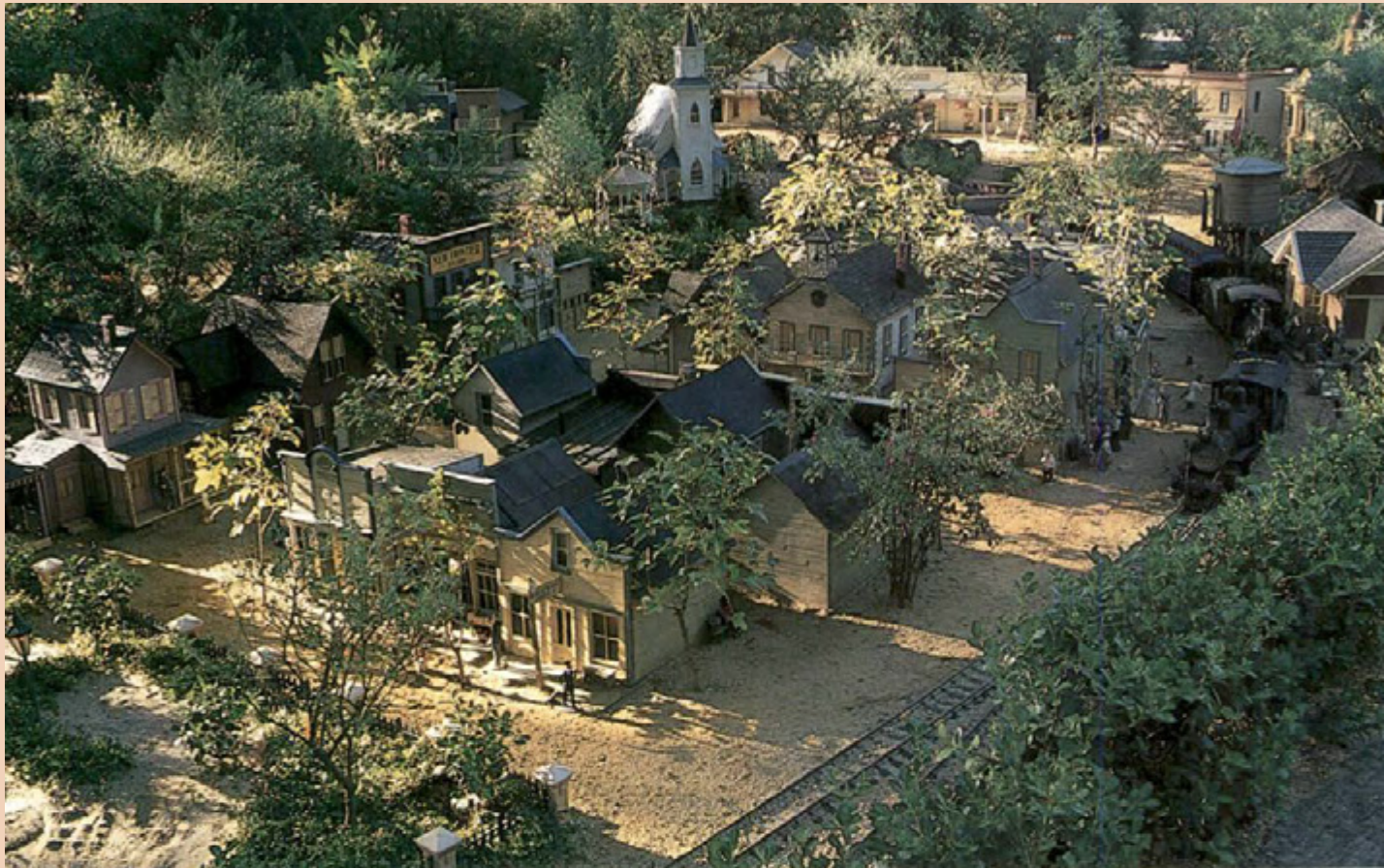
1777 Hamilton Ave., Suite 106 • San Jose, CA 95125

E-mail: train@bagrs.org • Web Page: <http://www.bagrs.org/ngrc.htm> Tel: 408•978•1950 Fax: 408•978•7160

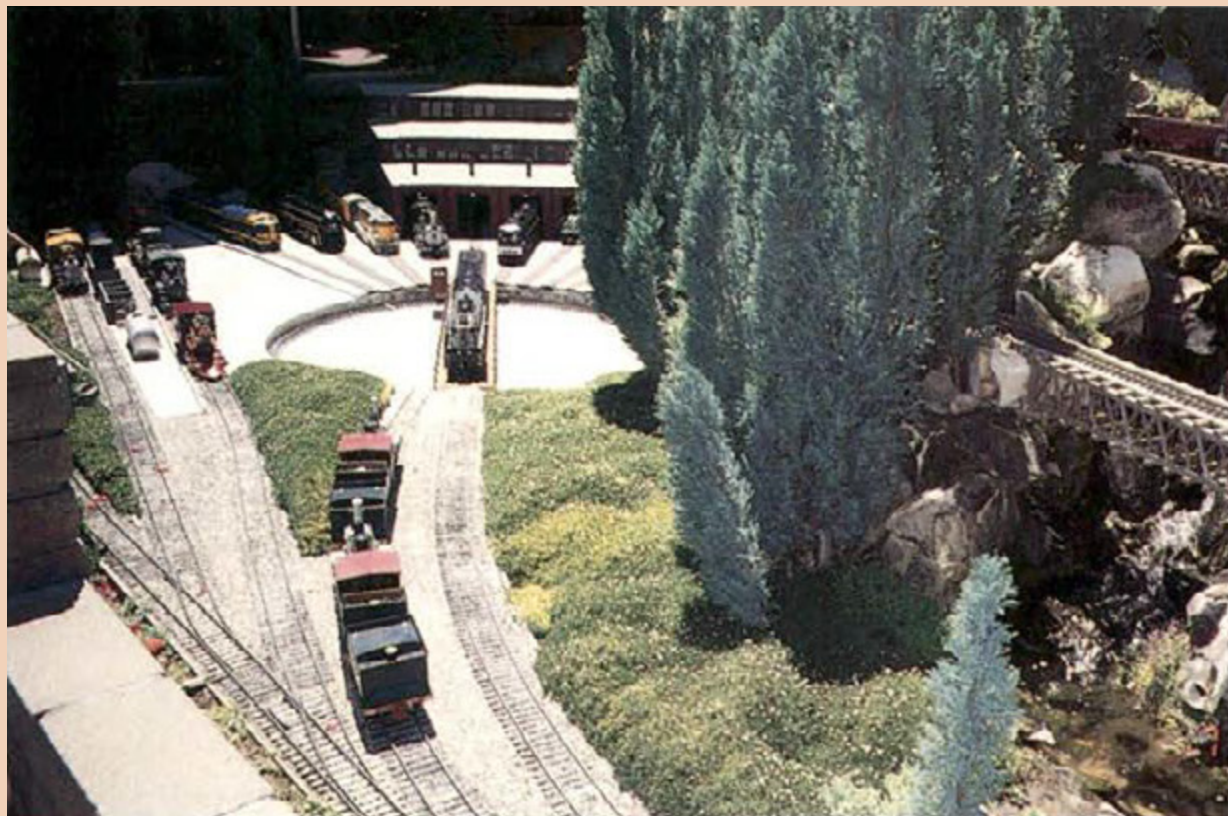
GENERAL REGISTRATION & CAR ORDERS—Dawn or David Gill—Tel/Fax: 408•371•8124

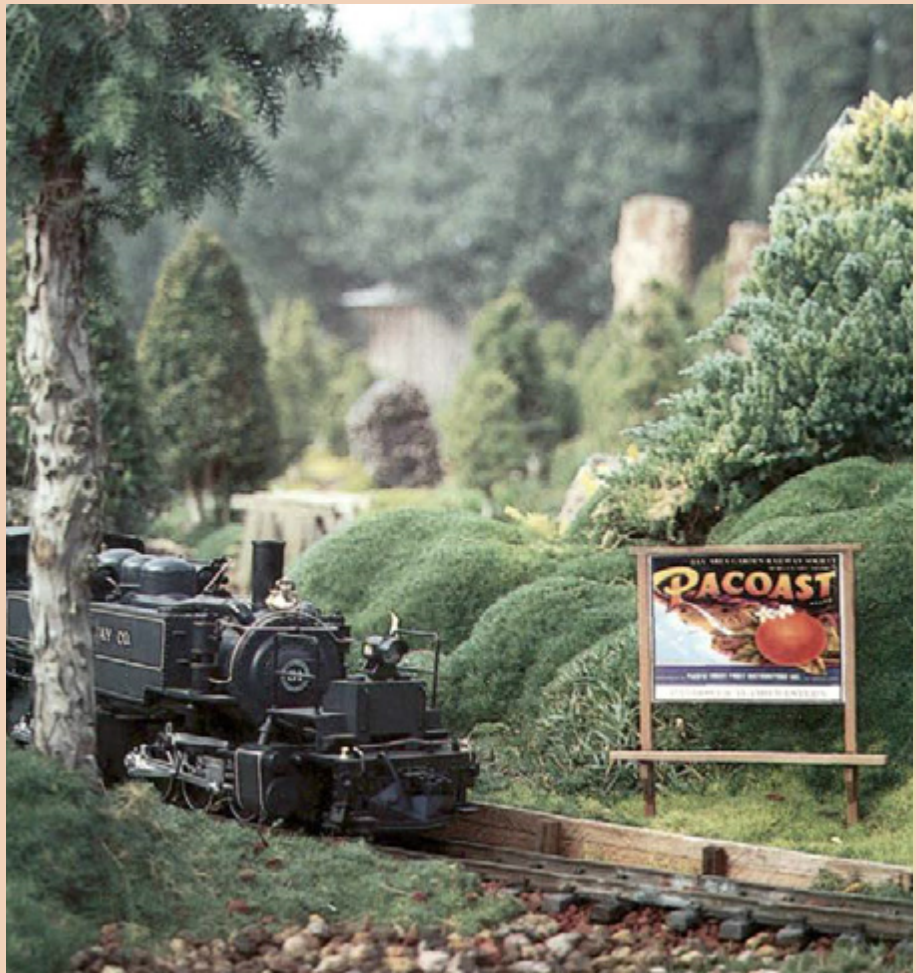
COMMERCIAL REGISTRATION—Hans Coufal—Tel/Fax: 408•268•5568

1998



Two of the convention highlights was Charlie and Pam Allen's Cold Water Canyon Railroad (above) and Fred and Tom Vertel's Montebello Ridge Garden Railway (below).





ON THE T&T COVER: The gold mine on Don and Sue Watters' Lake Tahoe & Truckee Railroad

Mark Grzan's Pandosa & Alamo Western (left)

The Crystal Springs Railroad of Jack and Pauline Verducci (below)





THE GSW IN FORT COLLINS

Chris Reid's GREAT SOUTHERN & WESTERN was admired during the Denver Convention earlier this year. This background story written by Chris is illuminating.

WAKE UP CALL

It all started with someone (I forget who) asking whether I might like my layout to be included in the 2022 Denver Convention tour. I must have mumbled an accord and promptly forgot about it until I was included in a list of railroads to be on the tour. Yikes! Less than 9 months to make my 3 year old RR into something appropriate for people to visit. The Great Southern and Western (GSW) is my second railroad following a house move. I had decided on a single line, roughly dog bone shaped but with plenty of storage around the depot to enable alternative trains to run. That was where it was in the fall of '21.



Early construction images 2018

PLANNING

I was already a bit dissatisfied with only being able to run one train at a time and had roughly planned a separate loop with some sort of connecting track. So with a bit of good weather I got down to laying a further oval track and a connecting line and this I managed to complete around November '21. I could now run two trains at the same time – the “main” line at low level and a logging line higher up. The interconnecting track between the two loops is usually only used to facilitate loading locos and cars.

An age related but important aspect of the design had ensured that a part of the railroad was easily accessible by raising the track above ground level. This assists greatly when positioning locos and cars. I was still not certain that I had enough “moving” interest and I had thoughts about an end to end trolley or something similar. However, at this point Colorado weather intervened and I decided to escape indoors for the winter.



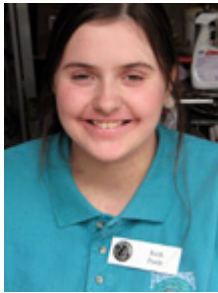
Running ONE Planning to run TWO

Get ready to open your railway!

by Nancy Norris of Garden Lines

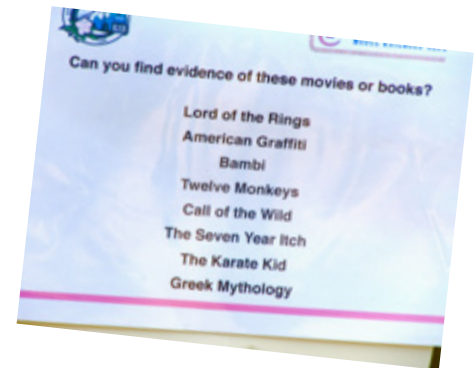
Overcome confirmation bias (primacy effect)

Confirmation bias is the brain's tendency to seek out information that confirms our existing beliefs and makes a bad first impression carry over. So, tidy up the front yard and side entrance. No need to re-landscape, just tidy.



Welcome us with information, a smile and eye contact

One of Tim Poole's courteous, engaging and smiling kids in Oregon sat at a table and handed out information for their RR. You and helpers, wear your badges.

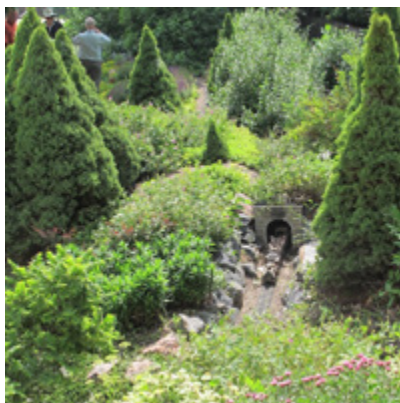


Handouts and posters

Historical, maps, scavenger hunt, plant list, a story about your railway, building-the-RR photos – or something for guests to read during down time in the hotel. Consider how you can make a poster with specific info. Let's educate and inspire!

Run, Run, Run those trains!

If it's your hobby, then do it! Spend lots of time running trains. The number one cause of unhappiness for layout hosts is the failure of trains to run. Figure out what causes them to derail, crash, uncouple, and stop unexpectedly.



Landscaping - the scenery that awakens

There is NO ONE WAY to green up your railway. Use tried-and-true landscaping principles and hardscape retaining so that erosion doesn't cause mishaps the night before you're open. Plant early to harden and root plants. Prune early in spring or winter to avoid clippings under trees and stumps on the tips of all branches. Plants should be pleasing.

Finishing touches

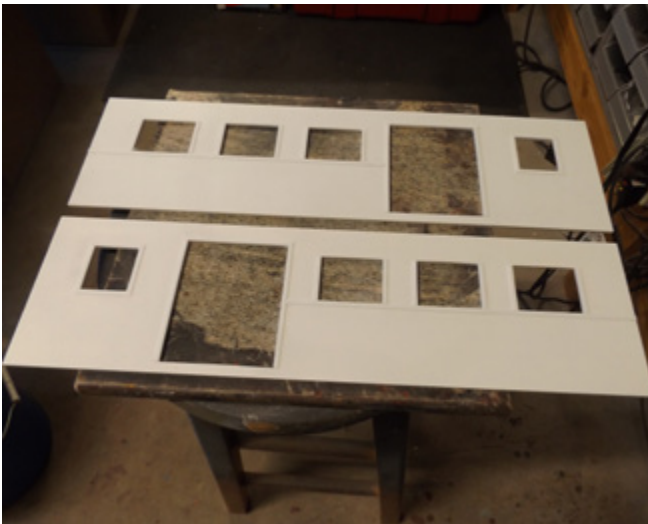
Paint buildings, mulch bare dirt, pull weeds, re-ballast. Hide problems. Have your mother come over and point out the worst offending views.

A 7/8 Scale Combine Car

After finishing the four-car set for my friend Bill, it was time to start on the 7/8 scale combine car for my friend Jim in Texas. This was going to be an easy build, as I already knew how it was going to go together; it was just going to be a little bigger.

As far as measurements, the car would end up being 22" long, 5" wide, and 8" tall. Jim wanted the measurements as far as the height and width to match his galloping goose that I built for him a while ago.

As always the car would be built out of 1/8" and 1/16" styrene. I also used Evergreen Scale Models Polystyrene strips to trim out the windows, doors, and roof. For the windows and doors, I used #255 angle strips and for the roof I used #159 strips. The sides of the car with it's windows and doors and the car ends and deck would be easy enough to put together, I would just use the same methods of construction as with the smaller cars.



Shows the two body sides with window and door trim cut out and ready for assembly



Shows the main body parts assembled.

When it came to the roof that was a different story. With the roof being so long, I needed the base of the roof to stay flat and not move while I glued the roof ribs in place. I also needed to cut openings between each rib location so that I would be able to glue the rounded outside roof covering in place.

When I started to assemble the roof, I drilled four holes into the base of the roof and screwed the base to the two strips of wood from the bottom. Two holes in each wooden strip, one in the front and one in the rear of each strip. This would hold the base in place, not allowing the base to move or twist during assembling.

After the roof was assembled and the glue dried, all that was left was to trim out the roof.

I used two Bachmann trucks from an old passenger car I had laying around along with four new Bachmann wheels. The couplers were link and pin and also built of styrene.

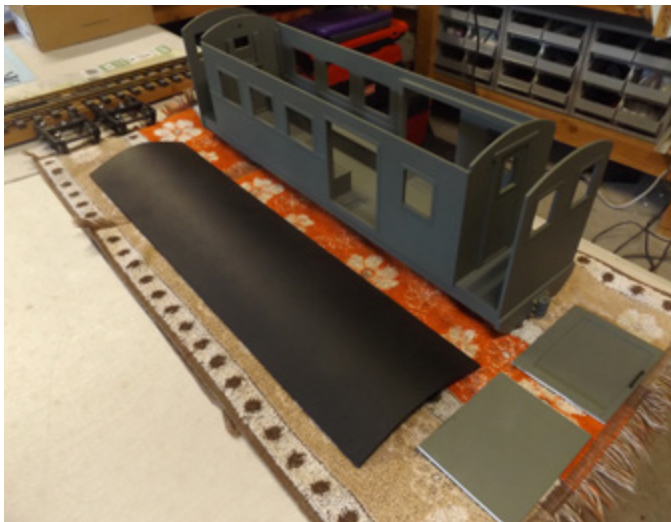


Shows the roof base sitting on the assembled body.



Shows the roof completed looking from the bottom of the roof.

All that was left was to paint.



Shows the combine car almost complete.



Shows the finished car ready for it's new home.

My friend Jim was very pleased with this build and I can't wait to see what he has in store for me next.

Since this article will be in the December issue, I would like to wish everyone Happy Holidays.



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.

Due to National Convention material needing space in the T&T plus this being the holidays, our editor has suggested that some of us writers take some time off. Always wishing to listen to my elders, I hereby agree to take some time off.

This month there will be no articles of any steam activities — just a few photos. Photos from the recent steamup hosted by Rob Lenicheck ...



This steaming 2 cylinder Shay belongs to Tim Boles.



Gary Whaley and part of his Fort Wilderness collection.



The author's Accucraft Adams Radial 4-4-2 gets obscured by a cloud of steam.

Bob Trabucco's Accucraft engine is labeled "Hugh Napier," and is about to haul some slabs of slate.



Steve Heselton fiddles with his Accucraft K-27 that has been converted to coal.



Chris Gathard is always one of the happiest steamers when he plays with his red Ruby.



"Mmm... where's this little part go?" asks Bob Bartlett.

Host Rob Lenicheck shows off his newly scratch built Uintah. The engine was on the recent cover of "Steam in the Garden."



Bob Armstrong fuels his beautiful Accucraft Royal Hudson.



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.

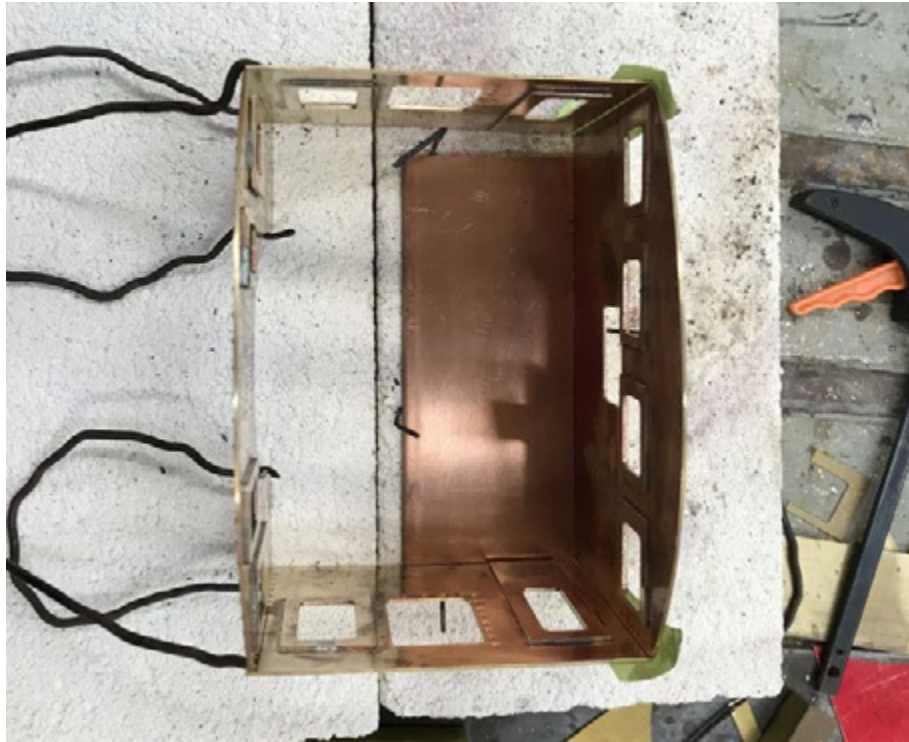
There was a lot going on this month. Bill Allen finally could spend more time in his workshop and almost completed his Weyerhaeuser Mallet.



Currently he is working on the cab.

On the following page is an interesting photo that shows how he solders the parts together. He uses silver-bearing solder (Stay-Brite), not to be confused with silver solder, which has a much higher melting point and is much stronger for boilers.

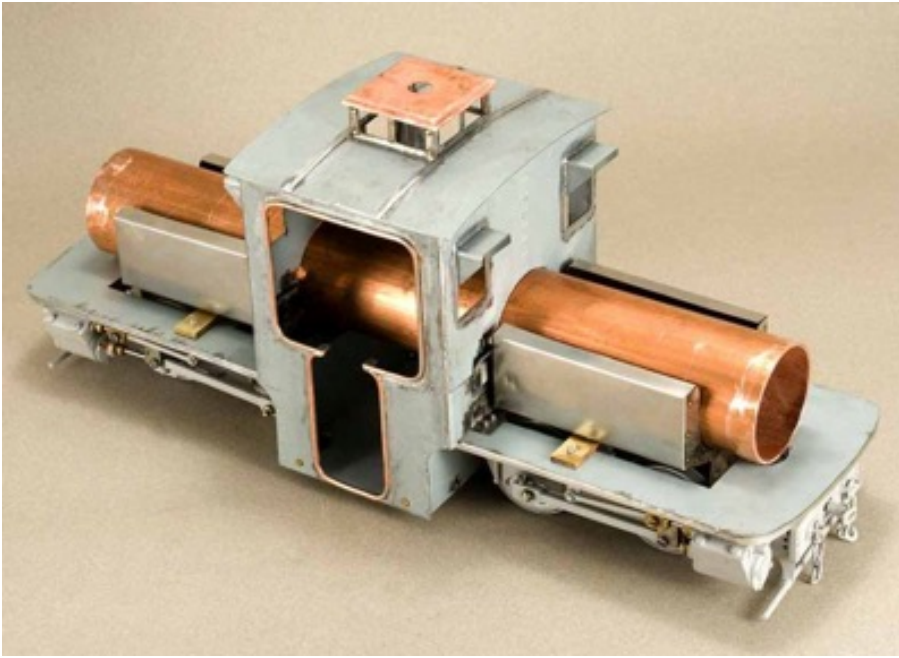
The parts are held together temporarily with clamps made of coat hangers. Heat is applied via a soft flame from a butane torch.



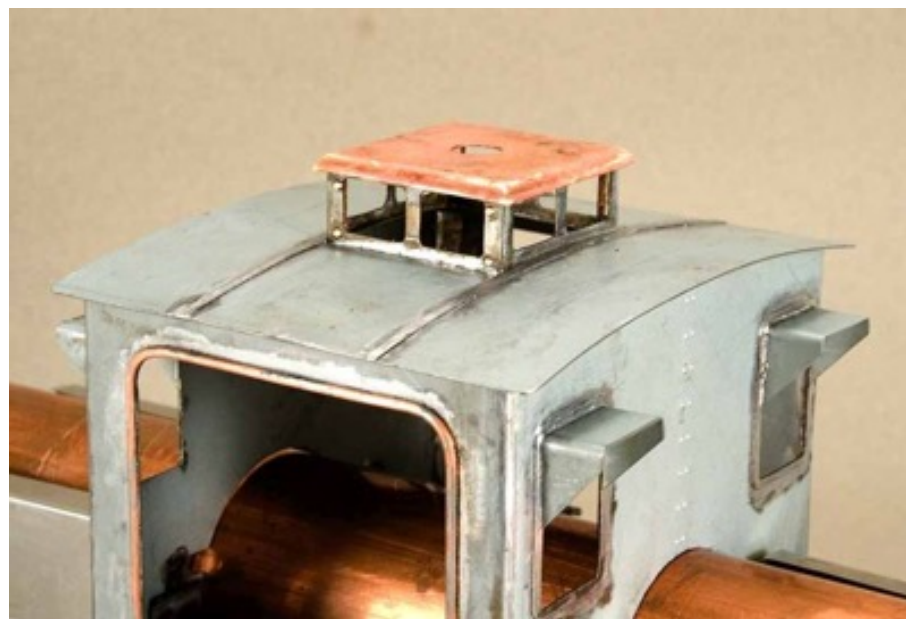
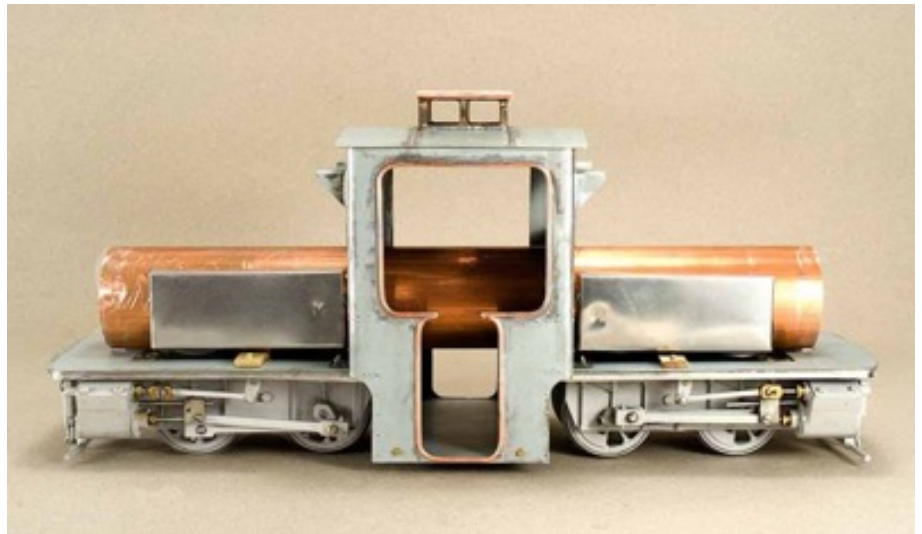
The cab test fitted to the loco:



Marc Horovitz also finished the cab of his unique Pechot-Bourdon:



The loco has a pot boiler with burners on each side of the cab.



The roof vent in detail

Rob has now completed enough 3D modeling of his Darjeeling loco to turn drawings into real parts. Some of the more complicated shapes are outsourced to Dennis, who gets his CNC-mill to do the work. Dennis is increasingly becoming the machine shop for laser and CNC-milling. Here are the cranks/counterweights and the frames for Rob's loco:



As the loco is 7/8th scale, the frames are quite big. Due to the size he could not mill them in one pass, so he had to come up with some ingenious ways of indexing the material. The expansion links:



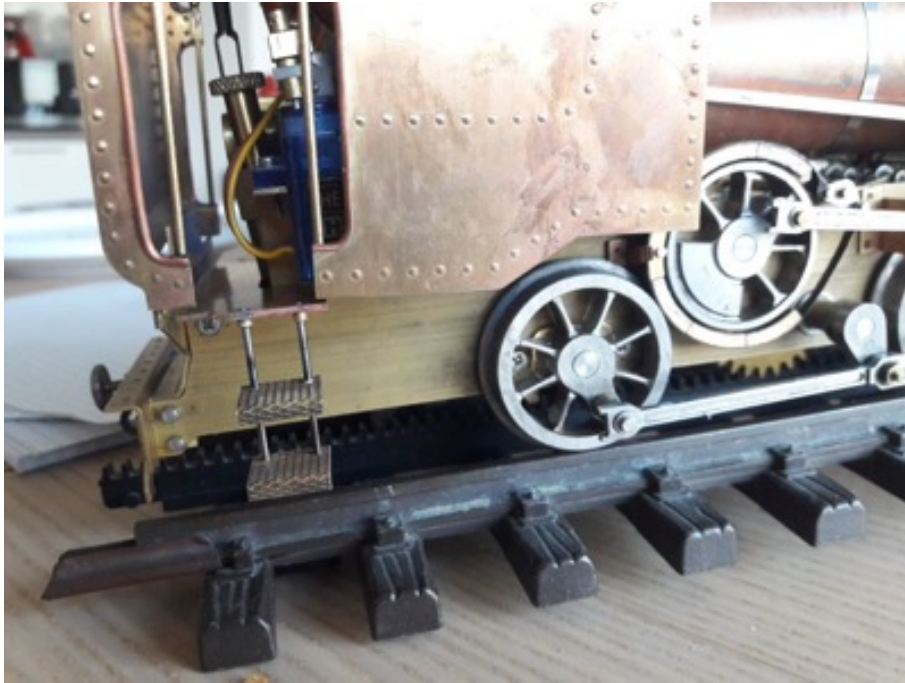
It would be pretty difficult/time consuming to create such a part with hand tools.



Dennis also milled part of Bill's smokebox door with all the dogs. The photo exaggerates the tool marks:

Again a job which would have been very tedious using hand tools.

This month I can report some progress from the Berlin Loco Works. First up I completed the steps for the cab of my rack loco, which turned out to be much more complicated than anticipated:



I then started a new project: Trucks for transporting a horse-drawn hay wagon on field railway tracks. This will eventually be towed by my Hit & Miss loco:



The C-channels have been cut and folded on my little sheet metal shear/brake.

My son recently bought a kit from Roundhouse for a coal fired Lady Ann loco. As building the cab requires quite some folding and soldering, he sourced it out to me. The photo shows one side of the cab folded up prior to soldering:

Merry Christmas and stay healthy!
Henner



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Members Outside BAGRS Districts	Nancy Norris

CALENDAR

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

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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.

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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

JUST 4 WEEKS UNTIL

The top ten images of 2022 are known

The images opposite will be hard to knock out of the top ten, but the overall top ten is far from decided.

YOU GET TO DECIDE

'Like' images we post either on Facebook or Instagram that you would like to see in the 2022 top ten.

No stuffing the ballot box, please! :)

You even still have time (but not much) to send me an image or two to post, though some might end up vying for a 2023 top spot!

Mick president@bagrs.org



TRELLIS AND TRESTLE

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