

BAY AREA GARDEN RAILWAY SOCIETY

TRELLIS & TRESTLE

FEBRUARY 2022



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In this issue ...

[The Prez Sez ...](#)

[Marketing](#)

[Newsletter Sharing](#)

[Annual Meeting Notice](#)

[Random Notes](#)

[Where Is It?](#)

[Featured -- *BS Is Alive*
and *Well in San Rafael*](#)

[Member Updates](#)

[Dave's Corner](#)

[All Steamed Up ...](#)

[East Devil Hills Modeling](#)

[Railroad Media](#)

[Postcards of the Past](#)

[Musings of a Theme Park](#)

[Fan](#)

[Membership Information](#)

[Future Events of Interest](#)

THE PREZ SEZ

Russ Miller, BAGRS President

Wow, it is difficult to believe that we've already come to the end of the first month of 2022. After experiencing the hectic pace of the last two years, I was hoping at the start at least, that 2022 would bring a much-needed rest. To facilitate that, I took the first week and a half off from work so that I could spend some quality time with my youngest before she returned to Tacoma for her last semester of school. My wife had planned on spending the first two weeks in Indiana at an intensive for her schooling but that got moved to remote all-day meetings via ZOOM almost at the last minute. So after some shifting of schedules, Lily and I headed down to the California Deserts to get away for a week.

We started by getting to Twentynine Palms late on January 3rd so we could head into Joshua Tree National Park early Tuesday morning. It was a glorious day as we explored the

jumbled rock piles, did some hiking, took in the magnificent vista from Keys View, and did some rocky off-roading down Berdoo Canyon Road.

This is one of the shorter off-road trails out of Joshua tree at 12 miles, but it is quite scenic and has some difficult and rocky dry-fall areas to challenge you. After our all-day adventure, we spent the next morning heading North, driving a bit of Route 66 through Amboy, where in the middle of nowhere there was a group of train geeks taking photos of the long trains that travel through the desert landscape.



Berdoo Canyon, photo by Russ Miller, January 2022

After a brief stop at Roy's Motel Café, we continued our adventure up into The Mojave National Preserve. By now it was getting on towards lunchtime so I headed out to the Kelso Sand Dunes so that we had a magnificent view for lunch. It was so great, we decided to spend the night there as we had the whole playground to ourselves. I highly recommend this area for remote camping and the park service has fixed it up quite nicely... I couldn't believe there was not one, but two new bathrooms built!



After a clear and cold night, we again headed North, getting gas in Baker and then continuing on the Hwy 127 to the Southern entrance of Death Valley National Park. The December storms had changed my plans of entering via Henry Wade Road (now a flooded dirt road) so instead, we

THE PREZ SEZ

Russ Miller, BAGRS President



took Jubilee Pass into the park. We explored the park as we continued North, making sure to stop at Badwater and ending up at Furnace Creek for a late lunch. While there, I inquired with the rangers about conditions at higher elevations, and as I thought, most places were difficult to access because of lingering snow. I asked about my favorite off-road drive, Titus Canyon, since it had been closed mid-December because of numerous washouts. To my utter delight, I was informed that the road had just reopened and that it was graded for its entire length! So another change of plans, after exploring

Death Valley until dark, we would head up to spend the night in a hotel in Beatty, NV... better than camping in the cold again and close to the start of the drive down Titus Canyon. We were the first vehicle on the drive the next morning and I recorded the entire drive since having the road in such nice condition was such a rare treat. You can see the 30 minute YouTube Video I threw together here: https://youtu.be/Adw6_JysM8A

After returning from Death Valley, I opened up the latest issue of *GR News* and learned of the passing of Stan Cedarleaf. I got to know Stan first on the old Mylargescale G-Scale forums. Then we had an amazing hours-long conversation at the bar on the Queen Mary during one of the train shows that used to be held there. Stan was always creative and innovative and later on, he turned his hobby into a small business supplying custom made decals to those who needed them in the hobby. He was a great guy and will be missed by all who knew him...

Make sure to renew your BAGRS Membership and plan on attending the upcoming Annual Meeting... We have a Board to elect and great speaker topics to share.

I'll see you all there!

GR NEWS ISSUE 1.2022

The first 2022 Edition of *GR News* is out with a new cover design and logo. Featured articles include:

- The story of Shawn Viggiano's amazing Kittatinny Mtn. RR which he seems to enjoy running in snow even more than in the summer. A 'Man for all seasons'!!
- Reducing derailments: always a welcome achievement!
- A beautiful conversion of a standard box car to a Portland OR Interurban Trolley.
- A method of stopping trains when cars decouple, avoiding the risk that uncoupled cars get rear ended when the loco comes round again.

GR News is all about promoting Garden Railroading and the vendors that support our hobby but read/download it at www.grnews.org for FREE inspiration. Yes, *GR News* is free.

SHARING THE MAGIC OF GARDEN RAILROADING

Last month I was reminded how easy and enjoyable it is to share a garden railroad with someone who has never seen one.

My neighbors had visitors from Brazil who wanted to see my RR. Some of the best features on the RR are NOT on it in January but I can always run a train or two for a Brazilian showing.

The 40-something visitors were gob-smacked and delighted. They face-timed friends back in Brazil and shared images of the RR in an excited manner. There were tons of exclamations and I was 'interviewed' about some aspects of the RR. I didn't understand much because they were speaking in Portuguese but hand clapping and thumbs ups are a universal language. Their delight and appreciation was a reminder of the power of sharing our RRs with the uninitiated.

ANNUAL MEETING

Our Annual Meeting on March 19 is a BAGRS marketing opportunity. If someone you know has ever indicated that they would like a garden RR, have the time and resources to create a garden railroad, but have not broken ground, bring them along as your guest to the Annual



MARKETING

Mick Spilsbury, BAGRS Vice-President

Meeting. I am told that a few folk join BAGRS every year at the meeting. Let's make it more than a couple this Annual meeting. We will even refund the guest fee to you if a guest joins BAGRS at the meeting or though the end of June.

2023 NATIONAL CONVENTION

Next years convention hosted by BAGRS is another marketing opportunity. A convention year is exciting and presents members with the opportunity to see more garden railroads in the space of a few days than they could normally see over several years, even if they attended all open RR weekends. In the past, few people have joined BAGRS a year ahead of a convention and built a RR that is ready to open for the convention.

Speaking of National Conventions, Russ Miller is keen to know which of us is planning to attend the Denver Convention this year. Liz and I are headed there. Are you? If so, do let Russ or me know.

A TEAM EFFORT

Even though we are building our social media presence and now have 3X as many followers on Instagram than a year ago, marketing BAGRS is really a team effort where friendly members and our railroads are the key drivers.

NEWSLETTER SHARING

Mick Spilsbury, BAGRS Vice-President

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](#)

[Puget Sound GRS](#)

[Denver GRS](#)

[Rose City GRS](#)

[Gold Coast GRS](#)

[Sacramento Valley GRS](#)

[Orange County GRS](#)

[Santa Clarita Valley GRC](#)

Welcome to [The Garden Whistle](#), New Zealand Large Scale Newsletter

ANNUAL MEETING NOTICE



2022 ANNUAL MEETING: Saturday March 19, 2022

Hiller Aviation Museum, 601 Skyway Road, San Carlos (Holly Street Exit 411 off 101)

This is our first Annual Meeting since 2020. Lots has been going on in the last 2 years and we are looking forward to catching up with everyone and hearing about all the projects completed during various stags of lockdown

THE PROGRAM

WHEN	WHAT	WHO
7:00 - 8:00 am	Vendor set-up	Vendors
8:00 - 9:00 am	Check-in/Light breakfast/Meet & Greet	
9:00 - 9:45 am	Annual Business Meeting	
10:00 - 10:45 am	Presentation: The Cumbres & Toltec Scenic Railroad	Rob Lenicheck
11:00 - 11:45 am	Presentation: The World of Garden Railroads	Mick Spilsbury
12:00 - 1:00 pm	Lunch/Meet & Greet	
1:30 - 2:00 pm	2023 National Convention Update	Russ Miller
2:15 - 3:00 pm	Presentation: The State (San Francisco) Belt Railroad	Jack Verducci
3:30 pm	Model & Photography Contest Results	Gary Whaley
4:00 pm	Meeting ends	

ADVANCE REGISTRATION REQUIRED

- ◇ Advance registration on the BAGRS website is required at www.bagrs.org
- ◇ Once at the BAGRS website, log in, then click **Meetings & Events**
- ◇ Your registration fee includes the meeting, a light breakfast and lunch
- ◇ The fee is \$22.50 if you pay in advance: \$30 if you elect to pay at the door
- ◇ In either case, advance registration is required. Also, your annual dues for 2022 must be paid to attend

ATTENDEE SAFETY

- ◇ Attendee safety is influencing every aspect of planning for the meeting
- ◇ Chairs, member-vendor tables & registration will be organized to allow social distancing
- ◇ All food items will be individually wrapped/boxed and there will be space to eat outside
- ◇ N95 or KN95 masks will be worn indoors - if you don't have one, we will provide one
- ◇ The Board recognize that members' risk tolerances vary, but has decided on a safety-first approach

Members can attend the Annual Business Meeting from 9:00-9:45 am only without advance registration or fee payment.

RANDOM NOTES IN NO PARTICULAR ORDER

Greg Hile, Editor

As one anxiously awaiting a pronouncement from Punxsutawney, a couple of random notes here in no particular order:

1. Just another reminder that Annual Meeting is coming up. Be sure your membership renewal is all set up. You won't want to miss it! For the record, I will be there and am looking forward to seeing all of you. I would especially be interested in your thoughts on how we've been doing with T&T and what direction you would like to see moving forward.

2. The same is true for NGRC 2022 in Denver. Registration is now open and it is the place to be in late June.

3. If you didn't already know it, BAGRS is a fairly large club. Numerically, it is one of, if not the largest garden railroad club in the country. It's geographically diverse, as well, with districts that span from the Redwoods to Santa Cruz, from the Ocean to the Delta, and with a group of those living outside the districts that rivals the size of many entire clubs. There is also a great deal of different interests. Some like to conduct operations. Others are into live steam, some are roundy-rounders. Many have layouts and others do not. Some build structures, others assemble train cars, some are social butterflies, some prefer to remain in the background. Some of us are brand new to the hobby, others are pioneers.

Which leads us to a problem of sorts. Now I would maintain that the problem with problems is that in reality problems are not really problems at all, but opportunities. The simple fact is that, regardless of our individual desires we just can't do everything or be everywhere.

My job as editor of the club newsletter, however, is to promote those opportunities. There are a couple of ways this can be done, because I can't be everywhere or know everything. I would like to expand our events calendar section. Similar sentiments have been raised on the *GR News* Facebook page and while I will monitor that, I need you all to let me know of events as far in advance as possible for inclusion in *T&T* and our other online mediums.

I will also be starting up a new monthly column entitled *Gatherings* with reports on activities involving BAGRS members. To paraphrase scripture, BAGRS exists whenever and wherever two or three are gathered in our name. Again, I need your help in providing material for this section. *Member Updates* will continue as the place to report on what you are doing.

4. A word on this month's feature article. I first saw Mick's layout last year and I was truly amazed at the amount of BS he was able to achieve in such a relatively small and somewhat difficult area to access. His space is very similar to mine and the temptation to spread BS beyond Marin County to Contra Costa has proven irresistible.

My hope in running features such as these is that you will find something just as tempting in addressing the inevitable challenges on your own layout, whether it be space limitations, hostile or falling trees, hot weather, or what-have-you. The same is true of structures, locomotives, and rolling stock. If you have some ideas or requests, let's talk.

5. Having thought about it, I don't care what the groundhog does. Sounds to me like it's time to play with trains ...

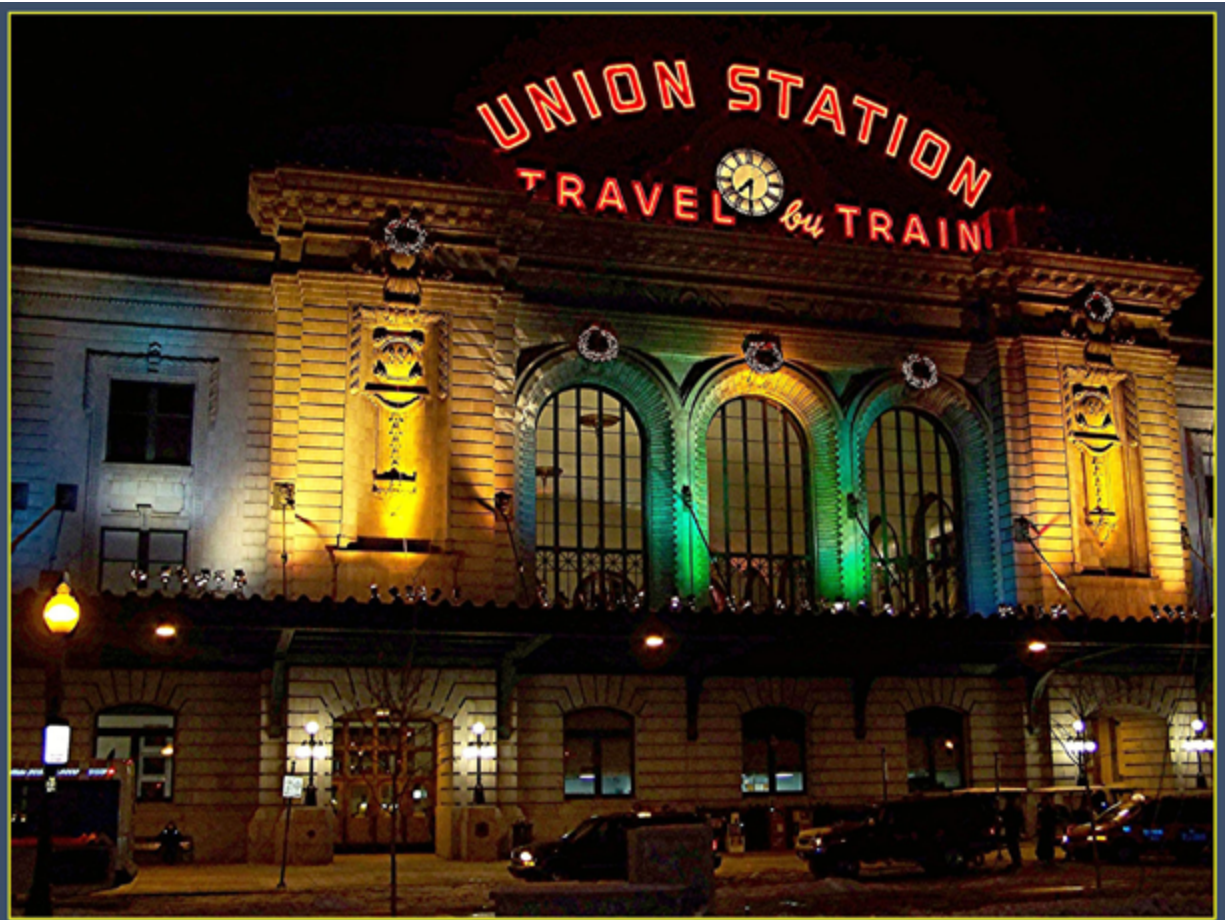


WHERE IS IT?

For the third month in a row, congratulations to Ray Turner for correctly identifying this beaut, from California State Railroad Museum in Old Town Sacramento. on its way to The North Pole!

I can personally verify these facts because I was later on this very train and we, indeed, travelled the Polar Express and saw the big guy himself.

Here is this month's photo. And, yes, it is a photo of a train station. The question is, where?



BS is Alive and Well in San Rafael



ARTICLE AND PHOTOS
BY MICK SPILSBURY

It's January 31, 1899 in Black Canyon, an unincorporated area to the north-east of San Rafael. The Black Canyon RR exists solely to service BS Ventures, a multi-business empire owned by Baron Spilsbury and his wife of 47 years, Baroness Spilsbury. The RR is connected to the world-beyond via the San Francisco & North Pacific Railroad.

FEATURED ARTICLE

BS Is Alive and Well in San Rafael

The Crown Jewel of BS Ventures is the Black Canyon Gold mine. In 1887, while other folk scrimped and scrapped for the remaining gold in the Sierras, Baron Spilsbury, aka BS, thought to explore the canyons north of San Rafael, discovered a rich vein of gold, and bought an extensive tract of land around his find. As he opened the mine, he built Black Canyon RR to bring in materials and ship out its product.



Coal is shipped in from Washington state to power mine equipment. Gold-rich ore is bound for the Baron's refining plant. One of the Baron's security detail can be seen guarding the ore. Other members of the security detail can be found in other images.

BS had prior experience of building and operating a RR and was determined not to repeat prior mistakes.

- Tracks were laid on a rock foundations and ballast glued in place. Consequently, tracks don't move!
- Switches were limited to the bare minimum to simplify operations.
- Land adjacent to the tracks was literally glued down to limit dirt and small rock spillage on to the tracks.
- Trees were removed or trimmed to reduce dying foliage track interference.
- A fleet of German-made track-cleaning engines ensure that rails are polished.

The entire 125' long RR can be cleaned with shop vac in about 30 minutes even after heavy rains which temporarily halt operations.

Past experience was also brought to bear on structures, some of which were transferred from other locations, many of which were purpose-bult for BS – mine and station buildings, a loco maintenance shed, a fort and the global HQ of BS Ventures. The latter are constructed of redwood, the former of less durable clapboard. All sit on brick foundations. All are treated with polyurethane annually.



As seen left, Canyon sides have also been strengthened. Boulders are glued in place with a paste of lava sand and TiteBond 3 wood glue. Space between rocks are planted. BS enjoys experimenting with all manner trees, bushes, ground covers and sedums. Each has its own hole of fertilized dirt, reached by an extensive, below ground irrigation system. The plantings help to

FEATURED ARTICLE

BS Is Alive and Well in San Rafael

secure the canyon sides.

BS is supposed to maintain a log of all plantings but does so rather haphazardly. All he really knows is that there are more than 250 plants all around the RR and that a third of plants tried don't appreciate the baking southern orientation of the canyon sides. They are promptly removed and replaced.

BS fell into his second business. A miner from W. Virginia shared a rye whiskey recipe which BS started making as a perk for his employees. He expects his employees to work hard. In return he expects them to play hard and decided he would help them to do just that!

The whiskey was very popular with employees (and not just because it was free) so BS shipped a few barrels down to bars in San Francisco, which demanded further deliveries. BS Liquors, a subsidiary of BS Venture was established and now ships liquors up and down the West Coast.



Restaurants wondered whether the Baron could produce equally fine meat. With no farming experience, BS said 'yes' and BS Livestock was established. Once he was in the hospitality business, BS decided to go all in.



An aging hotel was transformed and renamed, 'The Last Resort.' Advertising 'cold beer' and 'hot women' it operates 24 hours a day, seven days a week. (Located in an unincorporated area beyond the San Rafael city limits, BS can and does make his own rules.) The development was not welcomed by the 'Sisters of Charity' who occupied another prominent building in Red Rock City. BS convinced the Sisters that they could extend their influence if based in central San Rafael and financed their new home there. He then moved into their

erstwhile Sisters' house naming it 'Redeemed' and placing some rare and rather erotic sculptures under its many veranda arches. At the same time, he built a multi-denominational chapel for the variety of religions among his workers. The Baroness noted that BS was hedging his bets!

About the same time, BS came up with a plan for a travelling gentlemen's club. He reasoned that he could reach a larger market if the club went to the 'gentlemen.' He also reasoned that the authorities would have a hard time keeping tabs on the travelling club. A long cupola caboose was taken out of service and reappeared as the "Baronial Club' car 6 months later.

BS' neighbor and arch enemy, Baron Von Schroder, happened to be moving in a similar direction. Von Schroder had purchased the Hotel Rafael and was adapting its offerings. For 20 or more years,

FEATURED ARTICLE

BS Is Alive and Well in San Rafael

the hotel had served as an escape to warm summer weather for respectable, wealthy families from San Francisco. Von Schroder decided to bolster profits by importing 'ladies of the night' from San Francisco to entertain guests while they gambled unwisely. BS did not appreciate the competition, especially from Von Schroder, and ensured that detailed accounts of the lewd nights at the Hotel Rafael reached journalists in San Francisco.

The 'San Francisco Call' gleefully jumped on the story and the chance to ruin Von Schroder, labeling him, "a sensuous satyr, a bawdy brute, and a danger to society" and the hitherto respectable Hotel Rafael, "a dominion of immorality". Von Schroder was ruined and the Rafael shunned by one and all. BS naturally gave the respectable gentlemen of San Rafael the opportunity to slip over to Black Canyon and into The Baronial Club, and business boomed. While the Baroness approved the demise of Von Schroder, she chose to turn a blind eye to the activities in the Baronial Club. She enjoys walking the hills and reading while BS enjoys his ventures and his passion for hunting.

The Baronial Club also comes to life at night and often travels beyond Black Canyon to serve members all over Marin. Once a year it goes farther.

BS is a member of the Bohemian Club, so goes to the 2-week summer 'camp out' at the Bohemian Grove in the Redwoods near Monte Rio along the Russian River. BS arrives at The Grove in style in the Baronial Club car via the North Pacific Coast RR. Fellow Bohemian members jockey to take the trip with BS and many tycoons and high-level politicians have enjoyed the ride, though their identities are a closely guarded secret. The Baronial Club car goes back into service, returning 15 days later to take the Bohemians back to San Rafael. Some members



extend their stay, spending time in Black Canyon at the Baron's hunting camp.



BS is a dedicated outdoorsman, out in all weathers, patrolling Black Canyon, looking for stray rocks on rail tracks and signs of impending landslides. Plantings are inspected regularly, fertilized if they are struggling and replaced if they are beyond hope. While not big into modern conveniences, BS likes all structures to look well maintained. Failing paint is dealt with immediately and the canyon floor is swept at least weekly.

FEATURED ARTICLE

BS Is Alive and Well in San Rafael

The once dilapidated Last Resort Hotel is a fine example of how BS likes things to look. It sits on a rise above the town of Red Rock City, a small town established by BS to serve the needs of the men and women working in his multiple businesses.



The hotel and its lively bar are open 24 hours a day, 7 days a week. Being located beyond the city limits, BS can and does make his own rules.

It is one of the structures in Black Canyon that gets to be heard as well as seen. It echoes music and the occasional bar fight. The mine emits blasting and machinery noise, the Loco Maintenance Shed more machinery noise, livestock cars all manner of animal cries, while an employee club railroad car echoes glasses clinking and pool balls clicking.

BS likes Black Canyon to feel busy at work and play. He also likes locos and buys far more than he needs, also rolling stock which is quickly emblazoned with a BS company name. The Baroness acknowledges that such excess is not going to break the bank but loves to ask, "What exactly do you need this loco for"?

BS is also proud of the grit, dedication & professionalism of his personal security detail. New recruits are seen right at their swearing in ceremony performed by the Canyon's one Judge/Minister/Lawyer/Undertaker.



Visitors are surprised that 50% of the detail is female and unconventionally attired. BS demonstrates the utility of the arrangement by picking the pocket of distracted guests, then explaining that's how unwelcome visitors are apprehended. He also notes that the Detail's weapons have rarely been

discharged, except at the practice range where they shoot at effigies of Von Schroder and recent US Presidents not held in high regard by the Baron.

BS harbors plans to add more track and bring water into the canyon by modifying a section of canyon wall, but the Baroness is not enamored with either notion. While she may ignore his vetting process for Baronial Club recruits, her focus on BSV's finances is unrelenting, so the prospect of the plans coming to fruition is low.

Meanwhile, a splendid new whisky distribution facility did come to fruition recently. Like the Last Resort Hotel, it operates around the clock to keep up with the demand for 'Baron S Western Liquors.'

FEATURED ARTICLE

BS Is Alive and Well in San Rafael



Although BS enjoys his days in Black Canyon, evenings are his special time. Mellow lights illuminate buildings and passenger cars. The sounds of happy folk and country music drift across Red Rock City. Locomotive wails can be heard up and down the Canyon. But the real music to the Baron's ears are the muffled explosions at the mine, a sure sign that more valuable ore will be supplementing the BVS coffers.

Registered visitors are welcome at Black Canyon by prior arrangement. Others are not welcome and are

escorted out of Black Canyon by the Baron's personal security detail. Guns must be checked on arrival and politics are not discussed in the Canyon. Visitors who ignore these rules risk spending time at the Baron's pleasure in Fort Inspiration high above Red Rock City, which does not offer the creature comforts of the Last Resort Hotel nor the Baronial Club.



AUTHORS'S NOTE: This article may confirm some readers' suspicion that there is, and always has been, a fair amount of BS in Marin County. For the record, Baron Von Schroder's fall from grace, did happen around 1899, and the gentleman did live in a house next to the current Black Canyon RR. The map of San Rafael in 1899 is genuine, albeit slightly modified by my talented architect daughter. The first structure sound was installed stealthily by my technology knowledgeable son as a surprise Christmas gift but I engineered the remaining 8 sounds. My lovely bride of 47 years is not at all like the BS Baroness. Lastly, I owe my enjoyment and inspiration to legions of garden railroaders who have shared their expertise and passion for our hobby.

MEMBER UPDATES

Congratulations to **Joyce Hennessey**, recently honored at the Annual Meeting of the U.C. Master Gardener Program of Contra Costa County, for having completed 2500 volunteer hours of community service as a Master Gardener in Contra Costa County. This is a rare achievement and she is honored to be recognized for doing something she loves so much. This is the highest award they offer. She received a beautiful certificate and a Platinum Badge.

Recently, Joyce has been teaching free virtual classes in Spanish to low income families and giving them free seeds to be able to grow fresh food for their families as part of a Team called the Jardineros program. The participants are also taught how to save their own seeds to keep their vegetable gardens going. It is so rewarding when they proudly show off the food they have grown to the class.

Joyce frequently participates in BAGRS open houses from her layout in the Berkeley hills.



STYRENE -- HOW IT ALL STARTED

It all started when I was looking for some short rolling stock for my live steam Shay locomotive. At the time there wasn't much available and if you were lucky enough to find something that you liked, it was always an arm and leg in cost.



To fit my needs, I first started shortening the Bachmann boxcars. At the time you could find them used for \$10.00 to \$20.00. I soon realized that I needed more than boxcars and didn't like working with the plastic that the cars were made from.

I then found a 1:20.3 short two axle flatcar built by Accucraft. If I purchased them by the case they

were only \$20.00 each, I could work with that.

Once again I realized that I now had more flatcars than I knew what to do with.

I kept looking at the Accucraft flatcar and realized that it had everything that I needed to build any type of car that I wanted. The flatcar had wheels and all the running gear that you would need. With just a little modifying I had the perfect base for all my car needs.

I decided to try building a boxcar using the flatcar for my base. I first tried using wood but I really don't like working with wood. Then I tried using plastic from the scraps that I had lying around and soon found out that I couldn't work with that as well.

A friend told me about a place called Tap Plastics and I decided to check them out. I told them what I was trying to do and they were very helpful and suggested I try styrene. I



DAVE'S CORNER

Dave Frediani

purchased a sheet of 1/8" styrene and started playing around with it. I soon found the styrene very easy to cut, shape and glue and with the help of styrene strips from Evergreen Plastics, I was off and running. I started building boxcars, tank car, way cars, brakeman cars and cabooses.

I soon started building 7/8 scale cars as well, and found myself building more and more 7/8 scale cars for anyone that wanted them. But all good things come to an end. The Accucraft flatcars started going up and up in price and now they're \$70.00 each.

I looked around for replacement flatcars but there were none around, so I started building my own flatcar and purchasing axle boxes and wheels from a company in England. That worked out for a few years, but soon the company that I was purchasing them from went out of business. Friends still give me their flatcars to have me convert them into various types of cars, which I still do.

I've now been building 1:20 and 7/8 scale motorcars. Using motor blocks from U.S.A. Trains. I've built about thirty motorcars for other friends mostly in 7/8 scale. I just finished building two 7/8 scale Galloping Goose motorcars and I'm now working on plans to build a 7/8 scale McKean car that's going to be about 36 inches long, 9 inches tall, and 5 inches wide, but the completion is a few months away.



DAVE'S CORNER

Dave Frediani



ALL STEAMED UP ...

Richard Murray

Just two days before Rob Lenicheck's scheduled steamup, he had to cancel it because of a dental emergency. When he rescheduled the steamup, the day turned out to be the coldest day of the season. I strongly thought of not going. I was afraid the severe cold would quash any fun I might otherwise have. Instead, I gamely pushed on. I dressed warmly. I put on heavy socks. I wore warm under johns. I put on a t-shirt, my heaviest sweat shirt, and my thickest quilted plaid shirt. I even brought a coat just in case. Of course, I wore a thick wool hat. People don't call me a cold weather wimp for nothing. When I got in the car, the temperature registered a cool 43 degrees. I put the heater on high. By the time I got to Rob's, I was quite comfy. As the day progressed, I never felt cold. I had dressed warm enough to remain comfortable all day. In spite of the cold weather, Rob had a full house: 17 steamers and two dogs.

Because of the winter weather, ever single engine that ran had a nice steam plume billowing above the engine. The several photos that I had with steam plumes were assured of use in this article.

At one point Rob asked everyone to remember two of our most loved steamers who had passed during the last couple of months, Harlan Barr and Steve Shyvers. Rob read a self-written epitaph from a steamer who was a columnist for "Steam in the Garden." The steamer expressed his love of steaming. His epitaph was poetic and eloquent. He could look back and say he enjoyed it all. After the beautiful epitaph was read, many steamers contributed to the celebration of Harlan's and Steve's lives. I tried to contribute, but I made a fool of myself as I choked up so much that words would not come out. Some remembered Harlan as our most important steamer and as the founder of our steam club. Others remembered Steve's wry wit and his dogged research into the physics of steaming. The emotional gathering in honor of the two passed members reflected the brotherhood of the steamers.

Sometime after lunch a surprise figure entered. It was Steve Heselton, whom we seldom see. Someone jokingly suggested that he should introduce himself. Someone else asked if he were a member. We were all glad to see him. Steve brought a few cartons of steam stuff to run. Not surprisingly, he chatted away the afternoon without ever running his coal fired engine.

One of the prettiest engines was scratch built by Bill Mansell. His loco was based on ones made by the De Winton Co for the Penrhyn slate quarry in north Wales in the late 1800's. Their purpose was to transport slate from the quarry to the harbor for shipping. When I was about to take a photo of his engine, I noticed a big red "CRAFTSMAN" logo on a



This engine belonging to Bill Mansell was the prettiest of all the engines.

ALL STEAMED UP ...

Richard Murray

box immediately behind his engine. Rather than remove the box, Bill just draped a rag over the logo. Hence, the incongruous appearance of the rag in the photo.

Eric Child brought an Accucraft Decauville, a 0-4-0T. It was a model I had not seen before and consistently had one of the best steam plumes of the day. The Decauville company was founded in 1875 by Paul Decauville. The firm developed a large catalogue of narrow gauge equipment and was eventually able to offer a complete light railway system, locomotives, track and rolling stock. World War 1 brought about the wholesale deployment of trench railways, and the Decauville equipment was



Eric Child's Accucraft 0-4-0T Decauville got a great steam plume highlighted by a background of sunlight.



David Shaw's Accucraft Forney was photographed at speed. Hence, the steam plume is horizontal.

Accucraft Forney. He pulled a few ore cars. New member Jim Hague ran a Ruby with a scratch built tender that he had bought from someone else. The combo looked nice. He attracted lots of help when he was having trouble filling up with butane. It seems that he had the wrong fuel adaptor. Others quickly got out their own adaptors to fill Jim's fuel tank. He was told where to get a correctly fitting one. He was also told where to purchase much cheaper canisters of butane. Steamers all want to help new members. We all remember when we



New member Jim Hague is trying to fuel his Ruby.

ALL STEAMED UP ...

Richard Murray

needed lots of help when we first started.



Gary Whaley is trying to get the Accucraft Heisler to proceed forward. His engine was the only one that failed to proceed.

Gary Whaley tried running Harlan's Accucraft Heisler. He got it to steam easily enough, but he couldn't get it to run. The Accucraft had lots of trouble with its Heisler engine. Perhaps 50% of the models did not run out of the box. One of the biggest problems was that the Johnson bar levers did not engage forward or reverse. Gary had to bring it home to his work shop to do some repair work.

Sanjaya Kumar recently purchased a Roundtable Darjeeling 'B' class. He thinks it would be neat to get some whimsical workers crowded onto his engine, just as they do now. The Darjeeling Himalayan Railway is probably one of the most famous narrow gauge railways in the world. It is an engineering masterpiece.

Situated in India, the track rises a total of 6,850 feet over its 50 mile length and was constructed between 1878 and 1881. The main motive power were the well known class 'B' 0-4-0 saddle tank engines. Between 1889 and 1929 the DHR purchased a total of 33 of this class of locomotive as well as building 3 in its own workshops. Locomotives dating back to 1892 are still in use today.

Tim Boles had some great runs with his Accucraft IUKI 0-4-2 saddle tank. The late 19th century engine was exported all over the world for use mostly on sugar plantations. Most of the American locomotive manufacturers built them in 3' gauge. Interestingly, IUKI in Hawaiian means Judy. Jim Goss used his green Roundhouse Fowler 0-6-2 with tender to haul a long series of Ozark cars. Unfortunately, Jim is having great difficulty with Ozark because it has not delivered his latest order of kits, nor is it responding to his emails. John Nichols also brought a Roundhouse Fowler. No, they did not doublehead their locos.



Sanjaya Kumar is positioning some Himalayan cars behind his Roundhouse Darjeeling 'B' class

I brought my little "Cricket." It's geared and has a single oscillating engine. It's very simple which means it always works. Even though it has just the single cylinder, it can pull a fair

ALL STEAMED UP ...

Richard Murray

number of cars. At Rob's steamup it was asked to pull just 3 ore cars and a caboose. Surprisingly, there were a total of three steamers who brought Accucraft ore cars. Just as everyone was leaving, Rob's friend from Humboldt Bay brought out his coal fired engine. Apparently he caught the coal bug from Rob, and Rob was teaching him the mechanics of how to operate a coal engine.

All the steamers wish to thank Rob for hosting another enjoyable steamup.

Do you have a steam layout? Contact me if you, too, can host a steamup.



Tim Boles' Accucraft IUKI plantation engine sends up a steam plume that reaches the height of the six foot fence.



Jim Goss is fueling his Roundhouse Fowler with his special tube adapter. He is about to pull many kit built Ozark cars.

STEAM CALENDAR

March 19, 2122 Annual Meet at Hiller Aviation, San Carlos.

EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

Bill continued with his Weyerhaeuser Mallet. To give you an impression of this magnificent loco, here a picture of the real one:



He has already finished the (rolling) chassis and attached the various brackets and rods milled by Dennis. The wheels are castings from Walsall - as usual:



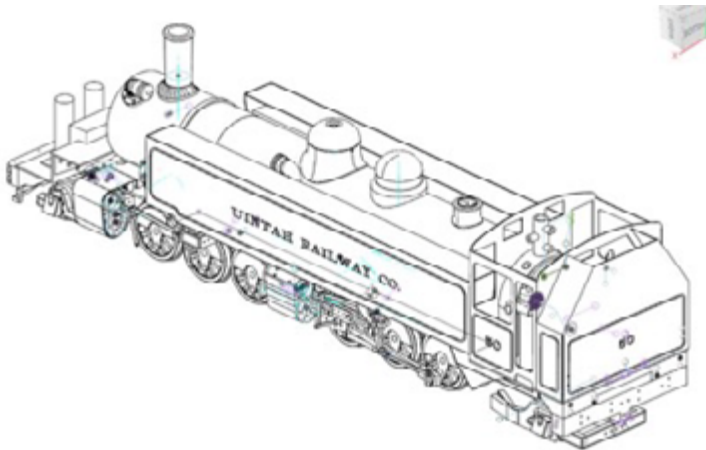
EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

The motion bracket and various bits and pieces by Dennis. Bill also finished the cylinders with his proven cross-port design, which converts the function of a slide-valve into a piston-valve:



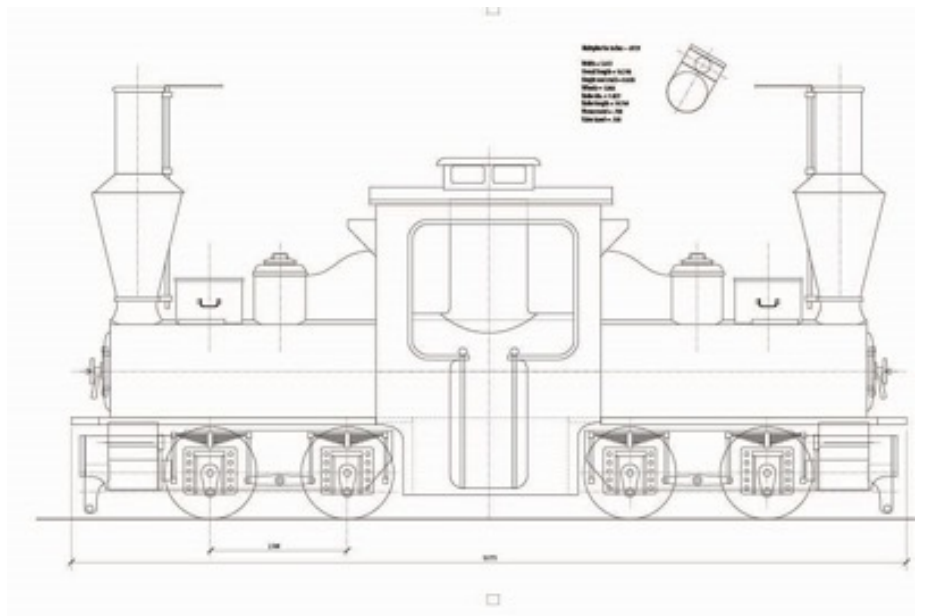
Rob Lenicheck builds a coal fired Uintah mallet. He works off a 3D design he created Solidworks software, Several parts of the loco are 3D-printed in stainless steel. The complicated elbows on top of the boiler are created this way. I think, they are exhaust pipes:



EAST DEVIL HILLS MODELING GROUP

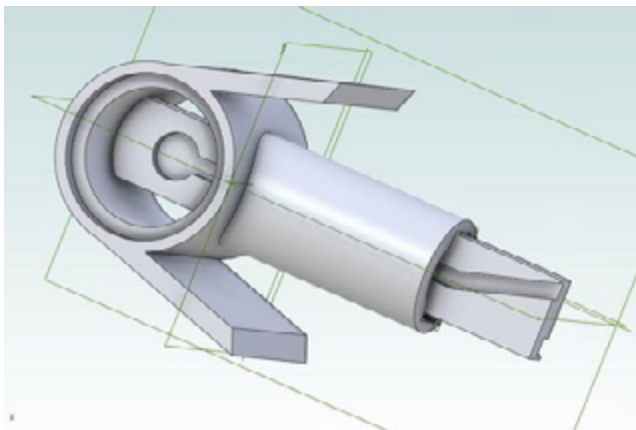
Henner Meinhold

Marc Horowitz started a new project after having finished his delightful little Baldwin. It will be another oddball, a 2' trench loco of WW1 also built by Baldwin. It is a Pechot-Bourdon of French design. Several of these Fairlie-like locos have survived, two of them even in Germany. One of them is being restored to working order.



Dennis designed, 3D-printed and assembled running lights for Robert Burrills Zephyr train:

It is always very satisfying, when the final result matches the design:



Nothing to show from me, but I am working on the brake system of my rack loco.

Introduction – Gee another year and vacation planning. Borrowing from the sea voyage classic by Richard Henry Dana, it's been "2 years Before the Mask" and public transport dictates its use. At least driving so far is mask free (and we can sing in the car) but those miles aren't getting any shorter. Thinking again about a cruise though the CDC is not in favor. I got away with it last year on a river cruise with mask-on only in public places. It was very nice to breath the river air from a state room veranda. Will report any changes to current regulations especially involving trains, but you will already have known about well ahead of the T&T. I think news will travel faster than a "speeding bullet train" with this welcome announcement.

Around the World in 80 Days/PBS Masterpiece – I rediscovered the 1956 fine production some years back replaying it on TV for my son Dan who had never seen it. It had some



great train scenes, so I recommended a BAGRS re-watch. Now we have an 8-part series on PBS. At time of writing, must say I love it so far and eager to see more. Just finished E-2 last night and it was "all train" with some pretty scary action. Sometimes leery of remakes, but this one seems different yet wonderful in its own right. It will very likely be much closer to the 1872 book (read all of Jules Vern as a young teen). Again, when the next issue of T&T is released, about half the episodes will have already occurred so look to "On Demand" or possible

re-runs to catch up. One thing bothers me though. The 2022 production is in eight parts. I can only hope and pray, Phileas Fogg beats the deadline on Christmas Eve in E-8. It's been announced there will be a second series. Could this mean it will be 2023 before we find out if he makes it and wins the bet? That's a lot more than 80 days. Only time will tell and trying not to peek at an episode guide. I know somehow, Phileas Fogg will be triumphant in the end.

<https://www.youtube.com/watch?v=76Ge6vO4q9Y> – Trailer

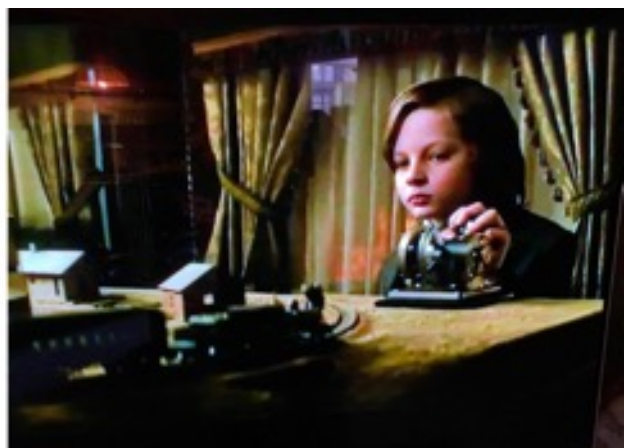
BART Sweaters – To promote BART ridership, the Transit Authority offered an ugly Christmas sweater which is now a collector's item. I think most of us missed out on this offering (ha) but understand maybe a 4XL size might be available. This was reported in the Wall Street Journal. I would give you the URL, but they have a habit of charging non-subscribers. So here is an excerpt of the article.

Weekday ridership is down 70% on Bay Area Rapid Transit, and officials expect it won't make a full recovery until after 2026, but the system did chalk up one success this year: ugly Christmas sweaters.

A limited run of sweaters featuring trains, reindeer, Christmas trees and snowflakes was intended to help BART's biggest fans boost awareness. It is part of a program to persuade more people to use trains to go shopping, eat out or catch a basketball game at a time when work commutes have largely evaporated. The initial run of 40 sweaters, launched shortly after Thanksgiving, sold out within minutes, and has become a hot commodity among young urban transit fans.

The WSJ went on to mention that a good share of those who bought sweaters seldom ride BART and some lived outside of the Bay Area.

For most of us, it will be "wait until next year for this" but doubt if I will be one to bite.



Movie & TV Scenes Showing Model Trains – As Oliver Hardy once said to Stan Laurel, "Pardon my faux pas." This of course is the model train scene in the movie "The Lone Ranger" featuring Johnny Depp as Tonto (yea that one).

I saw the little boy and his train set and like others, wondered if they had model trains back then in the post-Civil War era. Perhaps you saw it too.

Some interesting and colorful comments available on the internet (Model Railroader). Here is just one: "Who knew BACHMANN was making detailed HO model trains all way back in the 1870's????"

No wonder I can't find this scene in a large collection of photos available. It was a mistake but, in a way, a pleasant one. I saw it, questioned it, and actually liked the movie in its fanciful approach. I wish they would make another but of course they won't after a barrage of criticism. Gee could not even find this movie on Disney+. At least I could find it on Xfinity for a screen shot. Wonder if the Navajo Nation is suing Disney for placing Monument Valley in Texas?

Railroad Photos of the Month – Well for this Holiday Season lucked out to see a full-scale model locomotive patterned after the train featured in the movie, "Polar Express". I saw it in broad daylight on New Year's Day but also have collected some nighttime pictures from friends and those available on the internet. The referenced URL is a series of posted nighttime pictures of magnificent Christmas display of Cindy Lou Who and Max including their new train addition. This would be a great drive in Los Gatos come next December!

<http://californiachristmaslights.com/Properties/Detail.asp?i=1418> – Whovill

Polar Express in Las Gatos

<http://californiachristmaslights.com/Properties/Detail.asp?i=1418>

Railroad Song of the Month – Sometimes I wonder if I have recommended a particular railroad song in a prior submission. I now remember connecting you to "Night Train" by James Brown and the Famous Flames. But here is another version by the great Louie Prima and especially his sax man, Sam Butera. What a dynamic video, but Keely looks on so disinterestedly. I often wonder if these guys showed up late for the big Italian food spread put on by Primo and Segundo in the movie "Big Night".

https://www.youtube.com/watch?v=TJ9eoNhx_9E
Night Train Louie Prima



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

POSTCARDS OF THE PAST

Bill Ralph



DIXIANA SHAY

The Dixiana Shay, famous narrow-gauge passenger locomotive pauses for a formal portrait on the three-foot gauge rails of the Roaring Camp & Big Trees Narrow-Gauge Railroad near Felton, Santa Cruz County, California. The RC&BTNGRR is the last steam passenger railroad in the Far West.

Norman Clark located the first locomotive for his envisioned 1880's railroad town and tourist railroad sitting under a coal tipple at Coal Processing Corporation's railroad in Dixiana, Virginia. The 50 year old two-truck Shay-type geared 42 ton steam engine was built by the Lima Locomotive Works in 1912 and already had a full career in the logging and coal industries serving six short line railroads. Clark had the well used aging engine shipped back to the California aboard a standard gauge flat car where it arrived 50 years to the day after being out shopped from the Lima. The old shay was carefully restored outdoors in front of the freight shed in Felton for temporary operation as a construction locomotive as well as providing passenger service on Bear Mountain. In addition to mechanical restoration, the locomotive received a new tender tank, paint job, and renaming "Dixiana". Work was soon underway to construct 4 open passenger cars and complete track work through the redwood forest and over a corkscrew loop trestle on the steep climb to the summit of Bear Mountain. 44 visitors were on hand in April of 1963 to explore the scattering of western structures and attractions and be the first of thousands of eager passengers to ride behind the "Dixiana" shay, Roaring Camp and Big Tree's Locomotive #1.

From the collection of Bill Ralph

MUSINGS OF A THEME PARK FAN

Bill Ralph



Fess Parker had an idea for a western theme park, Frontier World, for a portion of his 452 acres of undeveloped South Bay agricultural land in Santa Clara. About 100 acres would be devoted to the "cultural and entertainment needs of the city" as part of a land development joint venture with Great Western Savings.

Unfortunately the venture fell apart as did a generous offer from McDonalds' owner Ray Kroc. Ultimately Parker convinced the Marriott Corporation to take the entire property off his hands and in 1976 the hotel and restaurant operator fulfilled the cities "entertainment" commitment by opening a hotel and Marriott's Great America theme park.

Great America featured over 40 rides and attractions in 5 themed areas including Hometown Square, County Fair, Yankee Harbor, Yukon Territory, and Orleans Place with a railroad circling the park. The Great America Scenic Railway included two gas engine locomotives and passenger car consists, one red and one blue, built by Custom Fabricator's of Johnson City, Tennessee. Park guests could stay aboard as long as they liked on the relaxing tour of the park or depart at Hometown Square or at at the County Fair Station.

Great America has changed ownership several times in the ensuing years and is currently owned and operated by Cedar Fair, also owners of Knott's Berry Farm and operator of Gilroy Gardens. The Great America Scenic Railway was removed from the park after the 1999 season and one of the trains is currently in Florida operating as the "Scary Train" at the Kirby Family Farm.

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FUTURE EVENTS OF INTEREST

2022 March 19, BAGRS Annual Meeting at Hiller Aviation Museum

2022 June 20-25, National Garden Railway Convention, [Denver](#)

2022

JUNE 20-25 2022 ▶ DENVER CO

DENVER GARDEN RAILWAY SOCIETY

COME'ON ABOARD! ◀



▶ VISIT [NGRC2022.ORG](https://www.ngrc2022.org)

2023 July 3-9, National Garden Railway Convention, S.F. Bay Area

38TH NATIONAL
GARDEN RAILWAY
CONVENTION

SANTA CLARA, CA
JULY 3-9, 2023

“The place to be in '23!”





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TRELLIS AND TRESTLE

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