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# BAY AREA GARDEN RAILWAY SOCIETY TRELLIS & TRESTLE

APRIL 2022



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# PRESIDENT'S PERSPECTIVES

Mick Spilsbury, BAGRS President



We are so used to seeing Russ Miller's image here. What happened?

After many years of leading the board, Russ will focus on running the 2023 National Convention for the next fifteen months, so I have stepped up to be board president. I could not take this on without the support of Liz, my wife of forty-seven years. She is much prettier than me, which makes this image much better, as you can see!

## OUR ANNUAL MEETING ON MARCH 19

What do these thirty-five characters have in common?

Seth Abrahams, Bill Allen, Tim Boles, Lewis Breon, Bob Chapman, Channing Cheng, Tim Csabanyi, Jerry Fogel, Lynn Gerber, Ron Gerber, Greg Hile, Sanjay Kumar, Rob Lenicheck, Greg Matoza, Bill Mansell, Alex Matuzek, Russ Miller, Nancy Moore, Jim Moore, Melinda Murray, Richard Murray, John Nicoles, Perky Ramroth, Bill Ramroth, Jim Riley, Dot Rinefort, Dart Rinefort, Nancy Schramm, Larry Silverman, Bob Trabucco, Ray Turner, Jack Verducci, Gary Whaley, Janne Wissell, Bill Wissell.

They all contributed to our March 19 Annual Meeting as speakers, member-vendors, furniture movers, door prize donors, contest administrator, steamer display operators, and food organizers. What a team! Thanks to all of them and especially to the following.:

- Lynn Gerber, who kept tabs on registrants and prepared name tags and attendee packets over many weeks.
- Melinda Murray, who so diligently and capably took charge of food and beverages on the day of the meeting.
- Richard Murray, who had the joy of being my meeting co-chair for three months of planning and execution. Richard's advice and counsel was critical and he looked after many aspects of the meeting,

The highlight of the Annual Meeting was seeing each other in person and catching up on two years of news. We were also able to share

- positive trends in membership during two years of COVID.
- a healthy financial position.
- a four-fold increase in our Instagram following in the last eighteen months.

# PRESIDENT'S PERSPECTIVES

Mick Spilsbury, BAGRS President

- an early view of the 2023 National Convention (BAGRS is hosting).
- Some 2022 Open RR dates—yah!

We learned about the Cumbres & Toltec and State Belt RRs via presentations by Rob Lenicheck & Jack Verducci and were able to present handsome, inscribed, glass plaques, in person, to

- Russ Miller for his leadership of BAGRS for many years.
- Ray Turner for producing our monthly club newsletter, also for many years.

We were also able to thank Morton Grosser in person for his generous donation of a portable live steam track that made it possible for us to secure the Accucraft sponsorship of the NGRC Banquet.

We know COVID hasn't disappeared, but the meeting had a spirit of renewal after two years of isolation. Buddies who hadn't seen each other in the flesh for so long greeted each other warmly. Small groups of friends gathered during each break. There was laughter and smiles, and lots of conversation. The room was buzzing. It felt great to be back!

## BOARD "RETIREMENTS"

In addition to Russ's "retirement" from the board, Colin Camarillo, Sarah Camarillo, and John Rhoadarmer also "retired." During four years on the Board, Colin served as VP and president, made a point of seeing every BAGRS RR he could, and continues to support our technology. Sarah served as VP and secretary during her time on the board. Directors, who have seen a thing or two, report that Sarah was the best BAGRS secretary ever. John took on open RR scheduling at a very challenging time. For many years Russ Miller carried that responsibility as president. John showed that it's a significant, stand-alone responsibility. As for Mr. Miller, I would need to write a thesis to cover all that he has done for BAGRS as our board and Society leader for so many years. Russ, Colin, Sarah, and John—thank you!

"Retirement" is in quotes because Russ will be busier than ever with the 2023 National Convention, while Sarah & Colin are new parents. Baby Trevor will be five weeks old when you read this. Mother, father, and baby are all doing well.

# PRESIDENT'S PERSPECTIVES

Mick Spilsbury, BAGRS President

## YOUR NEW BOARD

<b>Mick Spilsbury</b>	<b>President &amp; Marketing</b> <b>president@bagrs.org</b>	<b>Served as VP with a focus on marketing for the last two years</b>
<b>Channing Cheng</b>	<b>Vice President</b> <b>vp@bagrs.org</b>	<b>Joining the Board for the first time. GM of Accucraft</b>
<b>Lynn Gerber</b>	<b>Secretary</b> <b>secretary@bagrs.org</b>	<b>Served as Membership Chair for the last two years</b>
<b>Larry Silverman</b>	<b>Treasurer</b> <b>treasurer@bagrs.org</b>	<b>Served as Treasurer for the past year</b>
<b>Ray Turner</b>	<b>Membership</b> <b>membership@bagrs.org</b>	<b>Served as T&amp;T Editor for many, many years</b>
<b>Greg Hile</b>	<b>T&amp;T &amp; Open RR Schedule</b> <b>newsletter@bagrs.org</b>	<b>Served as Editor of T&amp;T for the last two years</b>
<b>Richard Murray</b>	<b>Live Steam Coordinator</b> <b>livesteamers@bagrs.org</b>	<b>Has served BAGRS live steam for more than ten years</b>

This is an experienced Board. Six of seven directors have played key roles for BAGRS before and played them very well. Channing is an accomplished businessman and vendor who will bring new perspectives. I am thrilled to be working with such a strong board.

## BOARD PRIORITIES

Job number one, for some of us, is to absorb our new responsibilities, so key functions like membership and open RR scheduling run smoothly. Beyond that, the Board will meet in April to identify a few change/enhancement initiatives that we will pursue in the next 12 months. I will report on those in May. The good news is that most aspects of BAGRS are working well so we can focus on a few things that will add value for members and the Society as a whole.

# PRESIDENT'S PERSPECTIVES

Mick Spilsbury, BAGRS President

## WHITHER MARKETING?

I will combine resident and marketing updates in one T&T report for the next year. This classic image generated the most social media 'likes' in the last month. It's not hard to see why.



With more open railroads this year, I hope we can add to our inventory of images for social media. We are delighted to have already exceeded our

year-end 2022 goal to get 1,000 Instagram followers. The more followers, the more exposure for the Society and the 2023 National Convention

## OTHER NEWS

- Rosita Fabian, our able Tri-Valley District Superintendent, is moving to Oregon with husband Jim Anthony, though they will retain ownership of Just Trains. Jim Rowson has agreed to take over Rosita's role. Thank you, Jim.
- Don Herzog is hot on the trail of more trackside details. He has found a source of miniature daffodils, real growing daffodils; also, a company in Spain is interested in producing G-Scale figures if we share what will sell. More on those two fronts soon.

I appreciate the opportunity to serve as your president as we begin to emerge from the isolation of the last two years. I look forward to open RRs and seeing all the enhancements that have been made while we were "sheltering in place."

Mick Spilsbury

[president@bagrs.org](mailto:president@bagrs.org)

# RANDOM NOTES IN NO PARTICULAR ORDER

Greg Hile, Editor

A couple of random notes here in no particular order:

1. Whew! Lots of things going on this month, but first a greeting. Some of you met Noella Simmons last year as she and her husband Chris hosted a layout. Noella is finishing up the UCSD copyediting program and graciously offered to volunteer helping edit the T&T this spring and I gladly accepted. Welcome aboard, Noella!

2. Our feature article this month is a retrospective of the Annual Meeting. Mick provided a list of all the volunteers who helped put it together, but he left out one name: himself! Thank you to Mick for all your hard work and leadership in making this one of the best meetings I ever been to. Thank yous also go to Joe Barker and Ken Mitchrone for some of the photographs.

3. If you are wondering where Where Is It? is, it isn't here, but will be back next month.

4. It turns out I have also taken on the job of scheduling coordinator (actually someone referred to me as the Scheduling Czar, which sounded cool at first, but with this whole Russian thing going on I think I'd rather just be Scheduling Coordinator Guy). First of all, an enormous outpouring of gratitude is owed to my predecessor John Rhoadarmer who did a wonderful job in the middle of a pandemic to keep everything afloat, along with our district superintendents: Ken Brody (Golden Gate), Bill Ralph (East Bay), Don Watters (North Peninsula, SF, and Mid-Peninsula), Rosita Anthony and Jim Rowson (Tri-Valley), David Mease (Diablo Valley), Mike Paterson (Sunnyvale/Santa Clara), Mike Laine (San Jose/Milpitas), Trevor Park (Santa Cruz/Monterey), Nigel Mallinson (South Santa Clara/San Benito), and Nancy Norris (Members Outside BAGRS Districts).

Our Open Houses are the "bread & butter" of our club and are very important. I want to personally encourage even our new members -- especially our new members -- to consider opening up your layout this year. They don't even have to be completed but if you are interested in being a host layout for the 2023 national convention, 2022 can be used as a "test run" for 2023.

The current tour schedule is on the following page. Some of the other districts are still working things out so there will likely be some changes and hopefully some additions.

5. Another important item is the need to update our membership records. Our new membership chair Ray Turner is spearheading this effort, and writes:

**BAGRS members! Our website has gotten a little out-of-date in some areas and I am working on bringing it up-to-date. I am asking all members to please verify we have your correct/preferred contact information: e-mail, phone, address, etc. Also, if you have built a railroad - or dismantled one - or made significant changes/additions please update the information about that too. We use that information to contact people about open house tours and other district activities.**

**And it has been a few years since we've seen each other, so how about uploading a photo of yourself too. If you'd take a few minutes to do this, BAGRS members would appreciate it. Just login at [www.bagrs.org](http://www.bagrs.org) .**



# SCHEDULING COORDINATOR

Greg Hile, Scheduling Coordinator Guy

## BAGRS 2022 LAYOUT TOUR SCHEDULE

Date	Status	District
April	open	
May	open	
June 4 and/or 5	tentative as to which day or both	San Jose/Milpitas
June 19 or 26	tentative as to date	North Peninsula and SF/Mid-Peninsula
July 16 and 17	confirmed with some open both days	Golden Gate/REGRS
August 20	confirmed with Santa Cruz and Monterey possibly joining	South Santa Clara and San Benito Counties
September 18	confirmed	East Bay
October 2	confirmed	Diablo Valley/Just Trains
end of October	open for ???	

## 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

## Gatherings: Annual Meeting Recap



Only a part of what was available, no one went hungry

Excellent food was the order of the day



Early gatherers and some of the vendor tables



Apparently some of the visitors to Hiller Aviation Museum were there to see airplanes and other flying stuff, and they were not to be disappointed, either.



# FEATURED ARTICLE

## Gatherings: Annual Meeting Recap



The day led off with business meeting presentations by Mick Spilsbury, Richard Murray, and Russ Miller (above) and Larry Silverman and Lynn Gerber (below). Outgoing board president Russ and longtime T&T editor Ray Turner were also recognized for their outstanding service to BAGRS.



# FEATURED ARTICLE

## Gatherings: Annual Meeting Recap



Rob Lenicheck led off the speakers for the day with a talk on his experiences with the Cumbres & Toltec scenic railroad in southern Colorado. Note the packed house in the cover photo of this issue of T&T taken during Rob's talk by BAGRS member Ken Mitchrone.



Mick Spilsbury was also captivating with his presentation of some of the best layouts he has come across as one of the editor-publishers of GR News

# FEATURED ARTICLE

## Gatherings: Annual Meeting Recap



Many thanks to the Gerbers for their handling of registration duties.



After a wonderful lunch, NGRC 2023 convention chair Russ Miller gave a sitting but stirring presentation on the plans for next year's convention. Russ had been in the hospital earlier in the week and was still not completely up to par. He is doing better and, in his words, "goofing off in Death Valley this week."



Jack Verducci held court in the afternoon with his excellent talk on the State Belt RR that ran through SF in the mid-twentieth century. Stay tuned because Jack has some ideas we're working on for a follow-up.

# FEATURED ARTICLE

## Gatherings: Annual Meeting Recap



Lots of time for meeting old friends and new friends



# FEATURED ARTICLE

## Gatherings: Annual Meeting Recap



After a LONG day, the group breaks up as Melinda Murray wonders, "Where's my husband?" but a plume of smoke and a gathering of friends has made it all worthwhile and looking forward to next year!!



# MEMBER UPDATES

**Ray Turner** reports on what he's been up to lately: "My Mystic Mountain RR was built starting in 1999—twenty-three years ago. At the time I chose Llagas Creek code 250 track for its superior appearance. Over the years the sun has taken a toll on the plastic ties making the small spike heads brittle. Over the past 5 years or so I have had to repair and replace ties as the original ties break off the rail. The number of broken ties this year reached a level in one area of the layout—the helix—requiring me to completely replace the track in that area. First I built a new support or "roadbed". Russ Miller at Tap Plastics cut acrylic semicircle sections of 6' radius—the size of my helix which I assembled inside the mountain covering the helix.



**New roadbed (blue) in place provides a sturdy base for new track. Track above is only a few years old and is the return loop for continuous running.**

I decided to use Peco sectional track due to it's availability in 5.2' radius—close to what I needed. I used a rail bender to stretch this track to 6' radius. Although this track is less prototypical in appearance, it is much more rugged and inside the mountain helix it won't be seen. The track was personally delivered by another BAGRS member—Jim Anthony of Just Trains.

*continued next page ...*

# MEMBER UPDATES



New track installed. Bottom two levels are the 1½ turn helix that connects Mountain Division to main layout. I'm expecting trains to run over this section without further maintenance for years to come.

**Eric Maschwitz** sent his regrets for not attending Annual Meeting, but he had a pretty good excuse: "I will regrettably not be attending the annual meeting this year. I have an opportunity to begin my training to become certified as a 15" gauge steam locomotive engineer. So I will be attending "rail-fest" at the Hillcrest & Wahtoke Railroad in Reedley CA instead this weekend. I wish you all an enjoyable day and look forward to boiling water with you all another time."

**BAGRS members! Our website has gotten a little out-of-date in some areas and I am working on bringing it up-to-date. I am asking all members to please verify we have your correct/preferred contact information: e-mail, phone, address, etc. Also, if you have built a railroad - or dismantled one - or made significant changes/additions please update the information about that too. We use that information to contact people about open house tours and other district activities.**

**And it has been a few years since we've seen each other, so how about uploading a photo of yourself too. If you'd take a few minutes to do this, BAGRS members would appreciate it. Just login at [www.bagrs.org](http://www.bagrs.org).**

**Nancy Schramm** writes: "I will be at the Gamble Garden estate on Waverley during their Spring Tour April 22 and 23. I set up a 4' table with a static garden rr display. I use the engine and various cars that Budge Garbett gave me. You can visit the vendors at the estate without having to pay for/go on the tour itself."

From **Richard Murray** comes notice of another plant sale: "BAGRS members are always asking, 'Where I can get some good plants for my layout?' One solution is to visit a plant sale by a bonsai club. After purchase simply remove the plant from its pot and plant it in the ground. There will be many beginner plants for sale that would make great focus plants on a layout or just some nicer plants to spruce up the layout. Best selection is when doors first open at 10 am Saturday, April 30. In addition, there will be a display of fifty premium show-quality bonsai plants."

**Mike Patterson** brought us a PowerPoint slideshow of LE TRAIN EN CHOCOLAT BELGE EST VISIBLE EN GARE DE BRUXELLES... LONGUEUR 34,05 m. Unfortunately, we have been unable to create a link. Maybe next month because it really is pretty neat ...

## Railroad Give-Away (FREE)

**Date:** April 9, 2022  
**Time:** 10:00AM to 1:00noon  
**Place:** 1137 Cabrillo Ave.  
Burlingame, CA

**Host:** Thomas Smith

The late Robert Smith's garden railroad and accessories are being dissolved. Everything must go.

1000' LGB Track  
20 LGB Switches  
Rolling stock  
70 buildings  
10 Lanterns  
Big Hauler Bachman engines  
Make offer on stand-alone major power equipment:  
Lathe, 6' drill press, belt sander with disc sander, heavy duty jig saw, large table saw, bench grinder.

Except for major power equipment, items are free for the taking. This is a onetime event. No one will be admitted before 10:00AM.

**BAGRS Contact persons:**  
Richard Murray steamer060@sbcglobal.net 650-583-9995  
Jack Verducci jackveerducci@att.net 650-303- 5588



# THE LAST WHISTLE FOR THE ROVING RAILROAD

*Richard Murray*

About a dozen years ago the board decided that it wanted to do a small railroad on a trailer. It would be simple, and easy to set up. Nancy Norris raised her hand and said she would do it. She wound up designing it, building it, storing it, watering it, transporting it, and talking to the public about the desirability of garden railroading. She was an ambassador for BAGRS. Along the way she attracted a handful of people to occasionally help her. It took a number of years before construction was far enough along before it could be shown. She put extensions on all four sides to make the layout almost twice the size of the trailer. There were a couple dozen plants. There was a mine tunnel. There was a working waterfall. There was a replica of the Golden Gate Bridge. There were houses and people. All in all, it perfectly represented a garden railroad. The railroad hit the climax of its success when it was shown at the Cow Palace Flower Show for two years. It had the largest space granted to it. It had the most and best comments of any entry.

However, all good things come to an end. When Nancy announced that she was selling her house and moving to Maine to be with her family, we all knew the end was close. The Board postponed for two years the disposition of the railroad because it was trying to find someone to take care of it. No members wanted it. No other clubs were interested in operating it, let alone buying it. The board couldn't even find a storage spot for it until Ray Turner raised his hand. So the Board stored it there. Rather, it abandoned it there. After a summer of 100 degree heat and no water, the railroad was toast. Eventually, Ray held a give-away for all usable items for a token donation to BAGRS. I got a small glass greenhouse, a bicycle, and some people. Others got track, a bridge, rolling stock, and even two plants that miraculously survived. Paul Patterson and I then did some minor demolition.

After one to two months Gary Whaley and I spent an entire day doing major demolition. We shoveled, hammered, ripped, and sawed the railroad down to the bones of the trailer. We removed a large pile of dirt. We removed the large wooden and hinged side panels with a great deal of effort. The bolts were buried and rusted. We pulled electrical wire through conduits and then pulled out the conduits. We removed big rocks. We removed a giant piece of rubber matting that was nailed to everything. We removed 2"x6"x4' boards. We removed many pieces of 3'x6' styrofoam. We found a big puddle under the rubber matting and thought that the bottom of the trailer would be rotted away. Instead, the puddle was just a tub of water for the waterfall. We removed the pump and hose. Gary removed the large metal extension on the front with a disc grinder. All during the demolition, we threw the debris to the side. By the end of the day, we had created a pile 2' high and 15' long on one side and a smaller pile on the other side.

As a final cleanup, we spent a good amount of time sweeping the bed of the trailer and all the nooks and crannies so that it showed well for a sale. I suggested to Ray that he list the trailer On Craig's List for \$700. Before demolition I thought the trailer might be worth \$1000, but a fair amount of rust on the railings and posts reduced its value. Ray sold the trailer for the recommended price of \$700. It cost \$100 for some hired help to haul away the debris and another \$100 for the dumpsite for a net gain of \$500. The check was sent to our BAGRS treasurer. A big thanks goes to Ray for putting up with the abandoned trailer on his property for so long.

I have written obituaries for deceased members before, but this is the first time I have written a eulogy for a railroad. It was sad that the railroad and its acclaimed public outreach had finally come to an end.

# THE LAST WHISTLE FOR THE ROVING RAILROAD

Richard Murray



## CONVERTING A 1:20.3 FLATCAR TO 1:13.7

I found an easy way to convert a two axle Accucraft flatcar to a 1:13.7 or 7/8 scale flatcar. What makes it so easy is all the axles, wheels, and undercarriage are already there. I'm willing to bet that almost all live steamers have at least one Accucraft two-axle flatcar lying around.

I started my conversion by first removing the couplers, stake pockets, and brake wheel stand. I then decided on the dimensions I would use to build a 7/8 scale flatcar and came up with 4 and 13/16 inches wide by 8 and 11/16 inches long. I cut a sheet of 1/8 inch styrene to the above measurement; this would become the new decking. I formed the new side and end frames using two #189 stripes of Evergreen styrene putting one strip on top of the other to form 1/2 inch frame sides and ends.

With the new decking attached to the new frame sides and ends, it's time to install a strip of #169 to the inside of the new frame sides only and then a #255 square tubing to the #169 strip, sides only. This will form the spacing that's needed to allow the Accucraft flatcar to fit snugly inside the new framework. All the styrene strips and tubing are from Evergreen styrene. I also used #189 strip to form the end beams.

Before going any further, check to see that the Accucraft flatcar fits inside the new frame snugly.

With a pocket knife I scribed planking on the new deck.

Now it's time to simulate the wood grain to the newly-planked deck, frame sides and end beams. I did this by using a piece of hacksaw blade held in place with a pair of vice grips.

After simulating the wood planking and etched wood grain, it's time to reinstall the brake wheel stand. I installed the new couplers, stake pockets, brake wheel and end corners.

Here's a list of all the other parts that I used from Ozark Miniatures:

2 - # 4018 couplers

6 - # 4001 stake pockets

4 - # 4041 frame corners

1 - # 4035 brake wheel.

I've used these Accucraft flatcars to build many different two axle 7/8 scale cars using the flatcar for the base.

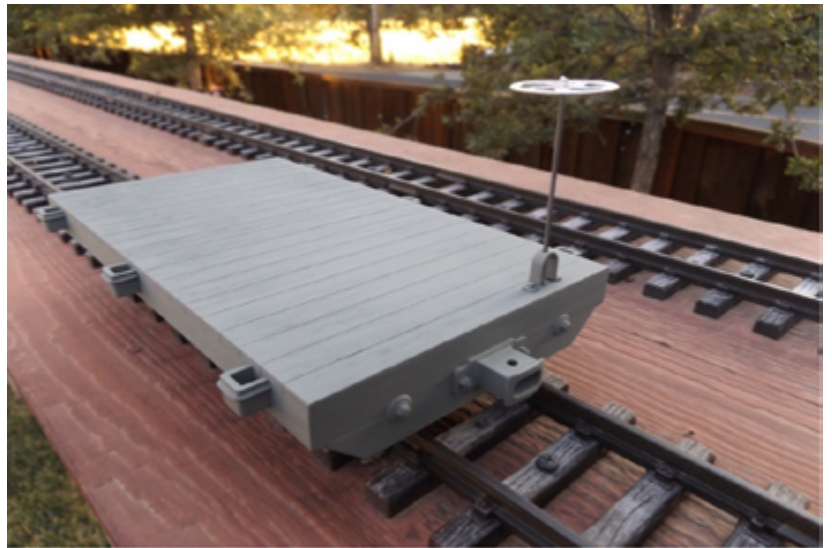
# DAVE'S CORNER

*Dave Frediani*



1:20.3 flatcar inside a 1:13.7 or 7/8 scale flatcar

Completed 7/8 scale flatcar



Five other cars using the same method of construction

# ALL STEAMED UP ...

Richard Murray

Six months ago I decided to change the date for the Annual Meeting from the traditional February to March. The rationale was threefold. 1) BAGRS open houses now start in May, which is one month later in the year than it used to be a few years ago. The Annual Meet would now be closer to the opening of our season. 2) In March the weather is warmer and less likely to rain. Therefore, the steamers could operate outdoors in the Hiller courtyard and use both coal and alcohol as fuel. Coal, especially, is always a crowd pleaser, but is not permitted indoors. 3) The noise from crowds watching the steamers in the lobby would no longer bother speakers and audience.

However, like many other man-made plans, this plan was sabotaged by the weather gods. Just a week before our event, I thought there was a 100% chance of no rain on the day of our event. After all, we were in a severe drought, and we hadn't had significant rain in several months. What were the impossible odds of rain coinciding with our meet? Zero, I thought. I was all wet in my prediction.

Hiller called me on the Thursday before the meet and asked if the steamers were going to move our track inside to the lobby because of the rain. If so, I had to make the decision by Friday morning because a large exhibition was already in the lobby, and it would take a long time to move it elsewhere. What was the large exhibition? It was an advanced flying car! The same day one of my other clubs' magazine had an article about a flying car with lithium batteries. Are flying cars now the new rage? Anyway, the decision was made to be safe and



The amazing flying car proved to be quite difficult to move out of the lobby so the steamers could setup indoors. Check out the wing span.

# ALL STEAMED UP ...

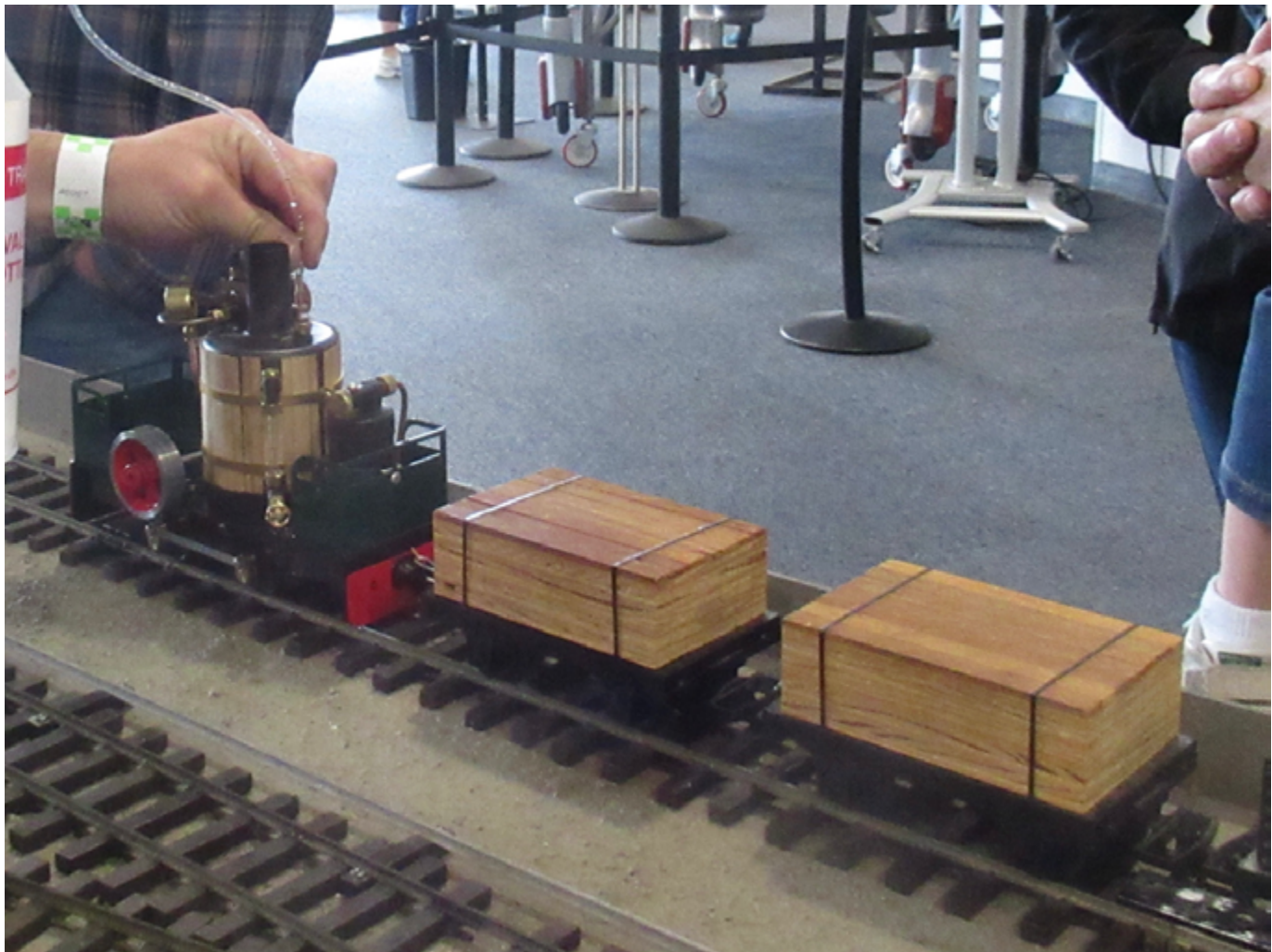
*Richard Murray*

move inside. Of course, moving inside meant there would be substantial noise from the crowds watching the steamers. At least the vendors were quieted this year because of our rule to cover their goods during the presentations.

In summary, we had a good new idea that didn't work. I have recommended to our new President, Mick Spilsbury, that we try the same plan next year and hope that the rain gods are more appreciative of the plan.

Given that the speakers this year were all outstanding, I spent more time listening to them than at the steam track - except that one of the speakers caught me napping for, I swear, just a few seconds.

We started our setup at 7am and finished by 7:45am. Things went extremely quick because the lobby floor was perfectly flat and because we had lots of help. Consequently, steamers were able to get an early start on breakfast!



Alex Matuzek is adding fuel to his new generation Mamod. It looks a lot like the Regner Chaloner.

# ALL STEAMED UP ...

Richard Murray



Lewis Breon positions his Regner Vincent. He liked Melinda's Vincent so much he bought one for himself.

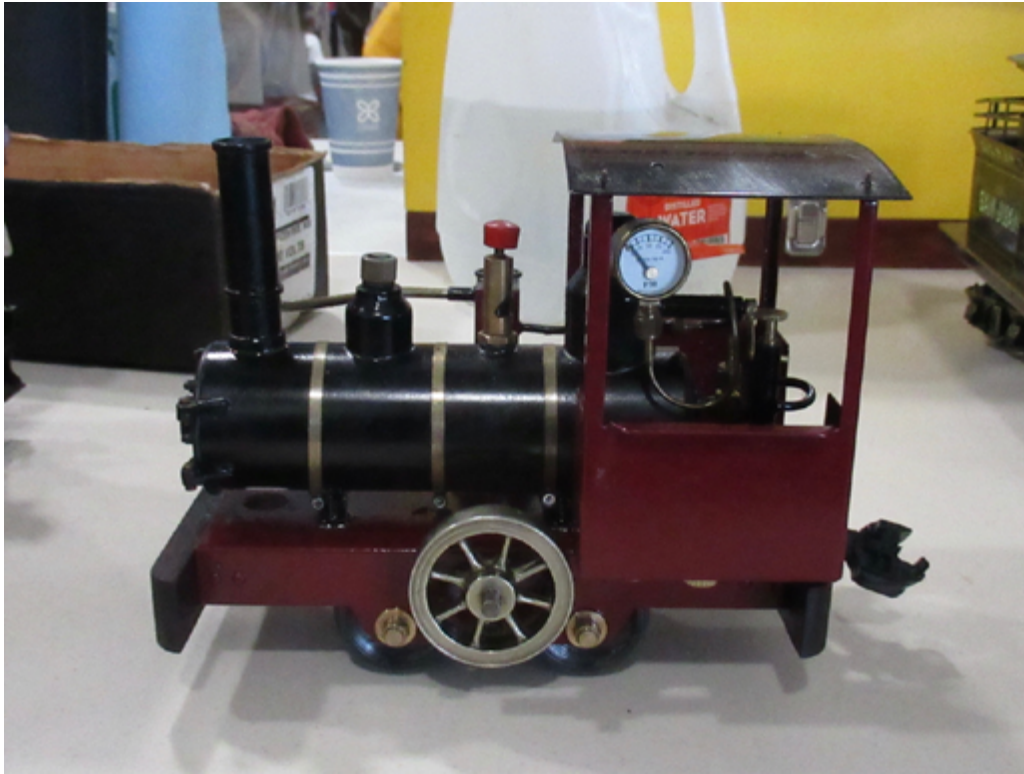
Behind is his Roundhouse #24, which has been manufactured for over 20 years, one of the longest production runs in Roundhouse history.

## BAGRS LIVE STEAM CALENDAR

April 16	Hiller Easter event		
September 3 and 4	Ardenwood		
October 2	Just Trains, Concord		

# ALL STEAMED UP ...

Richard Murray



The author's "Cricket." It's a single oscillating engine that is so simple, it always works.



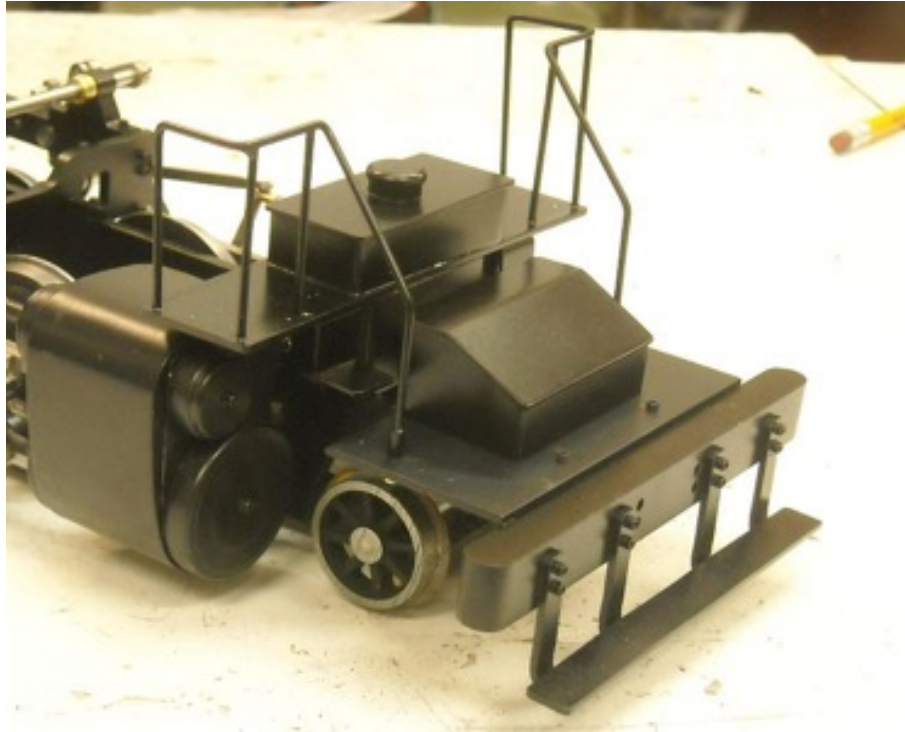
Emma, is an Accucraft product that is 7/8ths scale. It is a model of a Brooks industrial 0-4-OT. Brooks Locomotive Works of Dunkirk, New York merged to become the American Locomotive Company, or ALCO.



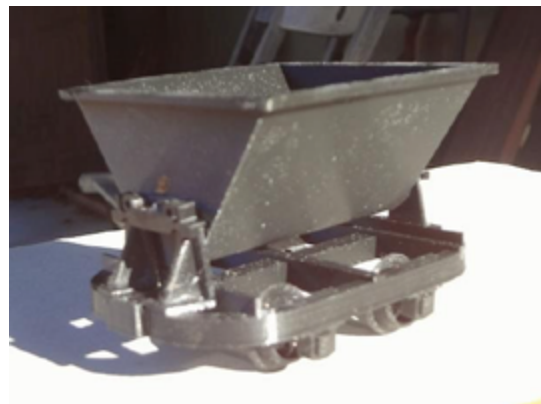
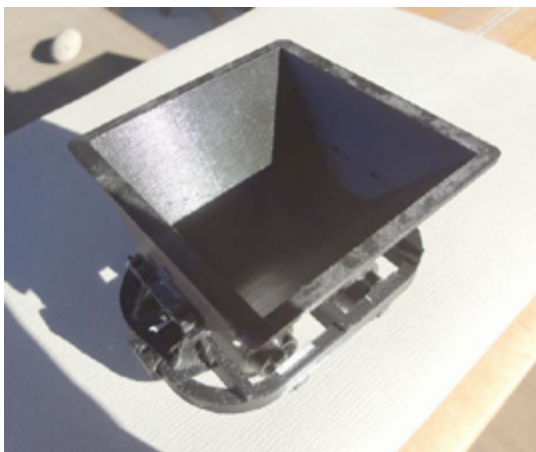
# EAST DEVIL HILLS MODELING GROUP

*Henner Meinhold*

Another short report this month. Bill was able to continue with his Weyerhaeuser Mallet. The signature front end is finished:



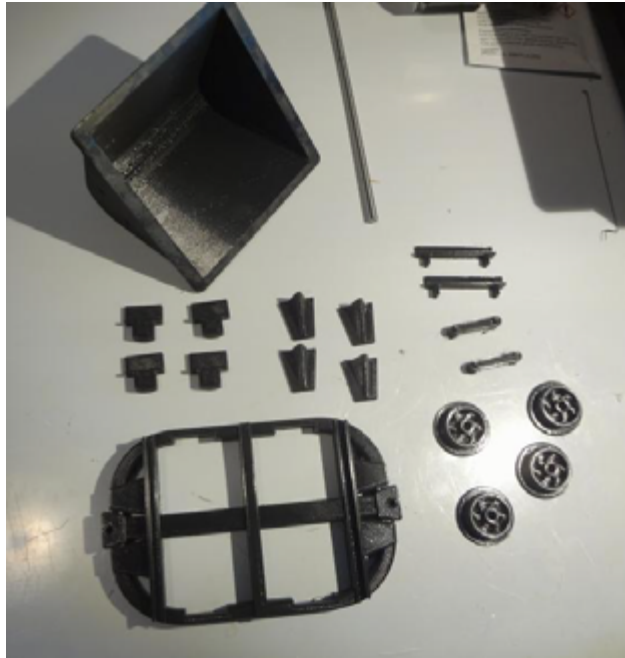
Last month Dennis started with the wheels of a tipper car for Bill Mansell. Since then he has finished the design and printed a 3D prototype:



# EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

He designed to be assembled without glue. Here is a picture of the "kit." He can now go into "mass production".



Years ago I worked on a ride-on Climax. The project stalled, when the boiler did not fully meet our expectations. Now a friend here in Germany took care of the unfinished boiler. He added hardware to mount the fire door and also fixed some minor leaks. The first picture shows the boiler in the milling machine ready to machine the seats of bushings. In the second one it passes the pressure test (12 bar are app. 170 psi):



# EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

Eric Maschwitz and Brian Pietsch helped out at the Hillcrest Christmas Tree Farm, repairing their big trestle:



Did Eric gain some weight ;-)?

Near my place in Berlin is a nice steam and diesel powered 2' railroad in a recreation area. One of the loops was out of order for several years due to crumbling bridge abutments. The bridge girders had been salvaged from an abandoned Saxonian narrow gauge line. The bridge has now been restored since and operation will restart probably this summer:



I hope you all enjoyed the annual meeting!  
Henner

**Overview**—The News, oh boy, not so good these days. Of course, the war in Ukraine dominates and when not covered on TV, radio, or the newspaper, it's Covid 19, the drought, and, of course, rampant inflation. Not much cheery news by the railroad media except perhaps some theft, derailments, collisions and let's not forget, poor ridership. But still a movie coming up about a train and, believe it or not, purported to be a comedy.

**Compartment No. 6 a War Casualty?**—The new train movie from Finland is still not available for viewing in a Bay Area theater or streaming network. Even though not a Russian film, it takes place in Russia, not so popular an area these days. This one may be on the shelf for a while, but who knows?

**RR Picture of the Month**—Two of my favorite recreational activities in one picture at a very favorite place. As Jean Shepherd (Christmas Story) once said through the lens of a midwestern kid, "Alaska is Alaska and there is no point of reference between Alaska and a place like Louisiana." I can dream, can't I?



**Cruise Ship Battle Group**—Celebrating the 50th Anniversary of Carnival Cruise Lines and wish I was on one of these somewhere in the Caribbean or anyplace actually.





**Movie & TV Scenes Showing Model Train**—Here is a picture from the movie “The Station Agent” from 2003. The star, Peter Dinklage works in a model train store. Can’t remember ever seeing a train store in the movies or TV other than this one.

Here is a screen snap. By the way, this movie fueled Dinklage’s career. It is a delightful, railroad-oriented story with many quirky characters as reported several years back. Found it again on Showtime Demand for this screen shot. Watched already twice.

**Railroad Song of the Month**—It is song by the great R&B artist Richard Berry who wrote and performed a classic called “Louie Louie”. I interviewed Richard in 1985 after just breaking into radio. He talked about writing the song “Have Love will Travel” in one night to satisfy a record producer and to convince him to include the bluesy “No Room” on the flip

side of the 45. The evening before I wrote this, I played “Have Love will Travel” on the radio and realized at the end of it, Berry and his group did the “woo-woo” sound of a train. So, I offer this as a train song for you and maybe a stretch (Well he does sing about jumping a train). This fellow was a delight to talk to and very talented vocalist. Here is an updated version of the original accompanied by Bay Area bluesman, Johnny Otis, and his son Shuggie.

<https://www.youtube.com/watch?v=pkb-nhzn-mQ> – Have Love will Travel

Now the flip side of this record was Richard’s favorite song. Though not a train song, consider it a bonus and he performs this one with his original backup group, the Pharaohs.

<https://www.youtube.com/watch?v=olnUw9zYnG4> – No Room



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](mailto:kkupdj@me.com)



## Locomotives of The Henry Ford: Edison

*The Edison is based on an 0-4-0 switcher locomotive built about 1870 by Manchester Locomotive Company. Henry Ford purchased the switcher from Edison Portland Cement company in 1932 and had the locomotive rebuilt into a 4-4-0 wheel arrangement by the staff at Ford Motor Company's Rouge locomotive shop. The Edison later went into regular service on the Weiser Railroad in Greenfield Village.*

Located in Dearborn, Michigan and branded as "The Henry Ford" the Henry Ford Museum together with Greenfield Village is the largest indoor-outdoor museum in the United States. The museum opened in 1933 and displayed Henry Ford's extensive collection of Americana and Greenfield Village's assemblage of historic buildings and attractions that heavily influenced Walt Disney in the early 1950s as he began envisioning his own park.

The Weiser Railroad operates daily on a two-mile loop of standard gauge track circling the Village with four themed stations and a hand-operated turntable. A fully operational "replica" roundhouse based on the Detroit, Toledo, & Milwaukee Railroad roundhouse and it's staff of skilled mechanics, machinists, and boilermakers maintain and repair the four vintage steam locomotives on a thirty-day cycle including an 1897 Baldwin, 1902 American Locomotive 4-4-2, 1873 Mason Machine Works articulated locomotive, and the Edison 4-4-0. Two non-steam maintenance locos, a large number of open air passenger coaches, and freight rolling stock combined with the Museum's collection of non-operating historic and replica streetcars, trolleys, and locomotives complete The Henry Ford's rail collection.

*Photo by Bill Ralph*

# MUSINGS OF A THEME PARK FAN

Bill Ralph



## DISNEYLAND'S FIRST "ROUNDHOUSE"

When labor issues between primary outside vendors threatened to delay the completion of the first two Santa Fe & Disneyland Railroad locomotives, project manager Admiral Joe Fowler stepped in to keep construction of the engines on schedule for the park's July 15, 1955 grand opening. Fowler called in several former colleagues and within a short time had the park's first "roundhouse" built to take over the assembly of the boilers and frames for WED Enterprises at Disney's Burbank Studios.

The efficient, nondescript, corrugated steel building with storage tracks for Engine No.1, C.K. Holliday and Engine No.2, E.P. Ripley also served as an indoor metal shop. A simple open shed with canvas curtains for use during rainy weather served as passenger car storage.

A third outdoor locomotive storage track was added in 1958 to accommodate the Fred Gurley and by 1966 a new roundhouse with increased locomotive capacity as well as Monorail storage was constructed near the Harbor Blvd. exit from I-5.

The original Santa Fe & Disneyland Railroad roundhouse is still put to good use seven decades later as a paint and detailing shop.

*From the Disneyanna Collection of Bill Ralph*



The Porcupine Gulch Railroad, located in Fremont, California, was selected by *Garden Railways Magazine* as the Best Small Railroad in 2016. Retired from the publishing industry, Bill knows a thing or two about amusement parks and postcards.

# MEMBERSHIP INFORMATION

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April 16	Hiller Easter Event	Live Steamers
<b>2022</b>	<b>NATIONAL GARDEN</b>	<b>RAILWAY CONVENTION</b>
	<b>JUNE 20-25 2022 ▶ DENVER CO</b>	<b>DENVER GARDEN RAILWAY SOCIETY</b>
<b>COME'ON ABOARD! ◀</b>		<b>▶ VISIT <a href="http://NGRC2022.ORG">NGRC2022.ORG</a></b>
July 16 and 17	Golden Gate/REGRS open houses	
August 20	SSC/SB open houses	
September 3 and 4	Ardenwood	Live Steamers
September 18	East Bay open houses	
October 2	Diablo Valley/Just Trains open houses	

**38<sup>TH</sup> NATIONAL  
GARDEN RAILWAY  
CONVENTION  
SANTA CLARA, CA  
JULY 3-9, 2023**

*"The place to be in '23!"*



**BAGRS 2022 BOARD MEETING DATES  
(all at 10 am via Zoom unless noted)**

<b>MARCH 19</b>	<i>(election of officers)</i>
<b>APRIL 10</b>	
<b>MAY 22</b>	<i>(in person -- location tba)</i>
<b>JULY 24</b>	
<b>SEPTEMBER 25</b>	
<b>NOVEMBER 20</b>	
<b>JANUARY 29, 2023</b>	



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## TRELLIS AND TRESTLE

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