

BAY AREA GARDEN RAILWAY SOCIETY TRELLIS & TRESTLE

MAY 2022



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In this issue ...

[President's Perspectives](#)

[Random Notes](#)

[Scheduling Coordinator](#)

[Newsletter Sharing](#)

[Where Is It?](#)

[Featured -- *A Backyard*](#)

[*Disneyland*](#)

[Member Updates](#)

[Water Wise](#)

[Dave's Corner](#)

[All Steamed Up ...](#)

[East Devil Hills Modeling](#)

[Railroad Media](#)

[Postcards of the Past](#)

[Musings of a Theme Park Fan](#)

[Membership Information](#)

[Calendar](#)

[From Matthew](#)

[May Events](#)

PRESIDENT'S PERSPECTIVES

Mick Spilsbury, BAGRS President

After two years of isolation, it's great to be announcing open railroads and I hope to see many of you at the Open Day at Accucraft on Saturday May 14 (Details are covered later in this edition). Many thanks to our new VP, Channing Cheng, for making this possible and to Director Greg Hile for coordinating our 2022 open RR schedule. I was reflecting on the experience of new members who joined us in 2020 & 2021. No open railroads. Little getting to know other members. They are in for a treat this year, as are we all, starting this month.

SUPPORTING NEW RR BUILDERS

Another thing on my mind is how we support members building a RR for the first time. The Chicago Area GRS has a "CAGRS University" experienced members volunteer to visit newbies to help short-cut some of the learning that aids RR construction. I will find out more about this and report back.

ANOTHER MUCH LIKED IMAGE

As our social media following grows, our posted images get more "likes." Lots of people liked this classic BAGRS image.

I am not surprised. It has all the ingredients - great train, lovely scale trees and realistic signs of human life, all captured in great light. It also got a lot of likes on Garden Railroading News (aka GR News) social media.

We need more images like this to help "market" BAGRS and our 2023 National Convention. Please share some with me.



DENVER

Liz, Cruiser, and I are off to Denver in June. We are making it a three-week trip taking in Tahoe, Durango & Denver, and other highlights like Ely and Fallon in Nevada. I know of some other BAGRS members going to the Denver convention and hope to see more than I know about. Along with the Bay Area, the Denver GRS got GR rolling in the USA and they have tons of convention experience and many RRs for us to enjoy. Do drop by our 2023 Convention booth if you go to Denver. There will be a Garden Railroading News booth, and a GR News clinic (just before the ice cream social)

APRIL SHOWERS

Having grown up in England, I am familiar with April Showers (and with May, June, July & August showers!) but having lived here for nearly forty years, I am not used to April doing a darn effective imitation of the UK. It's just as well that, after May 14 at Accucraft, open garden RR weekends don't kick off until June. I hope the showers have not rained on your parades too much. At least we didn't get April snow showers like many other parts of North America, including Oregon.



SEEKING OUT NEW MEMBERS

Remarkably, we attracted over forty new members during 2020 and 2021 who now get to experience the real BAGRS. Do seek them out at events and/or get their contact info from your district superintendents and give them a friendly call. It's hard enough for most of us to get immersed in a new organization at the best of times, let alone during a pandemic. Together, we can make their arrival welcoming and enjoyable, even though a tad delayed.

Let's stay on track.

RANDOM NOTES IN NO PARTICULAR ORDER

Greg Hile, Editor and Scheduling Coordinator Guy

A couple of random notes here in no particular order:

1. The other day my wife Lynne was doing some spring cleaning and came across a stack of old magazines buried at the bottom of a nightstand. There were issues of *Model Railroader*, *Garden Railways*, and *Railroad Model Craftsman*. They were interesting to look at and reminisce and all, but what really made my day was the November/December 1996 and January/February 1997 issues of *Trellis & Trestle*! I'll have an article about them next month.

2. Speaking of which, the president of BAGRS twenty-five years ago was none other than Jack Verducci, who spoke at Annual Meeting last month, and who I am thrilled to say is gracing our pages again this month with a feature article on his design and construction of *A Backyard Disneyland* (the backyard being that of BAGRS member Mark Samson). I spent longer than usual putting together the article for publication because I kept stopping to read and reread sections and then go down to my workshop in the garage to try them out.

3. Our new BAGRS vice-president Channing Cheng produced a wonderful [video](#) at Annual Meeting back in March as part of Accucraft's *Steamaholics* series on YouTube. The video showcases our live steam operation and features interviews with Rob Lenicheck, Alex Marcopulos, and Mick Spilsbury. Check it out at:

<https://www.youtube.com/watch?v=jvqkE9vQlJM>.

4. We now have a pretty full schedule of Open House tours for this year. The full schedule is on the next page. As we get back into the swing of things after a couple years of pandemic, and as we try to accommodate everyone as we prepare for the 2023 convention, a couple things to note: first, **be sure to note whether the open house is on a Saturday or Sunday**. Many of the open houses are tied to other events in their community and so it was not possible to have either an all-Saturday or all-Sunday schedule.

5. Second, **the South Santa Clara/San Benito County and the Santa Cruz/Monterey Open Houses will be back-to-back over one weekend in August**. This was the only way we could accommodate both districts. I am planning on coming down for both and will stay over somewhere to avoid driving down and back both days.

6. Finally, several people who wanted to host an open house on their district day, but could not, will have another opportunity. **Sunday, October 23 will be a region-wide Phantom Layout day**. No guarantees if there will be others open close to you, but we will do all we can to support you. If you are interested in being a Phantom Layout, please let me know. Further details will follow but this will be a golden opportunity (as are all the open house events) for those who have not opened before or who have layouts under construction to see where you are prior to the 2023 convention.

7. If you have ever been a district superintendent you'll know what I am talking about, but let me just say that scheduling this robust open house schedule would not have been possible without all the hard work put in by them. The list of superintendents is now on one of the back pages of *T&T*. Thank you all!

8. Our first event of the season is coming up in a couple weeks as we gather on May 14 at the Accucraft headquarters in Union City for a swap meet, food, and live steamers. I can't wait!



SCHEDULING COORDINATOR

Greg Hile, Scheduling Coordinator Guy

BAGRS 2022 LAYOUT TOUR SCHEDULE

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

NEWSLETTER SHARING

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

[Central California Coast GRS](#)

[Redwood Empire GRS](#)

[Denver GRS](#)

[Rose City GRS](#)

[Gold Coast GRS](#)

[Sacramento Valley GRS](#)

[Orange County GRS](#)

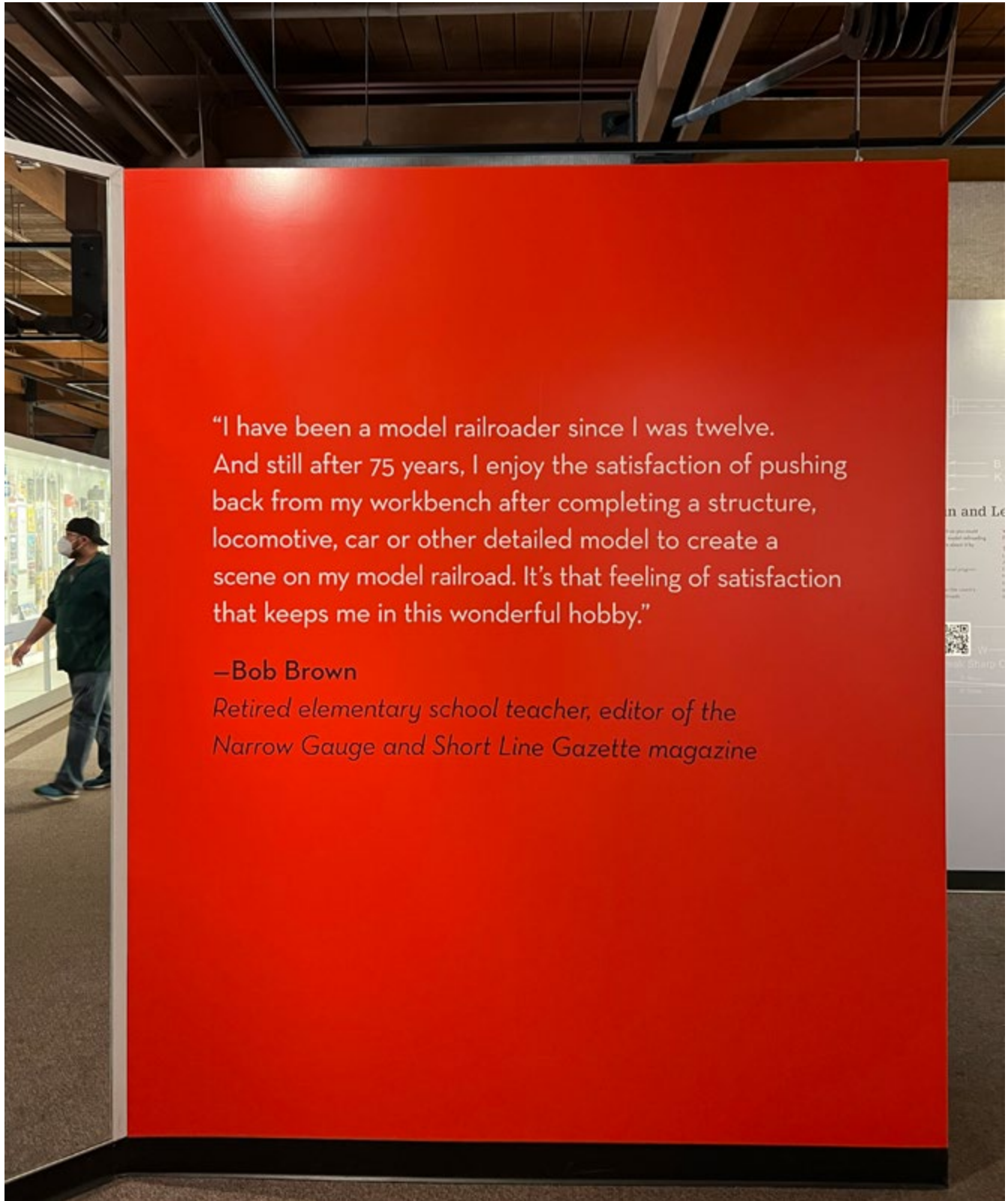
[Santa Clarita Valley GRC](#)

[Puget Sound GRS](#)

[The Garden Whistle](#)

WHERE IS IT?

This one's a little different, but you know the way it works. Kudos and a mention in the next issue to the first to identify where this is located.



A Backyard Disneyland



Photos and Text by
Jack Verducci

For the last four years I have been building a set of Disneyland buildings for fellow BAGRS member Mark Samson. The latest addition to the collection is the Haunted Mansion. So far, we have nine Disneyland buildings. The Disneyland Firehouse, The Emporium, The Novelty and Souvenir Shop, The Crystal Arcade, The Jewelry Shop, The

Upjohn Pharmacy, The Opera House, and The Main Street Station. The ninth structure is The Haunted Mansion. The Train Station and the Haunted Mansion were the most complex.

Drawings

I have been asked how I go about creating plans for buildings such as these. If photographs exist, I use them to create a drawing. I use Corel Draw, a CAD program, to create a vector drawing. In the old days I just used to draw these by hand on cardboard. Then I would make a mock-up. Since I have gone to laser cutting, I must make digitized drawings to tell the laser cutter what to do. Being an old-school model builder, I was somewhat reluctant to change. I finally took the plunge when the late Kermit Paul introduced me to laser cutting and helped me in getting started with Corel Draw.

For the Disneyland buildings I was unable to find usable drawings, for most of these, although there is a drawing available for the train station. This drawing is a copy of a copy, so the fine details are illegible. I was however able to use these plans to establish the basic shape of the building. Regarding the mansion, I did find pictures online of a paper model kit. These were not exactly plans but served well to help me determine the overall size and shape of the building.

To create a drawing, I used photographs and the plans that were available to determine the overall shape of the buildings. I found a colorized drawing of Main Street online at <https://www.pinterest.co.uk/pin/612067405586533809/>.



Disneyland Main Street is the top row of buildings. As you can see this drawing is not intended to be a builder's plan. It was very helpful though in establishing the overall shapes of the various buildings. In Corel Draw (my CAD program) I traced the basic outline to establish the shape. I did this for each building, and then grouped them together. Next, I drew a door in the scale I wanted to use. Then I enlarged the group drawing using the door as a gauge until the buildings were the right size for the door. This established the overall sizes of each building. Doing them as a group insured that they would be in the correct proportions to each other.

Once I had the overall size and the doors placed, I could then locate the windows. Again, the drawing was useful in establishing the basic shapes, but it was not helpful as far as details. For the details I used photographs. If you take your own photos, try to take them at such an angle that will reduce as much skewing as possible. Some photo programs have a feature where you can remove the perspective from a photograph; this is helpful but not entirely necessary. Next, I import the photos to my drawing program and basically trace the outline of the object I wanted to create.

Laser Cutting and Materials

I started using a laser cutter fifteen years ago. Since then, the price has come down on these machines. They are now about the price of a quality table saw. Micro Mark sells one for under \$400.00. I am not endorsing this or any other machine; I just want to show that these machines are more affordable than ever.

Laser cutters can cut through or engrave a variety of materials. The biggest limitation with my laser cutter is the size and thickness and the type of material that it can cut. My machine will fit a sheet of material that is 12" x 16". The thickness it can cut through depends on the material.

These photos show how I go about using acrylic and other plastics to make outdoor structures. I made the Disneyland buildings out of mostly acrylic plastic; mainly because I can laser cut it, it is affordable and does well in the weather. For spindly items such as simulated iron grill work, and other small pieces I used ADA plastic.

I use Rustoleum spray primer. You have four color choices for a primer. Gray, white, black, and Red or Ruddy brown (similar to box car red). Sometimes these colors can be your finish color. If not, choose a primer color that will work with your finish color. For example, if a building is going to be finished in yellow, I would use white prime.



The walls were cut out of 1/8" thick acrylic. During the same process the brick and planking line were engraved. With laser cutters, the difference between engraving and cutting is the power setting.



Here the walls have been assembled. A piece of square stock is used in the corners for reinforcing. Special corner braces have been made to ensure the walls are square, during construction.



Once all the bracing is installed, the structure is ready to paint. To glue acrylic a solvent type of cement is used to weld the plastic together. Solvent cement will dissolve paint so, one must cement everything together before painting.

FEATURED ARTICLE

A Backyard Disneyland



Once all the interior bracing has been installed, the backside of the walls or in other words the inside of the building, is painted. The outer walls will be painted later, after the additional exterior bracing and brackets are installed.



This particular building is complex in that it has several appendages. It took a lot of old-fashioned trial and error to get the angles correct. I used manila folders to make mockups. Once the cardboard part proofed out, I then made the real part out of acrylic. In this case an acrylic mockup was made to test fit and to hold up the 2nd story porch while gluing.

FEATURED ARTICLE

A Backyard Disneyland



The iron grill work was made from ADA plastic. The roofing was made from 1/6" thick ABS plastic. The ABS plastics used is textured on one side; this works well for roofing.

Here is a list of some of the materials that can be cut with a desk top laser cutter:

Plywood from 1/64" up to 1/4" thick

Plywood is great for indoor work but not recommended for outdoor use. Plywood cuts clean and you can cut very thin pieces, such as window mullions and simulated iron work. I use mostly 1/32" thick plywood for window mullions & frames, doors and certain trim pieces.

Wood, such as redwood up to 1/2" depending on the hardness of the piece being cut. I like to use the laser cutter to cut the angled pieces used for framing.

Acrylic 1/16" up to 1/4"

Acrylic is the most economical of the plastics. It laser cuts well. Thin pieces tend to be brittle, so it is not as good for spindly things as other materials.

ADA Plastic 1/32" to 1/8"

ADA plastic is the best for laser cutting. It is a blend of acrylic and ABS. So, it laser cuts nicely and it is more flexible than acrylic. It glues up nicely with acrylic type cements. In my opinion it is the best all-around material for laser-cutting. Its drawback is cost. It is about twice the price of Acrylic. I only use it for detail parts.

ABS Plastic 1/32" to 1/4" Thick

ABS is a strong plastic that is good for structural parts. Its draw backs are, it is messy, when being cut it smokes and leaves a residue that has to be cleaned off of the machine. It is a little harder to cut through. I only use ABS for special project where strength is needed, and the cut-outs are not too detailed. For example, you could make a building's wall, but I would not make window mullions out of it. Thinner ABS is also available. Thin sheets are useful as a surface finishing piece. Sometimes I laminate parts to create a thicker piece than my laser can cut through. I then use thin ABS to cover over the laminations.

Styrene plastic up to 1/8" thick.

Styrene is not the first choice for laser cutting. However, it is available in a variety of thicknesses, shapes, and sizes. There is a line of specialty siding available that is vacuum formed out of styrene sheets. A laser cutter can cut out the window and door openings with no problems. the major drawback is that styrene melts at a lower temperature than other plastic. It will take some "practice cutting" to determine the correct settings for cutting this material.

Paper and Card Stock

I use various types of paper products to make test pieces. Old manila folders are good for making test patterns. It cuts fast and is clean. For a more substantial test piece, illustration board works well. Illustration board is about 1/16" thick.

Foam rubber sheet. This a crafting material it's about 1/16" thick.

This material comes in a variety of colors and is useful for making flexible parts. I have used it to make seat cushion and for a variety if craft projects for the grand kids. If you want an exact size cut out, you will have to experiment since there is some melt back when it is cut, so the finished piece will be smaller than the drawing. It is not good for small details.

Sand Paper

I use sandpaper for making roof shingles. Place the grit side down when cutting. Clean the machine afterward to remove all grit.

Precision Board up to 1/2"

I can't cut intricate parts out of precision board, but I can cut out walls and window & door openings. I find the engraving feature is nice for creating bricks, blocks and other textures. The residue from precision board is difficult to clean off the cutting table. I place a piece of aluminum foil under the project to keep the residue from collecting on the cutting table.

Vinyl,

I use vinyl sheets to cut out letters, numbers and shapes.

Here is a list of what cannot be cut with a desk top laser like mine.

Metal

PVC Plastic (it creates a poisonous gas when cut)

Polycarbonate

Ceramics

MEMBER UPDATES

Since his feature article ran last year, **Rich Johnson** has been busy with improvements, and brings us this Moccasin Gap update:



The mountain area has all the tracks installed now.



Mountains are being added



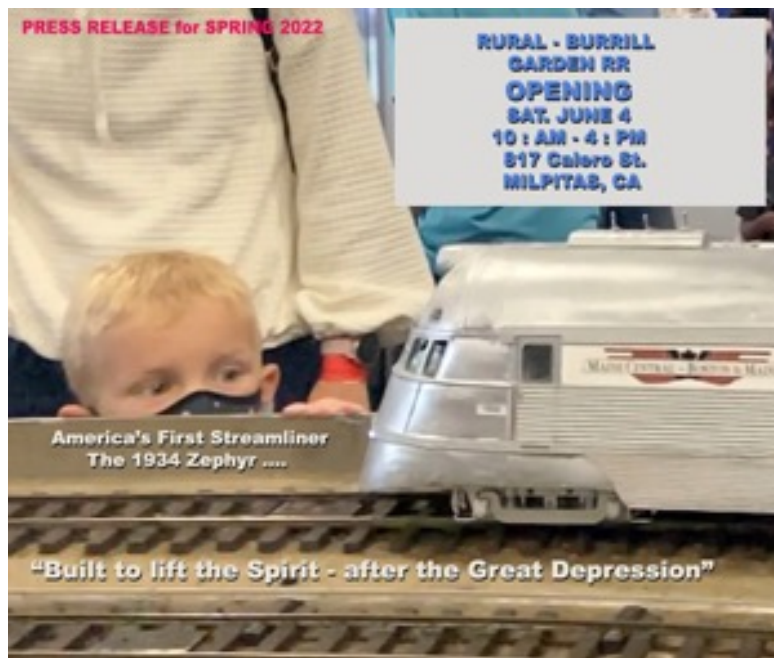
The Moccasin Gap



The covered bridge and trestle installed

MEMBER UPDATES

Robert Burrill has been busy during the pandemic, let me tell you. Actually, we're going to let Robert tell us as the feature article for June. But here's a short teaser, and a link to a wonderful video: "I built "America's first Streamliner" during the two year pandemic, in part to, once again, lift the Spirit of America, as in 1934-35, when the dynamic Zephyr Streamliner was first revealed following the Great Depression."



<https://youtu.be/VEAUUngzUwE>

John Ratterree also sends along a video link to *The Train Engines That Revolutionized The World | Power: Railways | Spark*. It's also a good one ...

https://youtu.be/IXSk-8EO_dA

From Membership Chair Ray Turner: BAGRS members! PLEASE!_

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.

MEMBER UPDATES

Joe Barker attended the San Leandro Historical Railway Society Dinosaurs at the Depot Day on April 9: "Everyone,

The weather was perfect yesterday as the San Leandro Historical Railway Society celebrated Dinosaurs at the Depot Day. Dinosaurs at the Depot has become a popular annual event. We had a fair sized crowd.

Norris Falls and the other planting areas looked the best that I have ever seen them. The G&O display ran well and there were many smiles on our visitor's faces. Look at Craig Matoza's new giant G gauge MTH Big Boy. This was this engine's first run.

It feels good to get back to normal train show events. I want to thank everyone whose hard work made this show a success." I have attached a link to some of the photos that I took. Here's the link [**editors note:** the link has 69 wonderful photos. Some of my favorites are below]:

<https://www.icloud.com/sharedalbum/#B0XGnmlKoGE8jvG>

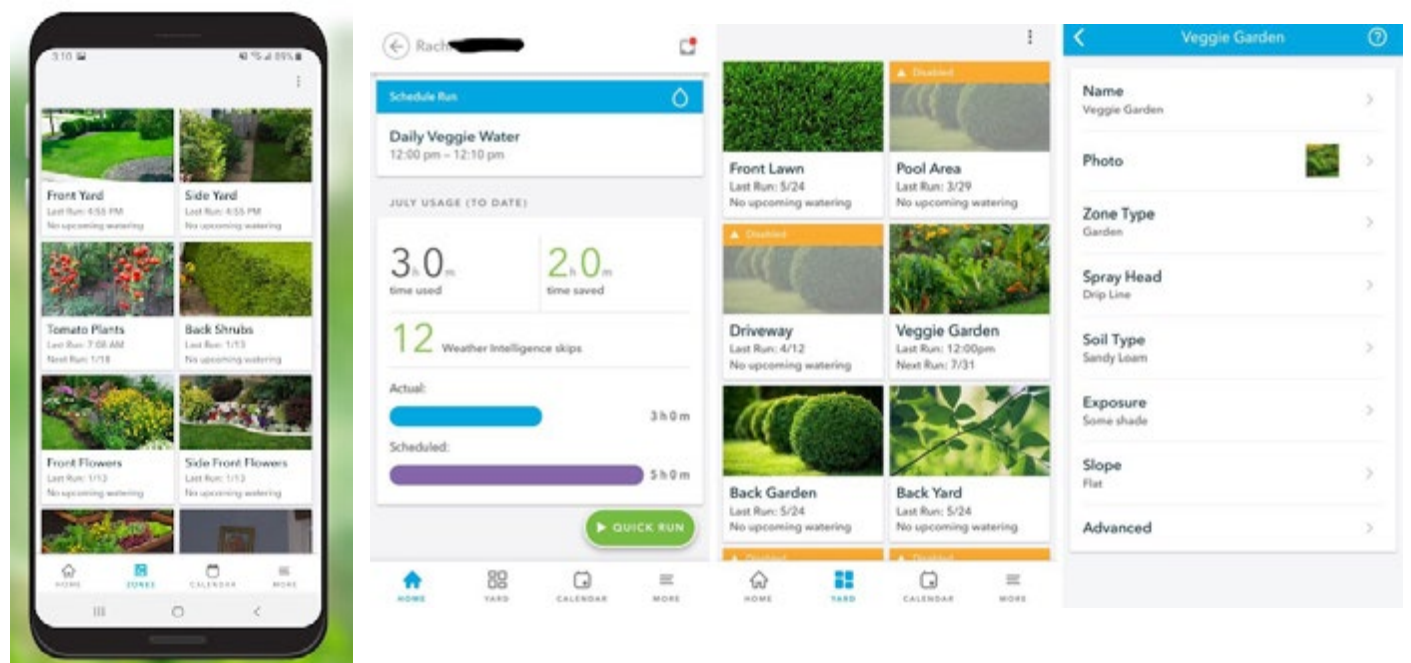


For the past two years, like many others, we have been taking military showers, limiting flushing, and redistributing pre-shower water and grey water to our yard. Now we have upgraded our irrigation controller. The upgrade was prompted by the failure of an of an old Rainbird controller, and we are glad it failed because we have gone hi-tech. Our new Rachio 3 controller has many capabilities that will help our quest for the most efficient use of irrigation water.

The Rachio 3 comes with either 8 or 16 station controls. Both versions have the same features with internet-enabled, remote control of everything including setting schedules, adjusting schedules, skipping days, and adding an extra one-off watering. We could be in London, see that it's going to be very hot in San Rafael later that day and instruct stations to do an extra watering.

There is also no more standing at the controller box. Everything is done on the Rachio App on our phones.

- You name stations (Zones) and can add a photo (taken on your phone) to help aging memories and a partner's understanding of how you set up stations.
- You enter the type of planting being watered at each station is specified (flowers, shrubs, gras etc.) as well as soil type, amount of sun exposure, type of irrigation method and slope. You can even get fancy and specify root depth! Rachio uses your inputs to help calculate watering times.
- Discretionary rain/wind/saturation holds can be set for each station.
- You can also get Rachio to automatically adjust watering rates by season.
- The app records every station run so you can see exactly how much water you are using.
- It will also report a problem with a station.

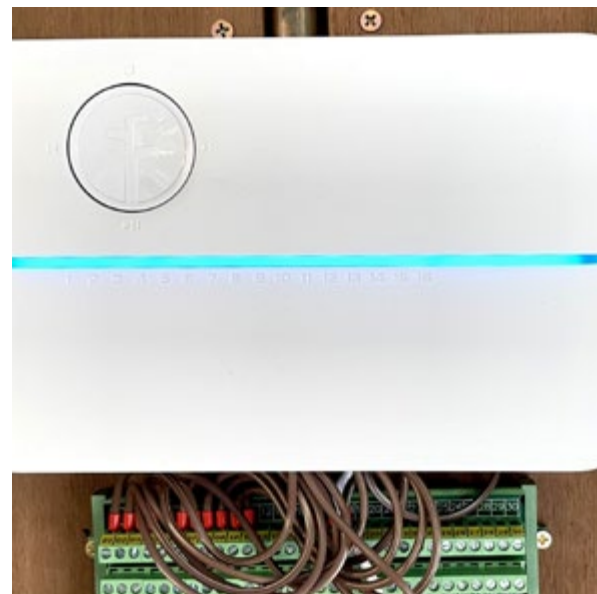




We love that we can walk around our yard, turn a station on with our phones, then inspect the drippers connected to the station, while also looking for leaks in pipes. Going back and forth to the old controller in the garage to turn stations and off multiple times to do inspections was so time consuming that inspections happened infrequently and only when distressed plants indicated a problem.

Convenient inspections will reduce plant demise and expense: also water use and

expense as leaks will be discovered earlier.



The set-up is straightforward. Wiring must be switched over with care but most of us have significant wiring experience. The App is a lot easier to manage than AirWire Controllers! Instructions were brief, clear and they worked! After you have finished the wiring, a handsome white plastic cover attached magnetically. I used a junction box to reduce the size of wires going into the controller. An auto adjusting, hexagonal crimper and a box of crimp ends of varying size made the job a lot easier (also future projects)

The Rachio 3 has plenty of competition and is more expensive than most, but, given our investment in plants, especially the 200+ miniature plants around the railroad that need consistent watering, the \$240 price tag did not phase us. (We figure it will pay for itself many times over with a reduction in plant losses) Rachio 3 gets better reviews than most internet-enabled controllers and our first impressions are very positive. In these times of water limitations, we are delighted to have an irrigation controller that gives us effective control and monitoring of our watering.

PS - I don't own stock in Rachio! [EDITOR'S NOTE: I don't own stock in the company, either, but I have had the system in place for three or four years now, and it works great!]

THE START OF SOMETHING BIG

It all started a few years back when I took a trip to Carson City, Nevada. I went to the Carson City Railroad Museum and saw the Virginia & Truckee McKeen Motor Car, #22. I thought, "What an odd-looking car!" Then every once and a while I would think about that odd-looking McKeen Motor Car. There was something about it that I couldn't get out of my mind. Maybe it's because I like odd-looking cars?

That's when I realized; because I build all different types of 1:20.3 and 7/8's scale cars and motor cars, and because most of them are really odd-looking, I have to build a McKeen car! Who in their right mind wouldn't want a McKeen car running on their railroad?

The McKeen Motor Car Company of Omaha, Nebraska was the builder of internal combustion engined railroad motor cars. There were only 152 original McKeen Motor Cars built between the years 1905 to 1917. The McKeen Motor Car Company was an offshoot of Union Pacific. The motor cars were built in two lengths 55 feet and 70 feet.

So, I've decided to build a freelanced 7/8 scale McKeen Motor Car.

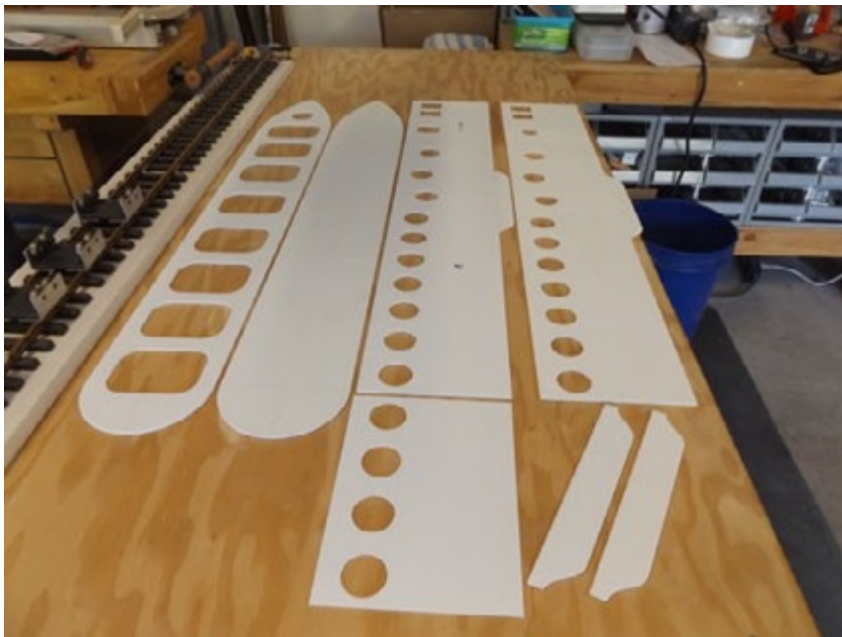
The one that I've started on is going to be a freelanced 55 footer that should scale out to 4 feet. in length in 7/8 scale. It will be shortened to 39 inches, so that it will be able to navigate around 10 foot radius turns.

As always, this car will be built from 1/16" and 1/8" styrene, along with Evergreen Plastic strips.

Given the limits of the laser, it only has the ability to cut an area of 20 inches by 12 inches. The side panels had to be cut in two sections and the base plate plus the roof plate had to be cut out in three sections.

The motor car will be powered by two U.S.A. motor blocks. The motor blocks will be converted to battery power and I will be using an Air Wire remote control unit.

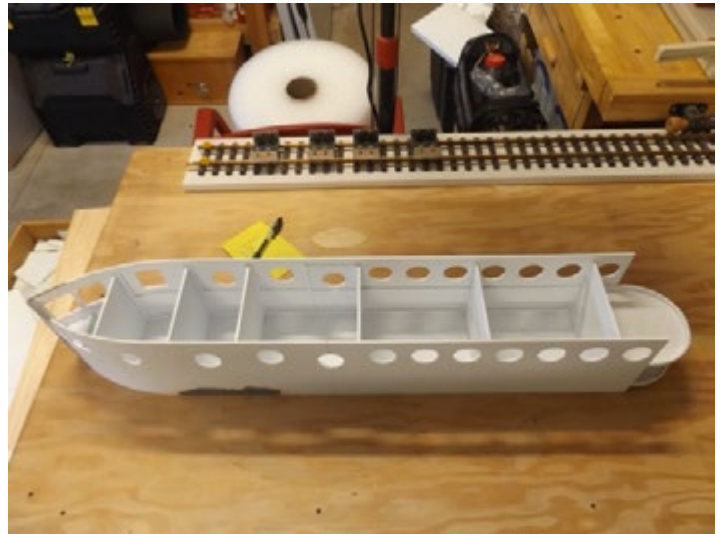
Below you can see the major laser cut pieces except for the roof ribs which will be cut at a later time.



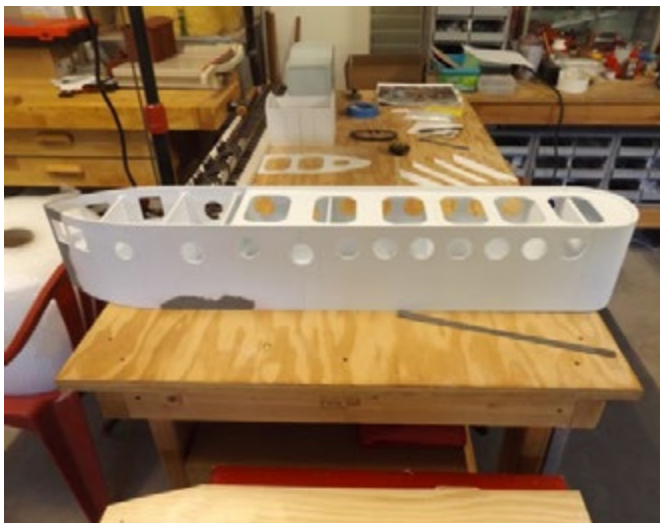
McKeen body parts cut out with a laser.



The start of the body construction



Base, sides, inside bracing and window tracks are in place



Main body is starting to take shape



The rounded end without windows cut

After nearly a month of construction, the exterior of the McKeen Motor Car is almost complete.

Next month, I'll begin working on the roof construction and installation of the motor blocks. I'll keep you updated as the construction progress continues.

EASTER AT HILLER

The Easter bunny came! The Easter bunny came! And a lot of kiddies came, too. It was the most crowded event I have ever been to at the Hiller Aviation Museum. For just paying the admission fee, there was a waiting line out to the street. There were people two and three-deep around our track. It was so crowded that when the Easter bunny finally came, people were stuck around our track and couldn't move. Our Hiller liaison said it was one of the biggest events Hiller ever had. She said there were 1500 people at the event. Try to imagine that many people inside Hiller and then think of the malodorous smell because a few people didn't use their deodorant.

At the Annual Meet a month before, we had to make last-minute changes to our outdoor plans because of the rain. That was the only rain in several months and was, therefore, quite a coincidence. The Easter event was one month later in the season. It should have had even less chance for rain. Lo and behold, the impossible happened again. Two days before the event, we were once again forced to abandon plans to be outside because of rain and had to make last minute changes to set up inside. All the steamers had to be notified that certain engines could not be used and that different fire rules were needed. The odds are preposterous of having BOTH our steamups coincide with the only two times it rained in many months.

Just like at Warrior playoff basketball games at Chase Center, there was quite a buzz at Hiller. The steamers had their pulse rates go up performing before such large crowds. We were all excited to show off clouds of steam and fires in the boilers. Lewis Breon brought a couple of engines. The bigger one was his Roundhouse #24. The 2-6-2 was built by Baldwin in 1919 for the Sandy River and Rangeley Lakes RR in Maine. It was the last locomotive bought by the railroad. Despite it being an excellent piece of motive power, it was sadly scrapped in 1936 along with the rest of the 2 foot narrow gauge railroad. His other engine was a Regner "Vincent," a small 0-4-0. The chain drive engine is geared and has a single oscillating cylinder. People like it because so many of its parts are in motion: gears, flywheel, cylinder, chain, and side rods. It is also one of the best engines for a beginner.

Rob Lenicheck brought his huge K-37. Although he is a strong coal advocate, this engine is one of his only two butane fired locomotives. Eric Maschwitz came with his son Ryden, who was allowed to run his battery powered engine on the steam track. The steamers had a new member come to Hiller, Chris Gathard. He has a layout under construction in Pacifica. Although he doesn't have a steam engine yet, we discussed a number of excellent engines for beginners. Bob "Hollywood" Armstrong again arrived late in the day, in fact, just one hour before closing. Does he stay in bed until noon? He won't say.

Like many others, I brought two engines, a Mason Bogie and a second generation "Cricket." The Mason Bogie was noted as being the height of beauty in the Victorian age. It is a 2-6-6 with both trucks articulated so that it is capable of negotiating a small radius. On the Hiller track it pulled four yellow Denver and Rio Grande Western passenger cars. The bright color contrast between the engine and cars was quite eye-catching. The little "Cricket" effortlessly pulled four Accucraft ore cars filled with rock. Jim Goss ran his Blue War Department Roundhouse engine, which pulled several English passenger cars. It was so crowded and noisy that Jim was forced to leave early. Gary Whaley ran his Accucraft Heisler

ALL STEAMED UP ...

Richard Murray

and pulled six passenger cars and a caboose. The brass cars were labeled Stone Valley RR and filled with an overflowing number of people.

John Rhoadarmer had fun with his Accucraft Canadian Royal Hudson 4-6-4. His usually reliable engine had some trouble getting fired up. Eventually, he solved the problem and produced a nice steam plume. Tim Boles steamed up his Accucraft Hawaiian plantation engine called "Iuki." He also had a 7/8 Accucraft Forney labeled WW&F for the Wiscasset, Waterville, & Farmington. He pulled some boxcars and flat cars which he built from kits made by Phil's Narrow Gauge. The engine was built in 1891 for the Sandy River RR. After being sold several times, it wound up with the WW&F and then in 1994 returned to Maine for eventual restoration and is now performing regular excursions.

Denise Pitsch brought a 1/32 Accucraft 0-6-0. The engine was previously owned by expert Steve Shyvers, so the engine is in top condition. Although Denise had run the engine twice before, it had been so long ago that she forgot the procedures for running it. Bob Trabucco was kind enough to stay with her for a considerable time explaining all the all the features of the engine and the necessary procedures for getting it started. Bob himself ran his 3 truck Shay with great success. Ron Sickler had a Roundhouse Sammie, a reliable beginner's engine that is simple to operate. He also had a Regner Heisler which pulled five hand-built ore cars filled with coal. Robert Burrill ran his radio-controlled Accucraft American 4-4-0. Henner helped him convert the engine to look like engine 119, which was one of the two engines that met at Promontory Point.

The overwhelming success of the Hiller event bodes well for the rest of the season. It looks like all of our normal live steam events will be scheduled. Check out the Steam Calendar below. I think that after two years of inactivity we are finally back to normal. Hurrah!



Gary Whaley admires his 6 brass passenger cars and caboose.

ALL STEAMED UP ...

Richard Murray



Tim Boles acts crazy posing with his Accucraft Hawaiian plantation engine, "Iuki."



Robert Burrill is justly proud of the conversion of his Accucraft engine to the famous engine #119, which had a leading role at Promontory Point.



Rob Lenicheck really does have an engine that is not coal fired. This one uses butane and is an Accucraft K-37.



This Roundhouse War Department engine is owned by Jim Goss.

ALL STEAMED UP ...

Richard Murray



The Mason Bogie 2-6-6 is articulated and is owned by the author. It is shown here topless.



John Rhoadarmer gets a nice blast of steam from his Royal Canadian Hudson.



Bob Trabucco shows Denise Pitsch how to operate her Accucraft 0-6-0 switcher.



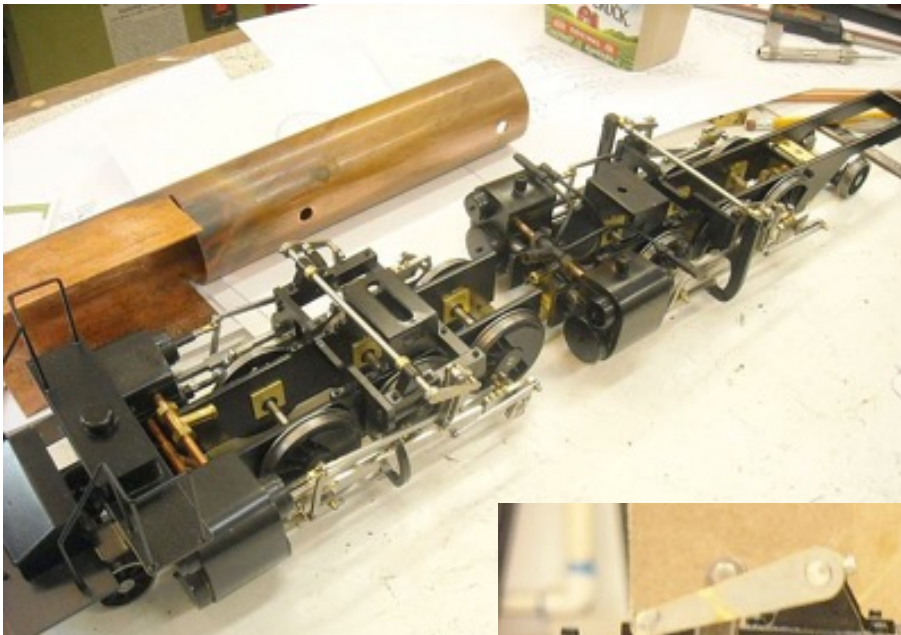
Ron Sickler is getting ready to run his Roundhouse 0-4-0 "Sammie."

Steam Calendar

May 14, Saturday	Accucraft, Union City
June 11-12,	Roaring Camp
July 13-17	Summer Steamup, Lodi
August 13	Hiller Aviation Museum
September 3,4	Ardenwood
September 10	Los Altos History Museum (not confirmed)
October 2	Just Trains, Concord

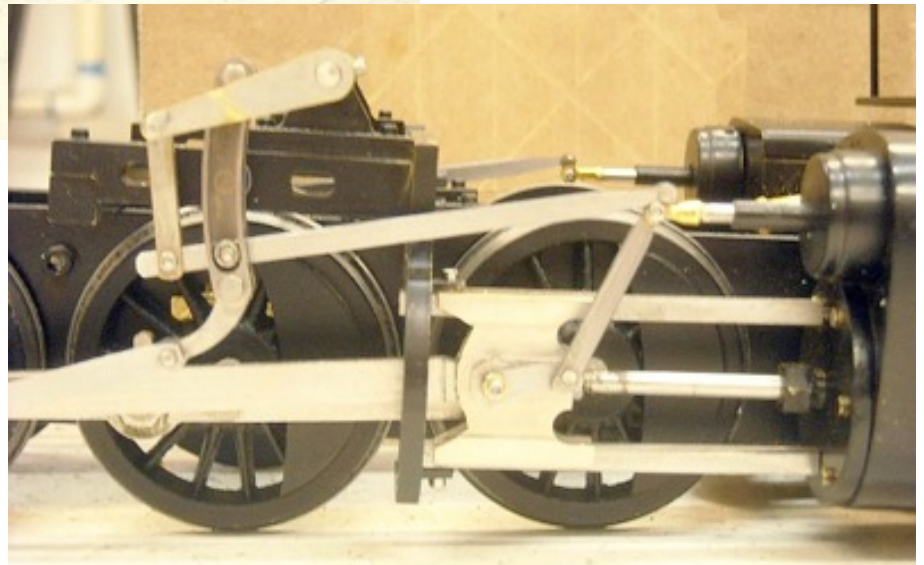
EAST DEVIL HILLS MODELING GROUP

Henner Meinhold



Bill's Weyerhaeuser 108 Mallet built is literally back on track. The two engine chassis are finished.

Here is a detail view of the valve gear: By now, Bill can design a Walschaerts gear in his sleep!



Currently he tackles the boiler. It is his proven design with "dry" firebox walls and water covered crown sheet (here not yet installed).

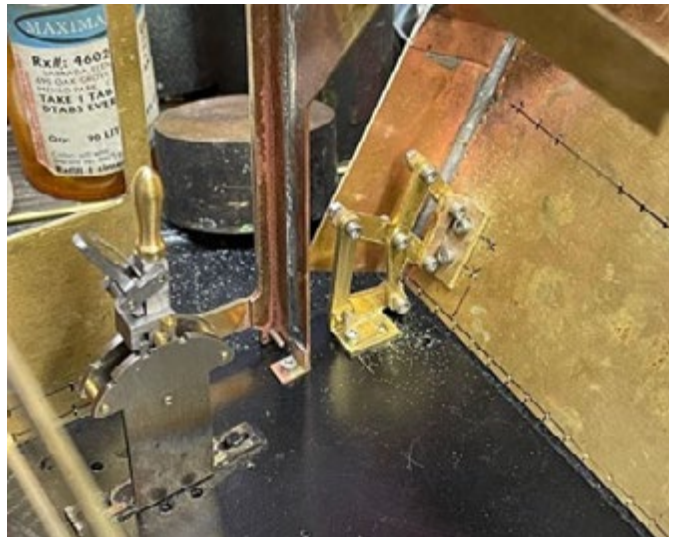
EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

Rob Lenicheck sent me some pictures of his magnificent Uintah Mallet.



As the loco is of the tank type and will be coal fired, he needs access to the fire door. He accomplished this by hinging the coal bunker. A view inside the cab with the reverser and the hinged bunker.



Smoke box door and various pipes are 3D printed in metal



A view into the smoke box:

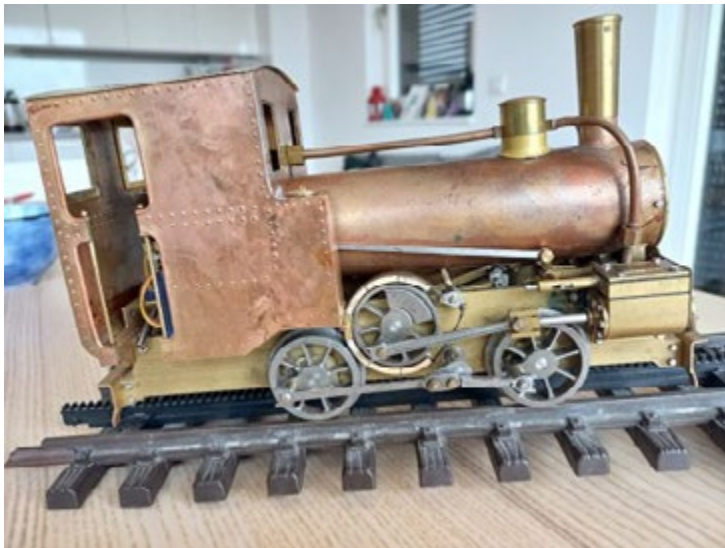
EAST DEVIL HILLS MODELING GROUP

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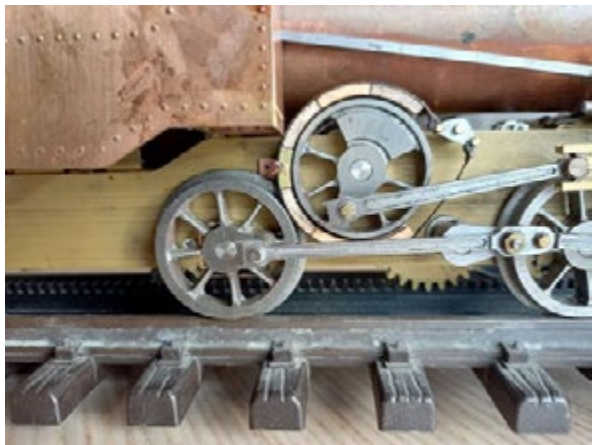
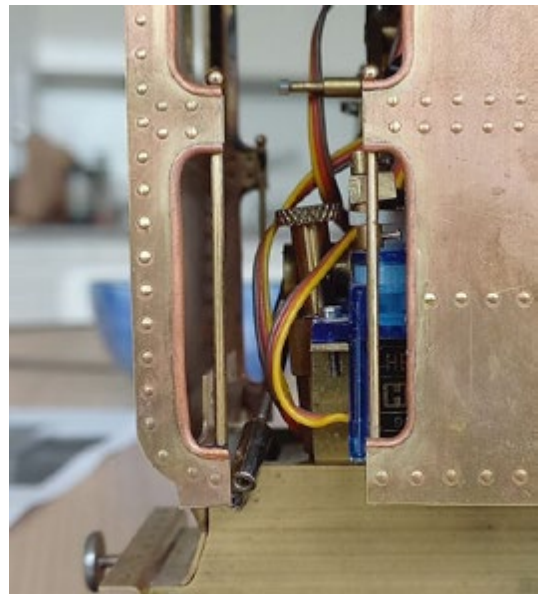


Dennis Mead designed a tipper car and 3D printed a batch for Bill Mansell. Bill assembled and weathered them.

The ore in the cars is the infamous "Unobtainium".



Finally I made some progress with my rack loco. It now has a band brake system and grab irons.



Details of the brake (left) and the cab door with the grab irons (above).

That's it for this month. Stay healthy and enjoy the upcoming steam-ups. By the way, if someone took photos of the EDH display at Hiller's, please send them to me. My Email address is listed in the member directory of BAGRS.

Introduction – Each month, I wonder what to write about and worry that there is nothing interesting happening. As usual though, stories come in via friends, newspapers etc. and I end up having to drop some. Looks like this is one of those months as well.



Great SP Steam Video – Just got a YouTube video “heads up” from an Oregon “O Gauger” on a great half hour production called “Southern Pacific Steam: The Films of John F. Kirkland. John was the West Coast Representative for Baldwin and a real railfan. These films are high quality 16mm with excellent sound and you even get to see old 2248 shown here. Most of the footage goes back to the early 1950s and remember the SP steam action in San Mateo. I started riding the SP regularly in the late 50s to San Jose for SJ State classes. By that time, it was “all diesel.” I did get to ride old SP2472 in Niles though and below is an account from the Sept. 2017 T&T:

Yes, previously travelled Niles Canyon pulled by SP2472 with my brother Bill and high school friend, Louie Richardson. Louie had some great stories as a San Mateo eighth grader making friends with railroad personnel in the sidings near the now defunct Bay Meadows Racetrack. I'm going to include one picture from Louie's collection, and I think the story is so interesting that I will include next month in its entirety. Louie tells me, for example, that he as a kid he and his buddy would be allowed by railroad crews to sit in the cab with the engine under partial steam and guard it. They were told to blow the whistle if anybody messed with 2472 or the other SP locomotives there. Today, this would never be allowed (insurance etc.) and Louie's story deserves separate attention.

See Louie's “kid dream story” in the media section of Oct. 2019 T&T if interested and by the way, the engineers went to the track (and mean the horse track) while the boys guarded the steam engines.

A Cumbres/Toltec Memory — Rob Lenicheck's talk at the Annual Meeting about this fine railroad conjured up a memory almost forgotten. My wife and I were on the right side of our car looking down into a deep chasm and glanced ahead to see cattle ahead on the tracks with seemingly no place to go. The engineer really worked at this problem which has undoubtedly happened a number of times. Through exercising the howling whistle and inching forward ever so slowly, the cattle came down our side as it was a solid rock face to our left. They slowly went by our car, and one could see the whites of their eyes. Not one dropped down the slope. We will never forget that memory

Note: Thought I was big stuff to have taken the Cumbres/Toltec trip until I talked to Joe Barker sitting next to me for Rob's talk. Joe has made it five separate times. Think it's time for an encore for us.

Desperado's Waiting for a Train

— Hard to believe that a recent episode of ABC's "The Rookie" (S4Ep18- Backstabbers) featured a rail theft story where the desperados were actually apprehended by the police in the fair city of Los Angeles. What was depicted looked a lot like an actual TV crime report of some months back giving Los Angeles and Union Pacific a "black eye". But then again, the Rookie was not on the job yet.



Did Not Know This — I worked for a company in Mountain View called Sylvania. Little did I know a fellow engineer at Sylvania Waltham Massachusetts invented something long ago that is still used today. Do any of you remember checking out groceries before barcodes? Well, it went much slower believe me. Engineer

David Collins recently passed on. While not inventing barcode (invented in the late 40s), he found an effective way to read them using flashes of light. Collins developed this first for identifying railcars. Look where we are now. If you pick up an item to purchase in a store without a barcode, the checker goes berserk. You are now in for long checkout. There is a full story of this fellow in the March 31 Wall Street Journal but as usual you must subscribe to see it. On a business trip to Waltham in the 70s I could have run into this fellow. His legacy will live on for many years, not just for railroads, but for nearly everything we buy in the marketplace.

Who You Gonna Call? — The next time you are stalled on the tracks at a railroad crossing, do you know what to do and who to call? I didn't until I saw several repeats of a short public



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.

service announcement (psa) on television watching a Giants game. Though I can't seem to find the exact psa, here is a good article from a weekly Oklahoma newspaper on the subject. Still digging for the illusive video and maybe get it into next T&T. Seems like I only have seen it on NBC Sports Bay Area so far.

<https://www.blackwelljournaltribune.net/articles/12267/view> - Stuck on Tracks?

BART Overnights — My wife and I love to sleep in railroad cars when on trips and have done so at Clear Lake (Featherbed Railroad B&B), Dunsmuir (Railroad Park Resort) and Elbe WA (Hobo Inn). Now, there are plans to use old BART cars for different business ventures. Nothing quite yet but BART is investigating rental units, video arcades and an Oakland A's Museum as possibilities. For some reason this does not appeal to me. Maybe someday the BART dwellings may be classic like the caboose or box cars of old. Here is the East Bay Times Story for those that that subscribe to that publication (or maybe give it to free who knows).

https://enewspaper.eastbaytimes.com/?publink=16f8736ec_13483ce - BART

Movie & TV Scenes Showing Model Trains — The Movie, "Rat Pack 1998" portrayed Frank Sinatra (played by Ray Liotta) running his Lionel trains. It is well known that Sinatra liked electric trains and spent a lot of money building layouts one of which is shown above. While looking for pictures for the T&T, found this very cool US stamp.



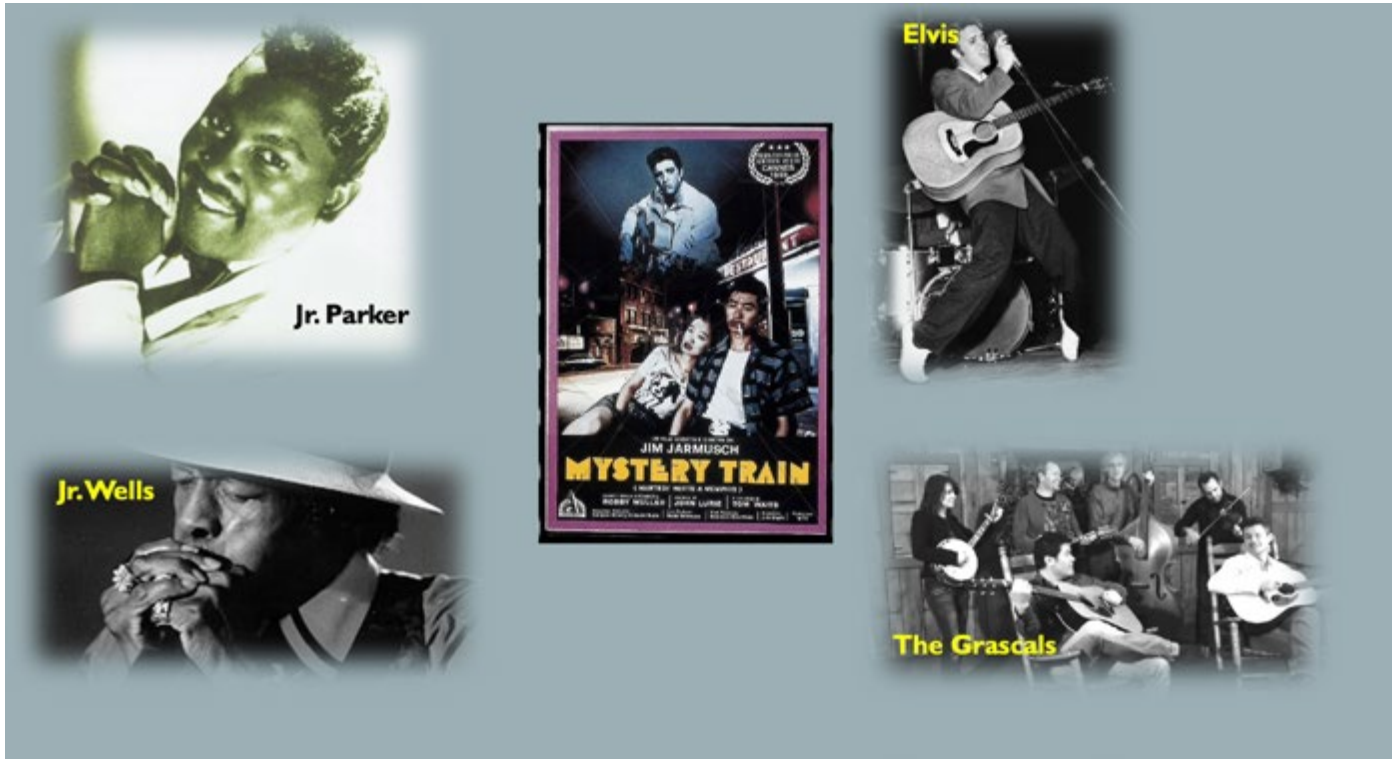
Railroad Song of the Month — Well, its "Mystery Train" in four different versions and all good. The song was written and first recorded by Little Junior Parker under the name of Junior's Allstars on the Sun label. The song was made famous by Elvis Presley. Don't forget film maker, Jim Jarmusch, and his movie, "Mystery Train" where one can hear both Elvis and Junior Parker at the beginning and end respectively. I think I mentioned the Grascal's version in a past T&T and now you can hear it by another three artists. Also why not dig up a Jarmusch movie sometime for something a little different?

<https://www.youtube.com/watch?v=7KbjWK6kTQg> - Junior Parker

https://www.youtube.com/watch?v=8CS_U7S7aW8 - Junior Wells

https://www.youtube.com/watch?v=_fX8UJzQXZM - Elvis Presley

<https://www.youtube.com/watch?v=E9iHiEAlTek> - The Grascals

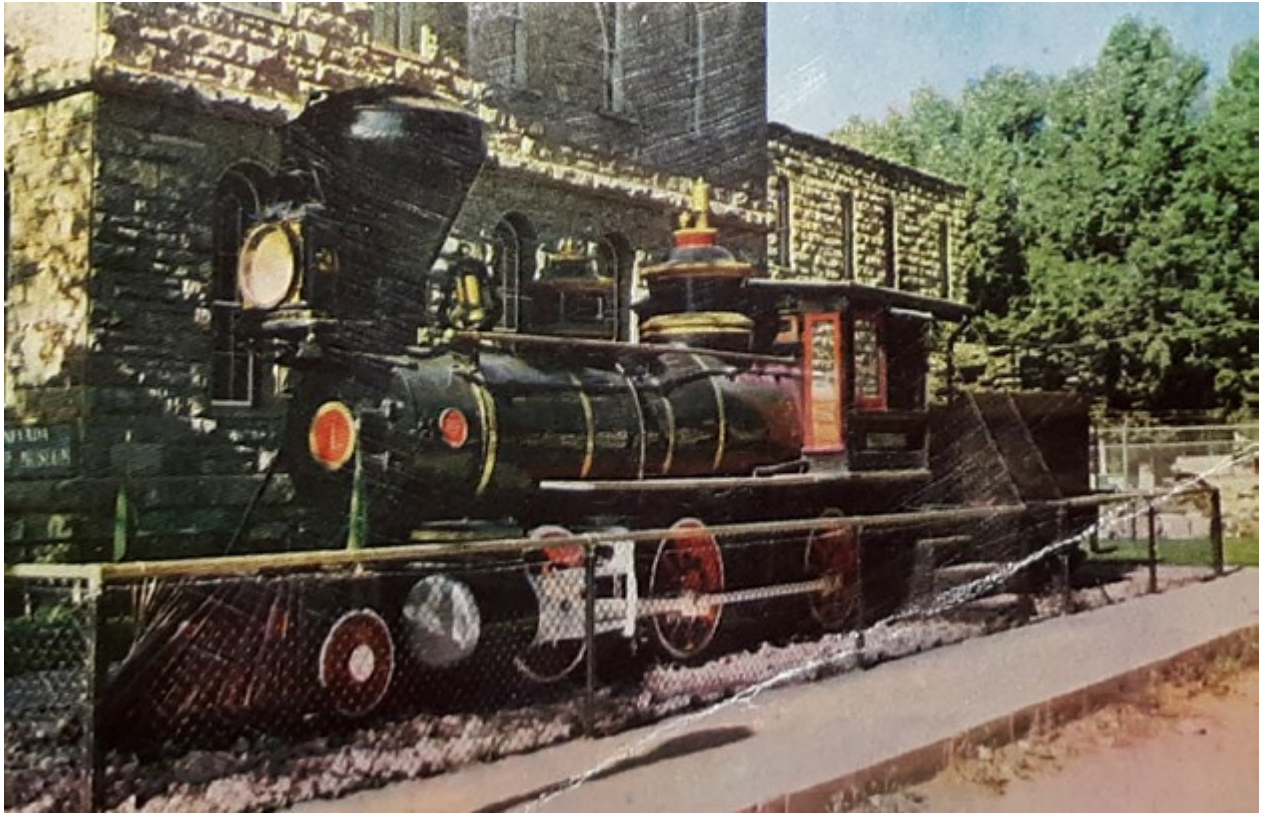


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LOCOMOTIVE GLENBROOK

Built by the Baldwin Locomotive Works in 1875. Hauled by oxen from Carson City, Nevada where it was used in sawmill operations. Logs milled at Glenwood provided lumber for Virginia City mines.

Visitors to the Nevada Museum in Carson City between 1943 and 1982 and the Nevada State Railroad Museum during the following thirty-three years will recognize the familiar "Glenbrook" locomotive. Carson and Tahoe Lumber and Fluming Company's 2-6-0 narrow gauge Mogul type steam locomotive once hauled lumber harvested from Glenbrook on the shore of Lake Tahoe to the top of Spooner Summit, where it was flumed from the crest of the Carson Range to Carson City. The cordwood for boilers and mining timbers were then transferred to Virginia and Truckee flat cars and pulled to their final destination of Virginia City on rugged Mt. Davidson. When the region was logged out in 1899 the Bliss family moved the entire railroad to Tahoe City where they constructed a 22 mile long right of way, Lake Tahoe Railway & Transportation, connecting freight and passengers with the Southern Pacific Railroad in Truckee with Lake Tahoe and the steamboat SS Tahoe. The Glenbrook changed ownership several times before ultimately being presented to the Nevada State Museum.

Photo by 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.

MUSINGS OF A THEME PARK FAN

Bill Ralph



GHOST TOWN STREET

Knott's Berry Place, Buena Park, California

Ghost Town here is one of the most interesting landmarks to see. People from all over the States know about this place for it's excellent Chicken Dinners and the many exciting free attractions. Ghost Town, we understand, is growing, and will soon sport two streets of buildings, showing how our forefathers lived in the days of '49.

Disappointed by the slow progress constructing the Covered Wagon Cyclorama Show honoring his grandmother's trek to California, Walter Knott hired commercial artist Paul Von Klieben to complete the lagging project. Knott was so impressed with the results he created an adobe chapel to display Von Klieben's second assignment, a portrait of Jesus that at the appointed time, with the use of black light and a simple timing device, appeared to open his eyes. "The Covered Wagon Show" and "The Little Chapel by the Lake" were the farms first show attractions and earned Von Klieben a promotion to Ghost Town's Art Director where he established the western ambiance in the 1940's as well as designing many of the signature buildings and attractions. He assisted Knott with reconstruction of the Calico Ghost Town near Barstow and is also known as a fine artist creating paintings and murals of Native Americans and frontier scenes that appeared on Knott's Berry Farm promotional materials, menus and postcards. Paul Von Klieben retired to Sonora, California and operated an Artist Studio near Columbia State Park for a brief time before passing in 1953.

Circa 1940's Private Edition Paul V. Klieben Postcard from the collection of Bill Ralph

MEMBERSHIP INFORMATION

BAGRS BOARD AND CONTACTS

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President:	Mick Spilsbury	president@bagrs.org
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At-large board member	Greg Hile	greghile@outlook.com
At-large board member	Richard Murray	steamer060@sbcglobal.net
Scheduling Coordinator	Greg Hile	openhouse@bagrs.org
Live Steamers	Richard Murray	steamer060@sbcglobal.net
Membership	Ray Turner	membership@bagrs.org

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

CALENDAR

May 14	Swap Meet, Open House, and Live Steamers	Accucraft
May 22	BAGRS Board of Directors meeting	Silverman home
June 4	Layout Tours	San Jose/Milpitas
June 11	Live Steamers	Roaring Camp
June 20-25	NGRC 2022	Denver, Colorado
June 26	Layout Tours	Peninsula Districts
July 13-17	National Summer Steamup	Lodi
July 16 and 17	Layout Tours	Golden Gate/REGRS
July 24	BAGRS Board of Directors meeting	Zoom
August 13	Live Steamers	Hiller Aviation Museum
August 20	Layout Tours	South Santa Clara/San Benito
August 21	Layout Tours	Santa Cruz/Monterey
September 3-4	Live Steamers	Ardenwood
September 10	Live Steamers (tentative)	Los Altos History Museum
September 18	Layout Tours	East Bay
September 25	BAGRS Board of Directors meeting	Zoom
October 2	Layout Tours	Diablo Valley/Just Trains
October 23	Phantom Layout Tours	All Over the Place
November 20	BAGRS Board of Directors meeting	Zoom
January 29, 2023	BAGRS Board of Directors meeting	Zoom

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 e-mail and password: BAGRSvideos@gmail.com BestClub4014

The upper-left corner has a pull-down menu to select ALBUMS. Then click on the album of interest.



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TRELLIS AND TRESTLE

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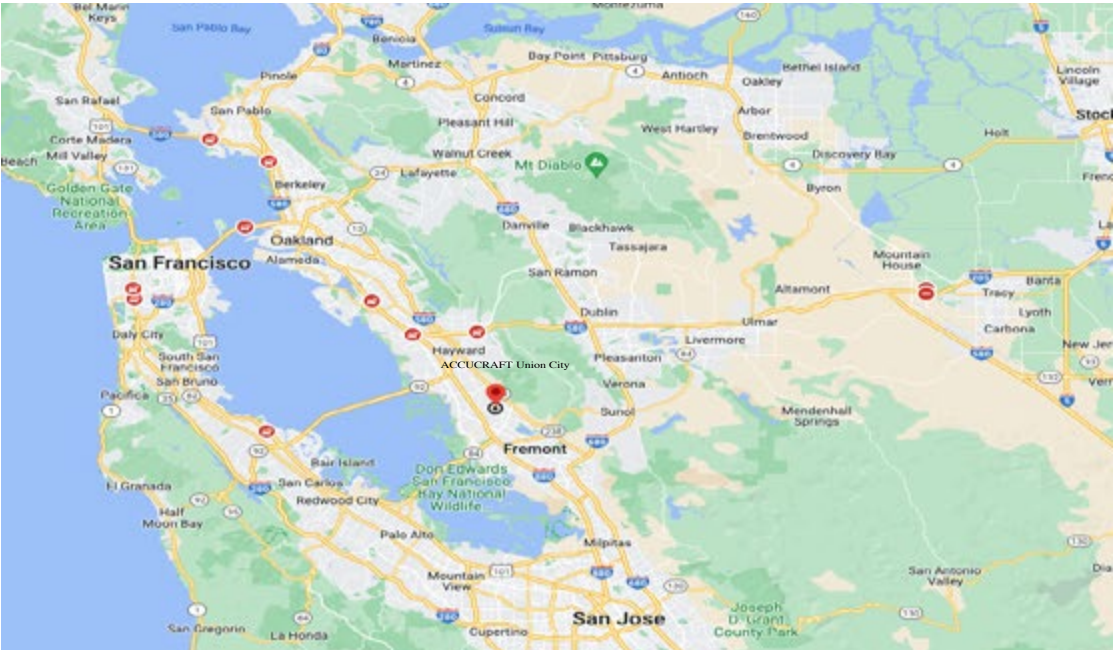
BAGRS is finally now in a position to begin holding open houses, now that COVID restrictions are loosening, and vaccinations are increasing.

We need to adhere to governmental guidelines for safe gatherings in place at the time of each event.

With that in mind, we are pleased to announce our first event of the 2022 season. Accucraft Trains has graciously agreed to host an open house, BAGRS swap meet, and the Live Steamers on Saturday, May 14 from 10 am to 3 pm.

The event will be held both indoors and outside in the Accucraft parking lot at 33260 Central Avenue, Union City, CA 94587.

Here is a [link to the Google Map highlighting the location](https://www.google.com/maps/dir/33260+Central+Ave,+Union+City,+CA+94587/@37.6437719,-121.412021,10z/data=!4m9!4m8!1m0!1m5!1m1!1s0x8080957588d24661:0x84b524496a308fd12m2!1d-122.0368097!2d3...). You can also scan the QR Code below to open the Google Map on your phone.



<https://www.google.com/maps/dir/33260+Central+Ave,+Union+City,+CA+94587/@37.6437719,-121.412021,10z/data=!4m9!4m8!1m0!1m5!1m1!1s0x8080957588d24661:0x84b524496a308fd12m2!1d-122.0368097!2d3...>

