

BAY AREA GARDEN RAILWAY SOCIETY

TRELLIS & TRESTLE



JUNE 2022



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PRESIDENT'S PERSPECTIVES

Mick Spilsbury, BAGRS President



The highlight last month was the swap meet/steam up at Accucraft. Many thanks to VP Channing Cheng for hosting and to all the member vendors and buying members. I acquired a great water tower and a rock face is being reconfigured in Black Canyon to provide prime real estate for it.

The Board had its first in-person meeting for a long time at the lovely home of Larry Silverman, our Treasurer. It was a productive meeting. We are making progress on the revamp of our website and have simplified the process for new members to join us. We are also unearthing signage

for open RR hosts to use with a full calendar of open RRs this year starting in the South Bay on June 4 and the North and Mid-Peninsula districts on June 26.

DENVER BOUND

This month, some of us are bound for the 37th National Garden Railway Convention in Denver, where we will be promoting the 38th National Convention in the Bay Area hosted by BAGRS. We will be running a slideshow at our booth featuring more than seventy curated images of BAGRS' railroads and a great banner. We are looking for other members going to Denver to help "man" or "woman" the BAGRS booth for a couple hours. Do email me if you can help.

Here's a few of the images we will be displaying.



That's just eight of the seventy plus images we will display to lure folk over the Rockies because in '23 the Bay Area is the place to be.

Let's stay on track.

Mick Spilsbury - president@bagrs.org

RANDOM NOTES IN NO PARTICULAR ORDER

Greg Hile, Editor and Scheduling Coordinator Guy

A couple of random notes here in no particular order:

1. In a couple of weeks, I will be attending the National Garden Railway Convention in Denver. I am honored to be presenting a clinic entitled On Paper and Online, which will explore ways that garden railroad clubs can enhance their newsletter and online outreach to members and the general public. I am looking forward to a great week and I can assure you we will be reporting back on what all happened in the July *T&T*.

2. Aside from the excitement of the event itself, there are two other significant personal aspects of the trip for me. For one, I will be visiting Colorado Springs and the Pike's Peak Cog Railway. One of its early owners was one Spencer Penrose, who happens to occupy a place in my family tree (my mother's maiden name wa Penrose), and a name that will be familiar to anyone who is from or visits Colorado Springs. I visited the Penrose Mansion in the early 1960s with my family and I will hopefully have the opportunity to tour what is now the Penrose House, as well as visit the Penrose Museum and the Broadmoor Hotel that he owned.

3. Also significant for me is how I'm getting there. In 1919, my great-grandparents, Oscar and Ella Hile, together with their four children, one of whom was my grandfather, took the train from their home in Hannibal, Missouri to the west coast, an adventure memorialized by my great-grandmother in a 92-page diary of the trip. I am currently posting excerpts from that diary on my website, with an expanded version to be published in book form at some point in the near future. Much of the story documents the ins and outs of train travel along the Burlington, Denver and Rio Grande, and Union Pacific lines from Hannibal to Denver, south through the Royal Gorge and up to Salt Lake City, and finally west through Reno, Sacramento, Port Costa, Oakland, and then south to Los Angeles.

A week ago I followed the route from Martinez to Los Angeles and I have the distinct honor and privilege to recreate that route from Martinez to Salt Lake City (in reverse!) as I take Amtrak into Denver. Check out my [website](#) if you're interested.

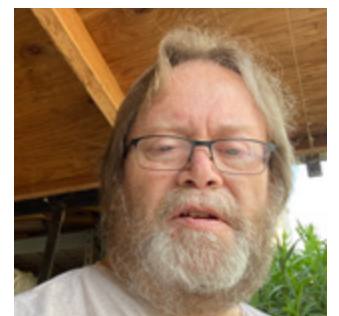
4. Our first event of the season was held on May 14 at the Accucraft headquarters in Union City and was, by all accounts, a great success. The weather cooperated, the food was great, the swap meeters swapped, the steamers steamed, and the looky-loos looked. Photos are inside this edition.

5. Be sure to stop in to the open houses this month. Michael Laine in the San Jose/ Milpitas district has put together a lineup of six layouts on June 4, and Don Watters has seven running in the Peninsula districts on June 26. I'll be flying home from Denver the night before, so please pardon me in advance of signs of jet lag on my part.

6. Keep in mind the special layout open house on October 23. I don't know your tastes in music but just think -- with the right kind of outdoor music playing, you, too, could be a Phantom of the Opera. Okay, okay, I guess you had to be there.

7. We have several new members and we will be welcoming them in future issues of *T&T*, but do check out new member Philip Mindigo's article, Small Engine, Big Sound, on page 16. Welcome Philip!

And with that, time to play with trains ...



SCHEDULING COORDINATOR

Greg Hile, Scheduling Coordinator Guy

BAGRS 2022 LAYOUT TOUR SCHEDULE

Date	Status	District
Saturday, May 14	held as scheduled	Open House, Live Steamers, and Swap Meet at Accucraft in Union City
Saturday, June 4	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?

Many of you correctly identified this photo as coming from the model trains exhibit at the California State Railroad Museum in Sacramento. The Grand Prize, however, goes to Nancy Norris, with honorable mentions to Don Watters, Joyce Hennessey, and Ray Turner.

The exhibit is well worth a visit. It is located upstairs and is adjacent to the permanent "toy train" exhibit. It can be a bit difficult to find but once you're there be prepared to spend a fair amount of time taking it all in it all in. There's a lot to see!

This month's is also a little different. If you look closely at the top of the photo you will notice reflection from a glass window. That's because this is not a picture *of* a train, but a picture *from* a train. So, kudos and a mention in the next issue to the first to drop me a line at newsletter@bagrs.org and correctly answer the following: where is the train, and which train is it that runs so close to all that sand and water?



The Spirit of America



by Robert Burrill

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 ...

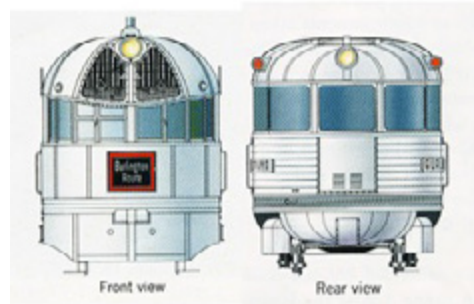
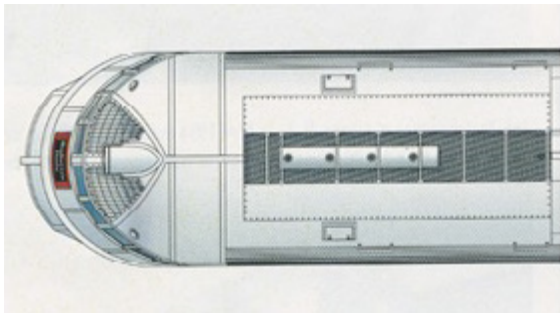
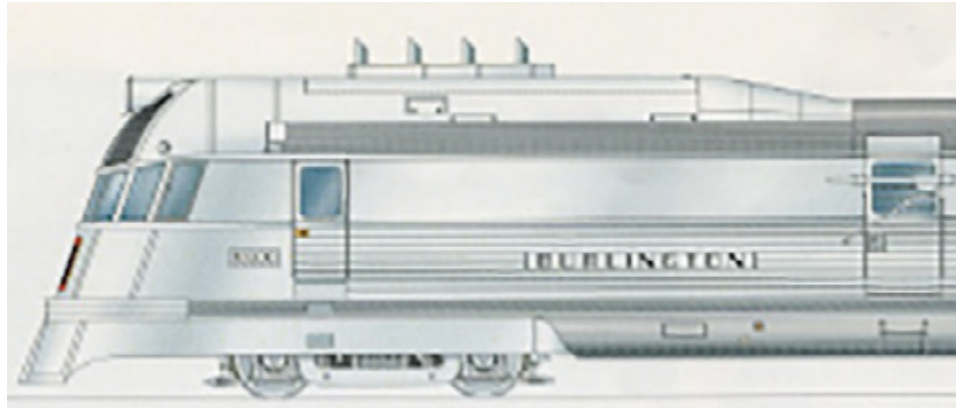


The Burlington Zephyr Chicago to Denver 1934 and The Flying Yankee 1935 Boston to Portland ME., and beyond to Waterville, ME where my Grandfather Charly Burrill worked as a line inspector for the Maine Central Railroad.

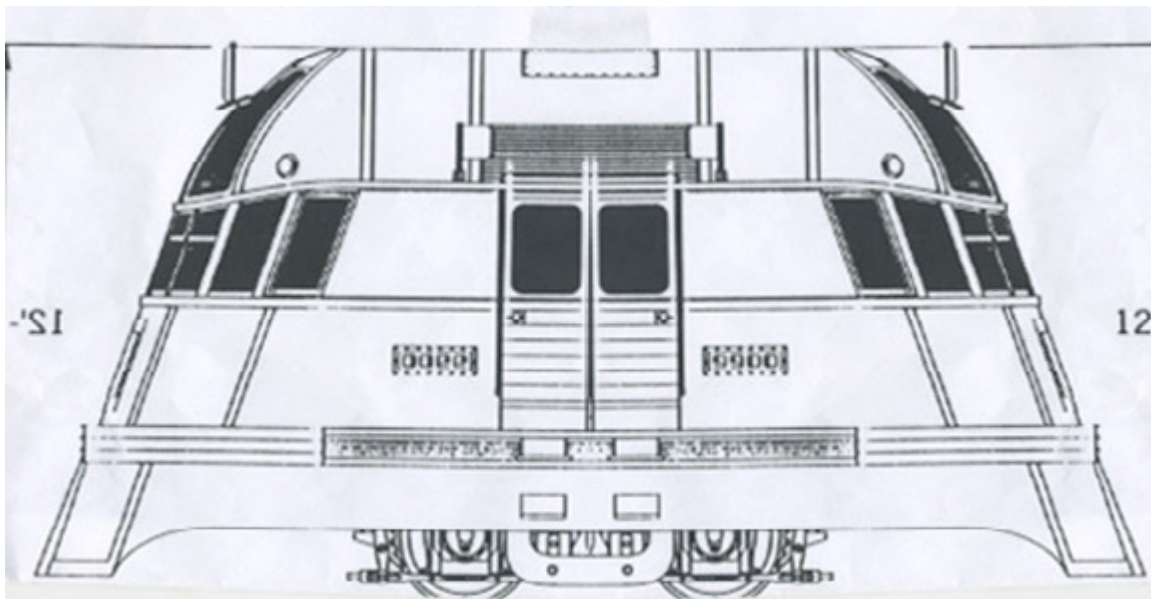


FEATURED ARTICLE

The Spirit of America

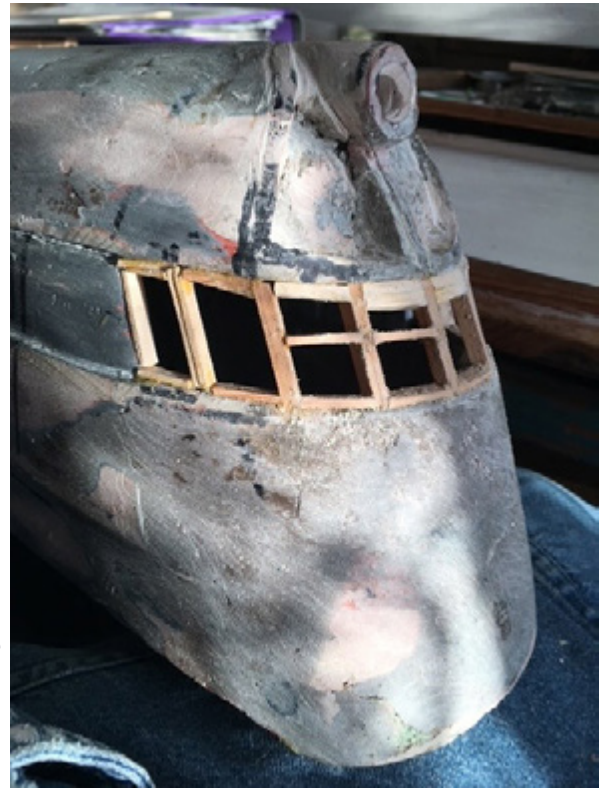


Drawing plans were found within Model Railroader's "65th year Anniversary Spectacular Pioneer Zephyr fold out in Color" (January 1999, \$5.50). My challenge was to create a shorter version train able to handle my LGB 16 curves.



FEATURED ARTICLE

The Spirit of America



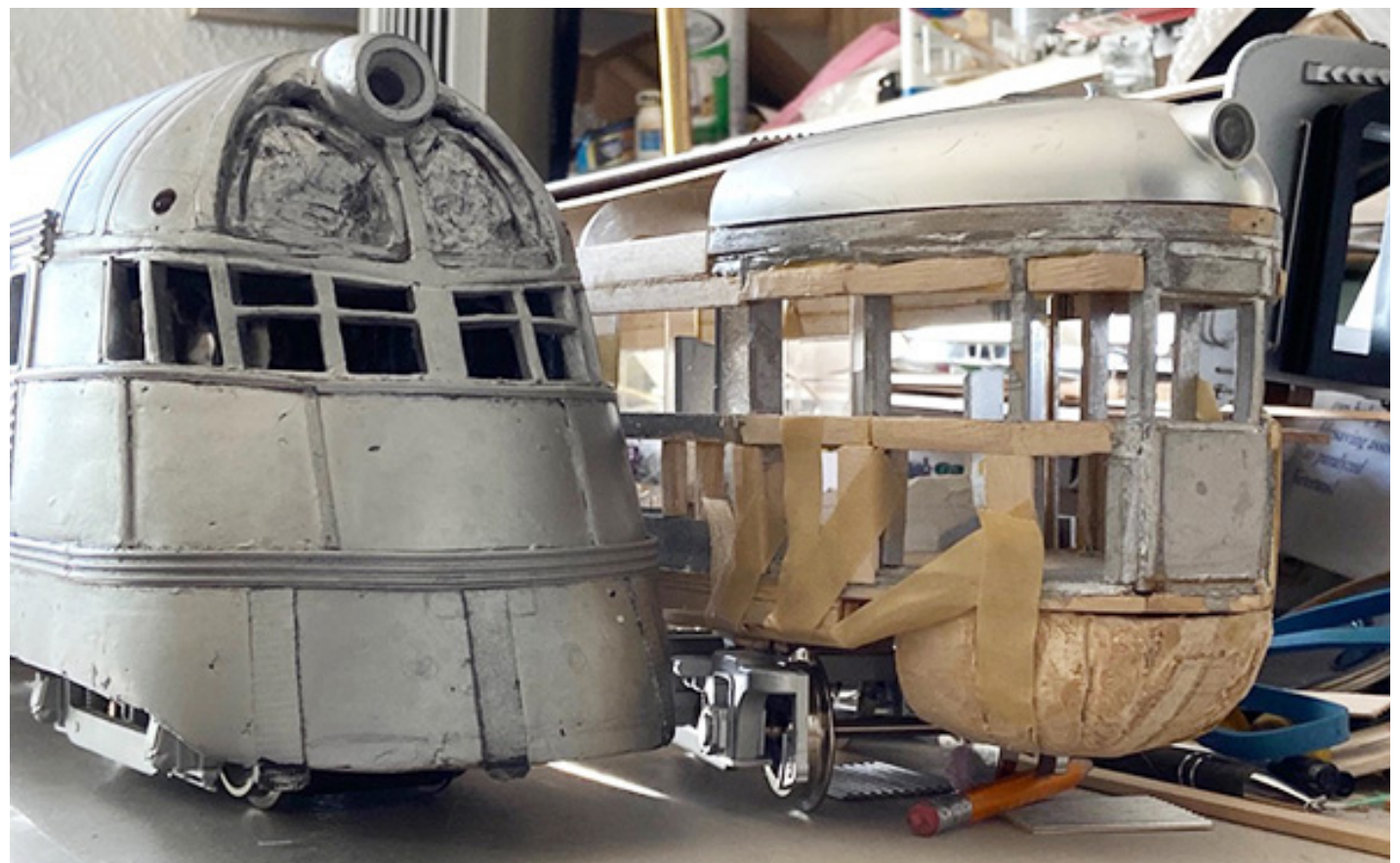
Years ago my metal-shop teacher told me, I could build the locomotive with Bondo used for automobile fender repair. So I began applying the Bondo over forest green Styrofoam to create the shell. Then parallel wooden stripes were positioned to create the central row of windows and doors that would run throughout the train.



After hours of sanding between repeated patches of Bondo-resin and red Glazing & Spot Putty, the first application of silver Rust-Oleum spray paint is applied.

FEATURED ARTICLE

The Spirit of America



After installing the USA Train motors & passenger trucks, constructing the passenger cars will complete America's first streamliner. . .



The Lounge Car was built upon aluminum L-Bars separated with a series of identical stage frames assembled with long horizontal Bass wood beams creating window slots for the plastic windows created by Dennis Mead's laser cutter.

FEATURED ARTICLE

The Spirit of America



The roof was constructed and planked with Bass wood strips in preparation for the 1/8th & 3/32nd inch corrugated siding from Northeastern Scale Lumber Company.



The 2nd & 3rd applications of the Rust-oleum silver spray paint transforms the wood- corrugation into a visual-metal-finish. Then, add the LED lights (With Special Thanks to Dennis Mead) and surly the additions of Sound & Motion will bring the life of the Zephyr Streamliner experience to bear.

FEATURED ARTICLE

The Spirit of America



Editor's Note: The dining car shown above was just completed in time for showing at the June 4 San Jose/Milpitas open house. Be sure to come on out to Robert's layout and see it all.

Also, please take the opportunity to view Robert's latest video on America's First Steamliner, Lifting the Spirits of America, 1934-35.

It can be viewed at <https://youtu.be/0-OgZxKMWg>



OPENING DAY ... AT ACCUCRAFT

Photos by Greg Hile



OPENING DAY ... AT ACCUCRAFT

Photos by Greg Hile



OPENING DAY ... AT ACCUCRAFT

Photos by Greg Hile



MEMBER UPDATES

Not an "update" per se because it happened twenty years ago, but **Larry Silverman** writes: "Here are some photos that I got while heading for Portola in 2002 to see the Railroad Museum. We just happened to notice the Ringling Brothers (RED UNIT) Train.

There were two trains owned by Ringling Brothers and Barnum & Bailey Circus. They were the Red Unit and the Blue unit. These pictures I took were of the Red Unit train.



As a note on this train:

On May 22, 2017, after 146 years, the Ringling Brothers, Barnum & Bailey Circus folded its tent for the last time after a final show at Long Island's Nassau Veterans Memorial Coliseum and passed into the history books. The next day, the circus's famous 79-car Red Train operated for the last time; it had been for years one of two, the other being the Blue Train.

SMALL ENGINE, BIG SOUND

Philip Mindigo

Last year I upgraded my controller from LGB MTS II to the Marklin CS3+. In so doing, I lost the ability to run my Non-DCC engines on my new layout. The MTS II system supported channel "0," which would allow you to operate one non-DCC engine on your layout.

I upgraded my Santa Fe F7-ABA units with an ESU controller, and my Mogul, Mallet, and Diesel with Massoth controllers. These engines are fairly large with space inside for controllers, and space on the bottom frame to mount a speaker with venting through the floor.

However, my LGB Rack Electric Locomotive (2046) has limited space with very limited access to vent sound through the floor.

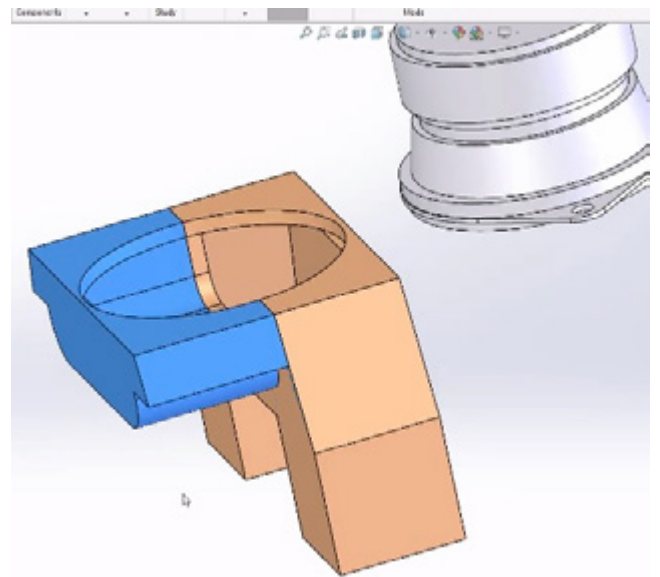


SMALL ENGINE, BIG SOUND

Philip Mindigo

I initially tried mounting two 1" square mini speakers on the floor in the rear of the cab, but after testing, the sound would distort at the necessary volume to project the sound on the layout relative to the other engines.

This led me to investigate 3D printing a waveguide that would convert the larger 2" dia full range speaker to vent out the two 1" square areas in the floor of the cab. Fortunately I have a friend who is a PhD Mechanical engineer with a 3D printer in his lab and after a few basic sketches, we were able to print the waveguide based on the drawing you see below.



Here's a picture of the speaker mounted on the waveguide, which easily fits inside the rear of the cab. Fortunately the cab windows are frosted, so I did not spend time on cable management. The ESU controller provides fantastic realistic Rack Locomotive sounds, and the lighting controls are easily programmed and everything works with the CS3+.

THE START OF SOMETHING BIG, PART TWO

With the body of the McKeen car almost completed, its time to cut out the ribs for the roof (see photo #3107); this shows the roof ribs and the three main base plates for the roof glued in place. With the ribs now glued to the three separate sections of the roof plates, I covered each section separately with 1/16" Styrene. After all three sections were covered I joined them together (see photo #3130) to form the main roof, leaving only the tapered front and rounded rear sections to be covered. To cover the front and rear sections of the roof, I built more ribs; this time running them from front to rear (see photo #3145). Then, using Evergreen Plastic strips #155, I laid them over the ribs one at a time to form the tapered front and the rounded rear of the roof. Photo #3173, shows the completed roof in place on the McKeen car.

For the Battery pack and the R/C unit, I used an AirWire R/C unit with two 3500 NiMH rechargeable batteries. After testing the system at Hagan Park the McKeen car would run for more than three hours at a time before needing to be recharged again. For me that's more than enough run time.

When installing the R/C system I wanted it to be able to be removed and reinstall without having to disconnect a bunch of wires. This is what I came up with (See photos #3138 and #3139). All that's needed to separate the R/C unit with batteries from the McKeen car is to disconnect one wire.

As for the trucks I changed them out from U.S.A. trucks to Aristocraft trucks from an Alco FA1 diesel locomotive that was badly damaged. They were very easy to install with no modifying. Both are powered which gives the McKeen car more pulling power then it really needs. (See photo #3176) The McKeen car runs around seven foot radius with no problems. Next month I hope to have the front pilot and lighting finished and maybe even painted.



PHOTO 3107

DAVE'S CORNER

Dave Frediani

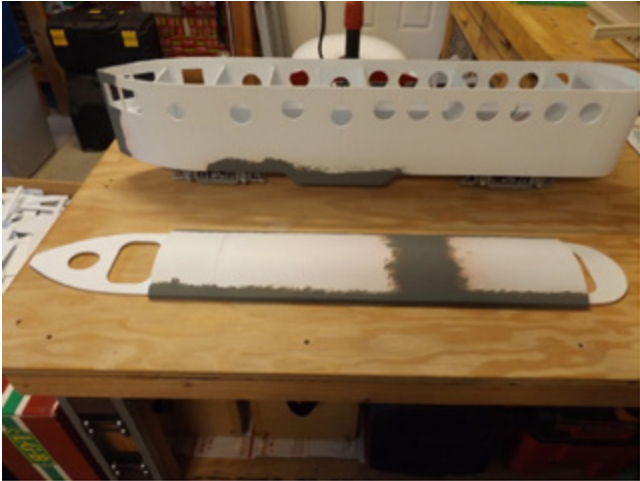


PHOTO 3123



PHOTO 3145



PHOTO 3173

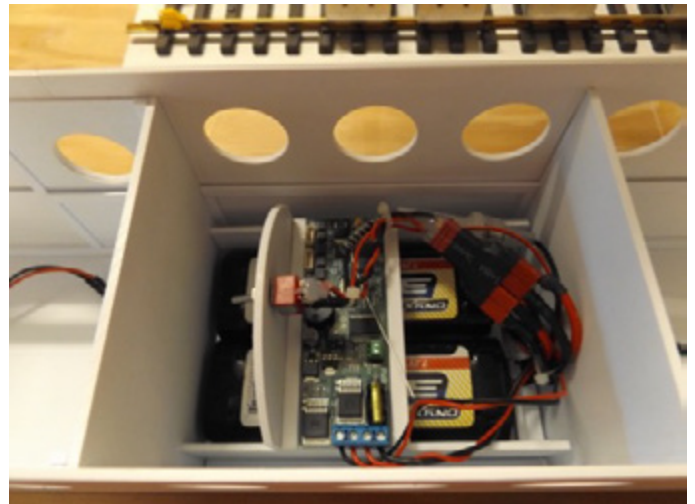


PHOTO 3138

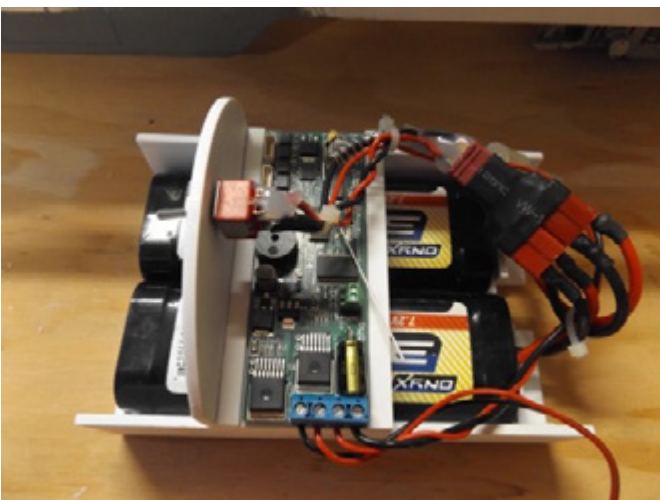


PHOTO 3139



PHOTO 3176

ACCUCRAFT + SWAP MEET

Most of our meets are ones that are yearly meets and get repeated every year. Rarely does a brand new meet suddenly appear on the calendar. The Accucraft meet was definitely one of the brand new meets. There was the Accucraft warehouse that was open to BAGRS for many special deals. There was the Accucraft museum of every beautiful product ever made by the company. Channing Cheng, the marketing director of Accucraft and a BAGRS director, bought lunch for all the visitors (BAGRS added \$200). The company even had just finished its new indoor live steam track. The company gave a birthday cake to Gary Whaley as thanks for his putting together the vast number of pieces for its new track. Outdoors, many members sold their excess railroad stuff as part of the BAGRS swap meet. At the same time many BAGRS buyers got good deals on railroad stuff to which they took a fancy. Most exciting of all (for me) was the presence of the club's live steam track upon which a wonderful variety of engines were run. Channing deserves many cheers for helping to organize the meet.

Given that the club had no event during May, it was logical that the Accucraft swap meet along with the live steamers be held during May. It was a big success for everyone: Accucraft, the buyers, the sellers, and the steamers. However, the club just had a swap meet at our Annual Meet in March, just two months before. I suspect that there could have been even more vendors and sales if the Accucraft meet were held a few months later. Maybe we can change the date next year. In the meantime, we can be happy that a new and fun type of meet can be added to our yearly club calendar.

The Accucraft parking lot was super easy for Bob Trabucco to park the BAGRS steam trailer. He simply wheeled it next to the proposed track location, pulled the brake and opened the trailer door. There was no need to unhitch the trailer, nor any need to push the carts more than 20'. As usual, we had the track set up in just an hour and a half.

Playtime began when we fired up. One of the first engines to fire was my little 5" long Ant. It started off very slowly but built up to a rocket ship speed within a half lap. Because of its high speed, it is very susceptible to any irregularities in the track. Therefore, I inspected all the joints very carefully. All were within tolerances. Even so, when the engine came around to the other side of the track, it did a head over heels tumble. It was rather spectacular and really caught my attention. I repeated the attempt a couple more times but was never able to complete an entire lap without some exciting acrobatic somersault. Given that the engine is essentially a few pieces of solid brass & steel, there was no damage. I and some others reinspected the track and found the the "O" gauge track had a substantial difference in gauge at the point where the engine was flipping out. The rail damage was too much to do a quick repair since it was at a joint with lots of screws and rivets.

Tim Boles ran an Accucraft 7/8 4-4-0 coal fired engine labeled WW&FR. He pulled two 7/8 scratch built gondolas, two scratch built boxcars, and a very special caboos. The caboos was loaned from Accucraft and was a wooden prototype for some future production. His adult son, Phillip, also ran a 7/8 4-4-0 coal fired engine, but it was labeled SR&RL. Seth Abrahams has misplaced more engines than most steamers own. For this event he found one

ALL STEAMED UP ...

Richard Murray

of his Accucraft GS-5's, a Southern Pacific 4-8-4. Seldom in US history has a more beautiful engine than the Daylight run the rails. These Accucraft engines were noted for their ability to pull prodigious numbers of rolling stock. Jim Goss was seen running Seth's green 1/32 Accucraft 0-6-0 switcher.

Andrew Kelsey, a fairly new live steam member, ran a Ruby with a wooden tender, built from scratch, filled with radio-control equipment. At one point it was double-headed with an Accucraft 0-4-4 plantation engine called a "luki." Beth Squiers had an Accucraft Climax that ran uneventfully. Bob Trabucco brought a 1/32 Accucraft M-6, which is a 2-6-0 Southern Pacific. This is one of those great engines where things just keep working. Colton Snell, who is a member of the Sacramento steam group, came by to visit.

Some of the steam guys even bought some stuff at the Swap Meet. Ron Sickler got a stationary steam engine of the type that I call a candlestick engine. Most candlestick engines are decades old. However, all of his engine's parts were in place, and they all moved freely. It even had a whistle. The most surprising thing is that it ran on kerosene, the first one I have seen like that. After being worked on, some of the candlestick stationary engines will even work. To be sure he would be able to run something, Ron brought his Regner Heisler. One other steamer who bought something was Chris Gathard, who is also a rather new steamer. He bought a Red Ruby. On the other hand, Mike McKenna was a seller of 5 English coaches and one Pola kit.

Up to a short while ago, I thought for sure that we would permanently lose some of our long held events. Surprisingly, we have had a dramatic resurgence of our historic events. All are now confirmed, plus we have developed the new Accucraft-swap meet. We also have two extra steam events at Hiller/year in addition to the BAGRS Annual Meet. We now have no shortage of live steam events. Whoopee!



Tim Boles is using a battery powered fan to create a draft to help start his coal fire.



Ron Sickler shows off his brand new purchase from the swap meet.

ALL STEAMED UP ...

Richard Murray



Andrew Kelsey owns this Accucraft Ruby. His scratch-built tender holds the R.C. equipment.



Seth Abrahams is about to pour oil into the lubricator of his black GS-5, which earlier in its real life still had the the famous Daylight colors.



Beth Squiers is watching her Accucraft Climax easily run the track.



Phillip Boles, son of Tim, also ran a coal fired 7/8 engine. He runs bigger steam engines, too.

Steam Calendar

June 18, 19	Roaring Camp
July 13-17	Summer Steamup, Lodi
August 13	Hiller Aviation Museum
September 3, 4	Ardenwood
September 10	Los Altos History Museum
October 2	Just Trains, Concord

ALL STEAMED UP ...

Richard Murray



Chris Gathard is obviously very happy that he was able to buy a red Ruby.



Jim Goss poses with his Accucraft 1/32 0-6-0 Southern Pacific switcher. This is a sweet runner.



An Accucraft 7/8 wooden prototype was loaned to Tim Boles for the day.



Bob Trabucco's engine is a 2-6-0, which in real life could haul 50 fully loaded refrigerated cars at 65 mph.



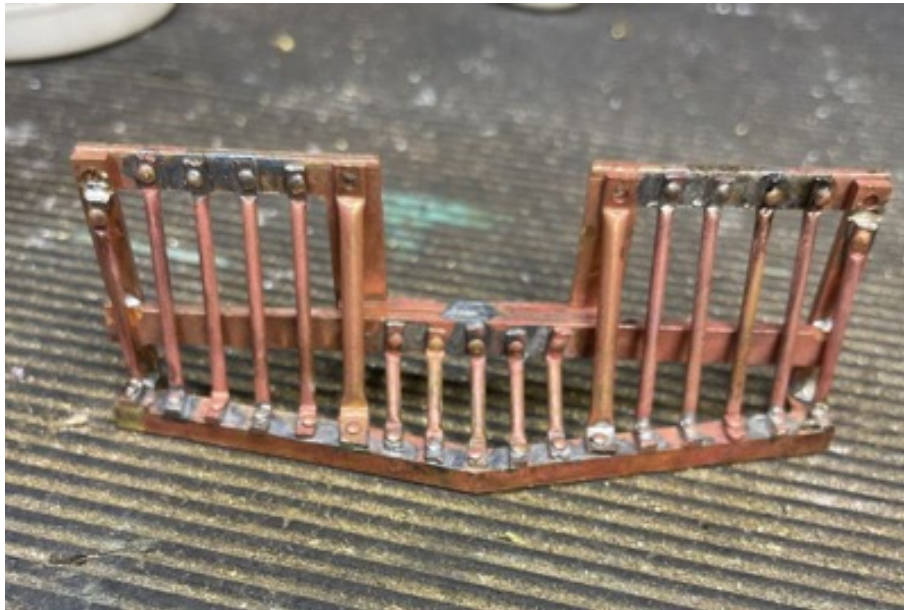
Set-Up and Tear-Down is a team effort ...

EAST DEVIL HILLS MODELING GROUP

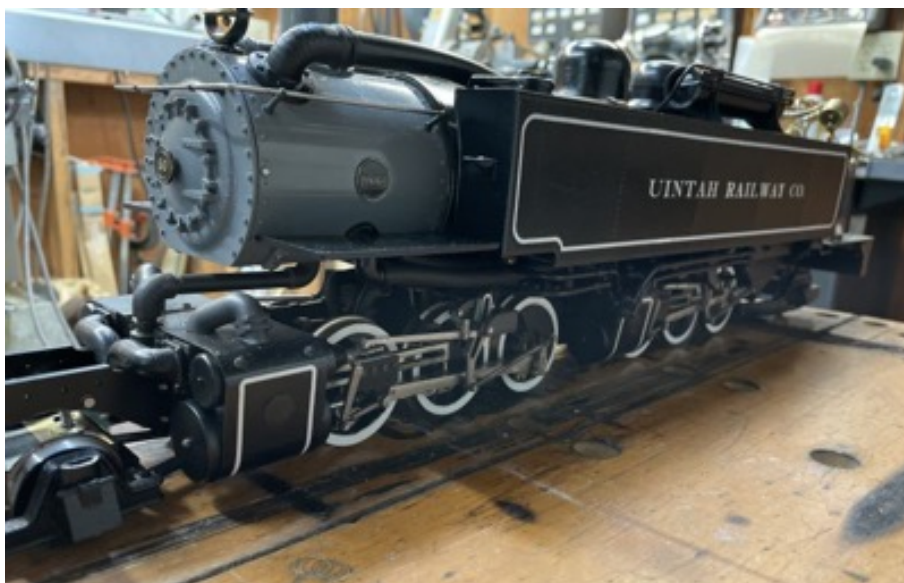
Henner Meinhold

Bill's Weyerhaeuser 108 Mallet built is currently on hold. We wish him a satisfactory resolution of the roadblock.

Currently only Rob is working on a steam locomotive. His Uintah Mallet is approaching completion. Here are some progress photos. First up the cow catcher:



The bodywork is coming along nicely. What a magnificent engine!



EAST DEVIL HILLS MODELING GROUP

Henner Meinhold



This is about the only build I can report this month.

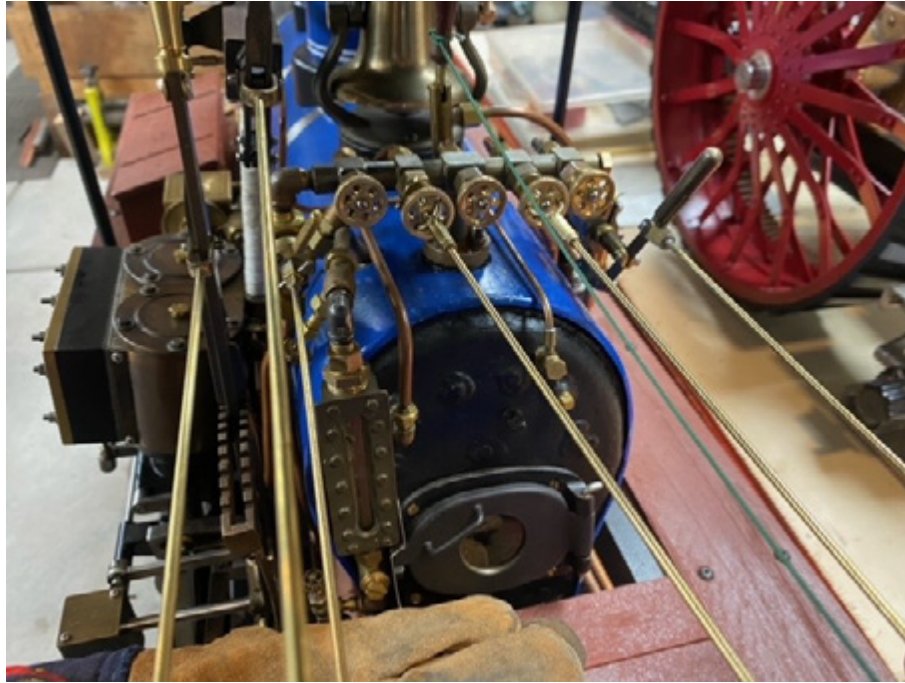
However Eric Maschwitz visited Charlie Reiter in San Francisco, one of the most prolific builders of ride-on steamers. Since our last visit he has added some more engines to his staggering collection. Eric allowed me to include his photos:



A beautiful 2 cylinder Shay that was recently completed. This is a very rare engine with the cylinders on the left hand side. It is in 2 1/2" scale.

EAST DEVIL HILLS MODELING GROUP

Henner Meinhold



The controls are extended, so the loco can be “remotely” operated.



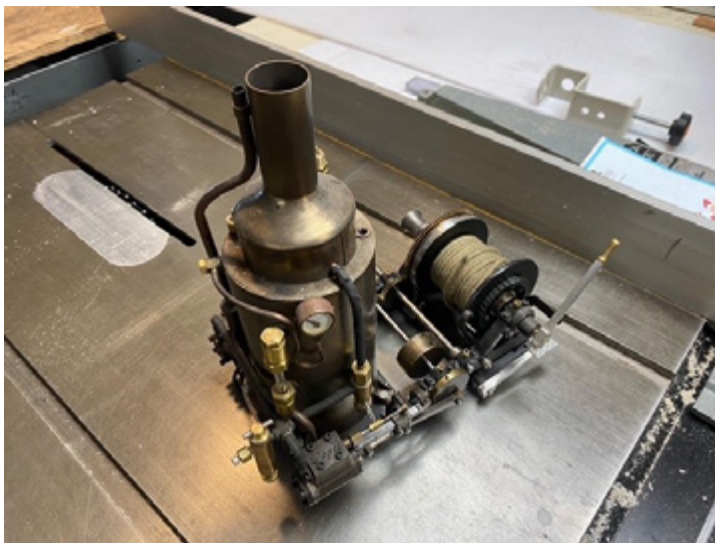
This picture shows the famous “Falk” logging loco, which still exists. It is the original model of W.M. Harris who wrote the book “Logging with Steam”, which includes construction drawings of the Falk.

EAST DEVIL HILLS MODELING GROUP

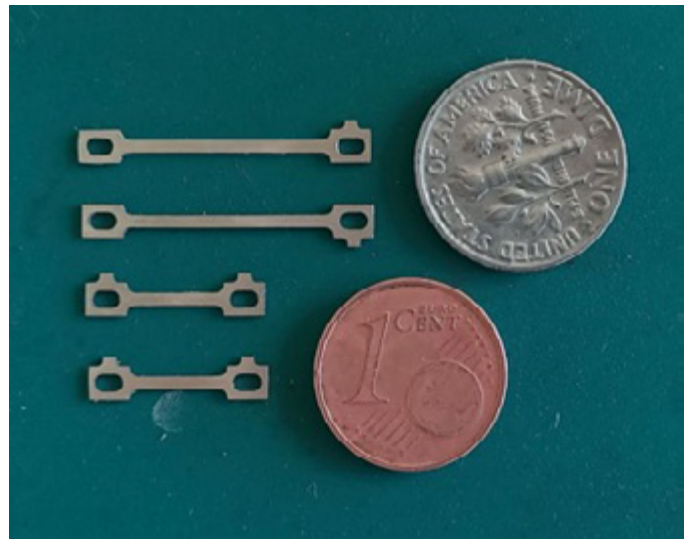
Henner Meinhold



Also shown beautiful 18ton Heisler in the same scale under construction.



Complementing the logging theme is this little single-spool donkey which will eventually mounted on the deck of a riverboat model.



For my rack loco I need to mill nickel silver sheet metal. As this is difficult to machine, I practiced by cutting out connecting rods with my CNC mill for an H0 model: I hope I can show more progress from all of us next month.

Henner

Another Busy Month – For May, every bone in my body hurts as its garden planting time. This time it started in mid-April (false spring warm) and so the pain should lesson in the next few weeks about the time the T&T comes out. Should be back to normal. Maybe will have time to do some outdoor train work then. So again, a potpourri of media tidbits and keeping it light in this world of turmoil.



New Caltrain Railroad Cars – Went to the SF Giants Game on a Mother’s Day via Caltrain as the station is near the ballpark. Here are some new cars coming to the railroad with the electric upgrade. These cars will undergo tests at Santa Clara. Sweet looking cars you must agree. Hope the electrifying of Caltrain will speed things up for quicker starts and stops as advertised. <https://youtu.be/4jKCgIR4yGY> - New Caltrain Cars

Sleep on a Train – Can be embarrassing! Look at his poor guy in Buenos Aries. Gripping news, I know...The story below from the New York Post.

<https://nypost.com/2022/04/27/sleeping-train-passenger-gets-head-stuck-in-metal-armrest/> - Stuck Passenger



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.

Bullet Train— I

mentioned this movie in a previous T&T but not sure the trailer was included. The Bullet Train railroad comedy is coming in late July. Not sure its my cup of tea but here is the trailer and if you saw it previously, you can skip.



<https://www.youtube.com/watch?v=0IOsk2Vlc4o> - Bullet Train Trailer

Sliced Bread on the Railroad —Okay, here is some railroad trivia. Square loaves of bread have George Pullman to thank. It all has to do with railroad kitchen efficiency. Here is the story and it's a short clip of trivia.

https://www.instagram.com/tv/Cc_BIC2gkL/?igshid=YmMyMTA2M2Y= - RR Trivia (hope this plays on your system as it's an "Instagram video" and a first for my T&T inputs.)



Train to Santa Cruz? — Here is an old report that I did not have room for before, so I am presenting it here. We can dream, can't we? Here is the story of days gone by but maybe someday.

https://www.sfgate.com/travel/article/Sun-Tan-Special-train-san-francisco-to-santa-cruz-16931074.php?utm_campaign=CMS%20Sharing%20Tools%20 - Suntan Special

Movie & TV Scenes Showing Model Trains – Though I have yet to find evidence of this, I have it on good authority (okay a Lionel internet forum) that there is a model train scene in the legendary film, "The Godfather". Here is what was written:

Lionel makes a cameo in this film as "The Turk" Sollozzo quietly grabs the Consigliere of the powerful Corleone Family, Tom Hayden (played by Robert Duvall), who's been Christmas shopping. The trains and accessories can be seen in the store window, happily racing around amidst a moderately tense scene.

I had forgotten that Duvall was in this fine movie. Need to find time to watch it once again. Meanwhile, I hope some of you with Paramount Plus App are watching the making of this movie in a new series called "The Offer". So far, it's just excellent and was unaware of the controversy surrounding this film. In certain circles it was just that!



Railroad Song of the Month – This fall, taking a trip to Nashville for a Navy Ships reunion. I don't think I will be riding a train for this one, but there is a special visit to a Johnny Cash hangout and looking forward to that. Here is a song from Johnny about leaving USAF duty in Germany and going home to Tennessee

after hitting CONUS. It's of course, "Hey Porter" and his first railroad song of many to follow. Remember hearing this for the first time in 1956 at the old "Garden of Allah" at Niles Flat near Mission Blvd. A great song then and a great song now.

<https://www.youtube.com/watch?v=UkWGyYdqjxM> – Hey Porter



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POSTCARDS OF THE PAST

Bill Ralph



SIERRA RAILWAY 28

One of the original engines of the Sierra Railroad Company, which operated in the late 1800's. This engine is still in operating condition, used mainly for motion picture and special charter service.

In response to the construction of the Don Pedro and O'Shaughnessy Dams and increased freight traffic, 2-8-0 Consolidation number 28 was ordered from the Baldwin Locomotive Works in 1922 to supplement the Sierra Railroad's stable of heavy duty equipment to handle carloads of cement and rocks on the lines challenging grades. Number 28 was reassigned to freight traffic between Oakdale and Jamestown upon completion of the dams and then reassigned to haul mixed trains between Oakdale and Tuolumne until 1938 when passenger service on the historic line was discontinued. Following the purchase of two diesel electric locomotives in 1955, Number 28 was one of six steam locomotives retained by the Sierra Railroad for rail fan excursions and movie work. In the 1970's Number 28 became the workhorse of Jamestown's Rail Town 1897 tourist railroad and Rail Town 1897 State Historic Park until removed from operation in 2009 for restoration. After being out of service for ten years, 100 year old Sierra Railway locomotive Number 28 is once again operating from the historic Jamestown yards and round house delighting a new generation of rail fans.



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



CHICKEN KITCHEN RAILROAD

Ray and Ruth Pollard established their original Chicken Kitchen in 1944 serving “Chicken in a Bun” to go from a small shack in Castro Valley. In 1946 the Pollards moved the fledgling business to just north of Stockton on busy Highway 99 and over the next decade the thriving Chicken Kitchen restaurant outgrew the premises.

The Pollards moved once again, this time to 16 acres adjacent to Highway 99 with enough space to accommodate their plans for a roadside attraction “Pollardville,” a western town, showboat melodrama theater and a collection of authentic (and some not-so-authentic) gold rush buildings and artifacts. Circling the restaurant, visitors would see the shops and attractions, which ran the half-mile long Chicken Kitchen Railroad, a homemade gasoline-powered miniature 4-4-0 train ride.

After purchasing tickets at the little depot, passengers on the CKRR rode in two short rustic coaches over a lagoon and around the perimeter of the grounds passing Boot Hill, Gold Hole Mining Company, Pan “N” Tell Gold Panning, Livery Stable, Gold Depository, and the Palace Showboat. Unfortunately business was never the same after a fire destroyed the Chicken Restaurant and Highway 99 freeway alignment hindered direct access to the grounds. Decreasing attendance, underfunding and delayed maintenance finally in 2008 resulted in the permanent closure of the replacement Chicken Restaurant, the CKRR, and the final demolition of Ray and Ruth Pollard’s roadside attraction.

Photo by Bill Ralph

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East Bay	Bill Ralph
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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

June 4	Layout Tours	San Jose/Milpitas
June 18-19	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
July 1-8, 2023	38th NGRC	Santa Clara and Beyond

MEMBERSHIP INFORMATION

NEED A BAGRS NAME BADGE?

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

BAGRS FOR SALE BY MEMBERS

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

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

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

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

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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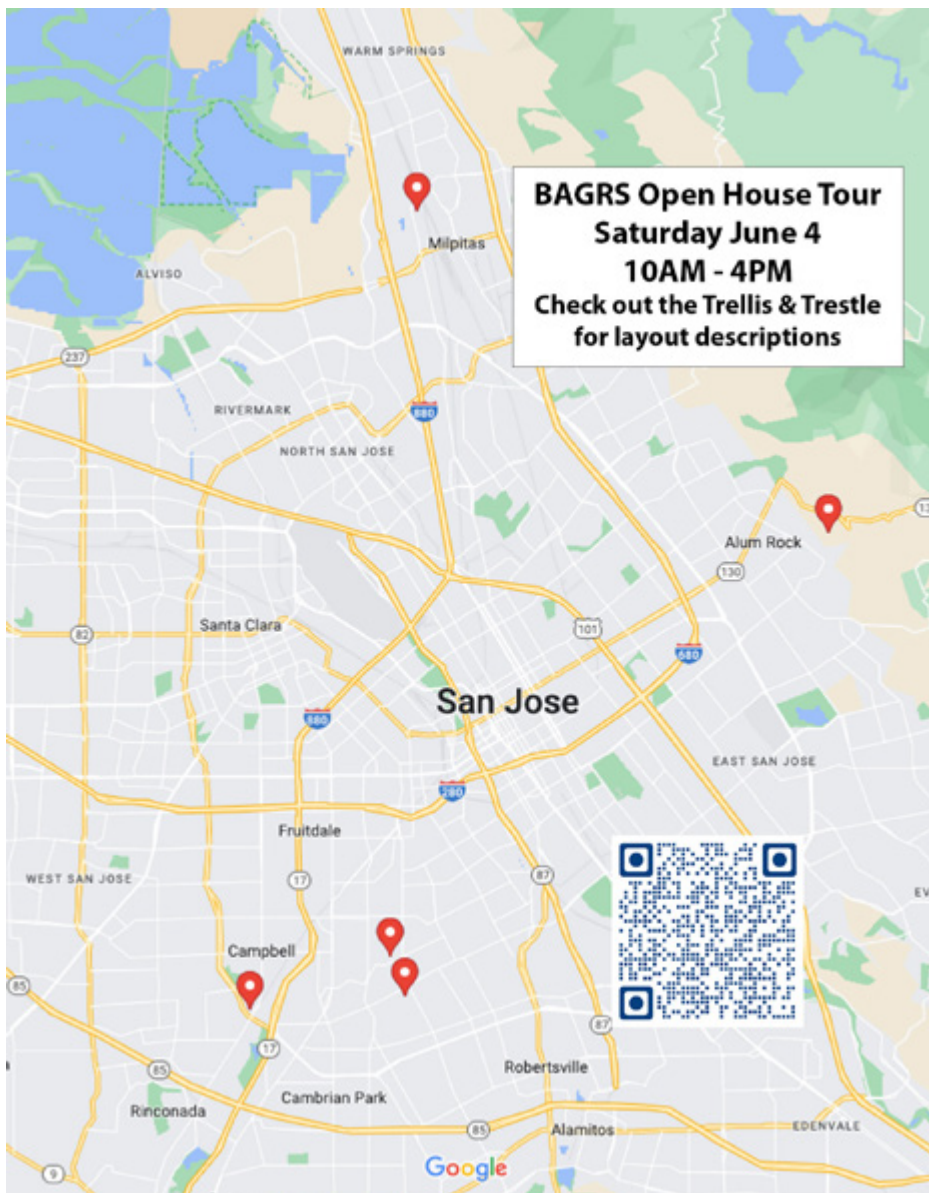
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We are pleased to announce our first two layout open house events of the 2022 season: June 4 in the San Jose/Milpitas District and June 26 in the Peninsula North and Mid-Peninsula Districts.

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

Here is a [link to the Google Map](#) highlighting the June 4 locations.



JUNE 4 LOCATIONS

Robert Burrill, 817 Calero Street, Milpitas, CA 95035

Enter through carport-portal, crossing light & bell.

The Rural Burrill Garden Railroad includes 2 stations, 5 tunnels, 3 truss bridges, 7 trestles, LGB Track, 3 spurs, 3 turnouts, 3 loops, 1 wye, 1 turn table, 1 switch back and 17 switches. The Railroad makes it's way from the Train Shed and yard around and through 2 mountains, 2 ponds (one is dry from drought), 2 stations, a gold mine, an abandoned dam and around the back yard and Studio-Gallery of railroad photos featuring Grand Dad Charly Burrill working the Maine Central RR.

Rolling stock: 4 Radio Controlled-14 Volt Battery Locos

1. "Yard goat" diesel switcher and cleaning train

2. Prairie 2-4-0 Oil Burning Steamer

3. LGB Mogul 2-6-0 Wood Burner

4. Live Steam Pearse Switcher 0-4-0

Track Inspection Car

Classic Disneyland Passenger Train

Directions for Open House

Directions From North., Take Hwy. 880 Exit Rt Dixon Landing to go East over Hwy. and RR tracks

Turn Rt onto N. Milpitas Blvd. (drive South 1 mile) Turn Right (West) Jacklin Rd. over RR Tracks as Road turns into Abel heading South.

2nd Light left turn (East) onto MARYLINN Drive (3 quick turns) Left on to Vasona, Right Almaden Left on to Calero Street (Drive on to North end of street) 1st 2nd story house left side at 817 CALERO ST. RR Back Yard under Giant Elm Tree

Walk up through Carport Left side "Beware of Trains"

From South., Take Hwy. 880 Exit Rt to go East on Calaveras Blvd. (Hwy. 237)

(Follow S curve Left Lane) Turn left onto N. Abel 2nd Light turn Rt. onto MARYLINN Drive (3 quick turns) Left on to Vasona,

Right Almaden Left on to Calero Street (Drive on to North end of street) 1st 2nd story house left side at 817 CALERO ST. RR Back Yard under Giant Elm Tree

Walk up through Carport Left side "Beware of Trains"

Ray Turner, 10251 Kenny Lane, San Jose, CA 95127

What's New!

In 2014 changes were made to improved railroad operations adding several industrial spurs. In 2018 the new town of Costa was added with six new industries. In 2021 three new industries were added. I run the railroad primarily for realistic operations now.

The Mystic Mountain Railroad is a back country shortline loosely set in the early 1900's. The MMRR has two yards, 27 spurs, two wyes for turning trains, several passing sidings, a helix inside a mountain, and many tunnels and bridges. The Mountain Division runs over rugged mountains and deep canyons, necessitating several steel bridges. The MMRR interchanges with the Santa Fe, UP, and SPC RRs. Trains can be run point-to-point between the two yards for realistic operating sessions. For continuous, unattended running, two trains can be run in a large loop and another in an independent loop-to-loop run. Trains are battery-powered radio controlled with sound.

A unique feature is the use of concrete rock wall castings painted with acrylics. Another

JUNE 4 LOCATIONS

unique feature is a 4-way pointless/frogless turnout for access to train storage. And numerous custom structures provide "business" for the railroad. A panoramic view of Silicon Valley serves as a natural "backdrop" to the railroad. Several sound effects units are installed around the layout. The railroad is lit for nighttime operation.

I have sound effects in several of the buildings including a bluegrass band in the Providence gazebo, telegrapher at Outaluck station, machine shop, sawmill, water and fog horn sounds at the wharf, and a piano player in the Mystic Gentlemen's Club.

Directions for Open House

Take 680 to Alum Rock, turn East and go about 3 miles to Mt. Hamilton Rd.(CA 130) Go exactly 1 mile on Mt. Hamilton Rd. and make a sharp right on Garcal Dr. It's right past the emergency parking pullout. Go about 300 ft. and take first left onto Kenny Lane. Follow Kenny Ln. through right, left, and right turns (observe Mystic Mountain sign at last right turn). We are down the hill on the left just past the tennis court and telescope dome. 10251 Kenny Ln. (Note: house numbers on Kenny Ln. are NOT sequential; some GPS systems declare "arrival" a little too soon.) Park at the tennis court or the large parking area above the tennis court.

Michael Laine, 1737 Comstock Way, San Jose, CA 95124

The Comstock Pacific Railroad is a garden railway designed for live steam operation. The railway features an elevated double track mainline, a custom built run-through depot/storage shed, and a Bascule lift bridge. The garden includes a selection of California native plants and a wildlife friendly water feature. A branch line extending to the shores of the mighty Pacific Ocean is currently under construction.

Directions for Open House

Exit Highway 17 Southbound at Hamilton Avenue. Turn left on Hamilton Avenue and go approximately 1.0 mile to Leigh Avenue. Go right on Leigh Avenue about 1.5 miles to Comstock Lane, the first side street past Curtner Avenue. Turn left on Comstock Lane (the only way you can turn) and proceed past two stop signs. Destination is at the far end of the block where Comstock Lane makes a sharp right turn.

Jim Hays, 1722 Campbell Avenue, San Jose, CA 95125

Built in 2016, Little Bear railroad originally covered a small area roughly 32' x 9'. In 2017 the railroad was converted to DCC and in the summer of 2020 we extended the railroad adding two small mountains with two bridges, tunnel, and trellis to get to the upper mountain loop. In addition, we planted both the old and new areas (with the expert help of Nancy Norris).

Combined the new layout is about 75' long and 9' wide. Between the mainline loops and sidings there is about 240' of track and 20 structures mostly built from kits. All trains and structures are from the steam era.

We run both DCC electric steam and 7/8th live steam on the railroad.

Directions for Open House

From Highway 17, take the Hamilton Ave. exit East. Turn right onto N Leigh Ave. then turn

JUNE 4 LOCATIONS

left onto Campbell Ave. The house will be on the right

Mike Dibble, 210 Friar Way, Campbell, CA 95008

We spent the entire lockdown removing over 40 tons of dirt to redesign the backyard as a whimsical sensory garden featuring the Umunhum Valley Railway (UVRy). Our sensory garden is all about stimulating and engaging the five basic senses of sight, smell, sound, touch and taste. The layout is a loop-to-loop single track main line. The train travels through the jungle, tropics, a fern grotto, an alpine area, a tunnel, past water features and a volcano. There are lots places to sit and watch the train.

Directions for Open House

Located off Hwy 17 between I-280 and 85.

If heading South on 17, take exit for Camden Avenue / San Tomas Expwy.

Turn RIGHT onto San Tomas Expwy.

Drive 0.8 miles, and turn RIGHT on Budd Ave.

Turn RIGHT onto Winchester Blvd.

Turn RIGHT on Friar Way. It is the first street after passing the Camden light. If you pass under San Tomas Expwy, you have gone too far.

If heading North on 17, take exit for Camden Avenue / San Tomas Expwy and turn LEFT on White Oaks Rd.

Turn LEFT at the light onto San Tomas Expwy.

Drive 1 mile and turn RIGHT on Budd Avenue.

Turn RIGHT at the light onto Winchester Blvd.

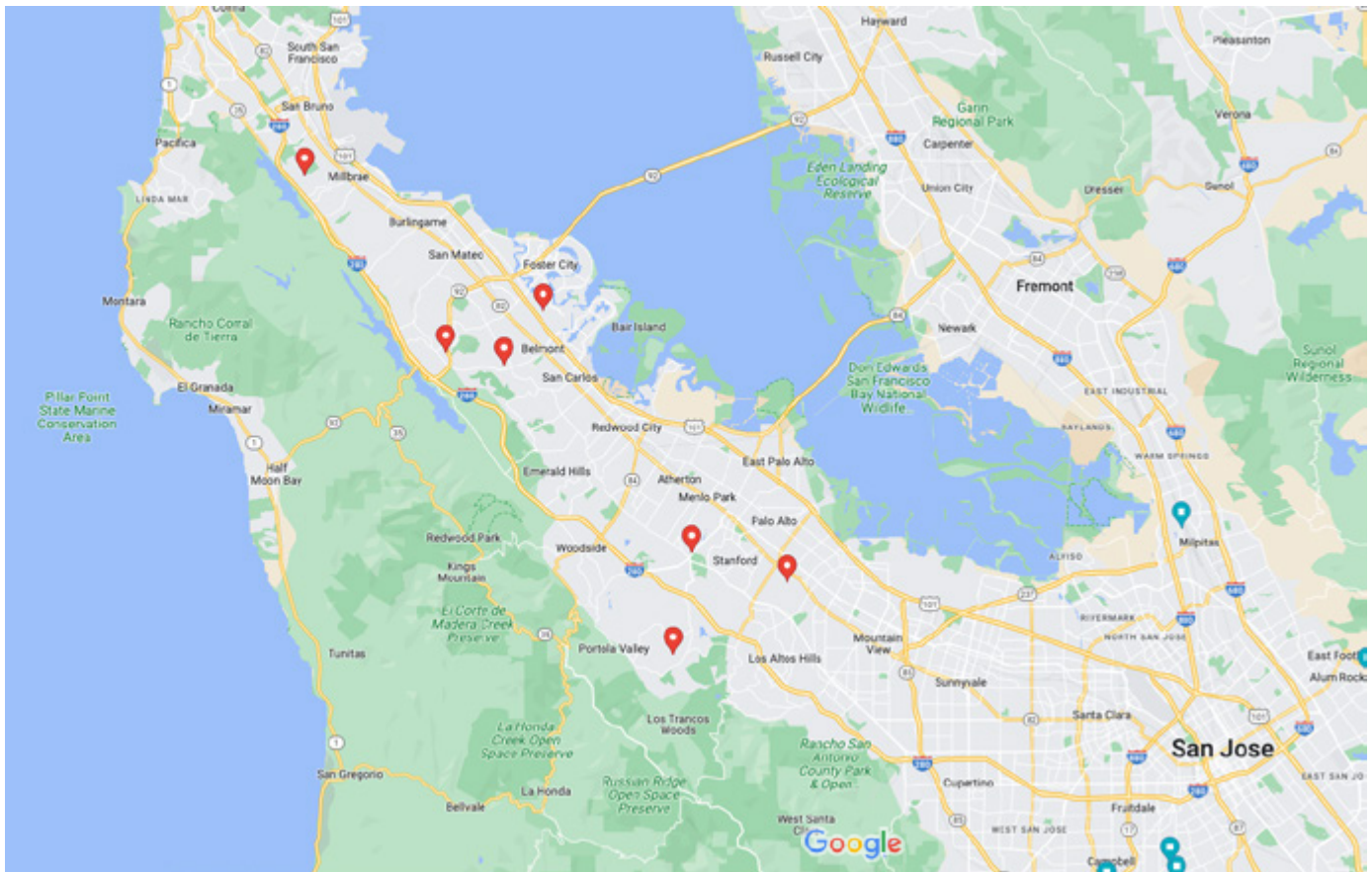
Turn RIGHT on Friar Way. It is the first street after passing the Camden light. If you pass under San Tomas Expwy, you have gone too far.

Your destination will be on the left. It is the only red house.

JUNE 26 EVENTS

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

Here is a [link to the Google Map](#) highlighting the June 26 locations. The QR code will appear in the reminder postcard sent a few days before the event.



JUNE 26 LOCATIONS

Richard and Melinda Murray, 842 Helen Drive, CA 94030

This is a lushly landscaped railroad built in a 40 year old Japanese garden. In August 2015 the layout was the featured cover article in "Garden Railways." There are about 350 plants and about 250 varieties. Water features include a large Koi pond and three waterfalls built by Jack Verducci. Live steam trains run on 550 feet of track, including 20 bridges and about 55 feet of trestles. After 5 years of further work a new section has been added. Included in the new section is an 8' copy of the bridge made famous in the 1957 movie, "Bridge on the River Kwai." The new section also has an 8 foot long bridge based on the Hell's Gate bridge in New York. The Hell's Gate bridge and its abutments took about 1000 hours to build. It won "Best of Show" at an Annual Meet.

Directions for Open House

From Interstate 280 driving north take the Millbrae Ave. exit. Use the left lane of the exit ramp and go straight ahead on Skyline Blvd. After .7 miles turn right on Larkspur Drive. After .3 miles turn right on Helen Drive. After several blocks the house is on the left.

From Interstate 280 heading south take the Larkspur Drive exit. At the stop sign go straight ahead down Larkspur Drive. After .3 miles turn right on Helen. After several blocks the house is on the left.

Jack and Pauline Verducci, 2050 Fairmont Drive, San Mateo, CA 94402

The Crystal Springs Railroad is set in the late 1930's. It represents a small railroad that might have operated in San Mateo County connecting the coast side with the bay side and beyond.

features: Live steam train operations, including switching and multiple trains. Main industries are logging and mining with an operating saw mill. Challenging terrain with steep grades. Fully landscaped with many miniature plants.

Established in 1988 and was open for the 1989 NGRC.

Directions for Open House

From US 101 take State Highway 92 west, take the De Anza Blvd. Go right for one short block, turn left onto Fairmont Drive. The house is near the top of the hill on the right.

From Interstate Highway 280 take State Highway 92 east, take De Anza Blvd. Turn left onto De Anza, go for one short block, and turn left onto Fairmont Drive. The house is near the top of hill on the right.

Thomas Elam, 2203 Pullman Avenue, Belmont, CA 94002

JUNE 4 LOCATIONS

Eric Maschwitz, 221 Winchester Court, Foster City, CA 94404

RR is operational, point to point, dual gauge 3.5" and 4.75".

May 1955 Somewhere in the Sierras...

On the property of the East Devils Hill Lumber Company (EDHL), in a region of land known as the Gunn Lake branch, a small gold mine was managed as a subsidiary of EDHL. This mine, and it's small two foot gauge railroad, yielded profitable output for years under the ownership of EDHL, even though the primary function of the company was logging redwood and sugar pine. EDHL used an extensive three foot gauge railroad to service both the logging operation and the mine. Two branch line railroads had spurs that serviced the mine. The Gunn Lake line brought supplies to the mine, and the Columbia Circle Line carried the ore out to be processed. A transfer tipple was used to move the ore from the two foot gauge mining trains to the three foot gauge ore cars. In March of 1955 EDHL decided to cease operations on the Columbia Circle branch. For the next couple months the burden of hauling ore was differed to the Gunn Lake branch. The transfer tipple was actually moved to accomplish this, but then, late in May of 1955 the Gunn Lake branch was also closed. The decision was made to close both branches after the timber had been fully logged out. Both Columbia Circle Line and Gunn Lake Line were ultimately scrapped. With the extensive three foot gauge network now greatly reduced, the gold mine suddenly became orphaned. Cut off from regular supply deliveries that were brought to the mine by the three foot gauge, managers found no other option but to close the EDHL mine. The shaft was boarded up and fell silent, but not for long...

With reduced logging operations, a small group of unemployed loggers purchased the parcel of land on which the mine was located from EDHL in June 1955. Remotely located in the Sierras, the mine began operating as the Squirrel Mountain Mine in a nearly lawless state. Standing as an anachronism-- a hold over from the gold rush, life around Squirrel Mountain Mine was wild and unpredictable. The mine was profitable but plagued with conflict. Making better loggers than managers, disputes about profits and safety were common between the miners and the owners of Squirrel Mountain Mine. The mine was put back into operation so quickly that rickety timbers were not replaced and equipment was rusty and weathered. In local taverns pistols were brandished and differences between managers and miners were settled in the dusty streets. Despite the conflict surrounding profits and safety, a dedicated team of miners continued to work tirelessly in the tunnels of Squirrel Mountain Mine to bring out the lode.

Colin and Sarah Camarillo, 1921 Perry Avenue, Menlo Park, CA 94025

The Camarillo Pacific models SP equipment but the layout is freelance. The layout has about 900 feet of track, with several bridges and trestles. One trestle is 30ft long. Guest trains are welcome please be Kadee compliant. Our power source is battery however we still have track power as a backup. We also welcome live steam. See more at

camarillopacific.com

Directions for Open House

From 280, take Sand Hill Rd. exit East. Pass Santa Cruz, Left on Leland Ave., Right on Perry Ave. to 1921.

JUNE 4 LOCATIONS

Claude Leglise, 170 Golden Oak Drive, Portola Valley, CA 94028

Eric Struck, 748 Kendall Avenue, Palo Alto, CA 94306

The Garden Railway is now 41 years old. This Garden Railway is built after a railroad spur called The Mayfield Cut Off that ran from 1907 to 1964 in the area.

From the North take 101 South to Embarcadero Road/Oregon EXWY. West To EL Camino Real Turn Left go south Right onto Matadero Ave. left onto Josina Ave. then left on Kendall Ave. the house is on the left side. From south bay take San Antonio Road West then right on to East Charleston Road then right on EL Camino Real then left on to Los Robles Ave. then right on to LA Donna Street then left on to Kendall Ave. the house is on the right side.

Golden Gate District Open Houses Update By Ken Brody, Golden Gate District Superintendent

As noted in the May T&T, layouts in the North Bay will be open for touring on Saturday, July 16th and Sunday, July 17th. As of this writing, six layouts will be open, two on Saturday afternoon and all six for a full day on Sunday. The two Saturday openings are the farthest north, both in central Sonoma County. The Sunday-only layouts are in southern Sonoma County and in Marin.

We invite you to make the trip north to visit us. A thought for those of you might like to make a weekend out of the traveling would be to see the two central Sonoma County layouts on Saturday, have a nice dinner in the area, spend the night, then see the other layouts on your way south.

I'll have more details in the July T&T. If you have any questions in the meantime, please get in touch with me at thewestieline@sonic.net.