

BAY AREA GARDEN RAILWAY SOCIETY

TRELLIS & TRESTLE

AUGUST 2022



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PRESIDENT'S PERSPECTIVES

By Mick Spilsbury

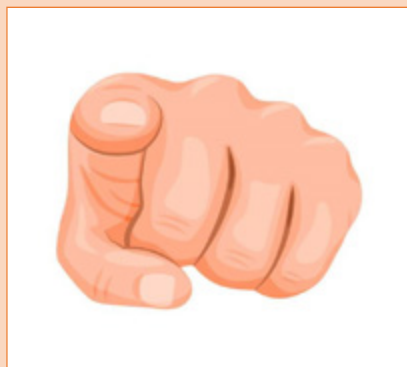
Denver was fun, aside from coming home with COVID like a lot of folk, in my case mild but in Liz's case severe. We enjoyed Durango & Leadville as well as the NGRC in Denver. Rode 2 trains, fell in a river while rafting , met lovely people saw great garden railroads.



30 of the 50 open Denver railroads are featured in this GR News YouTube photo journal <https://www.youtube.com/watch?v=TIATgzRHw7E>



THE GARDEN RAILROADS OF THE DENVER GR SOCIETY



YouTube & BAGRS

We will add **YouTube** to the media used to promote BAGRS and our 2023 National Garden Railroad Convention.

We already have a photo journal called '**BAGRS World**' on YouTube which has not been advertised but which you can view at XXXXXX.

But that is just the start. **We need videos of your railroads.**

The best videos:

- ◆ Are short: 1 to 3 minutes long
- ◆ Feature a moving loco and the landscape they move through
- ◆ Include the sounds of the railroad but no commentary/voices

Many YouTube videos are taken on steadily-held 'phones so you don't need a GoPro or camera car to make a good video.

I will set up a Dropbox folder to receive videos. Just drop me a line at president@bagrs.org when you have a video to share and I will send you the link to that folder.

You can do this! (Or get a grandchild to help!)



PRESIDENT'S PERSPECTIVES

Continued

It was fun to open my RR for the Golden Gate District weekend and great to have visitors from as far as Santa Cruz and Los Banos. It also focused the mind on enhancements which have been parked in the back of my mind for months, which are now underway!



One reason we were in Denver was to promote our 2023 National Convention. 300+ people stopped by our booth where 2 slideshows were displayed on 40" monitors. One slideshow was about the convention, the other about BAGRS' railroads. Both will be posted on our BAGRS YouTube Channel. We will let you know when they are up.



And, finally, what is this?

This is a new BAGRS exterior display decal sourced by Don Herzog. It is metal with a high quality image of our logo. Member price is \$25. So far, only 6 have been produced but more can be sourced in batches of 10.

How do you get one?

Go to a new page on our website called **'Store'** where you can order and pay for one. Orders will be placed in batches of 10 so arrival time will depend on ordering volume. They will be delivered to a central location for pick-up. Mailing would add a lot to the price!!



RANDOM NOTES IN NO PARTICULAR ORDER

Greg Hile, Editor and Scheduling Coordinator Guy

A couple of random notes here in no particular order:

1. Jim Maley is taking a well-deserved vacation this month. He'll be back in September.

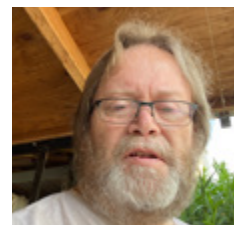
2. COVID is no fun. Even though I had a relatively mild case, I came back from Denver feeling like I had COVID but kept testing negative. Then my wife, her sister, and mother came back from Las Vegas, totally ignoring the old adage that what happens in Vegas, stays in Vegas, for my wife and sister-in-law both came back with COVID. They isolated and I stayed with my mother-in-law, who at the time was also negative. Then she tested positive and a few days later, so did I. All of us are now doing fine, but, I repeat, COVID is no fun.

3. Which leads me to a serious point. At the last open house in the North Bay, the layout hosts adopted a policy regarding the wearing of masks and other protective measures. To the best of our knowledge, it worked and while a number of us returned from Denver with COVID, I am not aware of anyone who contracted it at a BAGRS open house. The BAGRS board of directors endorses the strategy and highly encourages all districts to have masks available for those who arrive at a layout without a mask. BAGRS will reimburse layout hosts and district superintendents for the costs involved in creating a supply of masks, but we also encourage members and visitors to bring their own. Compliance is voluntary and always subject to whatever governmental and other official mandates are in place, but, did I mention that COVID is no fun?

4. On another somewhat related note, we're moving! It's not far -- only 3.1 miles and actually on the same street -- but it's a move nonetheless. My mother-in-law has decided to move into her daughter's home, and Lynne and I have decided to buy my mother-in-law's home. It's a much-needed downsize for us and it comes with a pool, something I've always wanted but never had. It also comes with space to build an entirely new layout, quite literally from the ground up. There won't be much to see in terms of trains running but I intend on opening my "layout" on October 2 for people to come by and offer up suggestions on what needs to be done with all that flat green area (about 50 feet in length and 10 and 20 feet wide at the ends). I want to run electric, battery, and live steam. The area is stubbed out for electric and is also a perfect candidate for solar.



So, ideas are welcome at any time, but in the meantime, I suggest we 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	held as scheduled	San Jose/Milpitas
Sunday, June 26	held as scheduled	North Peninsula and SF/Mid-Peninsula
July 16 and 17	held as scheduled	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 a number of 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](#)

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[Orange County GRS](#)

[Santa Clarita Valley GRC](#)

[Puget Sound GRS](#)

[The Garden Whistle](#)

WHERE IS IT?

While in Denver I led a workshop on newsletter production and as I went through a typical issue of T&T, I sort of joked that no one would figure out where last month's photo was.

It seems I forgot about Bob Ferguson, who correctly identified the photo as the "Carquinez Straits from alongside the SP tracks in Port Costa."

This month's *Where Is It?* is below. Kudos and a mention in the next issue to the first to drop me a line at newsletter@bagrs.org and correctly identify where the train is.



Reimagining & Rebuilding the Fern Creek & Western

By Trevor Park



The Fern Creek & Western Garden Railroad will host its first open house in three years on August 21, 2022. As many regulars know, the FC&W is co-owned by myself and Eric Child, but more importantly it has been built and maintained by a dedicated team of friends and is beloved in the Santa Cruz area. People from all over the community come out for our open houses and events, like Halloween, where we get over 1,000 visitors in one night!

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Reimagining & Rebuilding the Fern Creek & Western

Needless to say, we have had a lot of pent-up demand from BAGRS members and community members alike to see the railroad in action, but due to the COVID-19 pandemic and other life events, we have been unable to open the railroad until now. However, in this time of no public events we have been able to do a ground up rebuilt (quite literally) of the FC&W, making it virtually unrecognizable to those who have seen the railroad before. Our team has accomplished a lot over the last three years, more than we could ever talk about in one article. But I am aiming to prime visitors with a somewhat brief overview of exactly what the FC&W rebuild entailed. That way, past visitors can be reminded of how far the railroad has come, and new visitors can realize that while it has been eight years from the inception of the railroad, the iteration that will be showcased on August 21st is virtually a new railroad.

The rebuild of the FC&W was done for three distinct reasons. Firstly, we wanted to ease the grades and curves on the railroad in order to better suit our 1:20.3 F_n3 narrow gauge equipment. When we initially built the railroad, we used a "rubber ruler" with many different scales tied together under the narrow gauge theme. With more experience and a greater willingness to invest in higher quality equipment, we decided in 2017 to switch entirely to 1:20.3 scale. We believe this is quite possibly the best decision we ever made, as this has made our railroad into a true show piece that is accurate and cohesive. The only downside of this choice is that our railroad had not been properly built for this large and somewhat delicate equipment. We tried out many different track plans between 2017 and 2019, but none of these were satisfactory and they avoided making big changes to the railroad that would have solved a lot of problems. So a complete rebuild to ease the grades and curves was necessary.

This part of the rebuild also relates to our second reason for rebuilding, which was to accommodate live steam. As we got into 1:20.3, live steam quickly followed, a natural progression given my background as a career steam locomotive engineman. Many of the live steam engines we purchased or wanted would not put up with our tight turns, 4% grades and rough track work. If we wanted to run these engines with less headache, a rebuild was essential.

Finally, we wanted to do prototypical operations. FC&W track foreman Paul Nolan and I had the pleasure of operating on Jim Vail's famous Hon3 Glenwood and Black Creek Railroad as teenagers. We learned a great deal about model railroad operations from this experience, and combined with me working for multiple prototype railroads, we realized that in order to get the most enjoyment out of our railroad, we wanted to be able to do operations. This meant more sidings, more towns, bigger yards, and better track with better access for operators. While doubling the size of our rolling stock fleet and increasing the number of locomotives has been a big part of this transition, rebuilding the railroad was essential and is the point that will be focused on in this article.

The rebuild really started pre-COVID and was meant to be done in stages over many years. It was only once we realized that there would be no open houses for quite some time that we decided to do it all in one fell swoop. In January of 2020, we tore up the front yard section of the railroad to build what we now call the "Snail Grade." The train uses a full 360 degree turn where it crosses back over the top of the lower track in order to gain elevation. While the train did cross over the lower track before, we utilized an additional loop of the track in order to extend the climb as shown in photo 1 (top of next page). This required

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an additional 75 feet of track, about 10 yards of dirt, and a whole lot of tamping and laser leveling to get the railroad built up to the desired level. The dirt move shown in photo 2 (bottom of last page) was accomplished with the help of a father and son contractor team and all FC&W hands on deck.

We ended up raising the final summit of the railroad by eight-inches in this upgrade and after the dirt move quickly replanted all the vegetation we had ripped out. At this point, I had to return to school, so it would have to wait till summer for track laying. We figured it would be a mad dash to lay the track and get everything in order for the next open house, but boy were we wrong. COVID sent me home from school and, all of a sudden, there was a lot of time to work on the railroad. Track laying commenced in March of 2020, at which point we decided to take the dive into flex track with all the newfound time (photo 3 below).



We couldn't be happier with how smooth the flex track ended up running and it set the stage for using flex track on a good portion of the rest of the rebuild. Definitely a worthwhile investment of time and effort. The front yard rebuild was completed in May of 2020. This segment of the rebuild increased the minimum curvature to 10 ft diameter and eased the grade from 4.5% to 2.8% with a small section of 3%. Paul Nolan ran the first train to the summit, shown in photo 4 (top of next page). With no end in sight for the pandemic, however, we decided to soldier on and keep rebuilding.

Given that we raised the summit eight inches, we thought we would have to create a temporary solution to get the rest of the railroad to join up. The track originally ran down the side yard on raised pressure treated wood that was flat. We thought putting a grade in this would solve our problem as the supports for the boards were adjustable. The ultimate

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solution, however, was to put the track on a raised garden box so we could have room for another town, more switching and a nicely planted area. We decided to investigate how hard it would be to build something like this, with the major complication being two tracks underneath the box that completed the loop for continuous running of the railroad for open houses. My dad, who is a designer by trade, had the ingenious idea of building a shallow box with a center support created out of 4x4's sunk in concrete, tied together by 4x4 stringers that the box would bolt to (photo 5 below shows the support system). This allowed



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the box to cantilever off both sides of the supports, allowing enough room for both tracks underneath, while still providing a rigid support for the trains and landscaping. People can even stand on it if anything needed to be fixed (and we have tested this out!).

Prior to installing the box, we also built a new roadbed for the lower track with pressure treated wood and compacted decomposed granite which the track is anchored to. Construction started in earnest in June of 2020 once we got through the design phase. My dad and I did all the box construction and installed the box in July (photo 6 below left). We laid the track on the box in early August (photo 7 below right) and my dad and I built



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a temporary bridge to connect the front yard grade to the box at the same time (photo 8 previous page below). This bridge is slated to be replaced by a custom bridge that I am currently building with MMR Gary Lee of the Rose City Garden Railroad Society in Oregon, and it is slated to be complete by our August open house!

With the box and front yard rebuild complete, we realized we had completed the most precise and labor-intensive work for the rebuild of the railroad. We had given up on all hope of an open house for that year, so we made the decision to go ahead and rebuild the entire railroad. And I mean the entire railroad! Not a single bit of track remained in place. From the garden box on, we used our newfound knowledge of the laser level and flex track to upgrade the rest of the line. The laser level showed us where our grades were far too steep and where they weren't steep enough. We found that our grades were extremely inconsistent, so after a great deal of measuring, excavation work and filling, we were able to achieve a maximum 2.5% grade in the back yard as opposed to small sections of over 4% grade coupled with nearly flat sections we had before.



The worst part of this was dealing with the tunnel. Since we did not want to take the top of the tunnel off, Paul, Eric and I took turns laying on our stomachs trying to excavate material out of the tunnel and create a flat grade (photo 9 above). We ended up laying the track on PVC board to give it more rigidity and this has proven to be very stable two years later. At this same time, we also did lots of repairs to our bridges to fix rotted out sections (photo 10 next page top). We even hand spiked the rail to the bridges and our first venture into hand-laid track certainly gave them a far more realistic appearance (photo 11 next page below)!

At long last, we completed the mainline rebuild by the beginning of September 2020. With the mainline complete, we turned our attention to the sections of the railroad that would

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add interest and challenge for operations. The yards at both ends of the railroad were rebuilt to improve their operational integrity. We also took the time to upgrade our indoor storage yard and the track leading to it in order easily get trains in and out of the garage without derailments, as the curves leading in there before were far too tight. The biggest changes, however, were to the logging branch line that runs up the other side yard and into the front yard opposite the driveway from the mainline. We had started rebuilding the log line amidst all the other work we had been doing on the mainline but weren't able to put all our effort into it until the mainline was complete. In April of 2020, the fence that separates Eric's yard from the neighbors was replaced (photo 12 below) and it was found that the original fence was not on the property line. We ended up gaining an additional six to nine inches of space in areas along the log line which gave us a lot more real estate for plants and trackage.



In order to give the logging branch a more backwoods appearance, we upgraded all the track to Code 250 rail as opposed to far out of scale Code 332 rail. Lots of filling and tamping was required to populate our newfound space with dirt, and then it was onto track laying. We completely changed the track plan for the logging branch, giving it an additional log camp, more trees and far more curves and sidings for visual and operating interest (photo 13 next page top).

Speaking of logging, we also completely redesigned the sawmill area in front and added more planting area and spurs in the front yard by extending out the retaining wall near the street (photo 14 next page bottom). We also went back at this time and added sidings for industries all over the railroad, and engine servicing facilities on both ends of the railroad. Needless to say that there were a lot of odds and ends for us to tie up!

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All this work lasted well into 2022, as we only added the last siding we had planned about a month ago. But in the midst of more track laying, we had branched out into many other projects. The largest of these was rebuilding both our water features. We rerouted and rebuilt the river in the back yard so that it followed a more logical geographical progression and because the old one leaked badly. The river now crosses under three bridges and it ends in a "pondless" tank that is easier to maintain and gives the illusion that the river continues on (photos 15 below and 16 next page). In the front yard, as part of our sawmill complex rebuild, we added a large log pond and a new river leading into it. Instead of flowing from the house toward the street, it now flows from the street toward the house (also shown in photo 14). This opens up a large plot of land near the house for a greatly expanded town of Parkston, with many more buildings and a full Main Street scene. These upgrades, combined with the never-ending work on our landscaping, rolling stock, locomotive upgrades, and seemingly more railroad expansion (though we have virtually run out of room), have kept us extremely busy, even past the original rebuild of the railroad, and we still have quite the list to accomplish before National Convention in 2023.



While there is so much more I would love to talk about, there is only so much that one article can cover about three years' worth of work, and fast paced work at that. But in short, this should show members the high points of what we have been up to since the railroad was last open.

FC&W 2.0, as we like to call it, is a completely reimagined and rebuilt version of the FC&W that many people came together to create, and we cannot wait to show it off in a few short weeks from now!

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Reimagining & Rebuilding the Fern Creek & Western



I have many to thank, but specifically would like to thank Daniel McConnell, Charles DeFilippis, my father Malcolm Park, my girlfriend Lauren Lozier and especially Paul Nolan and Eric Child for making this rebuild a success. These people have put countless hours into making the railroad a true showstopper, and I couldn't be more proud of how far we have come!

If you would like a more detailed look at some of the early rebuild work from September of 2020, take a look at this well done video by John Abatecola of TSG Multimedia (<https://www.youtube.com/watch?v=713wG5W7Dbc>).

For more updates and lots of photos, you can visit our Facebook page (<https://www.facebook.com/profile.php?id=100057191150328>) and our website (www.fcwgr.com).

We look forward to seeing everyone on August 21st so everyone can enjoy the fruits of our hard work.

MEMBER UPDATES

North Bay REGRS/BAGRS member **Steve Smith** and his wife Darci have embarked on the journey of a lifetime. Strangely, enough, it does not involve trains.

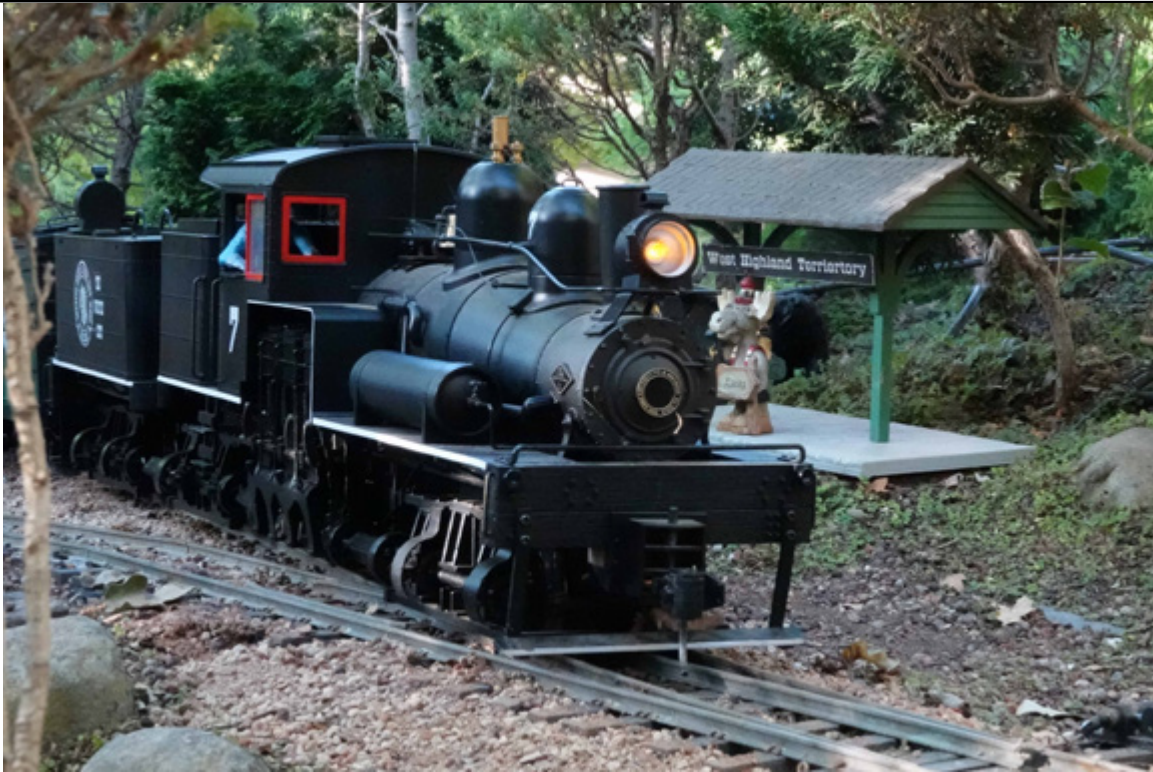
You can follow along anyway at <https://balcluthatoo.com> and I highly recommend it.

Steve also sent along a news item, a survey asking the question, "Do you think onkine dating is good or bad for humanity?" One commenter said, "I went out with a guy from a dating app who talked about trains for a full 45 minutes before asking me a non-train related question." Not sure what her problem was ...

Ken Brody sends some photos from the July open house layouts in the North Bay:



MEMBER UPDATES



MEMBER UPDATES



Changing Things Up A Bit

A couple of years back I received an email from a good friend, Nancy Norris, she wanted to know if I would build her a 7/8 scale tender for one of her new 7/8 scale locomotives, I thought to myself, no problem.

After looking over the email again I realized that she wanted a wooden tender. This became a real challenge for me because I don't like working with wood. Not wanting to disappoint Nancy, I came up with a new plan.

First I was going to use an Accucraft AMS short flatcar for its undercarriage, I've used this method in building many other 7/8 scale cars (see photo #1984). Next I was going to build the tender body out of 1/8" styrene and then cover the tender with 1/16" Bass Wood.

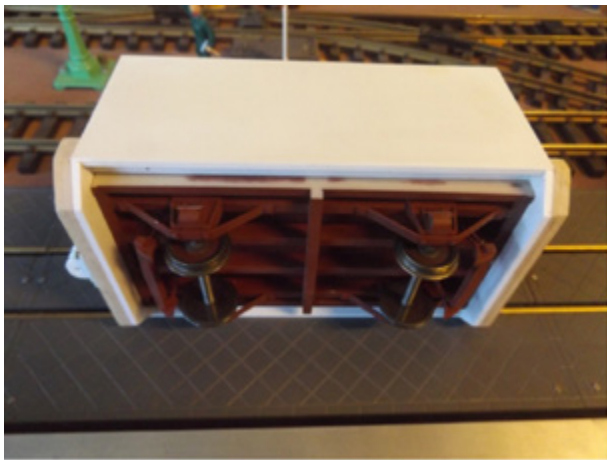


Photo # 1984 - Flat car installed in styrene body of tender

I knew the dimensions I needed to complete the tender, so I started cutting out all the 1/8" styrene pieces. But I soon realized that there was going to be a lot of wasted space under the base of the top that was going to hold the wood load. So I left a 1/8" groove on each side of the inside walls of the tender to allow the deck for the wood load to slide back and forth. This would become a great place for R/C gear or batteries (see photos #1981 and #1982).

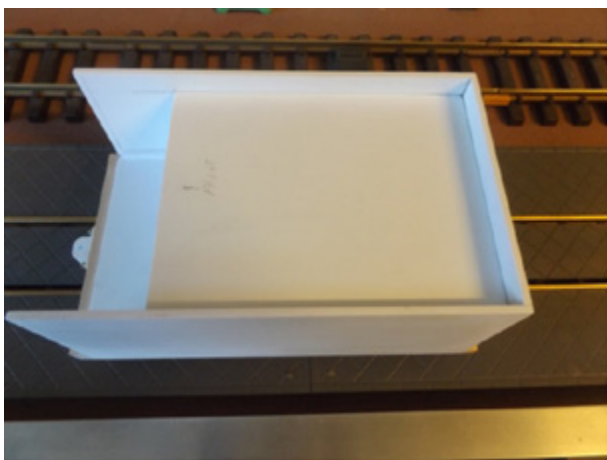


Photo #1981 - Shows deck lid closed

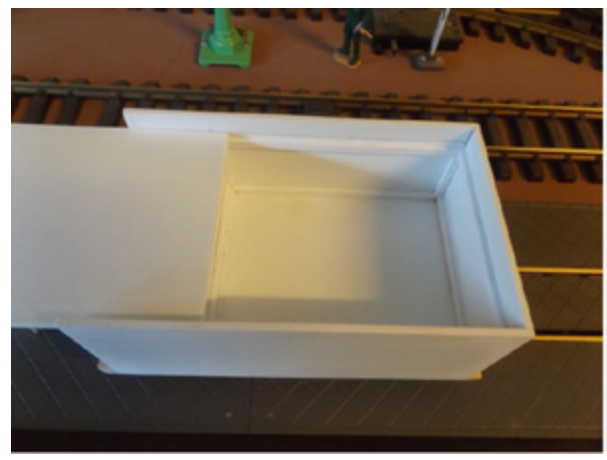


Photo #1982 - Shows deck lid open

After assembling all the 1/8" pieces of styrene and adding the end beams and couplers and checking that the Accucraft flatcar fit tightly into the new tender body, it's time to cover the tender with the 1/16" Bass Wood.

Covering the tender with the wood was very easy to do. See photo (#1987).



Photo #1987 - Shows inside of tender with wood planking completed



Photo #2024 shows the completed tender with its load of apply wood from my back yard apple tree. After painting the trim on the tender I sprayed the tender with a coat of lacquer to protect the wood from the weather.

This build turned out to be a lot of fun. I'll be trying this method of construction on a few more future builds that I have in mind.

NATIONAL SUMMER STEAMUP AT LODI

The 2022 National Summer Steamup at Lodi had a remarkable 2/3 increase in attendance compared to the previous year, about 100 vs. 60. For the previous year most people were still highly concerned about COVID after a COVID canceled year. It appears that there is still a lingering COVID fear, although it is certainly lessening. With a similar increase of attendance next year, the event should once again be back to a normal of about 140. Those who have chosen to visit Lodi have gotten to enjoy a larger building, better lighting, more tables, and more good restaurants close by. Temperatures outside got up to 95 in the afternoon, but the swamp coolers brought the temperatures down inside to a comfortable level for all but an hour or two.

Because we signed up just 30 days before the event, the hotel had already closed the event's cheap rate for rooms. We had to pay the full commercial rate. Ouch. Lesson learned. Sign up early next time. When we got in our room, the mattress was bare—there were no sheets. Hmm...That's not right. We inquired back at the desk. It seems that the room was "closed" because some carpeting had to be replaced. The desk assured us that we would get either sheets or a new room. When we returned late at night, we inquired at the desk which room we would be in. We were told that since the hotel was full, we would get our original room with sheets included now but no carpet repair.

By the time Melinda and I arrived on Wednesday at 3pm, most of the half dozen tracks were already set up. After chatting with some long lost friends for a couple hours, we started steaming. After a nice dinner with friends we went back to steaming until 11pm. At 9am the next morning we were steaming again until 11pm, with time off for meals and gossiping with old friends. Friday we stayed with the same schedule: 9am - 11pm steaming with plenty of time listening to the adventures of others. Some friends had new jobs. Some had moved out of state. Some had new emails. Given my interest in bridges, I was surprised to find a clinic on bridges at a steamup! Yeah, I went and learned a little more about loads and stresses and how difficult it can be for engineers to calculate them. That clinic room was so freezing that I needed an arctic overcoat! The air conditioner was certainly working overtime.

There were about two dozen BAGRS steamers at Lodi. Several of the event organizers were BAGRS members. There were steamers from southern California. There were steamers from Ontario, Canada. There were steamers from Colorado—and probably from many other places, too. One of the many tracks was brought by BAGRS member Glen Simpson. He just bought a shiny new and larger trailer because his body was just not quite small enough to negotiate between the track sections in the old trailer. He confessed to almost being trapped once. His track used to be the old BAGRS track. He restored the old track so completely that there is now only a couple of wood 12" x 12" connectors left. An attention getting moment occurred when one of the prominent steamers had an alcohol fire on Glen's track. Glen's wife, Chris, was the first to notice, and she yelled FIRE! Glen ran to the fire with a terribly worried look on his face. Water was twice poured on the alcohol fire with no results. Finally a towel was used to smother the fire. Meanwhile, Chris was laughing hysterically at all the Keystone cops trying to put out the fire. Lucky for Glen there was zero damage to both the wood track base and the plastic ties.

ALL STEAMED UP ...

Richard Murray

While Glen hauled the trailer from Paradise, Chris drove their humongous motor home rather than stay in a hotel with their brand new puppy. She named the dog "Grommet." What sort of dog name is that? Anyway, the dog is adorable, playful, and small enough to put in a purse. Chris was in love with the dog. Melinda and I have been trying to get together with the Simpsons for a dinner for two or three years. Finally, we had dinner with them at one of Lodi's nicest restaurants.

Dick Cranor is still a BAGRS steamer, but he now lives in Port Angeles, Washington. He has acreage, mild temperatures, limited traffic, and lots of trees. He says he is happy to be in a quiet residential area and out of California. He would be happy to host any steamer who wishes to visit. He also plans to be part of our National Meet next July.

Joel Taylor is still a BAGRS steamer, but he now resides in Reno. I am always giving Joel a bad time, but he puts up with my joking with smiles and a lot of grace.

Bob Chapman lives in the far north of California but joined the BAGRS steamers last year. He visits our Bay Area events several times a year.

One of my favorite steamers has always been Mike Martin. We usually have an extensive talk at the Summer Steamup. He related that he moved from the Bay Area about 3 years ago because his company moved south. His company, however, has become shaky. There have been acquisitions, mergers, and multiple CEO changes. Of the 72 fellow employees who transferred with him to the south, only he and one other employee remain. The others were all fired. He and his wife really like their home, weather, and closeness to the beach. A company in Davis is wooing him, but Davis is not noted for its marine weather. Stay tuned.

Mike brought a 100 year-old pot boiler steam engine. It was made by George Carett & Cie, founded in Germany in 1895. With some hard work he even got his 100 year-old engine to work! Ron Sickler immediately one upped Mike by showing a 120 year old candlestick stationary engine that he got at the recent Accucraft swap meet. However, Ron's engine does not yet work.

I brought four engines to the steamup. All four went out of service. Two got fixed but two remain to be fixed. The most exciting mishap occurred with my little brass Ant. Another member started taking his engine and cars off the track, and said I could put my engine on the track. After I watched him remove his cars, I fired up the Ant and let it speed around the track. Suddenly, I saw my engine bounce off his engine about a full foot and then unceremoniously tumble to the ground. I immediately went to the engine and blew out the alcohol fire. Apparently, the other member had stopped to talk with someone for a few minutes without first removing his engine. I was so excited about steaming the Ant that I failed to notice his engine was still on the track. Totally my goof-up. No big deal. The Ant is bullet proof. I fired it up again, but it refused to budge. The Ant is so simple that there is nothing to go wrong, so what happened? I don't know. To be continued. To my great misfortune there continued to be still more gremlins crawling around my stable of engines.

In spite of my engine troubles, the Lodi Summer Steamup was a highly successful meet. Good food, great friends, and lots of steaming. What could be better? Well, while at the Lodi Summer Steamup, Melinda made a surprise purchase of an Accucraft engine for my birthday. Yes!!!

ALL STEAMED UP ...

Richard Murray



Seldom seen Steve Heselton describes his kit built gondola to a friend.



Glen Simpson wipes down an area which just had a potentially damaging fire.



Several BAGRS enjoy dinner in the outdoor section of a classy restaurant.



Joel Taylor adjusts the throttle on his 0-6-0 Aster.

Steam Calendar

August 13

Hiller Aviation Museum

September 3, 4

Ardenwood

September 10

Los Altos History Museum

October 2

Just Trains, Concord (NOTE: THE BAGRS STEAM TRACK WILL NOT BE IN CONCORD)

ALL STEAMED UP ...

Richard Murray



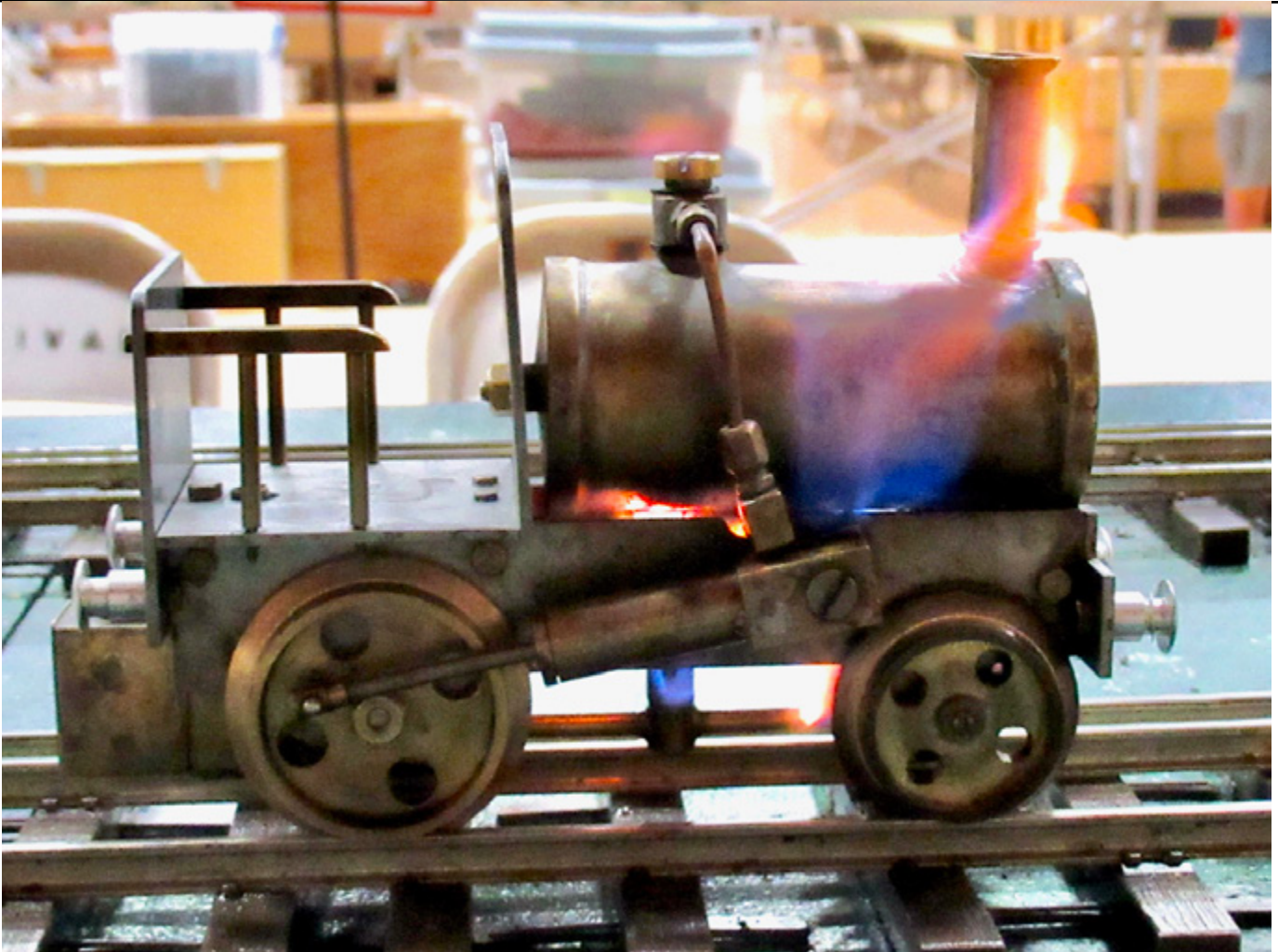
Tim Boles lets off some steam from his coal fired Accucraft 7/8 Forney.



Alex Marcopulos readies his Mammod for steaming.

ALL STEAMED UP ...

Richard Murray



The author's Ant had a big healthy fire under the boiler just before crashing.

T I M E	INNER LOOP	OUTER LOOP	T I M E	INNER LOOP	OUTER LOOP
6:00		Tom W.	2:00		Bob S.
6:30			2:30		
9:00			3:00	Kevin	Jeff
9:30	Kevin	Donald	3:30	Bob C	
10:00		Jerry H	4:00	Jim	
10:30	Bob	Jerry H	4:10	Rob	
11:00	Rob	Tom W	5:00		
11:30	JIM H.	RON S.	5:10		
12:00	Donald		6:00		
12:30	Denny		6:30		
7:00		Rob	7:00		
7:30		Jerry H	7:10		
NOTES:	PCLS TRACK				



Bob Armstrong stands next to a track signpost board.

ALL STEAMED UP ...

Richard Murray



Bob Trabucco was the chief track setup engineer. He has just finished making final adjustments on a walk-through lift bridge.

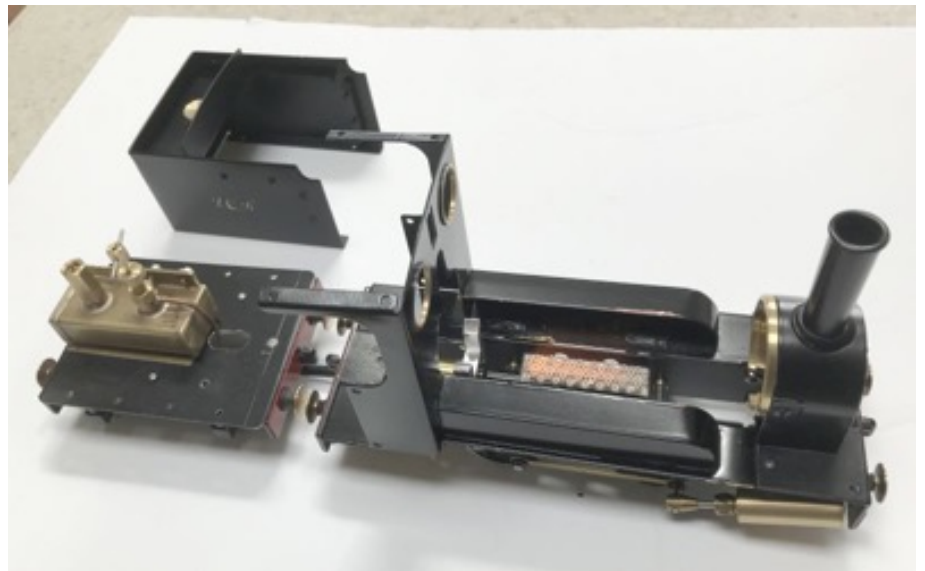
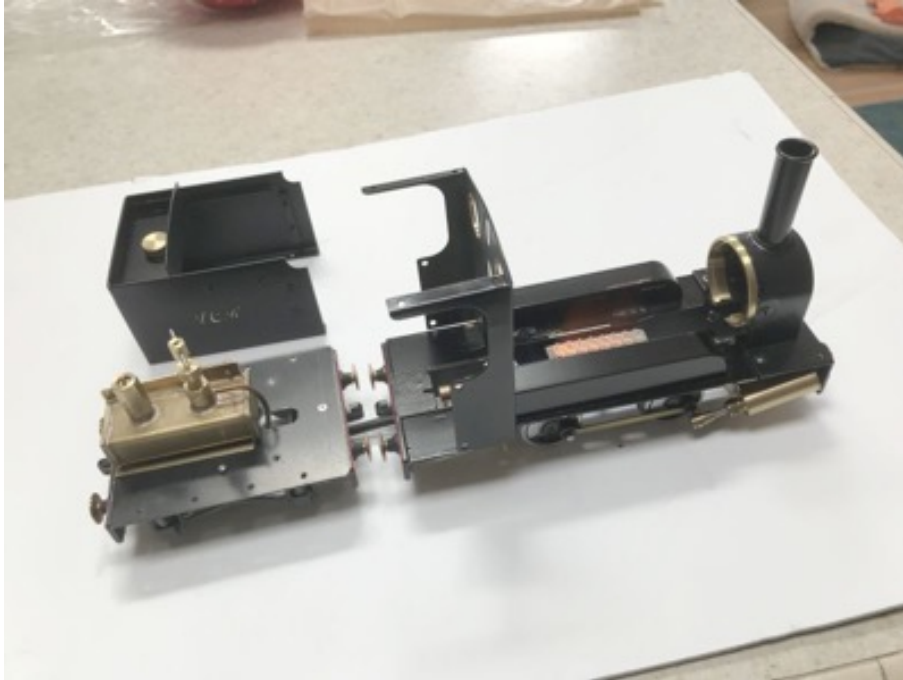


Rob Lenicheck shows his happiness at seeing a friend.

EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

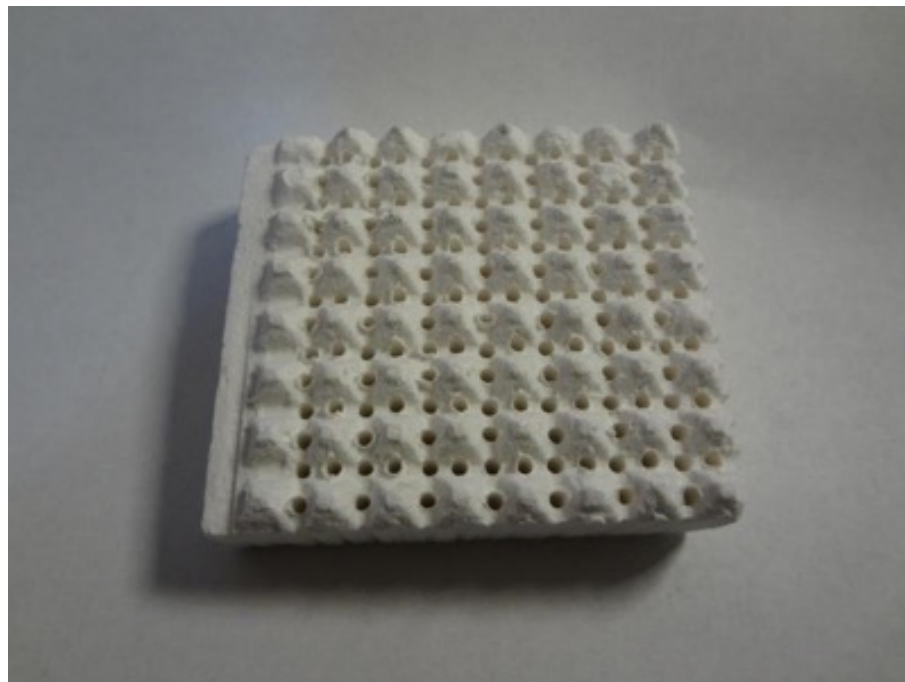
Bill Mansell got a pair of Mamod locos from Dennis. The running joke about these models is that they are the most expensive live steamers ever. You buy them at a very reasonable price and then add all kinds of costly improvements to make them run. As Bill is an experienced mechanic he does all these modifications in his own workshop. Here he starts installing a ceramic burner. The butane tank is in the tender and a flexible hose connects it to the burner proper:



We have been sourcing the ceramic for many years from Great Britain. However it is no longer available. Substitutes e.g. replacement ceramic from radiant heaters have not been successful. So Dennis started the daunting task making our own ceramic. Here is how the original looked like:

EAST DEVIL HILLS MODELING GROUP

Henner Meinhold



He started with a soft commercial firebrick and drilled holes. Drilling went surprisingly well:



EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

He then shaped the little pyramids on his CNC mill:



This looks pretty much like the original, doesn't it? A test will reveal, if they work. In a next step he will try to cast his own bricks.

Rob's Uintah is now in full operation. Here is a picture of the finished loco taken in Utah, where the real one ran:



EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

He also took the loco to the National Steamup in Lodi:



Where he gave a clinic about coal firing. Among the very interested listeners our BAGRS member Ron Sickler:

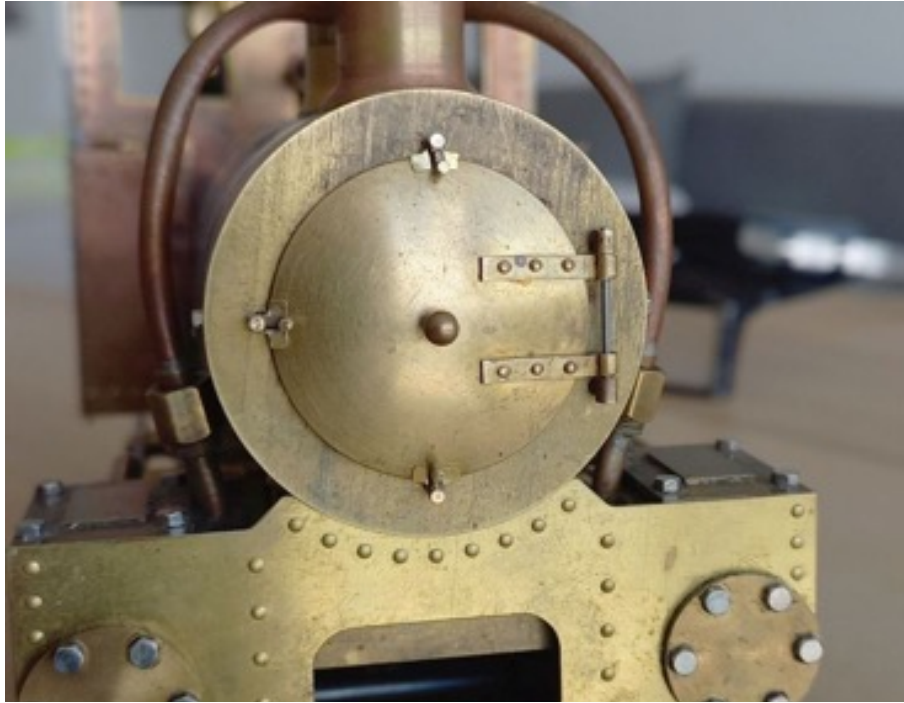
Mike Martin attended with his now fully finished and painted James. It uses Boiler, cylinders, and valve gear of a Roundhouse loco from Great Britain:



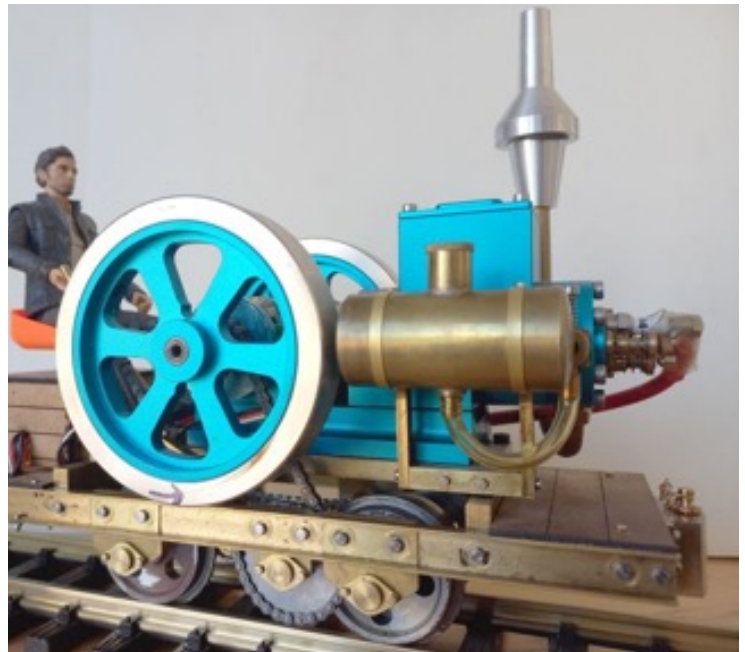
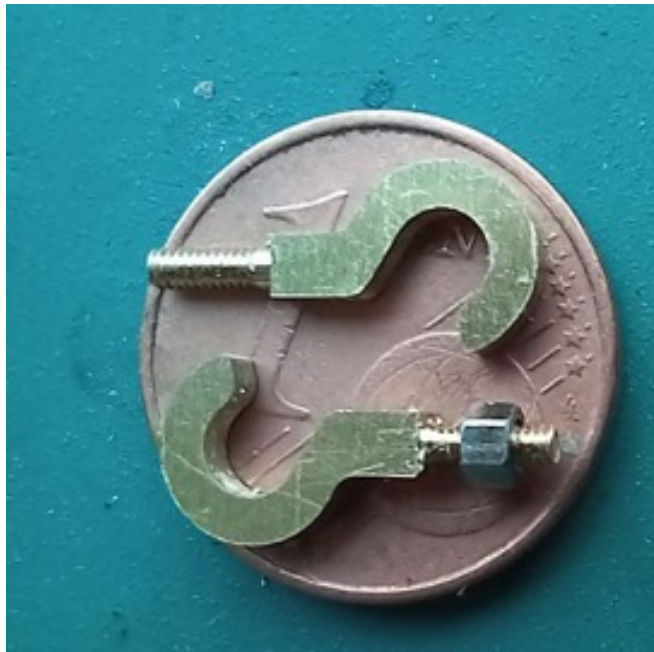
EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

I made some progress with two builds. The detailing of the smokebox door of my cog loco was completed:



And my CNC mill cut out nice couplers:



My Hit & Miss engine powered field railway loco was originally assembled with hex screws of standard size. I finally found more appropriate model screws with a much smaller head size.

Enjoy the summer with its many Open Houses and stay healthy!

MEET YOUR BAGRS DIRECTORS

NOTE: From time to time, we will be running profiles of BAGRS members, including your board of directors, as well as new members.

We'll start with BAGRS treasurer, Larry Silverman ...



After my retirement as a Vascular surgeon as well as a general contractor, I began construction of my railroad layout in June 2014. At that time built a surrounding stone wall around what will be my railroad layout which I named the Tri-Valley Railroad. The outer dimensions being ~100 ft by~70 ft. This included an 8 ft. wide arched bridge which overlooks the layout. I then helped with the construction of a caboose that served as a workshop and locomotive storage.

Daniel Smith did the actual construction of the layout with over 900 feet of track, a 7-door roundhouse with a 53" turntable and a large switching yard. I had a large maintain built with 3 waterfalls and 2 streams and ponds coming from them. There are 2 long tunnels going through the mountain and 2 large trestle bridges over the ponds.

Kristin McNary worked with me to do the DCC power, sound, signals, lighting, and pneumatic switching of the turnouts. She installed over 20 engine decoders and 12 sound decoders in the locomotives. There are 41 pneumatically operated turnouts, numerous signals and she will be placing automatic train location to detect position of each locomotive.

I have over 22 diesel and steam locomotives and countless freight and passenger cars. There are hundreds of trees in the layout and Daniel has built vehicle roadways with some impressive looking guard rails. Many buildings, people and vehicles complete my Tri-Valley Railroad.

Videos of Larry's Tri-Valley Railroad (2018) can be found at

<https://1drv.ms/v/s!AmAuch5KfUT0mOVhhJewgoG3rL2PdQ>

https://1drv.ms/v/s!AkV7yb8i_7zliqJGMbSmvVjfO9MF8g

POSTCARDS OF THE PAST

Bill Ralph



San Jose Railroad's Trolley Car 143

Trolley car 143 at the San Jose Historical Museum. This car ran in Fresno as no.68. Restored for operation as San Jose R.R. 143. This was the number of a duplicate car that ran in San Jose from 1920 til 1938.

San Jose's History Park at Kelly Park is the location of the California Trolley and Railroad Corporation (CTRC), a nonprofit organization established in 1982 with a mission to preserve and reflect the rich legacy of rail transportation in the Santa Clara Valley. Located in an operating replica turn of the century Trolley Barn, CTCRC restores, maintains and operates antique trolleys for the public on a electrified loop railroad.

Trolleys pass under a half scale replica of the iconic San Jose Electric Light Tower and through a village of authentic and replica historical Santa Clara Valley structures. CTCRC also displays Southern Pacific steam locomotive #1215 and tender, Orchard Supply Boxcar, Missouri Pacific Caboose, and 0-4-0 "Little Buttercup" Santa Fe #5 built in 1899 on permanent loan from the California State Railroad Museum.

From the postcard collection of Bill Ralph



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

MUSINGS OF A THEME PARK FAN

Bill Ralph



OMNIMOVER

A view of Monsanto Company's attraction "Adventure thru Inner Space" in Disneyland. Located in the newly expanded Tomorrowland, the futuristic building houses a ride through the inner space of a snowflake, in a vehicle called an "Atomobile". The rider feels the unusual illusion of shrinking to the size of the atom.

Did you take a ride on the Omnimover during your last visit to the Disneyland Resort? Chances are you did and may not have even realized it. The word Omnimover, coined by Imagineer Bob Gurr, refers to the unique ride system developed by Roger Broggie and Bert Brundage in 1967 and built by Arrow Development for Disneyland's groundbreaking Adventure Thru Inner Space attraction. The unique ride system was the natural extension of the endless continually moving PeopleMover ride system developed by Ford's Magic Skyway at the 1964 New York World's Fair. Using a system of opposing rubber tires pressing sideways on large metal fins protruding through the center of the track from the continuous loop of ride vehicles, the Omnimover has the unique ability to swivel individual moving cars 360 degrees and positioning them and the on-board sound systems exactly in the direction intended by the show designers. If you missed out on riding in an Atomobile in the Adventure Thru Inner Space between 1967 and 1985 it's exceedingly likely that you have ridden in a Haunted Mansion Doom buggy, Little Mermaid clam shell or on the third generation Omnimover on Buzz Lightyear's Space Ranger Spin.

1967 Postcard from the collection of Bill Ralph

MEMBERSHIP INFORMATION

BAGRS BOARD AND CONTACTS

POSITION	NAME	EMAIL ADDRESS
President:	Mick Spilsbury	president@bagrs.org
Vice President:	Channing Cheng	marketing@bagrs.org
Secretary	Lynn Gerber	secretary@bagrs.org
Treasurer	Larry Silverman	treasurer@bagrs.org
At-large board member	Ray Turner	membership@bagrs.org
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
Newsletter	Greg Hile	newsletter@bagrs.org

BAGRS DISTRICT SUPERINTENDENTS

Golden Gate	Ken Brody
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

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.

BAGRS ONLINE PHOTO AND VIDEO LIBRARY

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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We are pleased to announce our layout open house events of the 2022 season. 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.

Google maps of both Saturday and Sunday layouts will be provided in the mid-August e-mailing and in the reminder postcards sent prior to the layout Open Houses.

Saturday, August 20, 2022. All layouts open 9am to 3pm

The Saturday Garden Railroad Tour is the 25th annual tour and benefits the St. Joseph's Center and Community Pantry. Visitors are asked to bring a canned food donation. For further information, please contact Nigel Mallinson at nigel@candntractors.com.

Nigel Mallinson, 8520 Culp Drive, Gilroy, 95020

Bob & Linda Elia, 8430 David Court, Gilroy, 95020

Our railroad was started May of 2006 and just completed June of 2007. It has two loops on different levels. The lower section has 80 feet of track crossing two bridges and a tunnel. There is a town (unnamed) and farm with a passing siding and spur. A point to point trolley line operates in town. The upper section is a logging theme. There is about 30 feet of track with 2 spurs. It has a water fall and creek with 2 curved trestles. The layout is track powered. The rolling stock is both steam and diesel. This RR is not modeled after any era. The railroad features Bob's renowned wooden bridges & trestles.

Directions for Open House

From Highway 101 take the Leavesley Rd exit and turn right. Leavesley Rd becomes Welburn. Turn right on Hanna Street, left on Sherwood Drive, left on David Court.

John Wright, 2315 Kimberly Court, Morgan Hill, 95037

Kevin Hill, 791 Ridgemark Drive, Hollister, 95023

The San Benito Southern Railroad: This is a very well planned railroad that occupies a small area of the yard. Visitors will be impressed with all that has been accomplished. Much of the work has been done by Locomotive Engineer Kevin and his dad, Curtis. It is based on the time period of the late 1940's and 1950's and features a mainline loop and a logging loop. Handicap accessible.

Directions for Open House

Directions: Go south on Highway 101 to Highway 25 toward Hollister. Go eleven miles. Left at Wright Road (becomes McCloskey Road) 2.5 miles. Drive south on Fariview Road for 3.5 miles. At Airline Highway, the street becomes Ridgemark Drive. Cross over to the Security Gate for Ridgemark Golf and Country Club. Tell the guard you are visiting the Curtis Hill open house at 791 Ridgemark Drive. Follow Ridgemark drive, it bares to the left for about three quarters of a mile. The house is on the right.

Rodger Stump, 2515 Arlington Drive, Hollister, 95023

The Rocky Hills Railroad was started in 2004 with as a very small railroad. After a couple of additions the railroad was dismantled because we moved. The next edition of the railroad was completed in 2012 and lasted two years. It was then dismantled because of another move. What you will be seeing today is the third edition of Rocky Hills Railroad which was

AUGUST EVENTS

started in February of 2016. It is in a raised garden of 500 square feet.

The railroad consists of a mainline for freight and passenger service through the town of Rocky Hills. A LGB Mogul serves as the pulling power for this line. A logging line is also in service using a Bachmann 55 ton Shay to pull the train.

It is a track powered railroad using LGB DCC for operation. The layout includes a water feature along with hand built trestles and bridges. Primarily all of the structures have been hand built but a couple of kits were used also. We have a number of dwarf trees including Alberta Spruce, Myrtle, Pomegranate, Boxwood and Hokaido Elm.

Directions for Open House

From US-101 south or north, take Highway 25 east into Hollister. Coming into Hollister stay on the highway until you reach Santa Ana Rd which is the 2nd light in Hollister. Turn left (east) until you reach Arlington and turn right. Our house is 2515 Arlington the last house on the left

Sunday, August 21, 2033. All layouts open 10am to 4pm

Brian Harrison, 570 Pinecone Drive, Scotts Valley 95066

Bill Ackerknect, 185 Archer Drive, Santa Cruz, 95060

Eric Child and Trevor Park, 419 Ocean View Avenue, Santa Cruz 95062

The Fern Creek and Western is a freelance Narrow Gauge logging and mining railroad which depicts a fictitious mountain railroading in the Santa Cruz Mountains which interchanges with the South Pacific Coast Railroad. With both geared and rod engines, our mountain railroad is guaranteed to delight the eye with a waterfall, multiple tunnels and bridges, steep grades and classic steam locomotives. With visiting equipment as well as our own electric engines and live steam engine, there is plenty to see on the Fern Creek and Western as it hauls freight and passengers on the hill.

Directions for Open House

As you come into Santa Cruz on Highway 17 or Highway 1, take the Ocean Street exit and continue on Ocean Street for about a mile. When you get to Broadway Ave, turn left and head East on Broadway for about 1,000 feet. Once you get to Ocean View Ave, turn right and then the FC&W Railroad is 3 houses down the street on the right hand side of the street at 419 Ocean View Ave.

John LaBarba, 741 Redwood Drive, Santa Cruz 95060

Consists of a 54' long dog bone layout located on top of a 5' high concrete retaining wall. (On the right, above the driveway, as you approach the HO/ HOn3 train room.) Approx. 150 of track. A 6' tall hand layed Field Stone retaining wall acts as dramatic backdrop and mountain for the railroad. Various small Conifers, and Ground Covers compliment the Stone Work. Two 6' long tunnels conceal the turn around at each end with 4' radius curves. The 5' tall Wild Cat Canyon Water Fall runs behind railroad. Several bridges with hand made cut stone clad piers. FN3/ running scale AMS & Bachmann equipment. Engines and rolling stock weathered with crews. Highly detailed town and mine scene under construction. A rail fans layout, based on Calif. Narrow Gage Railroads in the 1930s & 40s.

Also on Site is my HO/ HOn3 layout. Sonora Pacific / Southern Pacific indoor layout. It's a 20' x 20' HO/HOn3 layout depicts a California narrow gauge railroad interchanging with the Southern Pacific in the 1940s thru 50s. It is a series of scenes, each with its own theme. The fantastic scenery features very fine rockwork and effective use of scenic dividers, with freelanced depictions of Los Angeles, Westside Lumber, and a gold mine/mill complex. The layout is operated by radio cab control and has been featured in Railroad Model Craftsman and in Narrow Gauge & Short Line Gazette. Partial handicap access.)

Directions for Open House

From highway 17 south, exit the Mt. Hermon turn off in Scotts Valley. At first signal go right down Mt. Hermon rd. Next signal (bottom of hill) is Glenn Canyon Rd. Go right. It will take you under hghway 17 to a stop sign. Go right. From this point it is 2 miles down Glenn Ganyon road to Redwood Drive. At the bottom of long hill, go left on Rewood Drive. Travel 3/4 of a mile to 741 on left. Train on mail box & short bridge across creek. Park at first building by old time gas pumps. Walk toward second building. Garden railroad will be on your right.