

BAY AREA GARDEN RAILWAY SOCIETY

TRELLIS AND TRESTLE

FEBRUARY 2023



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PRESIDENT'S PERSPECTIVES

We have all seen a lot of rain falling on our RRs since the last edition of T&T. I wonder which RR enjoyed the most rain. A RR in the N Bay? Becky & Don Herzog's? Perhaps in the Santa Cruz Mountains? Brian Harrison's? If you think your RR might qualify as THAT RR, do send me a note of the inches you received.

THE LULL BEFORE THE STORM??

This period might be considered the "Lull before the Storm". There are very few open railroads and the National Convention is 5 months away but there is no lull for members coordinating activities for the convention.

Russ Miller has been busy liaising with the Santa Clara Hyatt, tracking reservations there, persuading large GR vendors to part with funds to support various convention events, ordering T-shirts and goodness knows what else. **Ray Turner** is busy working on open RR scheduling and associated bus schedules, always a lovely task! He is also compiling open RR info for the convention brochure, and once again, our brochure will be more sophisticated than most, if not all.

Bob Guinan is contacting all vendors to book them spots in the convention center and to persuade those on the fence to get off the fence in the right direction. **Greg Hile** has been making improvements to the convention website and wrestling with registration data. Rob Lenicheck has put up a terrific on-line application for people to calendar convention clinics presentations, while his partner in crime, **Jack Verducci** has been working the phones to recruit lambs to the slaughter. **Ken Brody** has been keeping on top of arrangements in the N. Bay where the convention starts, kicking off on the Napa Valley Wine Train on the evening of June 30.

When it was agreed that Russ would chair the convention this year and I would be President, the theory was that we could each focus on 2 very different roles. Like a lot of theories, that hasn't worked out. I am spending half my BAGRS time on convention planning, supporting website enhancements, open RR recruitment, open RR images and convention marketing. Russ is spending some of his time making sure I don't screw up!

It feels like the storm has arrived. It will intensify but has made landfall (or is that track-fall?).

YET BAGRS NON-CONVENTION BUSINESS STAYS ON TRACK

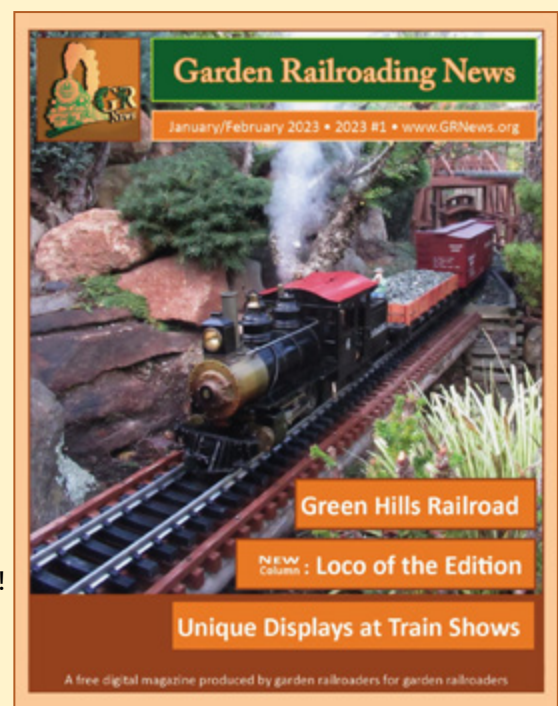
Channing Cheng is the latest VP blessed with responsibility for an Annual Meeting, our 2023 Annual Meeting. Plans are in great shape which is good because it's 6 weeks out, on Saturday March 18.

We remain on track to unveil the new BAGRS' website at the Annual Meeting. Then, after further testing and communications about the features of the new site to ALL members, we will switch over to the new site in May or June.

Richard Murray got our steamers out for a super steaming Saturday in January.

And talking of Mr. Murray, I hope we all saw that his Green Hills RR made the front cover of the 1st 2023 Edition of GR News as the 'Featured Railroad' of the Edition. Congratulations, Richard!

And, of course, we have been overwhelmed by members seeking a spot on the Board of Directors! (And if you believe that, I have a \$5,000 trestle that you simply must have! :))





PRESIDENT'S PERSPECTIVES

SOME DUES ARE OVERDUE

Thank you to the 80% of memberships that have paid their dues.

To the 20% that have not yet (February 1) a reminder that Annual Dues were due to be paid a month ago, January 1, so please pay your dues ASAP.

WHAT! NO LOCO OF THE MONTH

You can pin that on me. I have had no time to chase one up. I guess you can also pin it on the membership because no one has been beating down my door to be featured. Y'all could help put by bugging folk with amazing/unusual/funky locos to step into the spotlight, maybe some of those featured, tongue in cheek, "Not Locos of the Month - Yet!" below

NOT LOCOS OF THE MONTH YET!



LAST BUT NOT LEAST - BLACK CANYON RR

No matter how busy we are with other stuff, it's invigorating to invest some time in an ACTUAL GARDEN RAILROAD. My Black Canyon RR is getting a new 60' mainline passing track to increase mainline capacity, though the increase will depend on the skill and cooperation among engineers. They should have time to get up to speed before the convention (though how much speed remains to be evaluated).

REALLY LAST

For avoidance of any doubt, WE REMAIN HOPEFUL THAT A FEW MEMBERS WILL SIGNAL AN INTEREST IN SERVING ON THE BOARD OF DIRECTORS .

RANDOM NOTES IN NO PARTICULAR ORDER



When Greg Hile gave up a promising career in major league baseball to pursue a life of creosote and whistles, little did he know how long it would take to fulfill his dream of being a garden railroad club newsletter editor. This past year he also took on the role of scheduling coordinator guy. Greg's a busy dude, and he cried when Vin Scully died, but he wouldn't have it any other way.

Some random notes in, as always, no particular order:

1. So, how many of you thought to yourself these last few weeks, "Well, now may be the time to think about that new water feature on my layout." We had some relatively minor flooding at our place but nothing that the existing equipment plus an additional sump pump couldn't handle without too much damage. Speaking of the additional sump pump, I determined that I needed one, so before heading out to The Home Depot I checked to see how many they had in stock. The app said 35 so I didn't exactly rush over to the store. Still, I got there about thirty minutes after I had checked. They now had two left and there about five guys following behind me, four of whom would end up out of luck. Anyways, the pump worked and I had some free time to envision a water feature on my new layout. Only thing was, probably the most prominent water feature for the area I model (the city of Martinez around the turn of the 20th century) just happens to be Alhambra Creek when it floods. Not sure how this will turn out ...

2. Hopefully, no one suffered any major damage. See page 6 for one incident from Ray Turner's Mystic Mountain RR. If anyone has other examples of new water features or damage to share, send them in.

3. Be sure to check out ngrc2023.org as pre-orders for the NGRC 2023 convention car are now available. Convention mugs will also be available for sale at Annual Meeting. I have never had a cup of coffee in my life and I don't intend to start now, but if I did, this is the cup I would drink it out of. Fifteen ounce cups for \$12. Check them out:



4. Speaking of Annual Meeting, BAGRS vice-president Channing Cheng is the organizer of the meeting and has done an excellent job of planning, with one possible exception: Channing probably won't be there, as their new baby is due to arrive right around that time. I guess that's a pretty good excuse!

5. Time to go play with trains ...

ANNUAL MEETING NOTICE

CHANNING CHENG

Location:
Hiller Aviation Museum
601 Skyway Road, San Carlos, CA 94070

BAGRS 2023 ANNUAL MEETING PROGRAM 3-18-2023

TIME	WHAT	WHO
7:00 – 8:30	Live Steam Layout Set up	Live Steamers
7:00 – 8:30	Vendors / Seller Tables Set Up	Members who registered tables
8:00 – 8:45	Breakfast	All registered attendees
8:00 – 8:45	Drop off entries for contests	Modelers & Photographers
9:00 – 9:30	Annual Business Meeting Including election of '23 Directors	Dues-paid members may attend just this. No registration needed.
9:45 – 10:30	The Ocean Shore RR: A presentation by Jack Verducci	All registered attendees
10:30 – 11:00	Social Time / Swap tables open	All registered attendees
11:00 – 11:45	BAGRS New Look Website A preview of the new site	All registered attendees
12:00 – 1:00	Lunch	All registered attendees
1:00 – 1:30	Social Time	All registered attendees
1:30 – 1:45	Pre-convention Layout Tours	All registered attendees
1:45 – 3:45	National Convention Details about our convention in July	All registered attendees
3:45 – 4:00	Model Contest Results / Door Prizes	All registered attendees

Greetings fellow BAGRS! We're all very excited for this year's Annual Meeting at Hiller Aviation Museum in San Carlos. This will be a very important meeting to attend, as it will be the last one before we host this summer's National Convention! Please be sure to register online www.bagrs.org under "Meetings and Events" as soon as you can and then mark your calendars: Saturday Marc Dead tree finally felled by monumental rains & winds on Mystic Mountain RR h 18.

What can you expect at this year's meeting? After checking in, enjoy a light breakfast with coffee or juice, then take a moment to socialize with old and new garden railway friends as you peruse the vendor and sellers tables. The live steamers will have their portable track set up (outside if the weather permits). Members that wish to participate in the model or photography contests should bring their

submissions to the event before the meeting commences. All members are encouraged to vote throughout the day.

At 9am, we'll convene for the annual business meeting, which will include the election of a new board. There will be at least one opening, as I will be stepping down after this term. It's been a pleasure! Any interested members that wish to serve are encouraged to contact any current member of the board.

Jack Verducci will give an informative presentation on the history of the Ocean Shore railway and then BAGRS president, Mick Spilsbury, will give us all the first look at our upcoming brand new website.

Registered attendees can then take time to enjoy lunch and pick up some bargains from the vendor tables.

Following lunch, a quick talk concerning this year's pre-convention layout tours, then Russ Miller's big information session as we prep for this year's convention.

The day will wrap up with the contest winners announcements and door prize giveaways!

Members and their guests must register online before midnight Sunday March 12. Online payment is \$25 per attendee. Payment at the door will be \$30 by check only.

Members, are you current on your 2023 membership dues? They were due end of 2022 so please renew as soon as possible if you missed it!

This meeting is a great way for our club to grow. Know somebody interested in garden railways? Invite them and if they join the BAGRS by April 30, 2023, the meeting registration fee will go towards their first year's membership.

If you are unable to register on line, please contact one of :

Channing Cheng at VP@BAGRS.org (Meeting Chair)

Richard Murray at steamer060@sbcglobal.net (Meeting Vice Chair)



Dead tree finally felled by monumental rains & winds on Ray Turner's Mystic Mountain RR

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](#)

[Denver GRS](#)

[Gold Coast GRS](#)

[Orange County GRS](#)

[Puget Sound GRS](#)

[Redwood Empire GRS](#)

[Rose City GRS](#)

[Sacramento Valley GRS](#)

[San Diego GRS](#)

[Santa Clarita Valley GRC](#)

[The Garden Whistle](#)

MEET YOUR BAGRS DIRECTORS LYNN GERBER



My interest in Model Railroading began when just a child of five or six years old. My dad loved model trains and since he didn't have any sons, he passed on his love of trains to his two daughters. We had a typical HO Layout and when the "N" gauge came out he bought us a set—and began building simple layouts for these trains. I still have PlasticVille buildings that remain unbuilt to this day. My husband and I joined BAGRS originally in 1998 but we had a steep, hilly lot so didn't believe we could build a garden railroad. However, we moved to a lot in Oakland more conducive (although very small)

that needed some changes to the backyard, but could contain a small garden railroad. We hired Jack Verducci and in 2006 finally had a simple figure eight loop. There's a large trestle, waterfall/pond, bridge and a point-to-point cable car area. I run only Southern Pacific in tribute to my dad who worked for them.

In 2020 with the help of Nancy Norris I began the construction of an "0" gauge very simple "Harry Potter" garden railroad. It was very limited by two redwood trees. Nancy moved and with the very capable help of Gary Whaley, it is finally complete. I also had a small pot with the "N" gauge running but need to turn my attention to fixing it due to very bad weather damage.

I was born and raised in San Francisco, but took an eighteen-year (or so) detour to Southern California. I have been back in the Bay Area with my husband, Ron since 1990. We have four kids and three grandchildren. I retired from banking four years ago after a rewarding career in credit and compliance that included stints in Real Estate Construction, Private Banking and the International divisions of three major banks. I was the membership chair for BAGRS and I am now your secretary. My biggest hope is to attract a younger crowd to this fulfilling, lifelong hobby.

FEATURED ARTICLE

A Brief History of BAGRS Conventions, 2006 and 2016

In December, we highlighted the first three of the five National Garden Railroad Conventions BAGRS has sponsored over the years. In Part Two, we will look at the 2006 and 2016 conventions as we get ready for this year's convention. Once again, many thanks goes to Hal Miller of Kalmbach Publications for permission to raid the archives of *Garden Railways* magazine for material.

2006

As is always the case with BAGRS conventions, there was a wide-variety of layouts for convention-goers to visit and appreciate. As stated in *Garden Railways*:

There will be a contest, door prizes, and memorabilia, including an operating San Francisco Cable Car as our convention car. Evenings will be full of great clinics, poster sessions (a new feature this year), and, of course, all the special features past attendees have enjoyed. Our "It's It" Ice Cream Social will feature a traditional San Francisco treat prior to the grand opening of the Exhibit Hall. Our barbeque at the San Jose Historic Park will be a fun event for everyone, and the banquet will feature local rail historian and club member Jack Burgess with a special program on the Yosemite Valley Railroad.



One of the convention attractions was the steel through-truss bridge found on Ken and Pat Martin's Somerset-Pacific Junction Railroad.

SPECIAL EVENTS

AT THE 2006 NATIONAL GARDEN RAILWAY CONVENTION
IN THE SAN FRANCISCO BAY AREA
AT THE SANTA CLARA CONVENTION CENTER
JULY 3-9, 2006

Pre-Convention Great Western Rail Spectacular Tour

June 25 - July 2. See our ad elsewhere in this issue.

Barbeque

Wednesday at the San Jose Historic park, where attendees can stroll the old-time streets and ride the historic trolley car in addition to enjoying the fine dinner.

"It's It" Ice Cream Social

Thursday evening featuring a promised visit by Adolph Sutro, held just prior to the Grand Opening of the Exhibit Hall.

Saturday Evening Banquet

Featuring Yosemite Valley Railroad authority, Jack Burgess.

Clinics Every Evening in the Convention Center

Including a wide selection of topics. New this year will be special subject "Poster Sessions" to complement our clinics.

Garden Railways

Everyday (Monday through Sunday) there will be nearly a dozen different garden railways to visit (bus tours Tuesday through Saturday) and each day an added local garden-oriented site will be included for your visiting pleasure.

Presentations

Monday evening include "How to Get the Most from the Convention" and a special screening of historic railroad stereo views.

This years convention "car" will be a 1:24 scale, 45 mm gauge, powered San Francisco cable car specially made for our convention by Accucraft Trains.



On-line
Information at
Our Web Site:
[www.bagrs.org/
convention](http://www.bagrs.org/convention)

On-line registration

Information on
getting to the
convention by air,
train or driving

Schedule of daily
convention activities

Preview featured
garden railways

List of nearby
attractions & self-
led railfan tour of
Northern California

Link to Housing
Bureau

Or call
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866-705-3697
International:
310-590-4725
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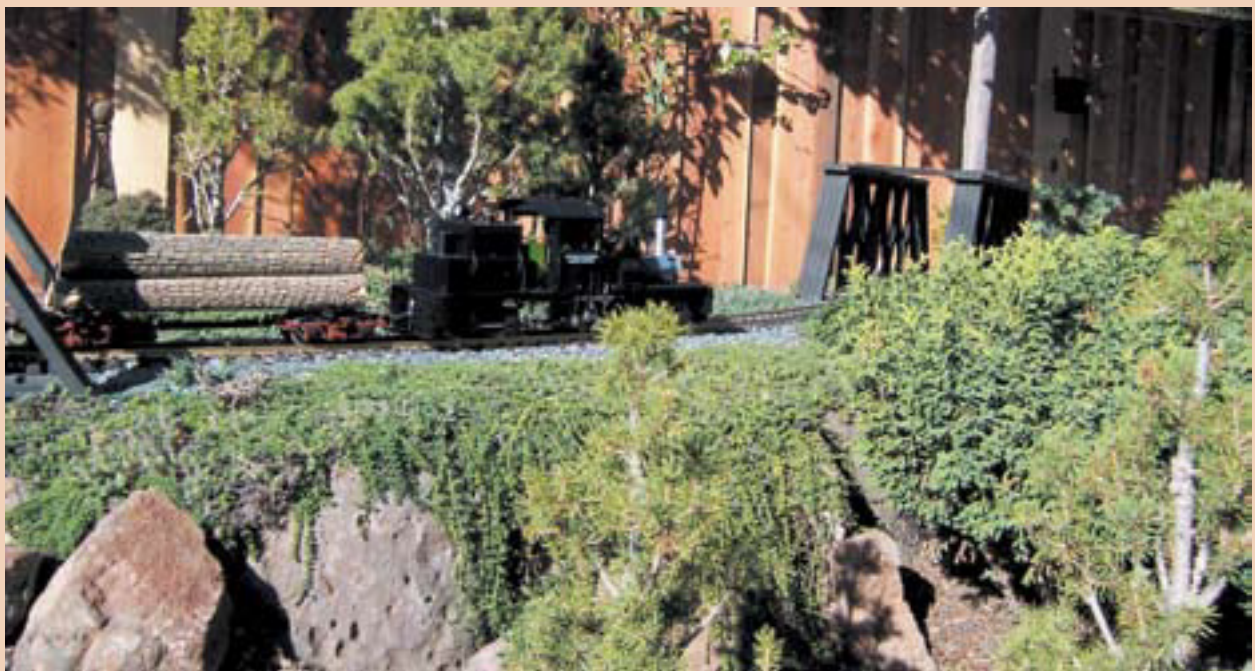
Registration form for activities, meals and merchandise
will be mailed with your confirmation letter.

✂
Mail this form
with your check to:
Registrar
530 Fig Tree Lane
Martinez, CA 94553

www.bagrs.org/convention



A 1:20.3-scale model of an early SPO roundhouse in San Jose exemplifies the magnificent and accurate modeling on Ed and Rich Abate's Rooster Creek Railroad. The garden railroad features lumbering, mining, and dramatic streams, as well as town scenes and country areas populated with miniature plantings.





Welcome to California!

32nd NATIONAL GARDEN RAILWAY CONVENTION

JULY 4 - 10, 2016
SAN FRANCISCO BAY AREA

Hosted by:
www.bagr.org
Affiliated with clubs:
www.shastagr.com
www.ngrs.org
www.svgrs.org
Calendar subject to change.

Great Western Railway Adventure: June 24 - July 1 Info at: www.traintrips.biz Fully escorted tour, 20 train rides, multiple museums, all in 8 days!						1	2
3	4	5	6	7	8	9	
Pre - Tours continued <small>Maricopa</small>	9 Layout Tours South County <small>Registration Opens</small>	13 Layout Tours Contra Costa	11 Layout Tours Sunnyvale-Santa Cruz BBQ & Train Ride Roaring Camp RR	8 Layout Tours East Bay <small>Accra Craft Social</small>	7 Layout Tours San Jose Exhibit Hall Open	10 Layout Tours Peninsula Banquet	
10	11				12	13	
24 Encore Tours SF Bay Area	20 Post-Convention Layout Tours Sacramento Area <small>Sacramento, Placerville, El Dorado Counties</small>				National Summer Steamup: Sacramento, July 13-16 www.summersteamup.com		

INFORMATION
REGISTRATION
RESERVATIONS

www.ngrc2016.org

Need to call?
(650) 403-6039
from message

Held at:
Santa Clara Convention Center
5001 Great America Pkwy
Santa Clara, CA 95054

Host Hotel:
Hyatt Regency Santa Clara
5101 Great America Pkwy
Santa Clara, CA 95054
(408) 200-1234

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Labor's Economy Table	\$75.00
Fire Station	\$75.00
Control Tower	\$45.00
J.B. P. House	\$65.00
Bar's Blacksmith	\$65.00

Check out our website: www.gardenrailway.com

Construction Kits:

Crossroads Church	\$185.00
Gold Creek School	\$185.00
Wells Fargo Stage Stop	\$185.00
Lucky Lady Station	\$185.00
Twight Station	\$185.00
Gold Creek Depot	\$120.00

Coming Soon!

Wong's Laundry	\$55.00
The Carver's Club Office	\$65.00
Gold Creek Bank	\$65.00
Post Office/Barber Shop	\$75.00
Chester House	\$75.00
Am's Historical Chalmers	\$85.00
Am's Historical Chalmers	\$100.00

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ALL STEAMED UP ...

A true Renaissance-man if ever there was one, Richard Murray has been the BAGRS coordinator of live steam events for about twelve years. He has written many "Plant of the Month" articles over the years, knows a thing or two about British cars, and has recently taken on the detailed art of bonsai. A retired dentist, born and raised in San Francisco, Richard has been married to Melinda Murray for 53 years.

"Rain, rain, go away and come again another day." The children's nursery rhyme fits perfectly here. After a month of practically daily rain, everyone was getting uneasy and feeling cooped up. Suddenly, the weatherman hinted that in about five days we would get a clearing. Immediately, I composed a teaser announcing that we would be hosting a steamup:

"Are you tired of being flooded? Is your yard a wet mess? Does your roof leak? Fear not. Good weather is coming. The Murrays will host the first steamup of the year, January 21, 2023. Don't be stuck at home. Enrich your life: run your favorite steam engine and visit with your friends.

Indeed, several steamers reported flooding or severe damage. Beth Squires reported her layout had a new water feature on it, a big lake. Jeff Zolfarelli reported that 65 feet of his fence fell atop his layout and destroyed a number of buildings and moved his retaining wall a few degrees. Bill Allen reported that the next door golf course drainage plugged up, and water cascaded onto his layout to a depth of 3 feet.

Although the rain stopped, there was an arctic weather front that visited the bay area the day before the steamup. The night before the steamup we thought that it would be too cold to serve lunch outdoors, so we set up indoors. We turned the house upside down in order to rearrange all the furniture. Some steamers said the temperature was 37 degrees when they left home in the morning. As it turned out, the weather was quite comfortable at our house, and we probably didn't have to move all the furniture. In any case, Melinda's two big pans of lasagne and many loaves of garlic bread were a big success. We had a big turnout, and there were lots of happy smiles in the crowd.

Russ Miller stayed much of the day taking 34 very short videos for Instagram and Facebook. The videos will gradually be posted to help advertise our National Convention. If you have some good 10-15 second videos of your layout, send them to Mick Spilsbury. We also need a few people to write an article about their layout. I wrote an essay about my layout and included lots of photos. Contact Mick for further info. Remember, we need lots of promotion for our layouts to make our convention a success. Please help.

Rob Lenicheck came to visit his many steamer friends. He was still basking in the glow of having his scratch built engine on the cover of "Steam in the Garden." In addition, his engine was the winner of "Locomotive of the Month," a new feature of GR NEWS. Larry Brickell is a fairly new BAGRS member and brought a Ruby. After some coaching, he became quite adept at negotiating the sharp turns and steep grades. Bob Chapman had an emergency heart procedure and canceled his 250 mile trip to our steamup. Bill and Perky Ramroth brought a grandson but not an engine.

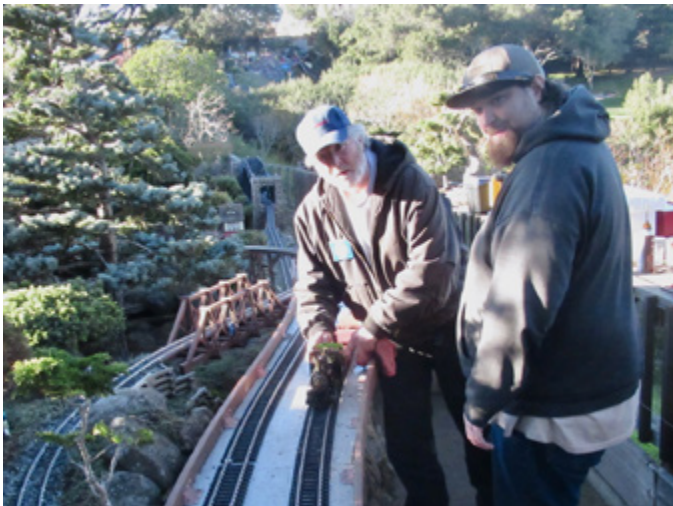
Bill Allen ran his scratch built Climax without incident. It's a beautiful perfectly adjusted engine. Seth Abraham's back hurt so much that he couldn't run his Southern 2-4-2T. He says it has never been run before and is for sale. Contact Seth for more info. sja@postmodern.com Beth Squires ran her 3 cylinder Accucraft Shay. Tim Boles steamed his 2 cylinder Accucraft Shay.

Tim also ran his IUKI, a Hawaiian plantation engine. He had a number of successful runs when he opened the throttle way too much and the engine went into warp speed. At the first turn we all thought the engine would fly straight into the next county. Unbelievably, the engine made it around the first turn. That the engine stayed on the track exceeded our wildest imaginations of what we thought was possible. The engine picked up even more speed for its next turn. Unfortunately, Tim had not placed the hinged roof in its normal top position. Instead he left it on the side of the engine where it needed greater clearance in the tunnel. A loud noise told us all that we needed to know—the engine didn't make it around the second curve. Tim then spent a considerable amount of time trying to extract the engine from a tunnel that has a difficult access. There were no broken or missing parts so the engine was put back on the track for some more loops.

It was such a beautiful day that four of us stayed to discuss world events until 6pm when the sky was turning black and icicles began forming on our noses.

The BAGRS steamers expect to have one more steamup before the March 18 Annual Meet, which is now open for registration on our website.

Footnote: Bill and Perky Ramroth emailed to say that their little grandson loved being at the steamup so much that he said, "I want to go to another train show!"



Tim Boles restrains his IUKI while son Philip watches the photographer do his thing



Seth Abraham's engine remains unused and brand new.



Ron Sickler's Regner Heisler and ore cars were caught by Larry Brickell's faster Ruby as they continued to double head.



Virginia and Bill Allen enjoy lunch with Rob Lenicheck. That's Seth Abrahams on the far right.



The IUKI has scared the horses on the left.



More lunch time socializing.



Bill Allen's crazy Climax with its complicated valve movement. I don't know whether to call it a single truck or a 4-2-4.



Here comes that IUKI again. It is about to pass the steam museum.



A Michigan-Cal Shay Pulls a train of gondola cars.



Taken from a video by Russ Miller. From R-L: Bob Lenicheck, Ron Sickler, and Bill

FORTY & EIGHT BOXCAR

The boxcars were called Forty & Eight because they could hold forty soldiers or eight horses. They were very common in Europe between World War One and World War Two. In 1949 the French government sent forty-nine 40 & 8 boxcars to the U.S. filled with goods from the French people as a goodwill gesture for the liberation of France in World War Two: one car for each of the forty-eight states and one car to be shared between Washington D.C. and the territory of Hawaii. The cars were called the Gratitude Train or the Merci Train.

The 40 & 8 boxcar that went to the State of Maine had an enclosed elevated brakemen compartment. Of all the boxcars that came to the U.S., only four others had the enclosed elevated brakemen compartment.

A few years back a friend Nancy Norris emailed me a photo of the car that went to State of Maine and asked if I would build one for her railroad in 7/8 scale. Well I really enjoy building odd-looking cars so I said yes.

The car would end up being a freelanced boxcar, as the original cars were built for standard gauge track and if built in 7/8 scale it would become a two-foot gauge car. Also the car would be a little shorter than the original because I'm using a 1:20.3 Accucraft short two axle flatcar for its base and it's going to be painted in a single color. As always the car would be built of 1/8" and 1/16" styrene and Evergreen Scale Models Polystyrene. The couplers, handrails and steps came from Ozark Miniatures.

Starting off I cut 1/8" pieces of styrene that would form the floor, sides and ends of the car. Then using a knife and a metal ruler I cut planking in to the floor and with sides and ends I cut the planking inside and out. After all the planking was finished I used a small piece of a hacksaw blade to etch wood grain in to the floor and the inside and out of the sides and ends. Next I planked and wood grained the outside of all the other parts that would become the brakemen compartment, no need to etch and grain the inside of the brakemen compartment with the windows being so small and a brakemen figure inside you won't be able to see that much inside the compartment.

After the sides and ends of the main boxcar section were glued together I installed the roof ribs and roof. With the roof glue in place it was time to paint the inside of the car.

Now that the main body of the car was painted on the inside only, I started working on the brakemen compartment. I glued the four sides of the compartment together and then mounted them to the main body.

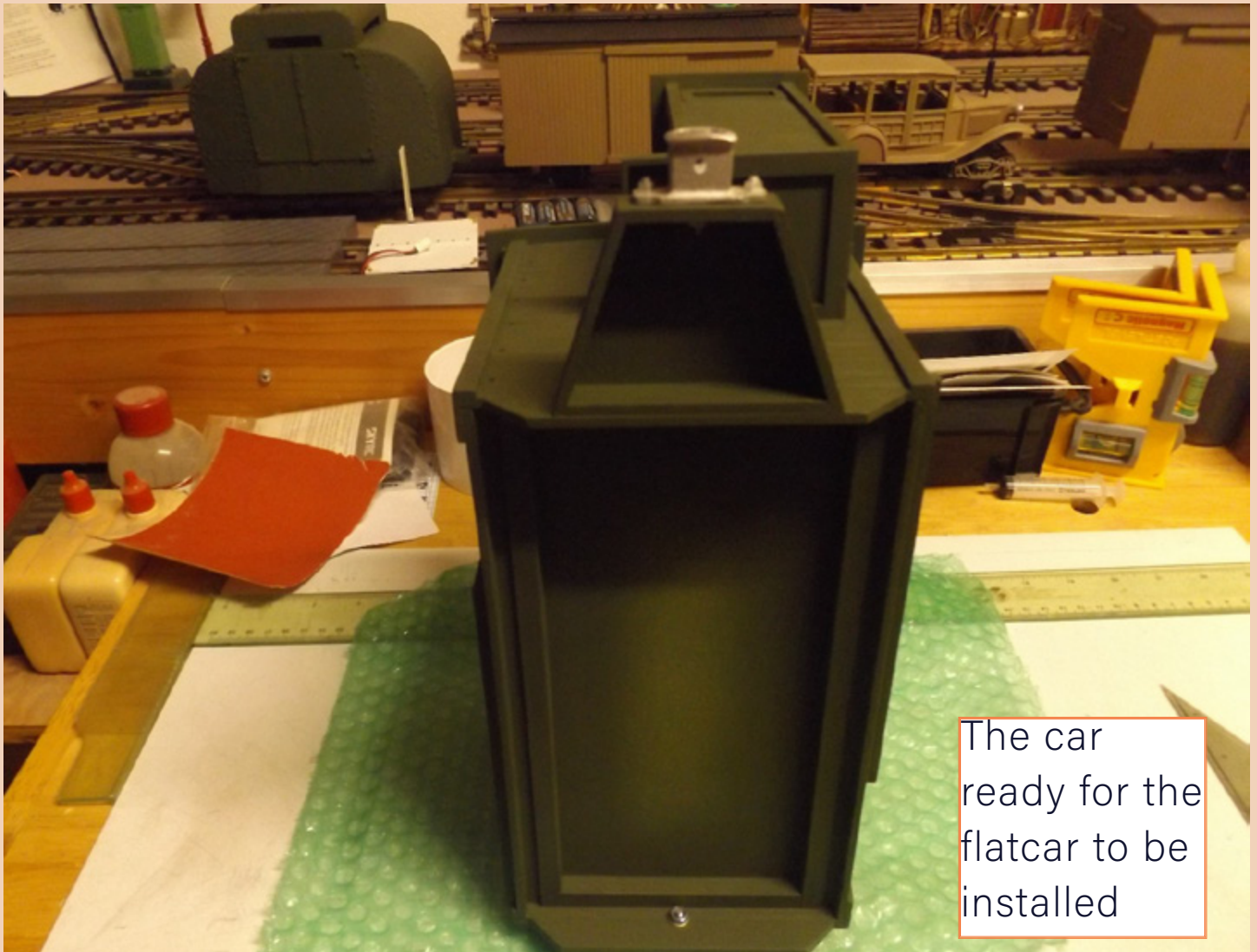
After trimming the windows and installing the window tracks on the inside of the brakemen compartment, the compartment was painted inside and out. Next I painted the floor and glued it in place. Then I installed all the outside trim and door tracks for the two sliding doors. The car is almost finished and it's time to paint the outside of the car.

Last of all I painted the doors and installed the windows in the brakemen compartment, then the roof over the brakemen compartment. Next I painted both roofs and, after all the paint was good and dry, I installed the car on to the Accucraft flatcar and then installed the couplers, handrails and steps.

I ended up liking the car so much that I built another one for myself, as well.



The car fully-painted



The car ready for the flatcar to be installed



The completed car





POSTCARDS OF THE PAST

Retired from the publishing industry, and back after a well-deserved sabbatical, Bill Ralph knows a thing or two about amusement parks and postcards. He is also a highly-skilled garden railroad creator. Working with brother Jim Ralph, the Porcupine Gulch Railroad, located in Fremont, California, was selected by *Garden Railways Magazine* as the Best Small Railroad in 2016 and rightfully so.



CAVE TRAIN TO THE LOST WORLD Santa Cruz Beach and Boardwalk

Fred Swanton's Bay Shore Limited miniature train entertained guests at the Santa Cruz Boardwalk for eight years beginning in 1907, and railroad rides have been popular at the ocean side amusement park ever since. The steam-powered Sun Tan Junior operated from 1928 until 1937 along the full length of the wooden boardwalk and was replaced in 1938 by the kiddie land streamliner City of Santa Cruz decorated in Southern Pacific Daylight colors. In 1961 the boardwalk's signature dark ride Cave Train to the Lost World was installed taking passengers through the village of Bedrock City and scenes of its zany cave occupants. Two eight-car train sets powered by batteries and pulled by exaggerated fiberglass western style locomotives travel over a twenty-two hundred foot long curve loop through an enclosed prehistoric Flintstone-like world located beneath the eastern end of the boardwalk. The cave train attraction tells the implausible story of cave characters visiting Santa Cruz Beach during the Paleolithic era, some of whom can still be seen around the boardwalk and on the Sky Glider.

The aging ride was nearly re-themed as a "deep sea adventure" in 1998 during a planned retrofitting of the decades old boardwalk, however an outcry from devoted fans resulted instead in an extensive refurbishment and the addition of wacky animated characters, scenic effects and an improved ultraviolet lighting.

Happily, Cave Train to the Lost World continues the Santa Cruz Beach and Boardwalk's more than century-long tradition of providing guests with popular miniature railroad attractions.

**RAILROAD, ROADSIDE ATTRACTION, AND THEME PARK
POSTCARDS FROM THE COLLECTION OF BILL RALPH**



EAST DEVIL HILLS MODELING GROUP

Formerly of Fremont, California, Henner Meinhold now resides in Berlin, Germany. Like clockwork, Henner always submits his monthly contribution on time, although sometimes it is German time he's working with. The East Devil Hills Modeling Group meets regularly to create, collaborate, and share incredibly-machined models.

This month we have a surprise. David Wegmuller finished a Ruby bash, which he started almost a decade ago. He writes:

"For those of you unaware of its origin, it started when I realized that gauge one track is a pretty good approximation of 15" gauge in 1/8 scale.

Rick Kapuaala (<https://www.shapeways.com/shops/scalehumans>) made the custom figure for me. I then used it as a base to scale the locomotive.

The original build was more of a proof of concept than a finished model. It went on a shelf while I built my layout. With that done in last March, I started building this locomotive "for real" which involved remaking many parts such as the frame extension, cab floor, side tanks and reverser lever.

I spent most of December painting it: my lack of practice and cold temperatures in my garage combined to slow the process down.

I will post many more pictures, including the building process on my website later this coming week.

My next project is going to be a station "building" for my layout: it will be a 1:8 scale model of a concept that was intended for the Arden halt on the South Pacific Coast RR but never built as planned."

Here the beautiful little loco and the engineer:



And the Johnson bar:

More about the Ruby bash and other activities by David on his [webpage](#).

Rob Lenicheck sent me another picture of his gorgeous Uintah:

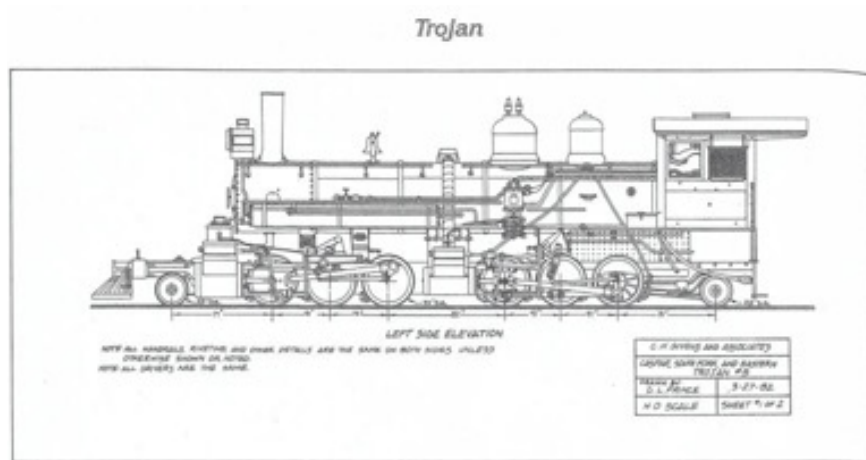


He is now busy with his next project, an Indian Darjeeling loco. He already has rolling chassis. The frame spreader support directly in front of the wheel is a 3D printed part, along with the two end beams.

More details:



Bill Allen also started a new loco. It is the "Trojan" of the Caspar Lumber company. It is a companion to "Samson", which Bill built previously:



Here some pictures of the cylinders (bottom left and center):



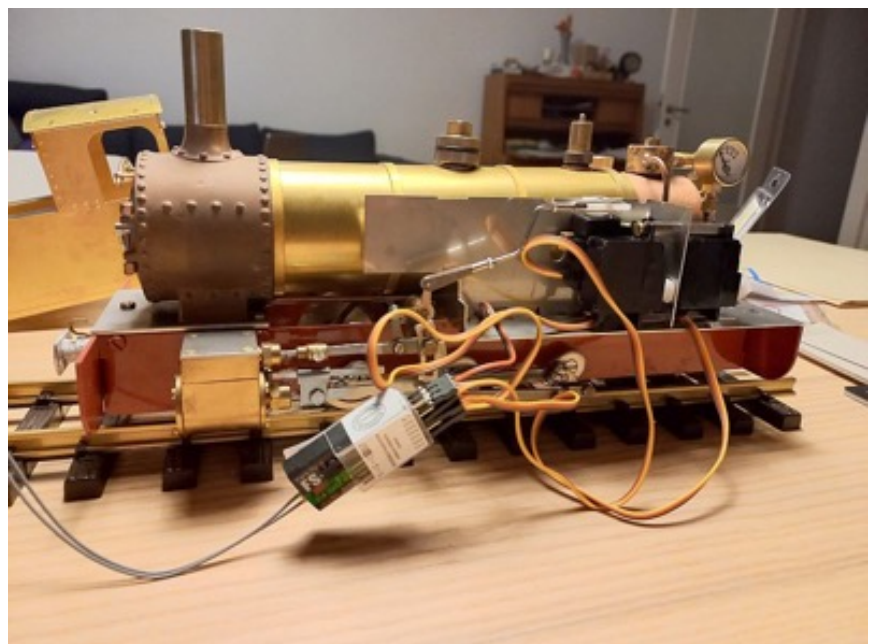
Dennis milled the valve gear out of 303 stainless steel, which machines beautifully (above right). He is currently working on the frames. My guess is that next month we can see a rolling chassis, may be even running on air.

I am installing the radio control in the Roundhouse loco, I am building for my son. All the gear is tucked away in the side tanks, so it is very cramped. Running on air with RC was successful, so the messy wiring can be cleaned up:

Currently I am working on my live steam cog loco, which sustained minor damage (corrosion) during the shipment from the US to Germany.

I am also improving some parts of the Gooch valve gear.

Henner



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CALENDAR

January 29, 2023	BAGRS Board of Directors meeting	Zoom
March 18, 2023	BAGRS Annual Meeting	Hiller Aviation Museum
April 29, 2023	Pre-Convention Layouts I (tentative)	
June 3, 2023	Pre-Convention Layouts II (tentative)	
June 30-July 2	North Bay Kick-Off	North Bay
July 2-9, 2023	38th National Garden Railway Conv.	Santa Clara and Beyond

Attention: To all those who plan on attending the National Garden Railway Convention in Santa Clara, CA in July: Do you have a part of the hobby you would like to share with others? Would you consider presenting a clinic to the attendees? If that interests you, please send an email to NGRCclinics@gmail.com. We look forward to hearing from you!

MEMBERSHIP INFORMATION

NEED A BAGRS NAME BADGE?

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

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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.



If you look closely there is a train on the wharf. So, where is this and what era or decade is it? The first person to correctly answer wins the praise and accolades of the entire garden railway community ... and a mention in the next issue.

TRELLIS AND TRESTLE

Copyright ©2023 Bay Area Garden Railway Society. *Trellis & Trestle* is published monthly. Submissions are encouraged. Please contact the editor for further information. We reserve the right to edit for length, clarity, and content.

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