

BAY AREA GARDEN RAILWAY SOCIETY

TRELLIS AND TRESTLE

MARCH 2023



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PRESIDENT'S PERSPECTIVES

While rain has interrupted outside work on our railroads, your Board of Directors and many other members have been making progress on a lot of fronts, like the ones highlighted below.

ANNUAL MEETING: SATURDAY MARCH 18

The program is set. Vendor tables are sold out. Our Live Steamers are raring to go. Presenters are getting their material together. Food and beverage will come from Panera which was popular last year and 90 folk have registered to attend. All we need now is more members to register to attend. Registration closes at midnight on **Sunday March 12** (so we know how much food to order) so the time to register is NOW. Register here <https://www.bagrs.org/event-5145845>

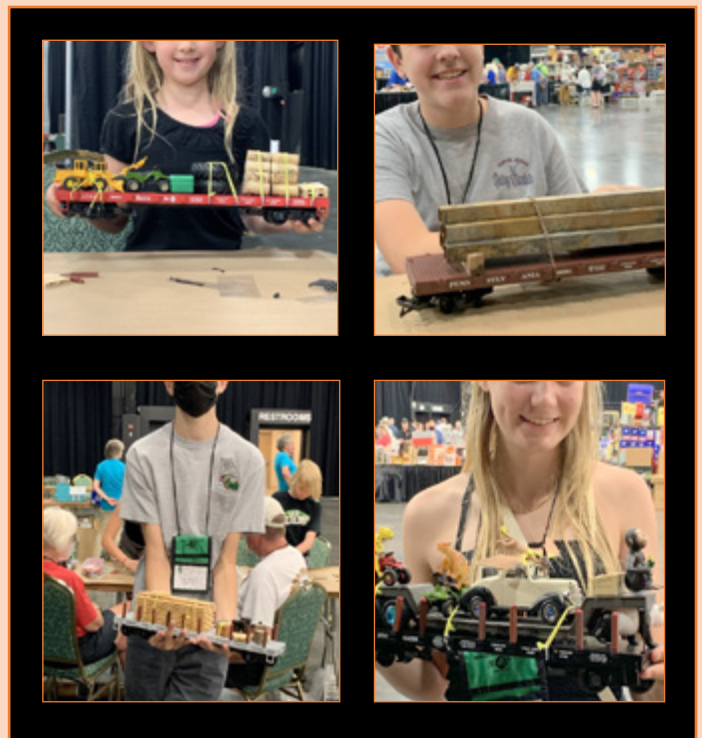
CONVENTION KIDS CLINICS

In 2021, Nashville resurrected clinics for kids at their National Convention where kids got to customize flat cars and keep them. Steve & Malinda Jungst from Nashville made sure that the initiative continued in Denver in 2022. They are now collaborating with Liz Spilsbury (a close relation of mine) because we are going to have kid's clinics in Santa Clara, again using flat cars.

Steve & Malinda and Liz and I are donating a few of the flat cars we need. Now we are looking for more donors.

Do you have a flat car or 2 that you can donate? If not, would you donate \$50 to help us acquire flat cars?

If you can, please let me know at president@bagrs.org and I will put you in touch with Liz.



BOARD OF DIRECTORS 2023/4

Our invitations to explore joining the Board of Directors did not produce an avalanche of responses. However, we received one great response. **Roger Nicholson** will stand for election to the 2023/4 Board. Roger has been a member since 2016, has an amazing railroad with a helix to move consists from his garage to the railroad and is already helping to build our YouTube channel.

Roger will be joined on the slate for election at the Annual Meeting by 6 current Directors who have agreed to serve for another year, **Lynn Gerber, Greg Hile, Richard Murray, Larry Silverman, Mick Spilsbury & Ray Turner.**

During 2023, we will continue to reach out to members to join BAGRS' leadership team in roles that could lead to Board membership down the road and roles that can be played without being on the Board. We will continue to try to reach out members who joined BAGRS in recent years to get fresh perspectives on BAGRS' leadership team.



PRESIDENT'S PERSPECTIVES

CONVENTION ON MY MIND On my mind and a lot of other minds!

I have been focused on gathering images for the 60 railroads that will be open for the convention, which has been great voyage of discovery. The image folders on my PC are bulging with more than 400 images covering 58 of the 60 railroads, including many I have not seen in person (yet!). Here are images of a few of those RRs. **How many can you identify?**



BAGRS ON SOCIAL MEDIA: Find more BAGRS images and videos on:

BAGRS Facebook: <https://www.facebook.com/bayareagardenrailwaysociety>

BAGRS Instagram: #bayareagardenrailwaysociety

BAGRS YouTube: <https://www.youtube.com/channel/UCiktHWHfzFJXM5nsVhy703Q>

GR News Facebook Group*: <https://www.facebook.com/groups/gardenrailroadingenews>

GR News YouTube: <https://www.youtube.com/channel/UCmuyDnk2QRy1e1Q1AMFXrJw/videos>

* For those who avoid Facebook, joining a FB GROUP like this a good option because Group Admins keep them largely free of the BS we don't want to see!

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 no particular order ...

1. There were a couple of responses to The Last Page photo last month that came very close to correctly identifying the photograph. The train was on the Martinez wharf, circa. 1911 and honorable mentions go to Mick Spilsbury and Richard Murray. This month's photo is of the SP 1258 switcher that sits at the entrance to the Martinez Waterfront Park. Donated to the city of Martinez in 1959, it has been in its present location since the mid-1980s. So why was there smoke emanating from the boiler a month ago?

2. Back in December we published "The GSW in Fort Collins," Chrtis Reid's wonderful account of the running of his Great Southern & Western line at the 2022 National Garden Railroiad Convention in Denver last year. Well, at least we tried. Seems that only one page actually made it into the edition. So, with sincere apologies to Chris, we'll try it a second time. Check it out ...

UPDATE: We have absolutely no idea what happened to the final version of this edition. It simply disappeared into the great cloud that is, well, "the cloud." I know I have missed a couple of points from that final version, but there are a couple of things missing from that final version that I will try to outline here:

- a. The author of that wonderful feature article on Building the Crystal Cove and Rose RR is Roger Nicholson. You'll be seeing a lot more from Roger. He is a candidate for the BAGRS board andf he will be helping me on producing T&T (which as can be seen, will be a huge undertaking in and of itself), working on the convention website and registration process, and taking on building our YouTube presence. Welcome Roger!
- b. Dave Frediani's monthly article was lost altogether, which is quite ironic. I have been gently after Dave to submit a photo and bio of himself for some time now, which he did. That appears but now his article was lost. It's now included. Thank you, Dave, for all the content you have and will continue to produce and for being such a good sport.
- c. The delay in publication has given me the opportunity to make one announcement and that is to welcome Cecelia Cheng into the BAGRS family. She, her dad, outgoing BAGRS vice-president Channing, and mom are all doing well. And while we're at it, thank you Channing for all your work on the BAGRS board this past year.
- d. All of the stuff we missed, all of the usual content, and an in-depth recap of Annual Meeting will appear in April, good Lord willin' and the creek don't well, it'll be here. In the meantime, I think it's time to 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 at www.bagrs.org under "Meetings and Events" as soon as you can and then mark your calendars.

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 9 am, 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. District Superintendents: please plan to join Superintendent Coordinator Greg Hile for a very quick meeting during lunch. Location to be announced.

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](#)

NOTE: UPDATED NEWSLETTER SHARING FROM OUR GARDEN RAILROADING FRIENDS AND PARTNERS WILL APPEAR IN APRIL.



CONVENTION NEWS AND UPDATES

Russ Miller is the immediate past president of BAGRS and chairman of the 38th National Garden Railway Convention to be held next summer here in the Bay Area. A resident of Castro Valley, Russ also maintains and operates the Stanton Canyon Railway.

4 months... 120 days... That is the amount of time BAGRS members have left to get ready to host the 2023 National Garden Railway Convention. Yes, it is going to be tough for everyone to get their backyard railroads in tip-top shape since the rain California needed so much decided to all come at once this winter. The rains will end and the soggy ground will dry out and with some Herculean effort, our railroad empires will be ready for presentation to the world. I know they will because I know our members...

Even with the heavy rains, a core group of BAGRS have been working tirelessly on the convention for almost a year. Now is the time for other members to step up and do their part. We have 60 railroads scheduled to be open and they all will need assistance getting their layouts ready before the convention and all will need help during their open house. Every layout should have 2 to 3 BAGRS members helping... directing traffic (both vehicular and pedestrian), picking up fallen twigs & leaves, running trains if needed, and answering questions from our guests. Our BAGRS Annual Meeting on March 18th is a great day to arrange this help. That is why it is imperative for the scheduled hosts to be in attendance. We also plan on handing out the Host T-Shirts to wear during your open house, along with the poster to be displayed in the host's front yard announcing the layout number. A good place to mount your poster is on a sturdy RR Cross-Buck... You still have time to make one if you do not have one. A few more things that Nancy Norris reminded me of... Tidy up your front yard and entrance way to make the best first impression. Have a table set out front with some smiling faces manning it. This is the best way to screen the attendees by checking their badges and a good place to hand out information on your RR. Make sure you are running trains, clean your track, charge your batteries, and have backups ready to go. Prepare and check everything starting at least a week before your planned open house day. Clean and paint buildings, cover up bare ground with mulch, pull up weeds and clean up any pruning debris laying around. Your goal should be to make your open house day the best your layout has ever looked.

Back to the core committee working on the NGRC... Ray Turner and Ken Brody have put a lot of effort into planning the tour routes and the layout schedule. It was not easy arranging and then rearranging the schedule to balance the driving times and the bus tours. We still need photographs of many of the open railroads, so please, get them to Mick or Russ as soon as possible. If we do not have a representative photo of your layout, we will be forced to leave the space blank and this tends to discourage guests from visiting your layout, negating all of the effort you've put in. For the last six months or so, Rob Lenicheck and Jack Verducci have been arranging the clinic presentations for the convention. If you would like to host a clinic or help in the clinic area, please contact them and give them your information. Pete Pearson has again stepped up and will oversee Safety & Security at the Santa Clara Convention Center. I think this is the fourth or fifth time he has done this and I'm forever grateful for his services. He will need a host of volunteers to man the information table, help with questions, and to help shut down the vendor hall each night. Pete will be attending the BAGRS Annual Meeting, so please let him know if you can help. Sunday and Monday are going to be busy days at the Hyatt because that is when most attendees arrive and need to

register. Lynn Gerber has stepped up to head on-site registration. Greg Hile will also be there assisting as he's been running online registrations. They both will need volunteers to help... Sunday morning we will be unloading boxes of tour books and merchandise (T-Shirts, Hats, Convention Cars...) that need to be stored in the hotel. We have two small rooms right next to the Hyatt Lobby Desk for this purpose and we will need help unloading. Sunday afternoon and evening, and all day on Monday will be hectic as we will have hundreds of people signing in and picking up their items during registration. Tim and Nancy Csabanyi will be in charge of the storefront where the merchandise will be handed out to those that preordered and where additional items will be sold. They will need some volunteer help also, so please contact them if you can help in that regard. Along with working on a lot of "behind-the-scenes" situations, Steve Smith is also running the tour bus loading area and will need to corral volunteers to be bus tour guides. He will need two volunteers per day riding the bus in the morning and talking it up with our guests. Steve is also coordinating the Audio Visual needs for the clinics and will need some help setting up equipment and maintaining their functionality. A "tech" person or two would be immensely helpful... Our vendor hall is shaping up nicely thanks to the hard work of Bob Guinan. Bob is the vendor chair and he will be overseeing all aspects of the vendor hall and will need some volunteers to help him in the hall and to relieve him when he needs a break. Larry Silverman is our convention treasurer and all of the monies coming in and going out must travel through his books. Overseeing the entire convention and making all of the tough decisions are BAGRS President Mick Spilsbury and Convention Chairman, Russ Miller. We are working diligently to make this one of the best, if not the best NGRC ever. We need everyone... committee members, volunteers, hosts, and other BAGRS Members to work together for this common goal.

If you are one of the 60 hosts for this year's NGRC, please do whatever you can to be in attendance at the BAGRS Annual Meeting on March 18th... If you cannot make it, arrange in advance for someone to pick up your items at the Annual Meeting and bring them to you.



When I first entered the world of garden railroading, there were a few tasks that discouraged me from actually running trains. One of these was actually setting up the trains so that I could run them.

Unlike the N scale and HO scale layouts that I had when I was young, these things were BIG! Just setting up a passenger train with an F unit and five passenger cars involved six different walking trips from inside the house out to the layout in the backyard. If someone stopped by my house and was interested in seeing the trains run, I had to plan in advance. Needless to say, this limited the amount of times I actually went to the trouble of setting up the trains in order to show them off. Something had to be done.

I considered various scenarios where I would build an outdoor train storage shed with tracks connected to my layout, as I had seen other folks in BAGRS do. My house sits on a 7000 square foot lot, and my options for building an outdoor shed were pretty limited.

My parents, who live out of state, came by to visit me for a week. My dad and I were running trains out in the backyard, and we were mulling over the options for solving the train storage problem. My dad said, "Why don't you just store them in the garage?". Well, easy to say, but my garage holds one or two classic Mustangs and any given time and also serves as my workshop for home improvement projects, and I just didn't have the option to fill any of that space with trains. He said, "Why not store them on the ceiling?".

Now I'm an engineer, and when a challenge like that is issued, my brain just can't let it go. I started working it out in my mind: How could I store trains on the ceiling of a three-car garage and somehow get them from up there out to my backyard layout? As with most ideas that get planted in my mind as an engineering challenge, I just had to try to make it happen.



Most of my projects begin with prolonged periods of staring into the space that I have to work with.

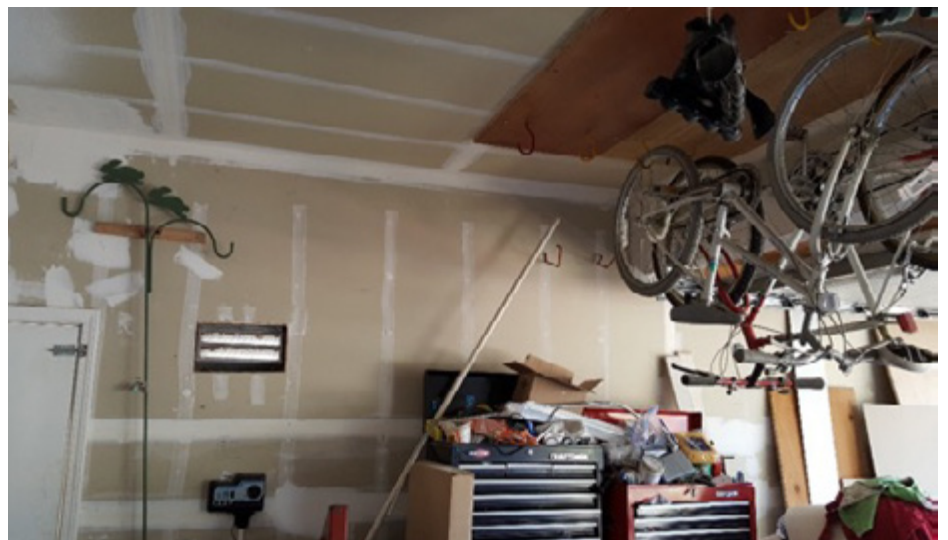
OK, there's plenty of space on the ceiling. I can picture bunches of trains somehow occupying this space. I also need to avoid all of the fire sprinklers on the ceiling. I looked at the angle bracing used to hold the garage door openers on the ceiling. This might be just what I need to suspend the track.

And then there's a barrier between the trains and the great outdoors: What would I need to do about the wall of the garage? That vent is just a little bit too low for me to simply rip it out and run track through there.

I began fabricating ceiling braces and constructing wooden track bed by gluing together scraps of wood that I had lying around, and eventually had my first track suspended.

I decided that I would have three main tracks running down the center of the garage, which would all switch onto a single track that would leave through the wall. (I have since expanded the garage tracks in all directions along the walls of my garage.)

And about that wall...





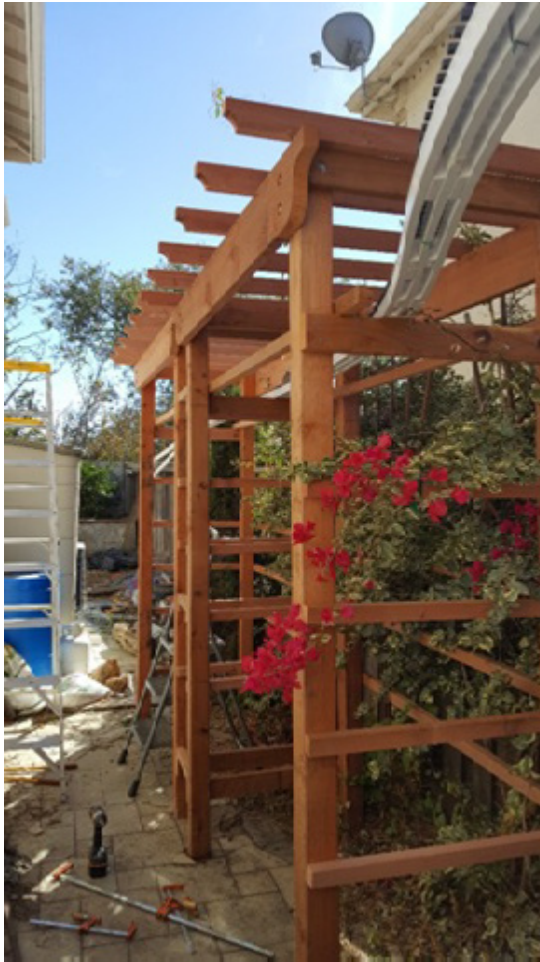
Try explaining to your spouse how you decided to punch a large hole through the stucco on your house, AFTER you have already done it. I would not advise explaining it BEFORE, as you may encounter an insurmountable obstacle. Installing a door is important to keep the critters out as well. But, hey, the trains have to get out of there somehow...

Next I had to stare into the "abyss". My track was exiting the house seven feet off the ground, because it had to be high enough for me to walk under it, and the backyard still seemed pretty far away. Seven feet is a long way to the concrete if my favorite Aristocraft Pacific decides to derail.



This was another engineering challenge, so I did a lot more staring at the space and then finally decided that I was going to build the "mother of all redwood arbors." There are two large Bougainvilleas in my side yard that needed some support, and nothing is going to stand in the way of the railroad.

For track support, I used PCV boards in a "ladder" configuration. The track passes right through the bougainvillea, and there is even a passing siding up there as well, which allows me to move trains out and shuffle them between tracks in the garage. All was going well, until I ran out of bougainvillea arbor. Once again I faced the "abyss", and I was no closer to the ground at that point. I somehow had to get the track over a vast empty space next to my air conditioner condenser. No need for an arbor here - I would have to take a more direct



approach.

I had a bunch of old cedar arbors that had fallen apart. I just can't bear to throw away any wood that seems like it might be useful in the future. I decided to rip the cedar on my table saw and construct a massive 7-foot high trellis.

I made sure to include bridges, so that I could still access the fence (which is in the process of falling down and will need to be fixed.). The trellis was a success, and it allowed me to get the track to the back yard at last. Getting my passenger train out to the back yard was no longer an obstacle.

When I run trains out of the garage, my neighbor will see them, since they are higher than the fence. If I turn on the sound, he will hear them first. He finds it amusing to see the trains go by, and I try



and be a good neighbor by not having them make a lot of noise at odd hours. And the trains running through the bougainvillea simply look cool...

I had engineered my way from the garage to the back yard, and everything worked. But the trains were still seven feet off the ground, and the main line of my layout is only 24 inches off the ground.

Once again, I stared into the abyss...



THE GSW IN FORT COLLINS

Chris Reid's GREAT SOUTHERN & WESTERN was admired during the Denver Convention earlier this year. This background story written by Chris is illuminating.

WAKE UP CALL

It all started with someone (I forget who) asking whether I might like my layout to be included in the 2022 Denver Convention tour. I must have mumbled an accord and promptly forgot about it until I was included in a list of railroads to be on the tour. Yikes! Less than 9 months to make my 3 year old RR into something appropriate for people to visit. The Great Southern and Western (GSW) is my second railroad following a house move. I had decided on a single line, roughly dog bone shaped but with plenty of storage around the depot to enable alternative trains to run. That was where it was in the fall of '21.



Early construction images 2018

PLANNING

I was already a bit dissatisfied with only being able to run one train at a time and had roughly planned a separate loop with some sort of connecting track. So with a bit of good weather I got down to laying a further oval track and a connecting line and this I managed to complete around November '21. I could now run two trains at the same time – the “main” line at low level and a logging line higher up. The interconnecting track between the two loops is usually only used to facilitate loading locos and cars.

An age related but important aspect of the design had ensured that a part of the railroad was easily accessible by raising the track above ground level. This assists greatly when positioning locos and cars. I was still not certain that I had enough “moving” interest and I had thoughts about an end to end trolley or something similar. However, at this point Colorado weather intervened and I decided to escape indoors for the winter.



Running ONE Planning to run TWO

THE GSW IN FORT COLLINS

Fortunately I had a fair collection of used, broken, battered or badly painted PIKO/Pola buildings that I found at various swap meets or had been given. I spent the winter months rebuilding, modifying, repainting and weathering these and my various railroad cars. To save precious time when the weather would likely allow me to be outside again, I decided to mount each building or small group of buildings on cement board bases. By making the base larger than the buildings allowed figures and details to be added - each structure being a sort of small diorama. This saved much time when it came to final positioning. Even the depot platform is removable with all the detail figures intact.

I did get a bit carried away at this point and some of the detail is not really rabbit proof. I did however find that fixing figures and detail bits and pieces with clear silicon did work remarkably well. The silicon "glue" gives a small degree of flexibility for when the wind blows or a passing rabbit brushes up against it. Come the better weather it took only a day to position my buildings (complete with details) the only items to be added then were my cars and road vehicles.



Details, details, details!

GSW TODAY

Did I mention the layout is track powered? I have had a lot of pressure from fellow club members to use battery power but have resisted on the basis that cleaning the rails is no more demanding than continually plugging and unplugging charging systems. Anyway, leaves and other debris on the line still have to be removed whether battery or track power. Both main lines are zoned to enable trains to be "held" at various points. This results in way too many switches on the control panel and is probably a hangover from my pre DCC H0 (actually 00, but that's another story). *(Actually very useful for track fault finding).*

So early April '22 I had both my "main" lines working, but during the winter I had investigated the possibility of using back and forth controls for a small logging spur and a gravel operation. I had already built a gravel building and a logging camp and a saw mill came from a fellow club member with details from the "bit box". These two lines were added during May and I started to feel reasonably confident that I had a chance of being finished by the Convention date. The addition of a (non operating) 15" gauge line (H0 track) to the gravel works was also included *(subsequently totally destroyed by the local rabbit)*. Our local club (Northern Colorado Garden Railroaders) is very fortunate to have the owner of *G Scale Graphics* among its members which probably accounts for my use of their radio control and shuttle electronics. *(Thanks for all your help Del.)*

The layout is intended to represent a rundown short line handling mainly freight traffic with an occasional passenger train. Logging traffic seems to have taken over the freight operation although aggregate from the gravel works plays a large part. The date is somewhere around the 1940's. All of the freight stock is weathered but some of the locos are still waiting for my courage to surface.

GSW Today continues

THE GSW IN FORT COLLINS

It would be simple to say that the scale is 1:22.5 and that's where I started, but the addition of a couple of 1:20.3 locos could not be avoided. I justify this by saying that Lima and Climax never built anything the same twice and it's just a bigger loco than the 45 ton description. That being said I do try to keep things looking the part. After all, the vehicles are all 1:24 and nobody yet has remarked on this. I have the greatest respect for those of us who rigidly build to 1:20.3 but in my case life is just too short.

CONVENTION TIME

So, far too soon, the day of the Convention tour comes. Up at 6 am hoping that it had not rained overnight, track still bright and clean, no leaves, no rabbit droppings and trains running. My helper arrives at 8am (did I mention him? - more later). No derailments, yet – (*but derailments only occur when someone else is watching, right?*). 10.00am arrives along with the first bus.

Lots of questions, lots of distractions – thanks to my helper who keeps things running while I answer questions – “why did you do this, what controllers do you use, how do you switch the turnouts, why didn't you weather the Mallet, what weathering paint do you use, do you use an airbrush, don't things fall over during the first wind/rain”

Thank you again to Gary, my helper. If it had not been for him some of my rocks would not have been placed and some of my plants would not be there. But most of all for allowing me to meet and greet Garden Railroaders from all over the USA and the world, without having to worry about actually running my trains.



No wonder convention visitors loved the GSW!



Author: Chris Reid

Images: Chris Lau & Ken Brody

Format: Mick Spilsbury



DAVE'S CORNER

Born and raised in San Francisco Dave Frediani moved to Sonora in the early 1970s. Married for 50 years to his best friend Juanita, Dave once purchased an Accucraft 7/8 scale Emma locomotive, soon realized no one supplied 7/8 scale rolling stock, started building it himself, and hasn't stopped.

WEST SIDE LUMBER COMPANY JITNEYS



One of the original West Side Lumber Jitney's

Growing up in San Francisco I knew what a Jitney was. They were large black passenger cars that went up and down Mission St. in San Francisco. They were much faster than taking the bus. The Jitney's fare started out costing only a nickel one way. The name jitney is slang for nickel. After many years of service the city of San Francisco outlawed the Jitney's

After moving to the town of Sonora in the early 70's and living just a few miles from the old West Side Lumber Company, where I was exposed to another type of Jitney. I looked at a few of them just laying around, but that was as far as it went.

Then many years later I was on a business trip to Yosemite Park and asked my good friend Art to come along. When I was done, we would drive across the park to Fish Camp and ride one of the old Shays from West Side that runs on the Sugar Pine Railroad. By the time we got to Fish Camp we had missed the train and didn't want to wait for the next one. One of the supervisors said that he could take us to meet the train at the half way point on one of the West Side Jitney's they had. So we rode down on the jitney and back on the Shay. One of the best train rides ever.

The West Side Jitney's were the best kept secrets in railroading. The West Side Lumber Company had built twelve of these Jitney's and no two were the same.

The Jitney's even had their own rolling stock, that consisted of flatcars, gondola cars and even water tank cars. These Jitney's were used for emergency work and supplying food and water and crews to the many logging camps and even for ambulances when needed. They were mostly built from old Model T's and Model A Fords.

After looking through an old copy of a Narrow Gauge Gazette showing a Jitney built in HO_{n3} I knew that I had to build a freelanced one in 7/8 scale.

As always I would be building my 7/8 scale Jitney from 1/8" and 1/16" styrene and using a modified Aristo-Craft motor block that would be powered by a rechargeable 9 volt battery. and a small R/C unit. Using the rechargeable 9 volt battery the Jitney would run for about 45 minutes and they will recharge in about 30 minutes. When purchasing the rechargeable 9 volt batteries they usually come in sets of two, so one can be running and the other is on the charger.



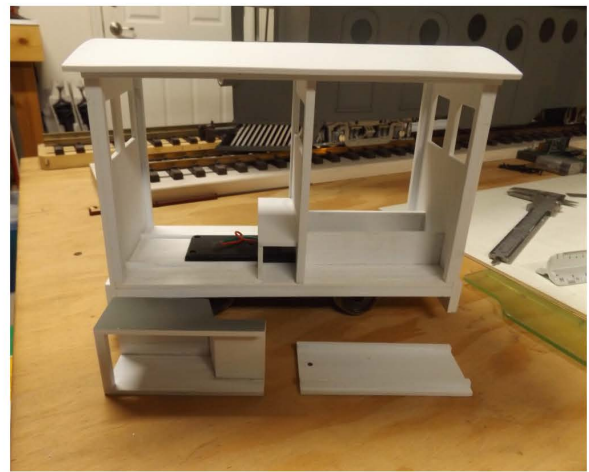
3602 shows the three main body parts



3608 shows motor block in place



3628 shows the body ready for roof



#3634 shows the roof installed

My Jitney ended up being 9 and 1/4" long -x - 4 and 1/4" wide -x - 6 and 3/4" tall
Thanks to John Brunskill for the historical disc with all the information from West Side Lumber company.



#3601 shows smallest R/C controller you'll see



#3675 shows completed Jitney



Another view of the finished Jitney



VINTAGE PHOTO GALLERY

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.



TALLULAH FALLS RAILWAY

While seeking a location to film his upcoming live action movie *The Great Locomotive Chase*, a remake of Buster Keaton's 1926 classic *The General*, Walt Disney became so enamored with the picturesque Tallulah Falls Railway that he expressed interest in purchasing the aging operation for an tourist excursion line. Originally chartered in 1854 to connect several towns within Georgia and North Carolina with the popular tourist destination of Tallulah Falls, the fifty-seven mile long line by 1955 had been constantly in and out of bankruptcy and receiverships and probably was not a wise investment of time or money when Disney, particularly when he was also trying to get his Anaheim theme park off the ground.

The preferred site for the film was the Louisville and Nashville Railroad where the actual historic event took place, however it was determined that the railway had become too modernized to play a believable Civil War railroad while the rundown condition of the TF was an ideal choice.

Fess Parker and Jeffrey Hunter portrayed the lead actors in the action film while the "General" was played by the 1846 locomotive William Mason and the locomotive "Texas" by Virginia and Truckee's iconic Inyo on loan from Paramount Studios. Walt created his own operating steam railroad, the Santa Fe and Disneyland Railroad, while the Tallulah Falls Railway was scrapped in 1961 and only survives in the classic Disney film.

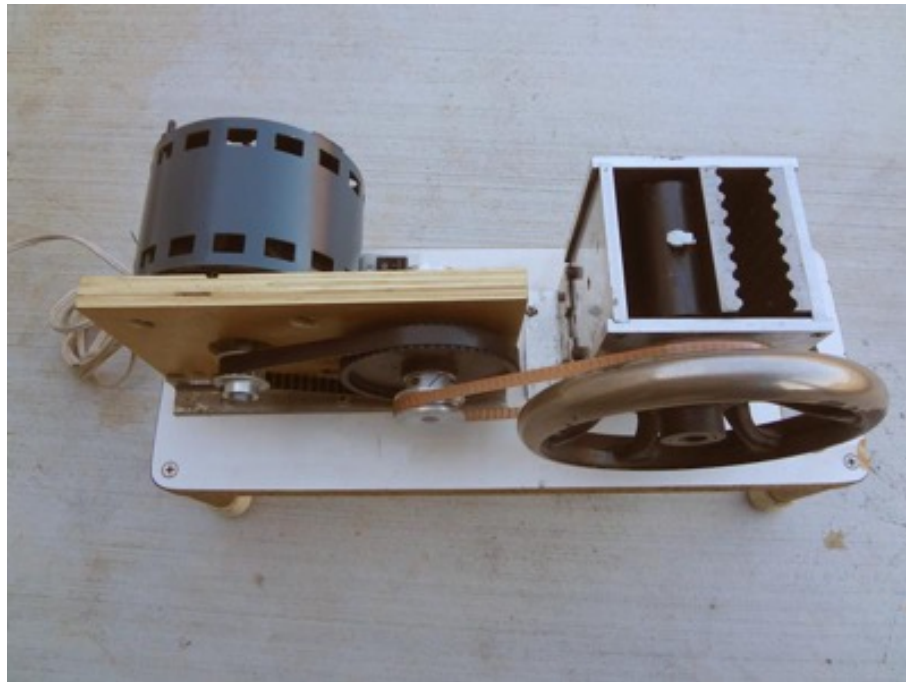
**RAILROAD, ROADSIDE ATTRACTION, AND THEME PARK
POSTCARDS FROM THE COLLECTION OF BILL RALPH**



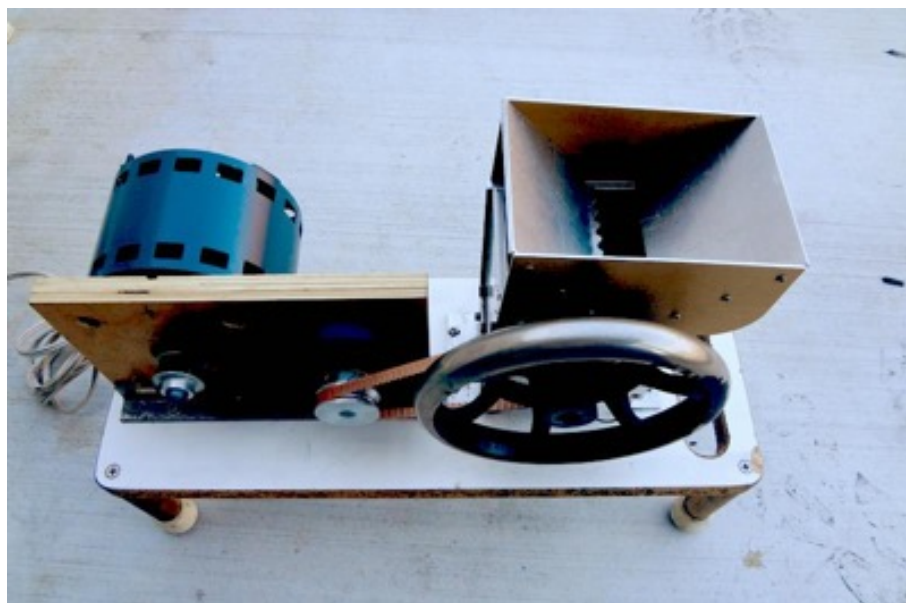
EAST DEVIL HILLS MODELING GROUP

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.

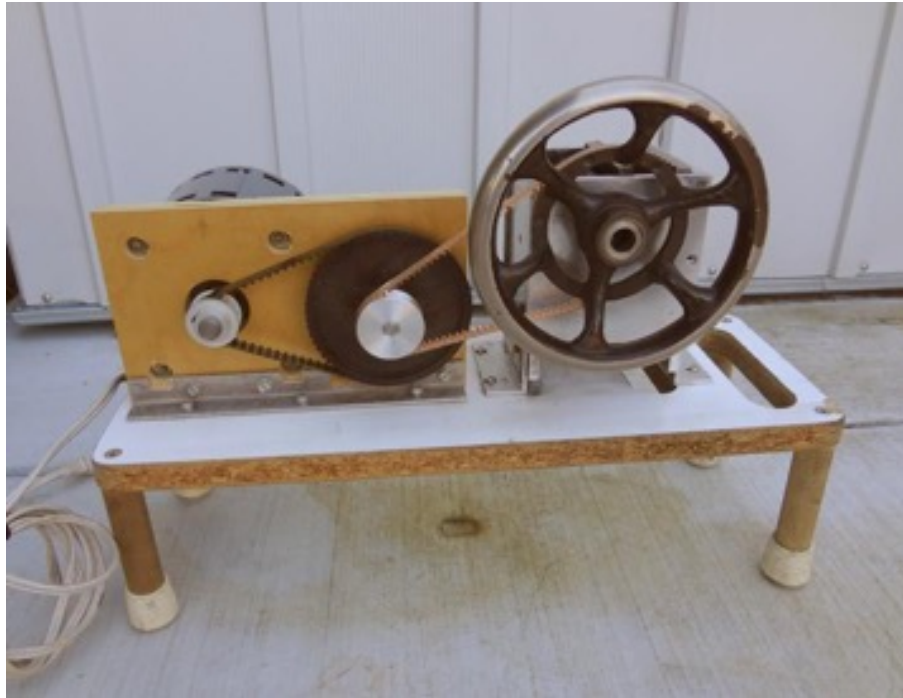
Our coal-firing community needs coal a size down—between 1/4" and 3/8." Crushing coal manually is a tedious and dirty job, so Dennis built a coal crusher a couple of years ago. After it was used extensively, it was time for a thorough overhaul. The drive train was strengthened and a hopper added:



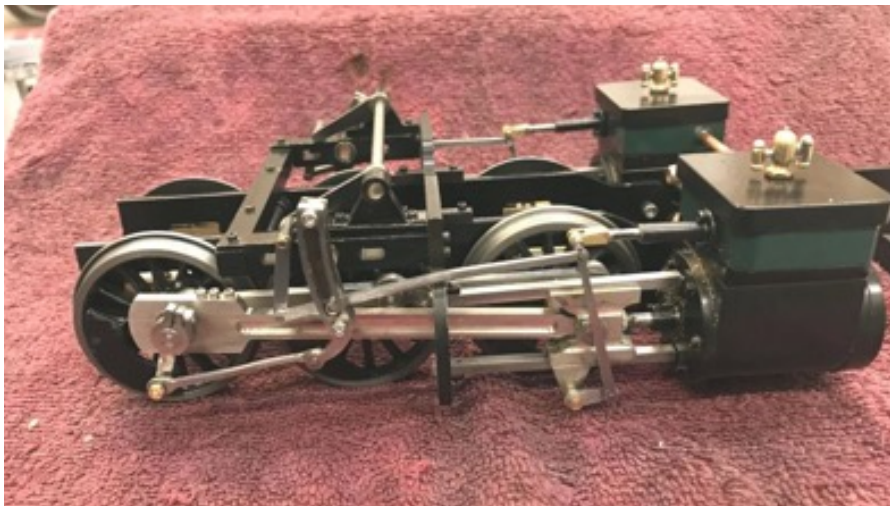
Here is the left plate, which is slightly tilted and oscillates. Dennis used a stone crusher as a prototype. Here it is with the hopper added:



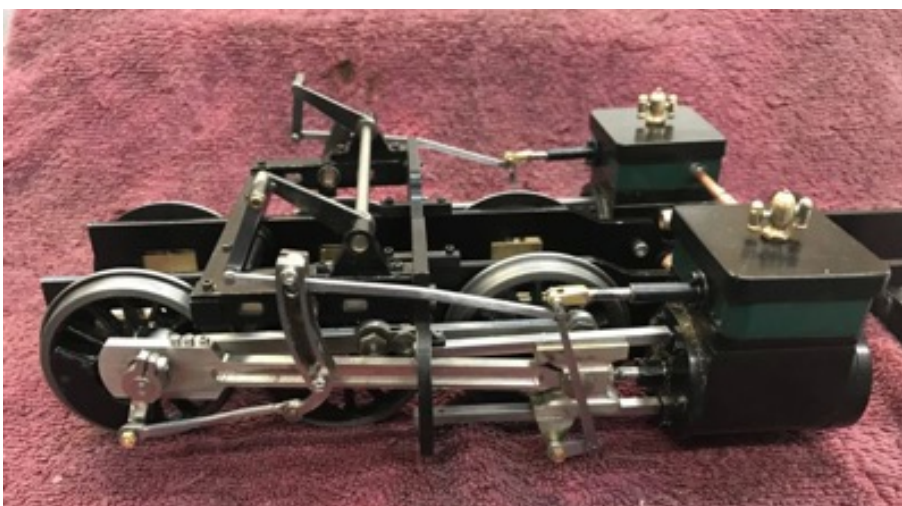
This is the reduction "gear" with tooth belts to avoid slippage:



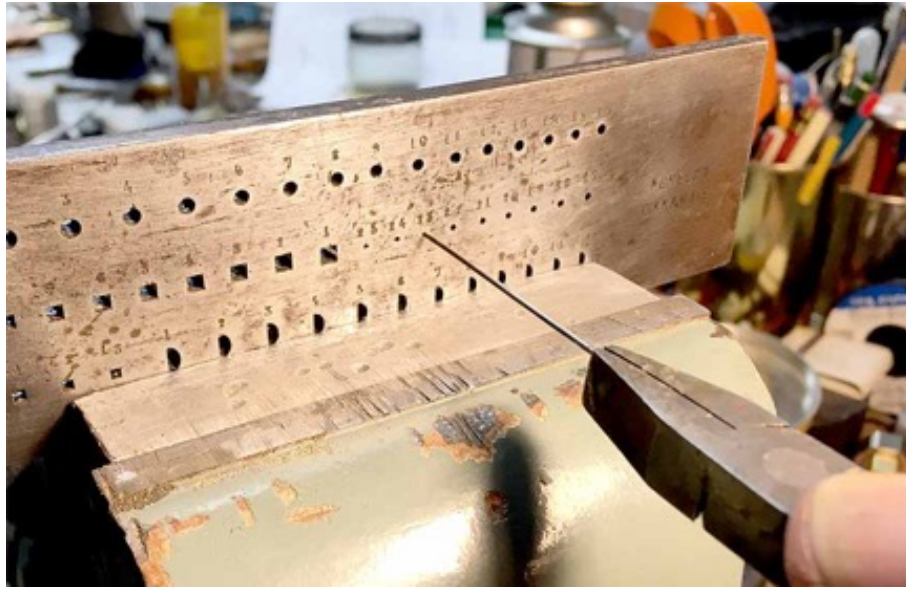
Bill Allen works on his logging loco, the Caspar Lumber "Trojan." The first frame of this Mallet is already running on air:



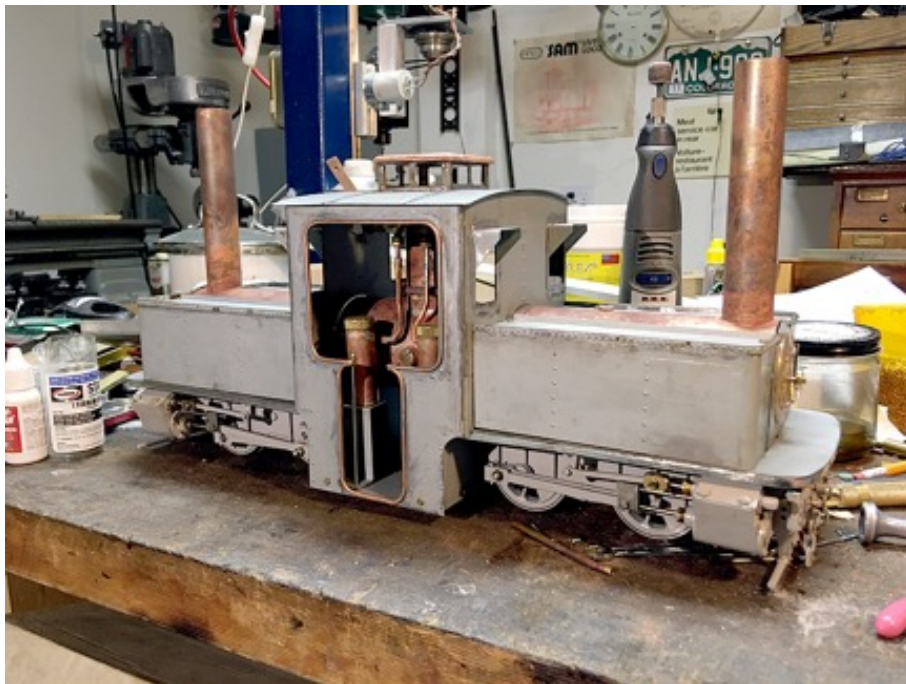
Do you spot the difference between the two photos?



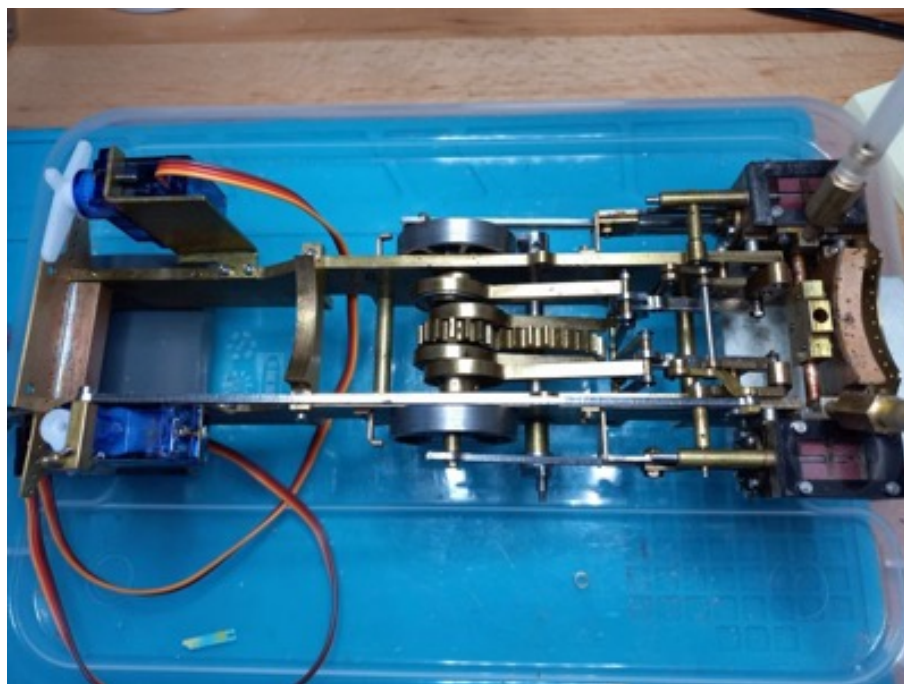
Marc Horowitz sent me progress photos of his Pechot-Bourdon. For this, he needed very thin solder, so he tried to make his own by pulling ordinary solder through a draw plate:



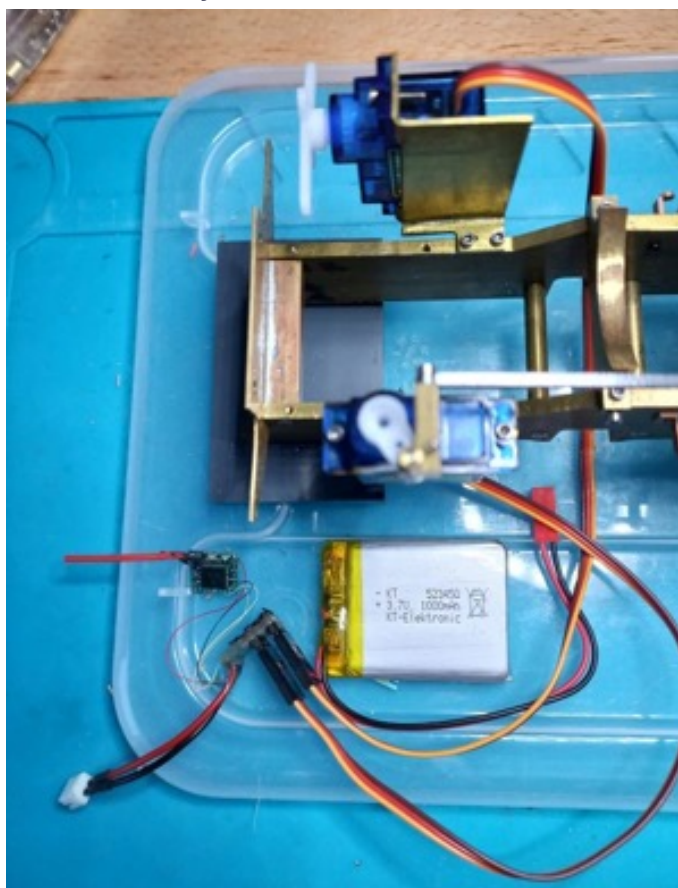
This worked very well, and he could continue with his loco, which really starts to look like the prototype:



My rack loco suffered some damage during the long journey from CA through the Panama Canal to Germany. So, I took it apart and fixed some weak points of the valve gear. It is the Daniel Gooch type with the addition of return cranks due to the short length of the loco (see next page):



The cab is very cramped, and I had problems adding RC. Radio control is necessary as the loco runs only short sections of rack rail with frequent reversals. Common systems with 4AA batteries and a "normal" receiver just would not fit. Luckily, I found a tiny receiver (<http://www.deltang.co.uk/>) and servos, which all worked with voltages as low as 3V (<https://www.cytron.io/p-analog-micro-servo-9g-3v-6v>). I could use a single flat Li Po cell as battery. Battery and receiver can now be easily mounted at the back of the cab:



Hopefully the current storms in CA do not affect your lovely garden railways!

BAGRS BOARD AND CONTACTS

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President:	Mick Spilsbury	president@bagrs.org
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East Bay	Bill Ralph
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Mid-Peninsula	Don Watters
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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

March 5, 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



This SP switcher has been sitting stationery at the entrance to the Martinez Waterfront Park since the mid-1980s. So, why the smoke? The first person to correctly answer wins the praise and accolades of the entire garden railway community ... and a mention in the next issue.