



BAY AREA GARDEN RAILWAY SOCIETY TRELLIS AND TRESTLE

SEPTEMBER 2023

In This Issue...

The T&T has a new editor —

What can you expect in the *T&T* and how can you contribute?

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A stunning night time photo session on the Greenhills Railroad

Progress on the Rural Burrill

Powered switches, light and motion...

Plus, all of our regular features...

JOIN US AT BAGRS.ORG, FACEBOOK OR INSTAGRAM



PRESIDENT'S PERSPECTIVES

GETTING BACK TO OUR CORE MISSION

Post-NGRC 2023, the Board is excited to get back to its core mission—making BAGRS even better for our members.

FALL OPEN RAILROADS

We are thrilled that 21 railroads will be open in September and October and delighted with the response to the survey we used to line up the open railroad schedule. We will look at using that approach to line up open railroads next year. There is more information about the railroads in pages that follow.



FALL SWAP MEET

We aim to have 2 swap meets a year, did not have one in the Spring because we were focused on the convention, but now have a date for the fall swap meet, **SATURDAY NOVEMBER 4**, from 9 a.m. to 1 p.m. Look for more details in the October *T&T*.

NEW WEBSITE

We aim to switch over to the new website at the end of October. Look for 'heads up' updates in your email inbox in October.

2024 ANNUAL MEETING

The date is set—**SATURDAY MARCH 9**. We are looking at some features that will be of particular interest to the 40+ new members who have joined us in the last 12 months.



SOME NON-RANDOM NOTES...

IN A PARTICULAR ORDER



Roger Nicholson grew up in Fremont, California in a house that was located *right next to the Southern Pacific railroad tracks*, and still remembers his first Lionel train. He discovered garden railroading in 2016, and is now determined to fill every available space in his yard and garage with trains. Roger operates the *Crystal Cove & Rose RR*.

- **Don't worry...my notes will eventually become more random and have no particular order...**
- **Hey Roger, do you know what you are doing?** I'm glad you asked...This is a new experience for me. I think that Greg Hile did an excellent job turning the *T&T* from a "newsletter" into a "publication." I want to try and maintain that standard. That being said, I welcome all feedback and am open to ways to improve. Don't worry, I am not offended by constructive feedback, and I want to deliver what works best for you!
- **Will the *T&T* format change?** It will evolve somewhat as I get the hang of this. One thing I can tell you right now is that "old eyes" like mine like larger text and photos. Plus, adding digital pages costs nothing.
- **Can anyone submit material for the *T&T*?** The answer is YES! New members, old members, ANY members are welcome to submit materials to the *T&T*. Tell me what you would like to see.
- **What kind of material can I submit to the *T&T*?** Any material that you create, which has to do with railroading—particularly the garden variety. You can update us on the status of your construction, or any railroad related item that you think might be of interest. You can share construction techniques, or anything that you can think of that will benefit other members and perhaps even help or inspire them as they work on their own railroads.
- **I don't have a railroad...can I still contribute?** Absolutely. Good ideas are plentiful, and you don't have to have a railroad to share them with the rest of us. Did you know the roughly half of BAGRS' membership do not even have a garden railroad?

- **YouTube Videos.** Prior to the convention, I got involved in creating new YouTube videos for the BAGRS channel featuring members' railroads. If you would like a short video of your layout on the BAGRS YouTube channel, just let me know if you are interested. You can send me videos or video clips, and I will assemble them into a short one-to two-minute video of your railroad and post it on the BAGRS YouTube channel. Also, if you have a YouTube channel on which you feature videos of your railroad, let me know and I will link to it from the BAGRS YouTube site.
- **The Convention.** This was my first convention, and it was quite an experience. Fortunately, my parents traveled to California for the week to help me out. They loved talking to all of the guests, and I am still working on convincing my dad that 85 years old is not TOO old to build a garden railroad. But what really impressed my dad was when Ray Turner told us that we *really* needed to go visit the Zell layout. When my dad saw that elevated track and a "Big Boy" pulling about 50 cars going by, he actually started talking about how he would go about building a railroad. There may be hope...
- **Battery conversion and railroad construction techniques.** I plan to include more regular features on railroad construction techniques and "cost efficient" battery conversion. Not everybody is comfortable ripping the guts out of a costly electric locomotive and then putting it all back together with battery and remote control. There are folks within the club that are knowledgeable about battery conversion and repair, and I would like to help anyone share their experiences if they are interested. Likewise, if you have construction techniques that you would like to share (such as scenery building or techniques for laying track), please let me know.

You have heard more than enough from me for now. I hope that you enjoy this issue of the *Trellis & Trestle*.

Roger

communications@bagrs.org

FALL OPEN RAILROADS

The schedule is set!

21 Railroads will be open as shown on the schedule below.

Details about the 12 RRs open the first four Sundays follow this page.

OPEN RRs FALL 2023 - 10am to 4pm (unless otherwise noted)						
Sun. Sept.10	Sun. Sept. 17	Sun. Sept. 24	Sun. Oct. 1	Sun. Oct. 8	Sun. Oct. 15	Sun. Oct. 22
Elia	Silverman	Lynch	Hays	Park	Dibble	Elam
Stump	Smith (1)	Malouf		Pitonzo	Doskaris	Providenza
Turner	Spilsbury	Murray		Nagata		
	Squiers	Yronwode		Ronconi		
				Zell (2)		
Gilroy	Danville	Portola Valley	San Jose	Santa Cruz	Campbell	Belmont
Hollister	Corte Madera	Hillsborough		Guerneville	San Mateo	San Rafael
San Jose	San Rafael	Millbrae		Sunnyvale		
	Half Moon Bay	Forestville		Mtn. View		
				San Jose		
	(1) Closes at 3:30 pm				(2) Open 2 to 4 pm	

BAGRS Open Railroads are open to BAGRS Members and their immediate family members and other people invited by the railroad owner.

Details about BAGRS Open Railroads are shared with MEMBERS ONLY.

We need ALL MEMBERS to keep it that way.

Please do not share the open railroad details with non-members.

If non-members want to see BAGRS railroads, they can join BAGRS.

Our annual dues are modest and we welcome members who don't own and have no intention of owning a railroad. Enthusiasm about garden railroading qualifies them!

OPEN RAILROAD—Sunday, September 10

Bob & Linda Elia Family Railroad

Elia—8430 David Ct, Gilroy, CA

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 railroad is not modeled after any era. The railroad features Bob's renowned wooden bridges & trestles.



OPEN RAILROAD—Sunday, September 10

The Rocky Hills Railroad

Stump—2515 Arlington Dr, Hollister, CA

The Rocky Hills Railroad was started in 2004 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 is the third edition of Rocky Hills Railroad which was started in February of 2016. It is in a raised garden of 500 square feet.

The railroad consists of a main line 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.

This is a track powered railroad using LGB DCC for operation. The layout includes a water feature along with hand built trestle's 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 Hokkaido Elm.



OPEN RAILROAD—Sunday, September 10

The Mystic Mountain Railroad

Turner—10251 Kenny Lane, San Jose, CA

The Mystic Mountain Railroad has about 1200 feet of track with two yards, 27 spurs, two wyes for turning trains, several passing sidings, a helix inside a mountain, and many tunnels and bridges. The Mountain Division runs over rugged mountains and deep canyons, necessitating several steel bridges. Trains are battery-powered, radio controlled with sound.

A unique feature is the use of concrete rock castings painted with acrylics. A panoramic view of Silicon Valley serves as a natural "backdrop" to the railroad. Several sound effects units are installed around the layout. In recent years many changes were made to improve railroad operations adding 12 new industries. I run the railroad primarily for realistic operations now.

Note: Park at the tennis court or—ONLY IF NOT MUDDY—the large parking area above the tennis court.



OPEN RAILROAD—Sunday, September 17

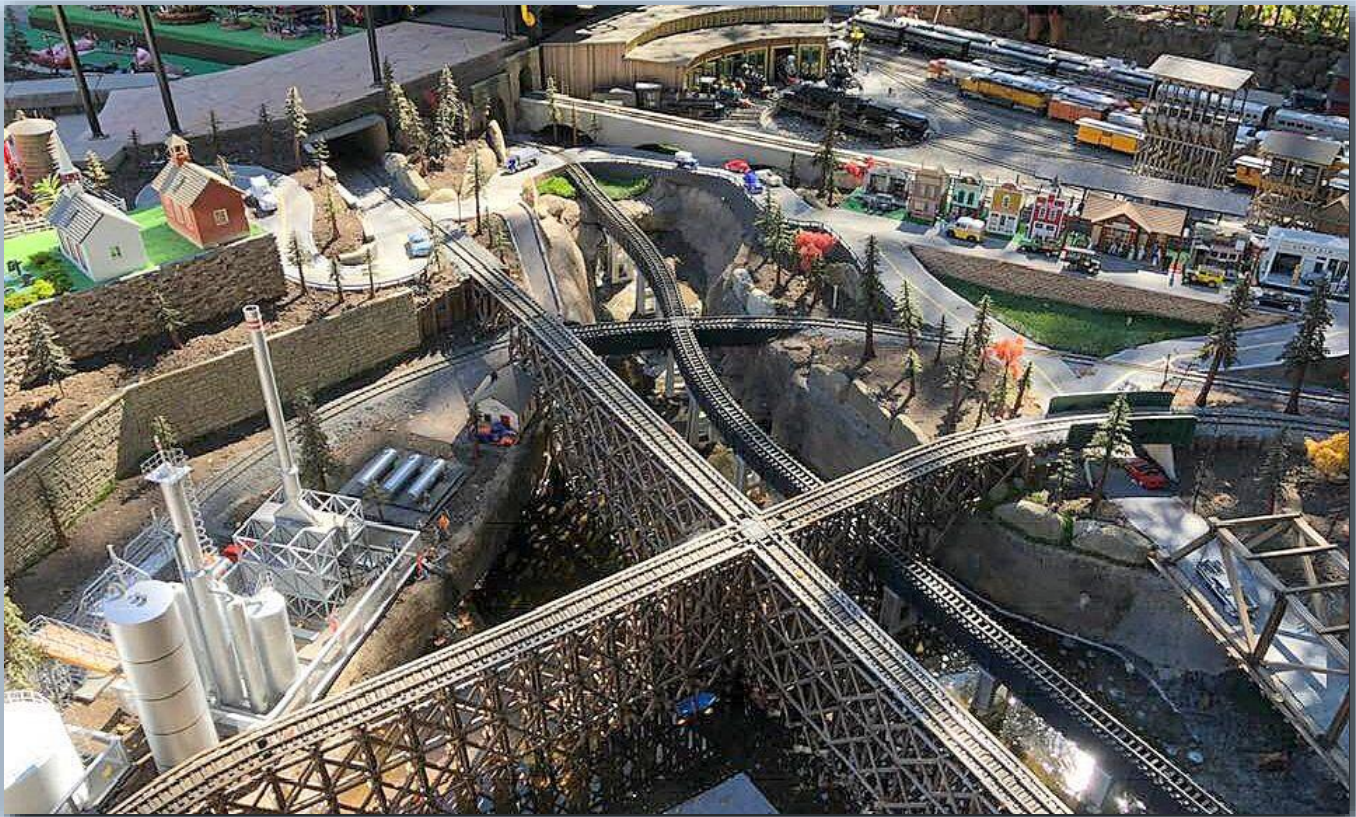
The Tri-Valley Railroad

Silverman—181 Lowell Drive, Danville, CA

My Tri-Valley Railroad is 70 feet x 100 feet. An 8 foot wide arched bridge overlooks the entire layout. I built a large caboose in the layout. It houses a workshop, computer controls, and locomotive storage.

Over 900 feet of track, a 7-door roundhouse with a 53" turntable and a large switching yard. A large mountain with 3 waterfalls, 2 streams and ponds coming from it. Two long tunnels go through the mountain and 2 large trestle bridges are in the ponds.

It's DCC powered with 41 pneumatic turnouts. 20 engine decoders and 12 sound decoders are installed in the 22 diesel & steam locomotives. Countless freight and passenger cars, hundreds of trees & vehicle roadways with impressive looking guard rails. Many buildings, people & vehicles complete my Tri-Valley Railroad.



OPEN RAILROAD—Sunday, September 17

Vista del Bahia

Smith—17 Balclutha Drive, Corte Madera, CA

The Vista del Bahia railway's surveyors and construction engineers found themselves with the difficult task of respecting the integrity of the natural setting. They found themselves building a railway though (i.e., the garden was there first!). They rose to the challenge, and the resulting 300-foot railway runs through lush gardens, over a river, and past a working vineyard. Railfans will appreciate the 60 feet of dual track mainline that is perfectly aligned for taking photographs of their favorite locomotives and rolling stock against an unobstructed Mt. Tamalpais background. The railway has a fully automated block system including signals, sidings and trackside features.

There is also a cable car line. It runs a Powell & Hyde style car, which means it is single-ended and needs turntables. Fortunately, it has two, one on each end, which are also fully automated. "Two bells"!

The most recent addition is a separate Mt. Tamalpais Railway. Again, fully automated, a Shay pushes gravity cars up the steep hill to the Mt. Tam Tavern. It then launches them off the top one by one to coast "the crookedest railway in the world" down to Mill Valley station.



OPEN RAILROAD—Sunday, September 17

BS Ventures' Black Canyon Railroad

Spilsbury—35 Bradcliff Court, San Rafael, CA

Owned by 'Baron' Spilsbury, the Black Canyon railroad deploys lessons from a former, overly complex railroad, to minimize maintenance and maximize run time. 450 feet of track and 18 switches are 2 feet above ground and within easy reach. Locos are battery powered and AirWire controlled.

The year is 1899 and trains run to/from Red Rock City & Black Canyon Mine past 200 feet of rock work, 20 custom/customized structures, about 200 scale plants, over a 7 foot bridge, through a tunnel & a 20' narrow canyon, all patrolled by the lads and lasses of BS Security.

The RR is alive with sounds: mine explosions, animals, machine shop, hotel bar, burning building and more, making it one of the noisiest garden railroads in CA. It is also night lit.



OPEN RAILROAD—Sunday, September 17

Pino Grande Railroad

Squiers—229 Myrtle St, Half Moon Bay, CA

Inspired by Michigan-California Lumber company **Pino Grande**, with steep "mountain" climb for geared engines (4-foot radius) and small circle/ellipse (5-foot radius) in "camp". Recently remodeled.

During your visit, be sure to drive by the old railroad station (now a home) at Poplar street and Railroad Ave.



OPEN RAILROAD—Sunday, September 24

K&L Heart Lines

Lynch—105 Ramoso Road, Portola Valley, CA

The property is nestled against a hillside in rural Portola Valley. The roughly 100 x 25 foot layout runs in and along a hill at the side of the house. It incorporates three independent 225-foot long dog-bone-shaped loops, one above the other—ranging in height from about waist high at the bottom to well above one's head at the top.

One of the loops is DCC powered; the other two are track powered. Work in process includes a long and level waist-high live steam extension across the front of the house, a RDC line and another 300' loop.



OPEN RAILROAD—Sunday, September 24

Uplands Railroad

Malouf—225 Uplands Drive, Hillsborough, CA

Oval loop which switches on and off a figure 8.
Track finished but still building structures. Miniature trees and groundcover planted.



OPEN RAILROAD—Sunday, September 24

Greenhills Railroad

Murray—842 Helen Dr, Millbrae, CA

This garden railroad is one of the top rated in Northern California. It is in a lushly landscaped 45-year-old semi-Japanese garden with 350 plants, including 250 varieties. Live steam engines run on 550 feet of track. It has 20 bridges, including an 8-foot copy of the Hell's Gate Bridge in New York, which took about 1000 hours to build. The 3 waterfalls were built by Jack Verducci. There are numerous meticulous, scratch built buildings, including a slate mine building with a precise powerhouse and a belt powered lineshaft. A scratch built Tudor house has 2000 hand made teak shingles, 1500 bricks, and an elaborate steam museum in the back. The layout was on the cover and centerfold of "Garden Railways."



OPEN RAILROAD—Sunday, September 24

ET&WNC

Yronwode—6632 Covey Road, Forestville, CA

Our fictitious model of the steam-era ET&WNC in Tennessee and North Carolina merges into a Northern California narrow gauge scenic route. 300 feet of track on 3 lines run through hills and valleys beneath a redwood tree and a fully operations 1:1 scale crossbuck signal. With hundreds of plants, 2 tunnels, 6 iron bridges, 4 wooden trestles, and all building, vehicles, and figures based in the 1927—1941 era, there are plenty of locations for photography. Industries include a crystal mine and rural agriculture with billboard reefer consist and an “exaggerated fruit” consist based on early 1900s California postcards. We enjoy creating self-similar replications, so our actual barn and signal are reproduced in miniature on the layout.



OPEN RAILROAD—Sunday, October 1

Little Bear Railroad

Hays—1722 Campbell Ave, San Jose, CA

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

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

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



Punch Magazine and BAGRS

By Richard Murray



Photos by Gino De Grandis

A couple months ago a BAGRS steamer, Morton Cross, recommended to Punch Magazine that they do an article on BAGRS. Russ Miller asked me if I would do an interview. I said yes, and soon a Punch Magazine journalist contacted me. She first looked over the layout for about an hour to get an appreciation for what had been done over decades. Because she developed a bit of background for the plants and steam engines, she was better equipped to ask questions. She asked about hours spent on certain projects, interesting facts about buildings and bridges, which structures were copied from prototypes, the joys of fellow members, how I got started, and how the club got started. I gave as much info as I could about BAGRS and even tried to emphasize that she should write more about the club than just my individual experiences. Eventually she did contact Mick Spilsbury for more club info.

One of the questions was what was my biggest joy about the hobby. I answered that without question my biggest joy was the meeting and talking with fellow members. The camaraderie developed between members is what gives life special meaning. The hobby is just an excuse to get together.

I heard that her article might appear as early as the September issue of the magazine. The magazine is high quality, made with high quality enameled paper with high class ads. It is sold in some upper class restaurants and stores. It is delivered to the peninsula high rent districts of Burlingame, Hillsborough, Menlo Park, Los Altos, Atherton, and Portola Valley. It has a circulation of about 85,000.

She said that a photographer would contact me soon, and we set a date. I grossly underestimated the professional skills of the photographer—I expected some run-of-the-mill photography session where the photographer would quickly take some photos and go on to his next assignment.

It didn't happen that way. Instead, he spent about 5 hours always trying to compose something special. He has worked for *National Geographic* and *Sunset* magazines, with assignments all over the world working with governments, corporations, and even police departments. He teaches photography at a local university, and has tens of thousands of followers on social media. He and I developed a great rapport. We both appreciated what the other was doing and instantly developed a friendship. He enjoyed his *Punch* assignment so much that he wanted to come back on his own time and do some night photography.

Two weeks later he returned at 8:15 p.m. and didn't leave until 11:00 p.m. All the while he was setting up various lighting systems and tripods for extended exposures. He spent a good deal of time thinking what might be the best angles. Below are the results of his gorgeous photos. Note the high level of detail and how well each of many individual plants is lit. Also, note the contrasting dark sky in many of the photos. In the photo at the head of this article, I love the blue water in the pond and the lighting of the tall plants on top of the mountain.

The article may be viewed here: [“All Aboard the Garden Railway,” *Punch Magazine*, September 2023.](#)



This photo includes a special accent—the red line along the top of the train.



Please note the exquisite detail of the engine.



Even though yours truly was asked to stand next to the fence, the figure is wonderfully camouflaged and blends in. Note the contrast of the dark sky.



This photo may be my favorite because of how perfectly the complicated series of plants are individually lit, and how detailed the distant church and arched bridge are.



In this one, the fire colored lighting on the back side is from a combination of red, green and another color, which I forget.



The natural light combines with the fire light, the green light, and shadows to make a complicated overall lighting.



Dancing Halloween ghosts.



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, and soon realized that no one supplied 7/8 scale rolling stock, so he started building it himself, and hasn't stopped.

There's Always Another One—Part 2

Well I'm still working on the passenger section of the 7/8 scale Irish Motor-car.

For this month's article, I've started on finishing the roof. The base of the roof can be seen in last month's article.



Now that all of the ribs are cut out and glued in place, I started to form the roof covering using 1/16" styrene.



This photo gives you an idea of how large this motorcar is going to be.



This photo shows both sections together.



This photo shows the couplers that will connect the two sections together and allow the two sections to rotate.

Now that the two sections are almost finished it's time to trim out all twenty seven windows, and install all the inside tracks so that the windows can slide in.

With the headlight, radiator grill, and front and rear couplers installed. It was time to install the power units.

I removed the two power units from a USA Trains diesel locomotive for this build.

I used an AirWire R/C unit with sound capabilities to control this motorcar.





These photos show the motorcar almost finished—
It just needs the doors to be installed and paint.





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.

STEAMUP AT HILLER

Recently, Hiller Aviation Museum held an event called *Trains, Planes, and Cool Cars*, and the BAGRS live steamers were invited to participate. Once again the crowds at Hiller were substantial. We had people crowded around the track almost all day. One of those people was so interested that he immediately emailed me with his name. In return, I invited him to join and to visit. We also had a carful of BAGRS live steamers, the most this year. Because so many steamers showed up, we set new records in the speed with which we set up the track and later took down.

Since cool cars were one of the featured attractions for the event, I visited them in between steam runs. The very first two cars that I saw both had a personal connection to me. One of the cars was a Messerschmitt, an enclosed three-wheel 10 hp scooter that was manufactured in Germany generally from 1955–1964. Years ago I used to enter my big British car in concourses, and one time my car was mysteriously placed in the same competing class as the Messerschmidt. That German car would have fit in my passenger compartment! Ignominiously, I lost to that shrink wrapped scooter, and that loss has haunted me to this day.

The other car was a three-wheel Morgan. Immediately after the Loma Prieta earthquake of 1989, three Morgan three-wheelers were moved to my mom’s garage while a damaged Marina house awaited repair. My brother was an active Morgan enthusiast and encouraged my mom to allow his friend to store his Morgans. Vintage Morgan three-wheelers were built between 1911 and 1939, and because they were classified as motorcycles, they got around British car taxes. They had a V twin engine that produced about 50 hp and were known for their speed and maneuverability. They are highly desired these days and bring high prices.

Colton Snell brought a Lawley engine, a 4-4-0 built mostly by the Falcon Engine and Car Works Limited in England and later a few by the Glasgow Railway Engineering Company in Scotland. A total of 44 were built between 1895 and 1898, and they included a three axle tender. They were narrow gauged and had an outside frame. They were built for the Beira railway, which was a 230-mile-long line that eventually stretched from Mozambique to Zimbabwe. Their service life was often short and were often sold off because of their limited hauling capacity. There are only a few left in preservation.

Bill Mansell brought his scratch built "Project" that GIMRA published a few years ago. It is a single cylinder 0-4-2 tank engine. The single cylinder couldn't clear its condensate and locked up the wheels, so Bill used Bill Allen's cylinder drains, and it runs fine now. However, because of some version of Murphy's law, it didn't run for the show but did run before and after the show.

Although I did not see Dennis Mead run a live steam engine, I did see him gift a Birmingham Dribbler to one of our live steamers. It became popular in the second half of the 19th century. The steam locomotive was very simple, usually made of brass with a pair of oscillating cylinders. When steam was produced, the locomotive was placed on the floor (its gauge matches no track) until either water or fuel ran out—or it crashed into the furniture.

They gained the nickname of Birmingham Dribblers because they were made in Birmingham, England, and they had the unfortunate habit of leaving a trail of water behind them as they ran across the floor. Very often the trail was mixed with fuel, and the fuel was then ignited if the loco crashed into the furniture and overturned. Numerous serious fires resulted. In the 1970s–1990s, a kit was produced by Maxwell Hemmens.

Melinda served a 4 course lunch for all the live steamers plus a dessert consisting of the famous It's-It ice cream bar. After a number of steamers wished me happy birthday, I finally realized that Melinda had sprung a surprise birthday party on me. Happy 80th birthday to me.



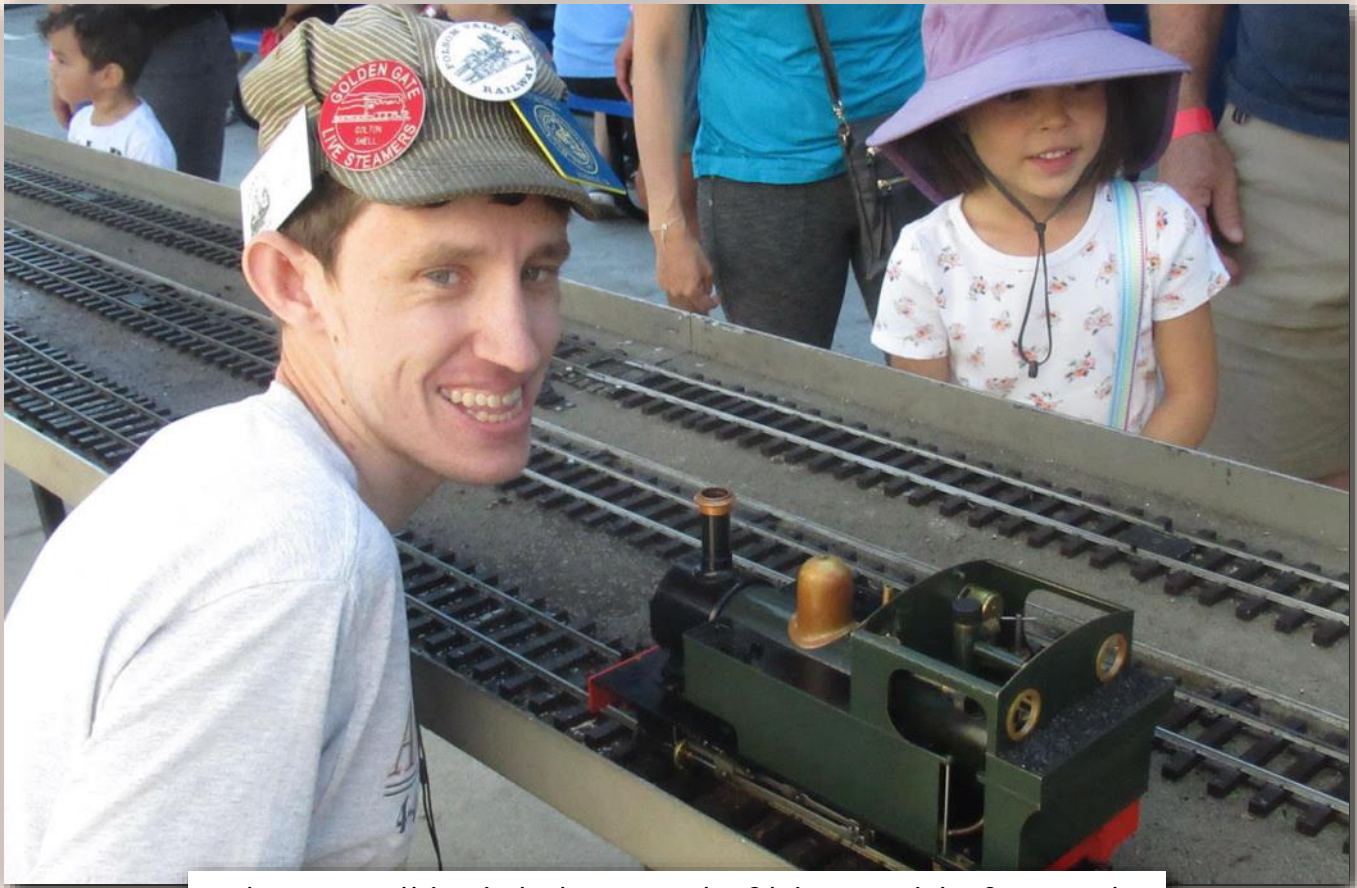
Ken Mitchrone checks to see if the fire is properly lit on his Ruby.



Chris Gathard stands next to his RC controlled Ruby.



As part of the ***Trains, Planes, and Cool Cars*** event, a Messerschmidt is shown on the left and a 3-wheel Morgan on the right. Note that the Morgan's V twin engine is in front of the radiator.



Colton Snell is rightly proud of his outside framed Lawley engine built for use in southern Africa.



Not a Ruby double header, but a Ruby *quintuple* header. Photo by Ken Mitchrone



Andy Kelsey owns this Ruby.



Bill Mansell's "Project" engine, which worked fine before and after the show but failed to proceed during the show.



If you have a fire, call
Tim Boles.



Jim Goss' Blue Comet pulls a bubble machine which grossly overflows.



Philip Boles' 2 cylinder Accucraft Shay runs backward pulling a line of cars.



EAST DEVIL HILLS MODELING GROUP

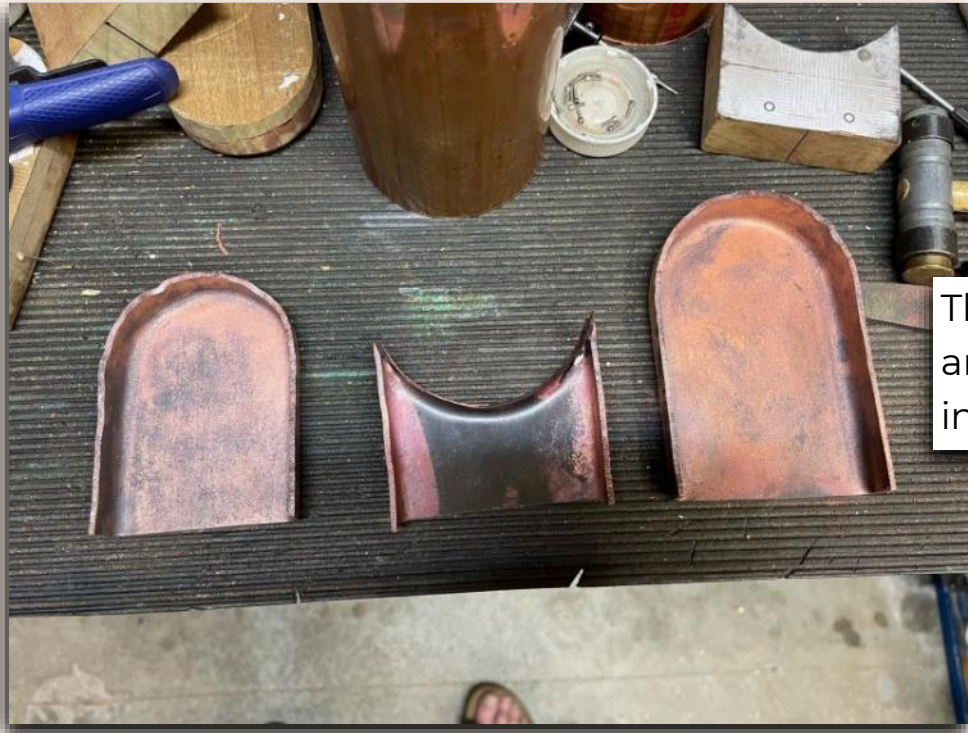
Formerly of Fremont, California, **Henner Meinhold** now resides in Berlin, Germany. Like clockwork, Henner always submits his monthly contribution on time, although sometimes he's working with German time. The East Devil Hills Modeling Group meets regularly to create, collaborate, and share incredibly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

Bill Allen could not work on his "Trojan" due to an accident he suffered on his property. I wish him a speedy recovery. At least he participates again in our weekly Zoom meetings.

Rob Lenicheck is now tackling the boiler of his Darjeeling.



This picture shows the forming of the back head



The throat plate and parts of the inner fire box



The boiler shell with the firebox wrapper

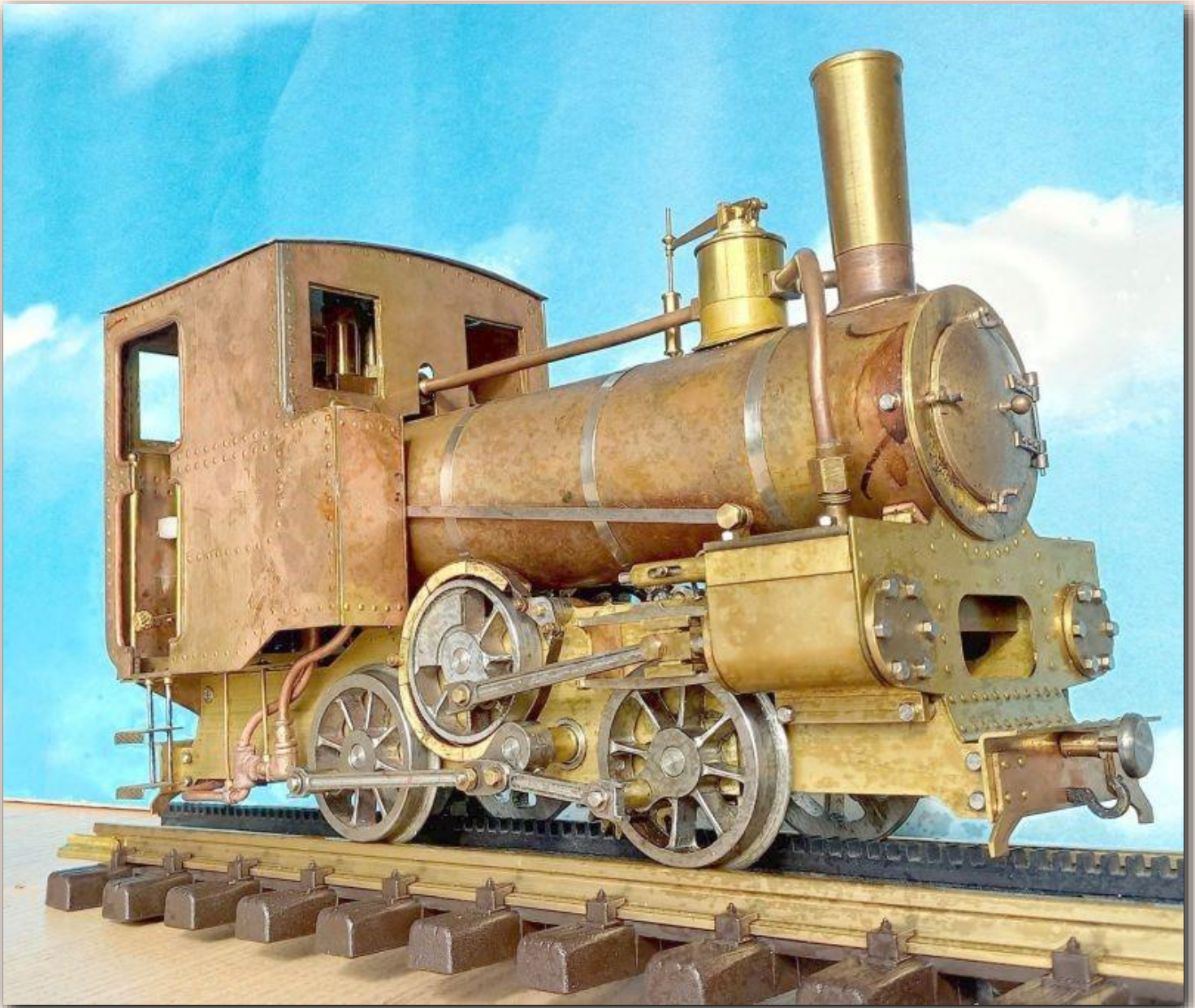
Ron Sickler builds a modified version of the famous BAGRS loco by Mike Martin. He uses the Midwest steam engine but designs/built his own boiler

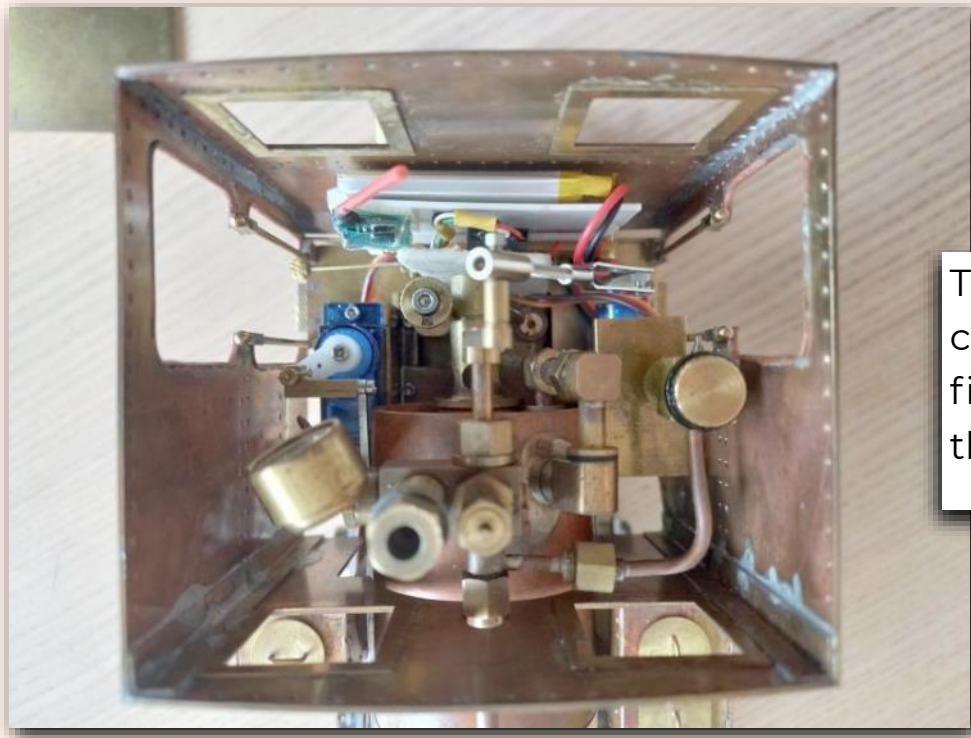


He uses a ceramic burner, but wants to increase the size of the ceramic area to get more power.

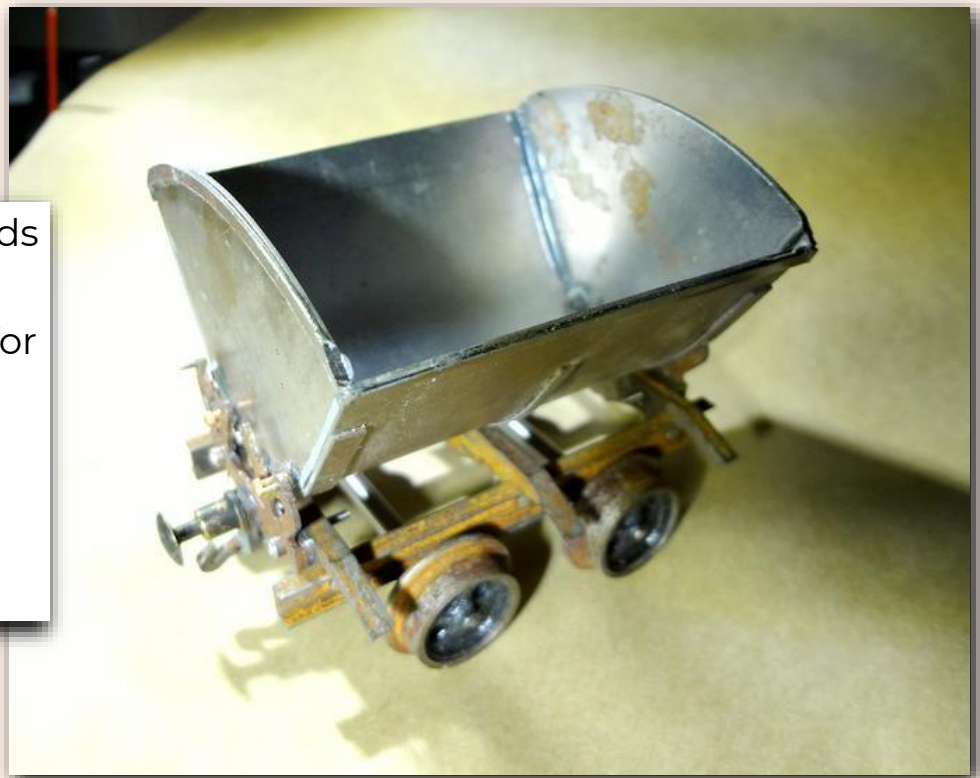
My cog loco is a model of an obscure little industrial switcher in Southern Germany built by a Swiss company. It is finally finished. The last parts to be added were R/C control and a dummy injector.

By the way, the photo was taken using focus-stacking, which basically increases the focal depth to get a sharp picture of the model.





The cab looks very cramped with all the fittings, servos and the R/C gear in place.



Dennis Mead builds the appropriate three tipper cars for this loco. They are based on original drawings (like the loco)

Slightly off topic: Two weeks ago I was at a steam event in Alt-Schwerin. Here are some pictures.



A beautiful Sentinel steam tractor



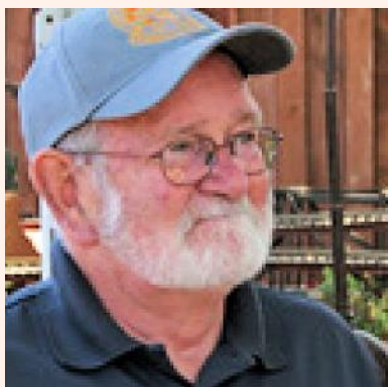
Some excellent models of Stanley Steamer cars and a Steam Truck

I ran my Hit & Miss engine powered little field railway loco. We tried to tax its pulling power but could not find enough cars to stall it. Even 17 tipper cars loaded with gravel were pulled without problems.

Enjoy!

Henner





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.

CAMINO, CABLE AND NORTHERN RAILROAD

The ***Camino, Cable, and Northern Railroad*** was a planned ten-mile-long tourist railroad on the former roadbed of the Michigan-California Lumber Company narrow gauge logging line. Located east of Placerville, it connected sawmill operations at Pino Grande with the planing mill and standard gauge connection at Camino. The fledgling CC&N offered modest operation on weekends for several summer seasons in the mid-1960s, hauling passengers in open cars to a picnic area in nearby Apple Hill.

As with Glen Bell's *West Side and Cherry Valley Railroad* and planned theme park in Tuolumne, and the Tahoe, Trout Creek and Pacific Railroad's planned public transportation system at South Lake Tahoe, the CC&N succumbed to the high cost of maintaining antique equipment, short seasons and meager crowds. The Sierra Railroad's Railtown 1897 tourist operations survived several unsuccessful concessioners by receiving occasional movie and TV work and by receiving protective State Park status of its Jamestown operations.



1971 POSTCARD FROM THE COLLECTION OF BILL RALPH

CC&N's optimistic owner acquired six steam locomotives for his railroad attraction including Porters, Baldwins, a Heisler, and the 1916 former West Side #14 Lima three truck Shay that had survived decades of hauling logs, mill closures, and ownership changes. The ambitious plans of the CC&N fell well short of Pino Grande and the sounds of steam railroading were no longer heard in Camino. The collection of antique locomotives were sold off to museums and private collectors while Shay #14 went on to haul tourists at the Colorado Narrow Gauge Railroad in Central City in 1974 and Silver Plume's Georgetown Loop in 1981. The well traveled historic locomotive and survivor of the short-lived Camino, Cable, and Northern Railroad is currently on display at the Colorado Railroad Museum awaiting it's next assignment.



Progress on the Rural Burrill

By Robert Burrill

(Continued from the July/August issue)

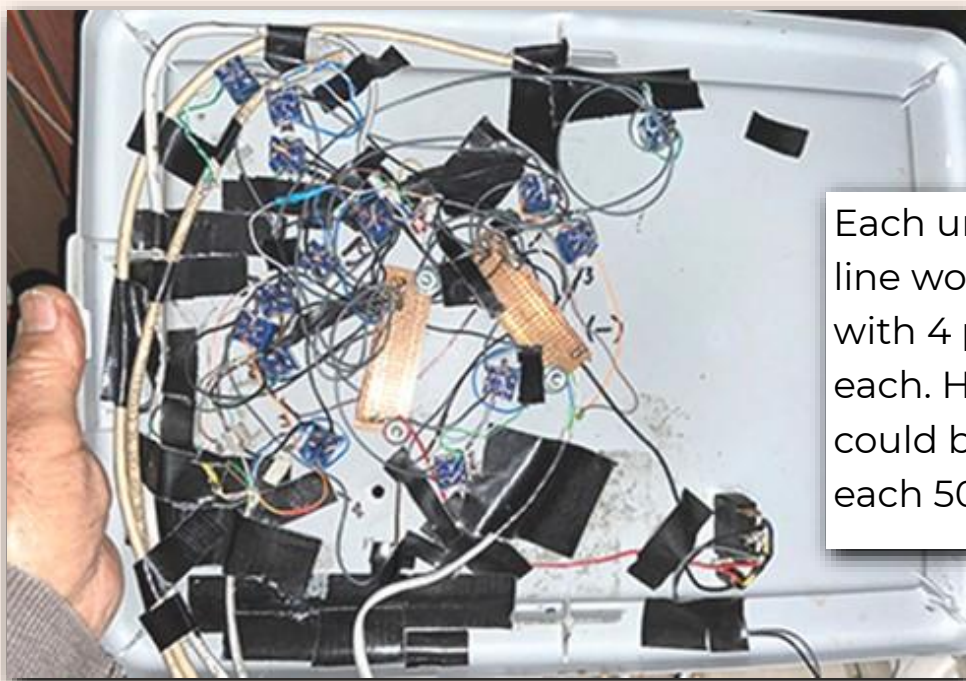
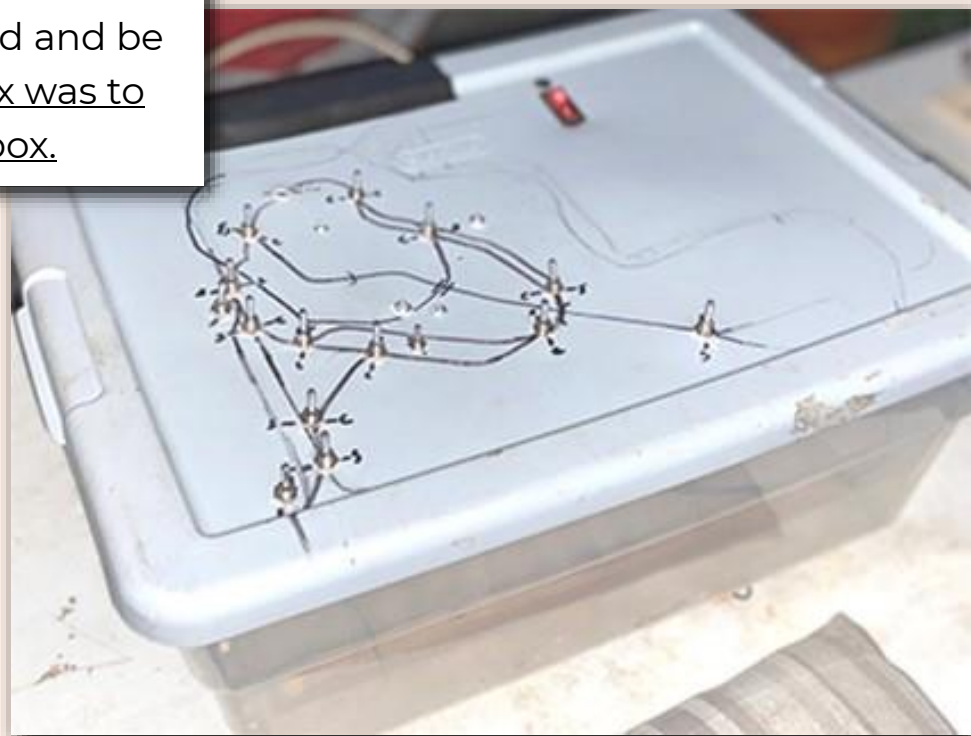
I stand on the shoulders of two Master modelers Henner Meinhold and Dennis Mead.

"If you want powered switches you'll have to run wires."—HM



Powered switches would be a challenging endeavor. Yet if successful the illuminations and motion would lift this railroad to a high level of completion.

The wires come to a box with many connections and once connected, the new switch box would be permanent fixture and would need to be sealed and be waterproof. The best fix was to build a box inside of a box.



Each unit of telephone line would be 50 feet with 4 pairs of 2 wires each. Hence, 4 switches could be found along each 50-foot line.

A larger red “Husky” packing case was added for its waterproof seal.

A secret passage for wires was built under the walkway of the magic stone bridge. The higher position was selected for a better view of the distant switches.



“Cement All” is a new mortar with a 20 minutes set-time.



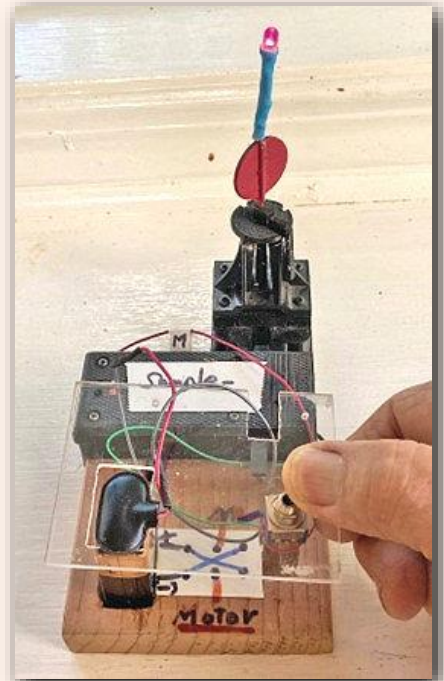
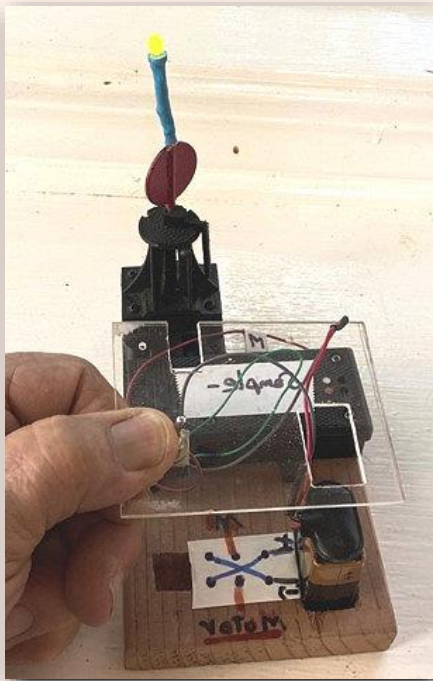
Mixing 1 equal parts of water to 9 equal parts of mortar worked well. Two selections of ¼” plywood was made to fit the space. A cardboard version was first crafted as a guide



Then with practice, I found ¼ of each side could be applied with mortar & carved in time before it turned to rock.

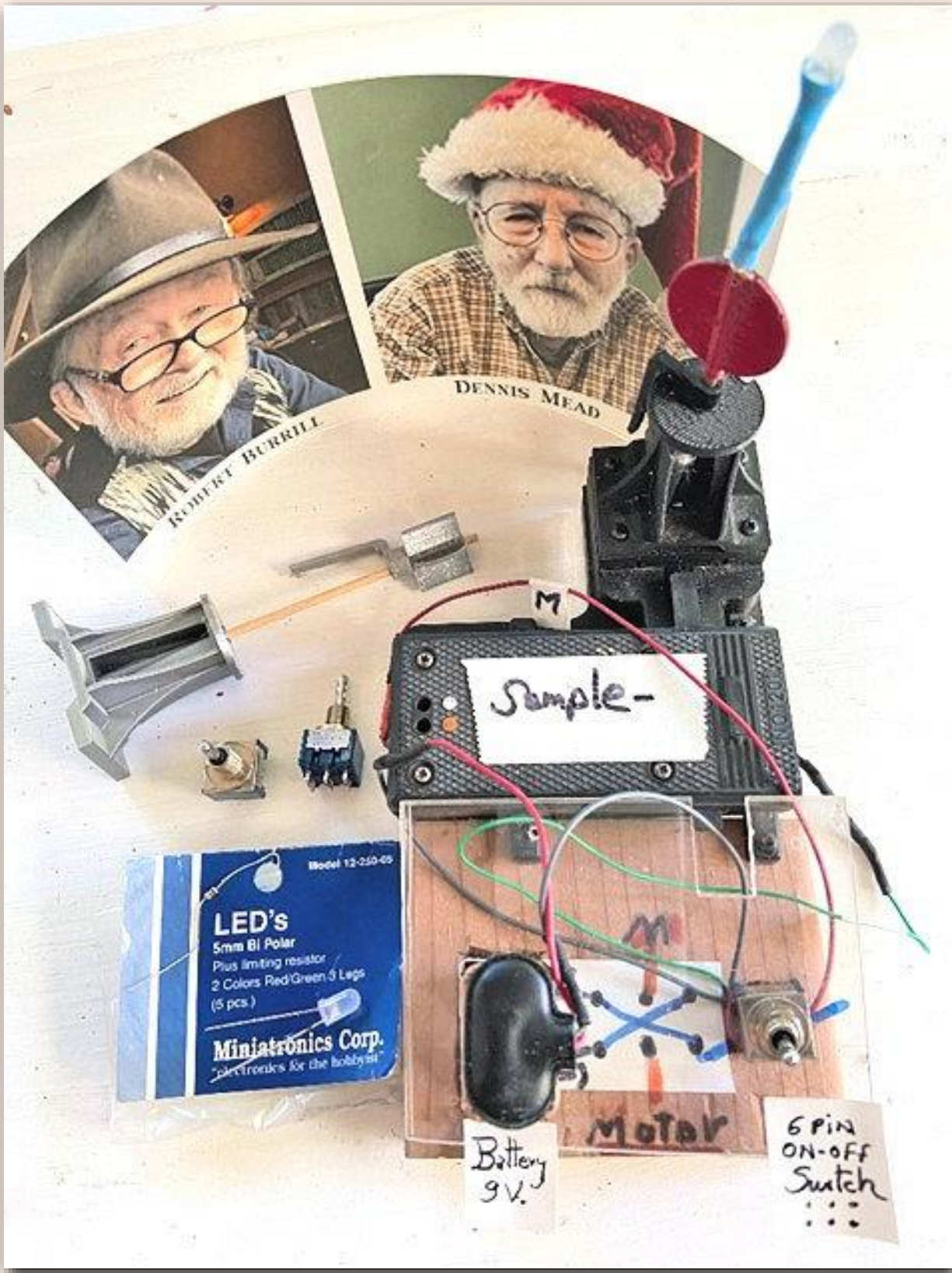


Took two days of designing and mixing mortar applications for each side. Filling in the center with more mortar will complete the magic bridge. I was very surprised to find how well the mortar really looks like a rock. Perhaps it is simply because the mortar-powder was a rock in the beginning.



The new switches include a single LED Light that changes color with polarity. For example Positive can be GREEN and Negative can be RED... So GREEN is for "Go straight." And RED is for "Turn."

Studying the composite image below reveals the parts and connections needed so that the magic switch can flash its eye and wave it's flag at you.
Both LIGHT & MOTION . . .

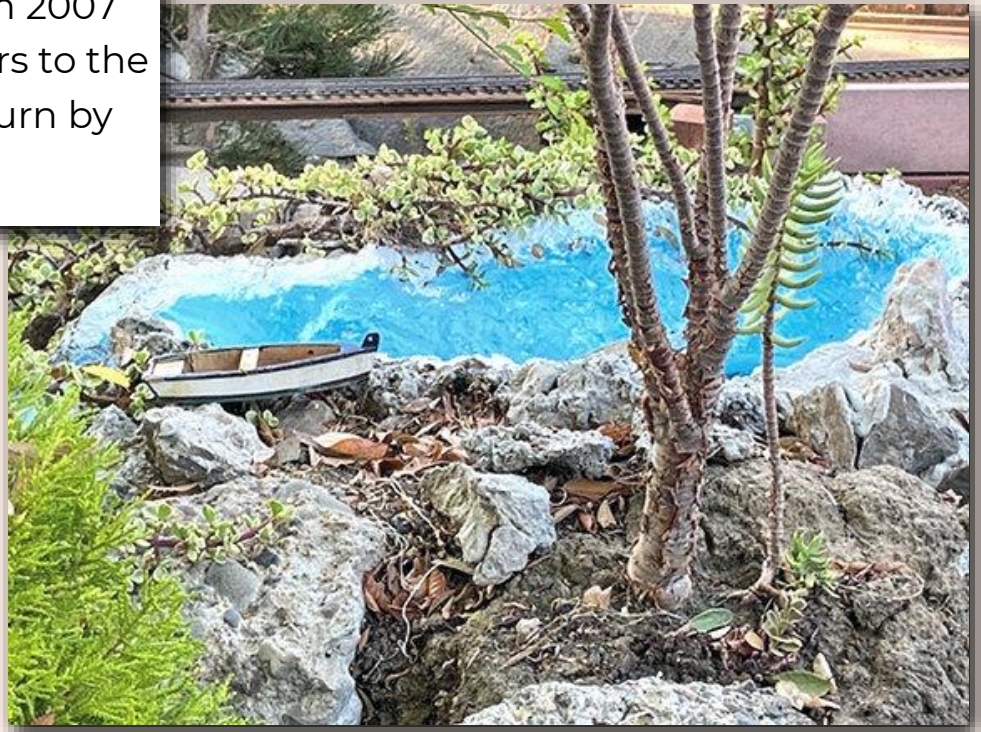


Modeler-designer Dennis Mead (nicknamed Santa) saw my first wooden model switch, and noted that the moving switch-arm could have a flywheel attached and that only a 1/3-angle-of-swing would be enough for a signal.



Hence in 2023, I worked daily for 5 months to be sure to reinstall my historic Fish Pond & to lay down (and hide) 4 Lines of telephone wire for the new powered switches. However, the Switching Station was still in progress as visitors arrived. It will be roofed, painted marigold-yellow with dark brown trim and will be built to be watertight before the rains return.

Such a thrill to see the Mt. Lake return again from 2007 and to send new waters to the pond. The fish will return by next year...



Welcome to ENCORE 7-9-2023
An "Apricot Summer"!
Lucky Jim + Me GB



Most importantly, it is hoped that my work upon the garden railroad will inspire one or two 2023 visitors to our National Garden RR Convention to work on their railroads with a new vi-

Special Thanks Jennifer Ingerman Miller for building this beautiful convention poster



During my opening I shared a request that visitors be sure to see the illuminated streamliner on the Youtube Channel.

~ The Silver Zephyr Streamliner will be sure to lift you up ~

On Youtube.com <https://youtu.be/0-OgZxKMVWg>



With Gratitude & Appreciation

Robert L. Burrill

Also, thanks to Richard Burrill & Dianne Anderson for help July 6,7 & 8 2023

MEMBERS ONLY PAGES

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MEMBERS ONLY PAGES

LIVE STEAM CALENDAR

DATE	LOCATION
Saturday-Sunday September 2-3, 2023	Ardenwood
September 16-17, 2023	Los Altos History Museum
Saturday, March 9, 2024	BAGRS Annual Meeting, Hiller Aviation Museum

MEMBER BULLETIN BOARD

- **Bob Brown** has complete collections of *Garden Railways* and *Steam in the Garden* and will give them free to anyone who will pick them up at his home in Los Altos. You can contact him at gazette@att.net or 650-405-5414.

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THE LAST PAGE

A Trellis and a Trestle...

As I reviewed many of the past issues of the *Trellis and Trestle*, I noticed that we used to have a header which included (unsurprisingly) a trellis, and a trestle.



When I built the track to connect my backyard to my overhead garage storage, I had to traverse the side yard, including an arbor supporting a bougainvillea. Once past the arbor, I had to build a trestle. I realize now that “life has imitated art.” (Although I have not yet seen flowers come out of a smokestack...)

Roger



TRELLIS AND TRESTLE

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