

UNION STATION
RAVEL TRAIN

BAY AREA GARDEN RAILWAY SOCIETY
TRELLIS & TRESTLE

JULY 2022

In This Issue ...



JOIN US AT:

BAGRS.ORG
FACEBOOK
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[President's Perspectives](#)

[Random Notes](#)

[Scheduling Coordinator](#)

[Newsletter Sharing](#)

[Where Is It?](#)

[Featured -- Destination Denver](#)

[Member Updates](#)

[Dave's Corner](#)

[All Steamed Up ...](#)

[East Devil Hills Modeling](#)

[Railroad Media](#)

[Postcards of the Past](#)

[Musings of a Theme Park Fan](#)

[Membership Information](#)

[Calendar](#)

[From Matthew](#)

[July Events](#)

PRESIDENT'S PERSPECTIVES

Mick Spilsbury, BAGRS President



After 3,000 miles of driving, much of it along “the loneliest road in the lower 49,” Highway 50 - two tourist train trips - stops at some interesting eateries - setting up two booths and four slideshows for BAGRS and GR News, and staying in eight different places—the Denver Garden RRs will remain the highlights of our trip to the NGRC 2022. The images below illustrate why.

There were a few snafus in Denver, things that will not be repeated at our NGRC next year. On the bright side, our hosts were hospitable and gracious, as I am sure we will be.

Russ Miller, our NGRC 2023 convention chair, was precluded from going to Denver by work responsibilities, but, he can now forge ahead with the myriad of remaining convention details. This information will soon start appearing on our convention website www.NGRC2023.org, which Greg Hile is putting up. We can also start marketing the convention in earnest.

We have many great images of BAGRS RRs but can ALWAYS do with more, so don't hesitate to send me your images and videos because we plan to put up a YouTube channel for the convention.

While I will be helping with convention marketing, your board of directors and I will be refocusing on non-convention, club matters. More on those next month. For now, enjoy the images of Denver Garden RRs.

Mick Spilsbury - president@bagrs.org



PRESIDENT'S PERSPECTIVES

Mick Spilsbury, BAGRS President



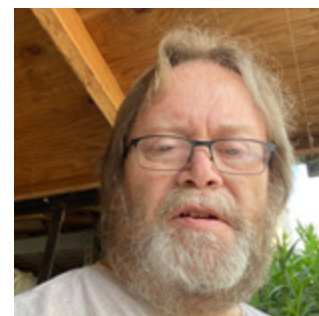
RANDOM NOTES IN NO PARTICULAR ORDER

Greg Hile, Editor and Scheduling Coordinator Guy

A couple of random notes here in no particular order:

1. Well, I am now back from attending the National Garden Railway Convention in Denver, and what a week it was! I took the train from Martinez to Denver and had an enjoyable time. However, I brought my iPad to be able to work on T&T and the NGRC 2023 website, but the intermitant nature of internet availability not only made it difficult to work but also caused significant damage to some of my files. Nevertheless, it was a great experience overall and I won't hesitate to do it again.

2. One regret I have from the trip was that I did not spend more time inside the Denver train station. I arrived around 10:30 pm on Sunday evening. There is a hotel inside the station and someday when I have the chance I'm going to spend a night or two at the newly-restored Stafford Hotel. I'm not about the rooms but I suspect they'll be a bit larger than my "room" on the train.



SCHEDULING COORDINATOR

Greg Hile, Scheduling Coordinator Guy

BAGRS 2022 LAYOUT TOUR SCHEDULE

Date	Status	District
Saturday, May 14	held as scheduled	Open House, Live Steamers, and Swap Meet at Accucraft in Union City
Saturday, June 4	held as scheduled	San Jose/Milpitas
Sunday, June 26	held as scheduled	North Peninsula and SF/Mid-Peninsula
July 16 and 17	confirmed	Golden Gate/REGRS (not all layouts will be open both days)
Saturday, August 20	confirmed	South Santa Clara and San Benito Counties
Sunday, August 21	confirmed	Santa Cruz and Monterey
September 18	confirmed	East Bay
October 2	confirmed	Diablo Valley/Just Trains
October 23	confirmed	Orphan Layouts (throughout the BAGRS region)

NEWSLETTER SHARING

BAGRS has a policy of reciprocal sharing of newsletters with the following garden railway clubs. We do not share private member information such as home addresses or tour information without the express permission of the particular member.

[Central California Coast GRS](#)

[Redwood Empire GRS](#)

[Denver GRS](#)

[Rose City GRS](#)

[Gold Coast GRS](#)

[Sacramento Valley GRS](#)

[Orange County GRS](#)

[Santa Clarita Valley GRC](#)

[Puget Sound GRS](#)

[The Garden Whistle](#)

WHERE IS IT?

Many of you correctly identified this photo as coming from Gaviota State Beach on the Coast Starlight. The Grand Prize, however, goes to Martin Dunsby and Don Watters.

This month's *Where Is It?* is also a little different. In fact, it was taken from the same train on the same day. So, kudos and a mention in the next issue to the first to drop me a line at newsletter@bagrs.org and correctly identify where the train is.



Destination Denver



Approximately 850 people came to Denver for the 37th annual National Garden Railway Convention at the end of June, including at least a dozen BAGRS members. Not everyone had such a spectacular view as this layout, but all were challenging, engaging, and wonderful in their own right.

What follows is a photographic journey of a week in Denver, 2022 that will inspire us to an even better and more epic gathering of our own, the place to be in 2023 ...

FEATURED ARTICLE

Destination Denver



So the spectacular view actually did have a railroad attached to it.

There will be a lot more photos from Denver in future editions of T&T, including from other BAGRS attendees, so stay tuned!



FEATURED ARTICLE

Destination Denver



BAGRS Vice President Channing Cheng with Marc Horovitz, founder and former editor of *Garden Railways* magazine together at the Accucraft booth in the Exhibit Hall.



Setting up the BAGRS and GR News booths in the Exhibit Hall (photo courtesy of Carla Breitner)

FEATURED ARTICLE

Destination Denver



My personal favorite layout



FEATURED ARTICLE

Destination Denver

This path led from the outdoor layout (not shown) to a two-story indoor display



Two photographs stitched together to capture the breath of the upstairs Lego layouts

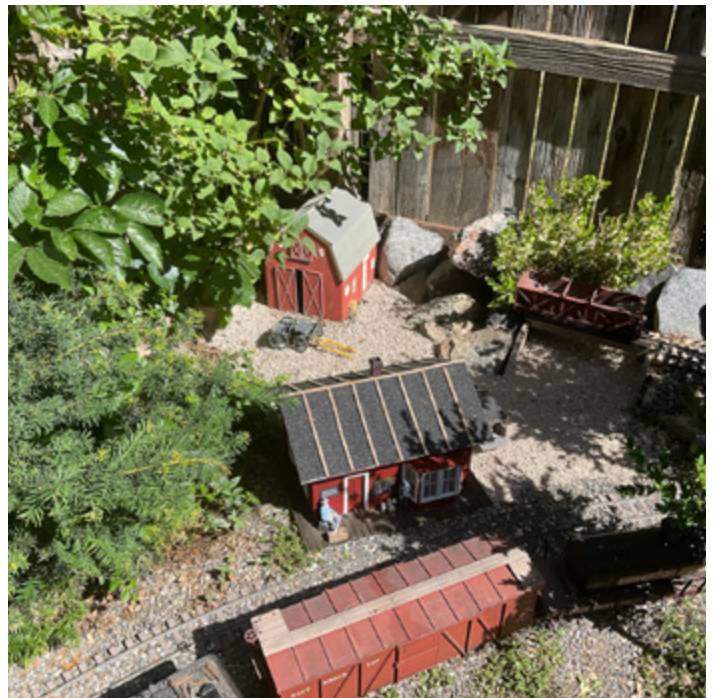


FEATURED ARTICLE

Destination Denver



If only they had a view ...



Kevin Strong's work has been shown many times in *Garden Railways* magazine, as well as on social media, and it was a pleasure to finally meet and see his Tuscarora Railroad in person.

FEATURED ARTICLE

Destination Denver



Getting there can be half the fun. Years ago, I almost went to work in one of those buildings across from the Truckee Railroad Museum. One of the dining car employees insisted I take photos of the train on the curved track in Glenwood Spring. It was a particularly picturesque location. He also insisted we chronicle a tradition along the Colorado River just inside the Utah-Colorado border. I'll let you figure out what the people in the raft are doing. And then there's the ride home, taken at 35,000 feet somewhere over California.



MEMBER UPDATES

Some of the folks attending NGRC in Denver also had some interesting experiences, either on the way there or on the way home. **Joyce and Bill Hennessey** drove to Denver and stopped by Promontory Point, Utah, where the two competing builders of the Transcontinental Railroad met up.

Mick and Liz Spilsbury also drove and offer up this interesting eatery along Highway 50:



MEMBER UPDATES

Bay Area transplant and BAGRS friend **John Cushman** sends along greetings from his wonderful layout:



THE START OF SOMETHING BIG, PART THREE

The body and almost all of the other parts needed to finish the McKeen car are in place except for the pilot and the headlight. The pilot has been a bear to complete, a lot more work than I anticipated. The main structure of the pilot was easy enough (see photo 3207), which shows the three main parts all cut from 1/8" styrene. Next I assembled the top and bottom and the bracing of the pilot and built a pocket for the front coupler using 1/16" styrene and a Bachmann coupler, (see photos #3210 and #3213). Then I added the beams that make up the grill of the pilot. Each beam had to be installed one at a time. Then I waited for each beam to dry before moving on to the next one. For the grill work I used 1/8" styrene tubing #224 from Evergreen plastics (see photo #3245).

Now it's on to the headlight. I built the headlight using a piece of 3/4" schedule 20 PVC pipe and for the lens I used a 13/16" diameter disc of acrylic, which fits inside the PVC pipe with a press fit. The acrylic lens was purchased from Tap Plastic. All that was left for the headlight was to cut the PVC pipe to fit the body, glue, and drill a hole for the wiring.

All that's left now is some touch up bodywork, install door handles, and some odds and ends. I also need to paint and slide the windows in place.

I have some other projects that I have to finish before I start the painting, but I will post the painted car at a later date.



DAVE'S CORNER

Dave Frediani

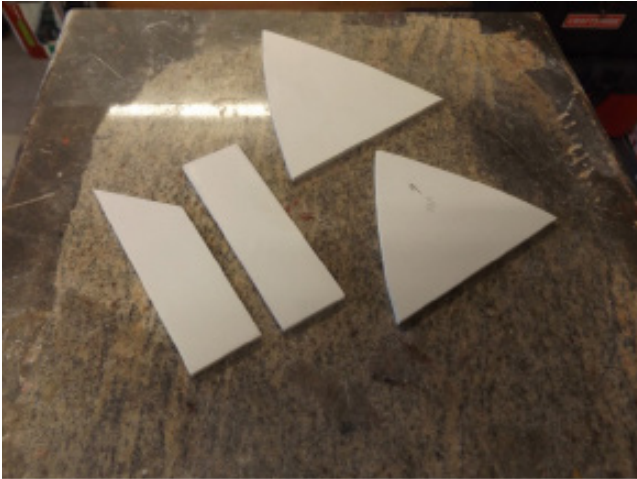


PHOTO 3207



PHOTO 3210

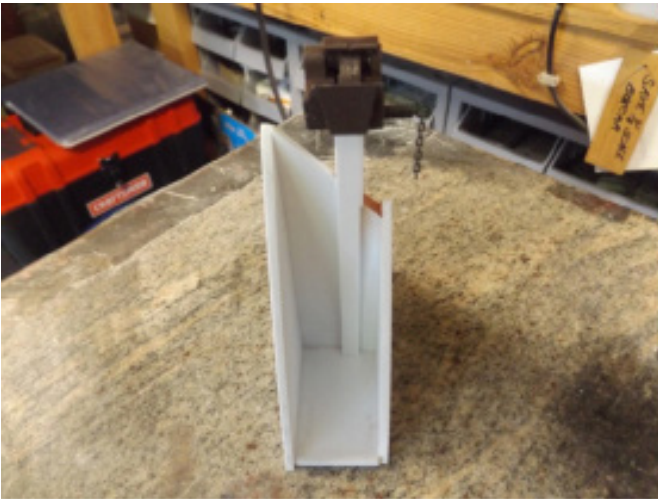


PHOTO 3213

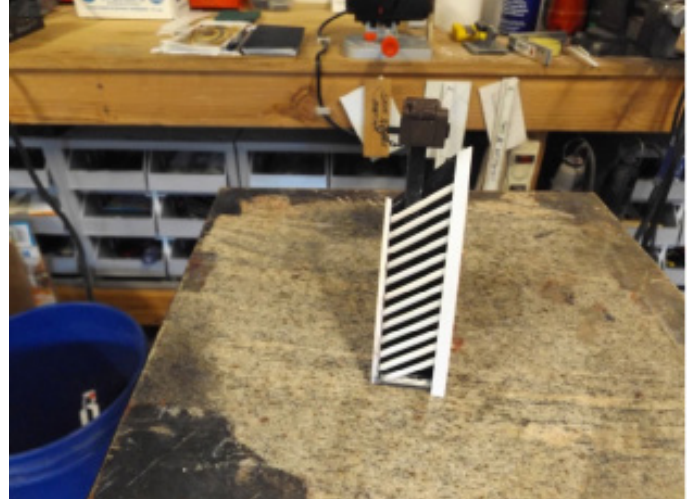
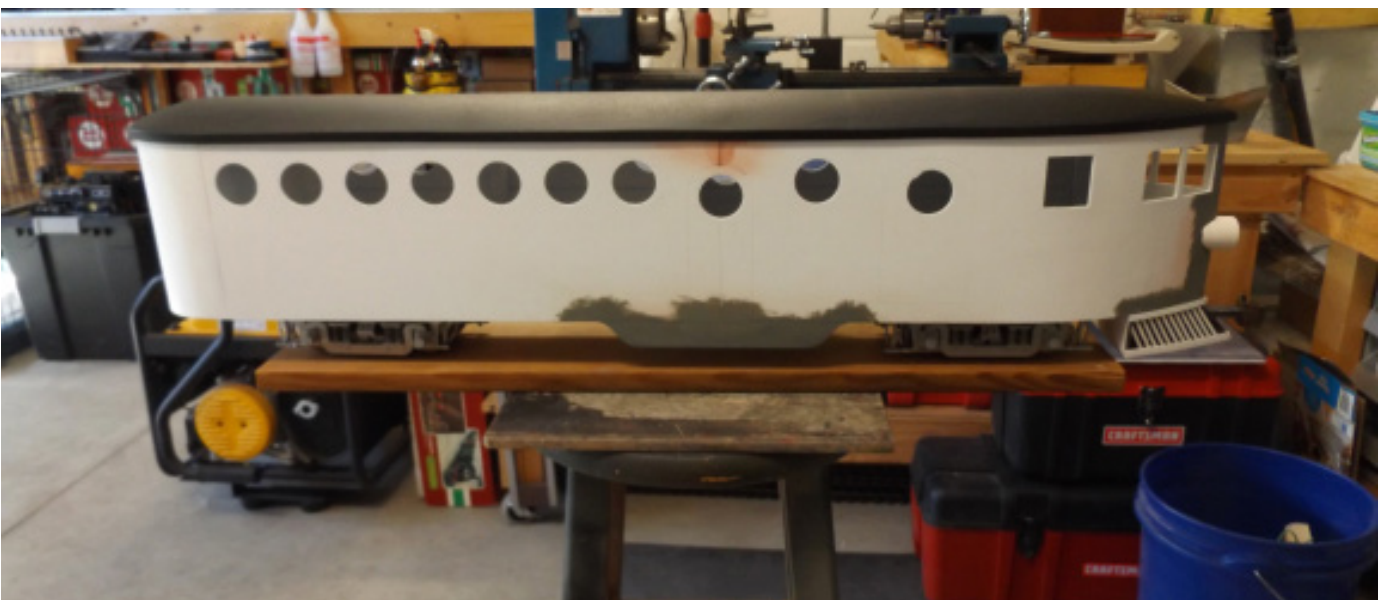


PHOTO 3245



ROARING CAMP

The last time that the BAGRS steamers operated at Roaring was in 2019. A couple of weeks ago on Father's Day weekend, it was a great feeling being back at the most authentic venue on our schedule. There was the huffing and puffing of the Tuolumne Heisler and the Dixiana Shay. There was the blacksmith hammering on red hot metal. There was the authentic railroad ticket office in the station house.

It was the place where Issac Graham first settled in 1830. Soon after, Mexican authorities named his wild settlement "Roaring Camp." [In 1842 he established the first saw mill west of the Mississippi. Fortunately, the big trees here were spared. Twenty-five years later the trees became the first virgin stand of coastal redwoods to be protected from logging. The rails first began carrying tourists to the Santa Cruz beach and the Big Trees back in 1875. The dream of preserving a piece of history and the virgin redwoods was a dream of Roaring Camp founder Norman Clark. He established The Roaring Camp Railroad in 1963 as a financial way to save the redwoods. The present Santa Cruz, Big Trees & Pacific RR has been operating a diesel along the old Santa Cruz route since 1985. He died soon after opening the Santa Cruz line, and his wife Georgiana was elected to be the CEO. She passed away in 2012, but not before she was awarded The California Travel Industry's Lifetime Achievement Award. The daughter of Norman and Georgiana Clark, Melani, now runs the entire operation.

The Dixiana was labeled engine #1 because it was the first engine obtained by Roaring Camp RR founder Norman Clark. The Shay is one of three engines (Shay, Heisler, and Climax) designated a National Mechanical Engineering Historical Landmark. The Dixiana was built by the Lima Locomotive Works in 1912. It's a two truck engine and can maintain 180 pounds of pressure. One of the six railroads that she served was located in Dixiana, Virginia and whence she got her name.

The Tuolumne Heisler was Roaring Camp's engine #2. It was ordered by the Hetch Hetchy & Yosemite Valleys Railroad in 1899 to operate for a sawmill company near Tuolumne City, California. When she was saved from the scrap heap and purchased in 1962 by Roaring Camp at Big Trees RR for \$7,000, the locomotive was the last operating steam locomotive of the West Side Lumber Company. It was designed by Charles Heisler and built by the Stearns Manufacturing Company. It can maintain 200 pounds of pressure.

The Sonora Shay is a three truck Shay built in 1911 by the Lima Locomotive works. During its history it was once owned by the West Side Lumber Company for many years. It was retired to a park in Sonora, California. It was finally purchased by Roaring Camp in 1985. It retained the #7 and was nicknamed Sonora, in honor of its past. The Sonora is one of only eighty-three Shays left in North America and one of the few fully functional Shays in existence.

I'm a late riser, but for Roaring Camp, which is a 1 1/4 hour road trip for us, I got up at 5:30 am to allow time for some necessary daily gardening. Surprisingly, when we arrived, the sun was already shining, unlike the usual overcast to start the day. The gang of steamers got immediately to work. We unloaded the trailer and began setting up the track. Things went smoothly until we finally began to level the track. It was one of those times when the track just didn't quite level out. We steamed all day with one side being a down grade and the other side being an up grade. The next morning a couple of us tried again, and after a half

ALL STEAMED UP ...

Richard Murray

hour, we finally got the track level.

Recently, Mick Spilsbury gave me some simple Member Application forms for when a visitor wants to join our club. It captures the prospective member while he is in the mood before he goes home and procrastinates, or tries and fails to join through our website. I gave out several of these forms to highly charged prospective members. Now, I'll have to make more forms since they worked so successfully.

Seth Abrahams arrived about an hour early even though he came from Livermore, about a two hour trip! He was also one of the first to start steaming. He steamed his green 1/32 Accucraft 0-6-0. It's an engine that rarely has any problem. Eric Child had the shortest ride to Roaring camp of anybody: he lives just a short distance away in Santa Cruz. Gary Whaley ran his Accucraft #3 Heisler, modeled after the Roaring Camp Heisler. Accucraft accurately labeled it West Side Lumber Co. Russ Miller also had a geared engine, an Accucraft 3 cylinder Shay, which he used to appropriately pull some big redwood logs. Jim Goss came with his wife, Sylvia, and brought his showstopper Blue Comet, custom made by Bill Allen. Golly, that's a smooth and powerful engine! Jim also brought a simpler engine, a Roundhouse 0-6-2 that is quite reliable.

Bob Armstrong ran a big Accucraft engine while his wife took a train to the beach. Both Bob and I and our wives were going to a restaurant in Santa Cruz: we had reservations, and they did not. When we got there before them, the waitress said if they did not have reservations, they might not be able to be seated. But with his good looks, Bob Hollywood Armstrong still got seated within minutes of us.

Bob Trabucco brought his custom built 2-6-6-2. He made it over a ten year period with custom parts and spare parts. It gives consistent steam plumes. Bob also did the steam club a big favor by hauling the trailer both ways to Roaring Camp. He even got very practical when I lost a couple of tiny screws from my Regner engine. He searched for and found some very fine wire to reassemble one of my trucks. At home he was unable to find any Accucraft metric screws to fit my Regner. He finally tried some eyeglass screws which fit perfectly! Thanks Bob. Happy 80th bi



Seth Abrahams adjusts the throttle of his Accucraft 0-6-0.



An uncommon sight: A blow down by the water tank.

ALL STEAMED UP ...

Richard Murray



The author's Regner Shay. It was saved by Bob Trabucco using fine wire to replace 2 lost bolts.



Gary Whaley pours water into the water tank of his Accucraft Heisler.



Jim Goss stops to be photographed with his scratch built Blue Comet.



Passenger cars are being maneuvered for an early morning run..

Steam Calendar

July 13-17

Summer Steamup, Lodi

August 13

Hiller Aviation Museum

September 3, 4

Ardenwood

September 10

Los Altos History Museum

October 2

Just Trains, Concord

ALL STEAMED UP ...

Richard Murray



ThRuss Miller likes his Accucraft Shay as much as his sun glasses.



Bob Armstrong aligns his wheels onto the track.



Bob Trabucco stands by the iconic Roaring Camp Kodak photo spot.



Eric Child watches a speeding steam engine round a curve.

THE MURRAY'S OPEN HOUSE

When I first began contacting steamers to be engineers for my open house, they all said that they had already been contacted by Jack Verducci, who was going to be open the same day as I was. I emailed many more steamers and only a couple were able to commit. The others could not or had to look up their schedule. I finally asked several more steamers but had little success. A week before the open house everybody called back and said they wanted to be engineers for a day. I even got some who heard about it through the grapevine. The end result was a terrific steamup event. There were enough steamers for conversation, enough engines to compare, and plenty of meal companions. Yes, there were meals, too. Melinda cooked up some frittatas and other stuff for breakfast. She cooked some ham and other goodies for lunch.

David Shawcross and Tim Boles both helped to show why steam layouts can have grades

ALL STEAMED UP ...

Richard Murray

and still have their engines run successfully. Dennis Mead, a humble guy and one of the smartest guys in the club, came with a gift: a UFO spacecraft made from his 3D machine. Did he model the spaceship after one that visited him? He didn't say. His German outline steam engine handled the difficult layout well. Beth Squires had the fastest Accucraft Climax that I have ever seen. She said it had just been tuned up. Lewis Breon came down from Petaluma to run his Roundhouse #24 2-6-2, an engine that has been in production for more than twenty years. Mike McKenna ran his English 0-6-2. During one loop his roof came off, and he just stuffed it into the cabin for one more loop. Unfortunately, the roof probably came unstable and wedged inside a tunnel, resulting in some bent metal. Mike said he needed to do some repairs by bending some metal. He confessed to operator error. Cliff and Judy Luscher came up from Bakersfield to visit his doctor. Cliff asked if he could coordinate his doctor visit with a visit to our layout. Sure. We hadn't seen Cliff and Judy for a couple years. It always brings a warm feeling when seeing long-lost friends. He ran an luki, a Hawaiian plantation engine. Of course, it's made by Accucraft, his previous employer. The curious passengers in his ore cars were ten rabbits.

Notable visitors were Past President Don Watters, who showed off pictures of his new dog. Dart & Dottie Rinefort, the sweetest couple in a hundred miles and one of my favorite couples, visited for a considerable time and even stayed for lunch. They are always eager to buy some odds and ends for their beautiful railroad. I showed them some possible items that I offered to give them. Dart picked out a couple items but wanted to pay for them. Dottie then started laughing hysterically and joked that he was outwitted once again by a shrewd salesman. Channing Cheng and Bing, manager and owner of Accucraft came by to see the layout for the first time. They asked for a video interview, but I was reluctant. I'm not very articulate in interviews. Past President Russ Miller stopped by and we talked about the upcoming National Meet. Yeah, he stayed for lunch. Greg Hile, our newsletter editor, just came back the night before from the National Meet in Denver. Like Russ, he, too, was still under the effects of jet lag.

After five weeks of labor from morning to night, the layout showed well. I have got to find a less labor intensive way to get the railroad ready for the National Meet next year. Or maybe I could just start sooner?



Mike McKenna's engine going backwards before his accident.



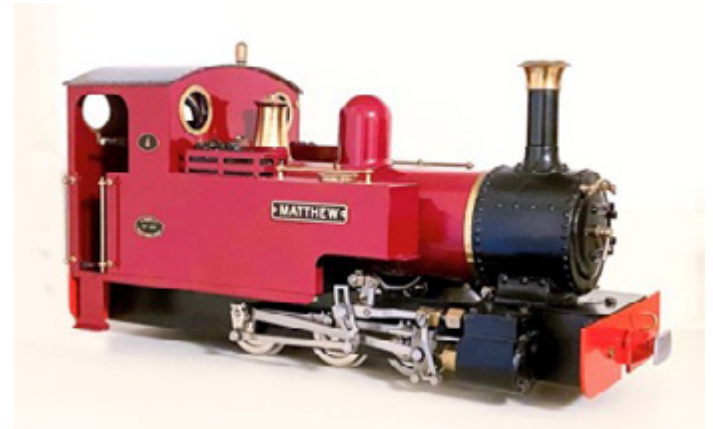
Dennis Mead was quite resourceful for his last minute couples: miniature curtain rod hangers.

EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

Bill's Weyerhaeuser 108 Mallet build is still on hold, he has to attend to leaks of his Koi pond.

However Mike Martin stepped in. He was a member of BAGRS until he moved to Southern California. He is experimenting with 3D prints and subsequent castings. He uses Shapeways to process his designs. Here IS a Roscoe lubricator. The left side shows the 3D model, the right side the actual part. He also designed name plates, which were manufactured the same way as a final casting. There is also a (Roundhouse) loco which proudly shows off these plates:



Mike also works on a kit of the Aster Lion. By the way, this loco appears in the lovely movie "Titfield Thunderbolt."



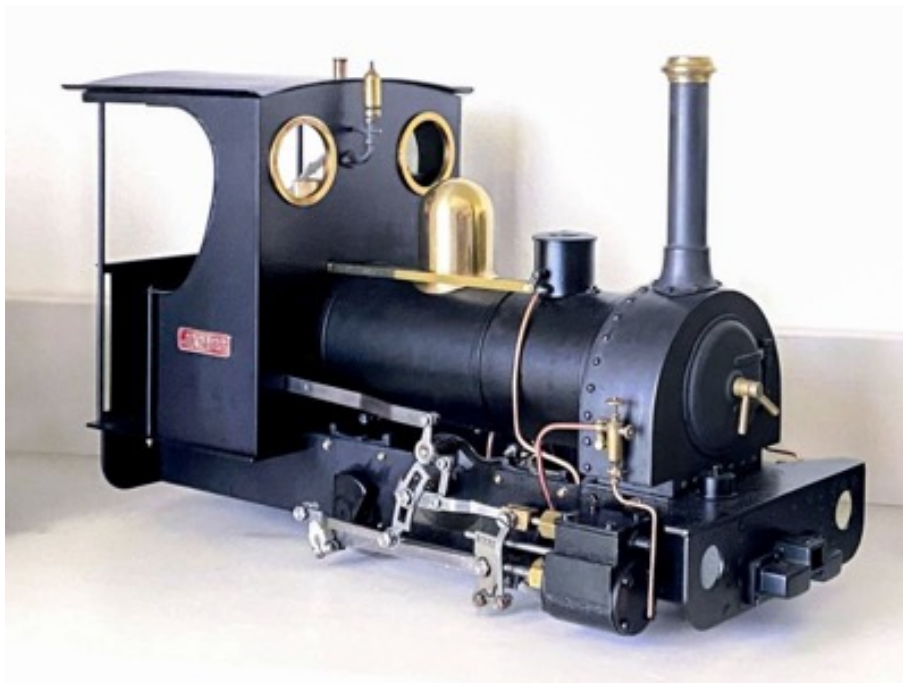
EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

And still in parts:



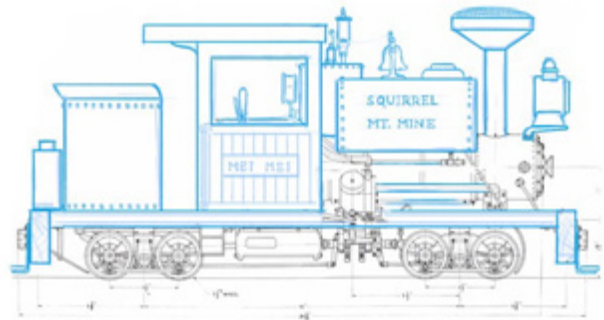
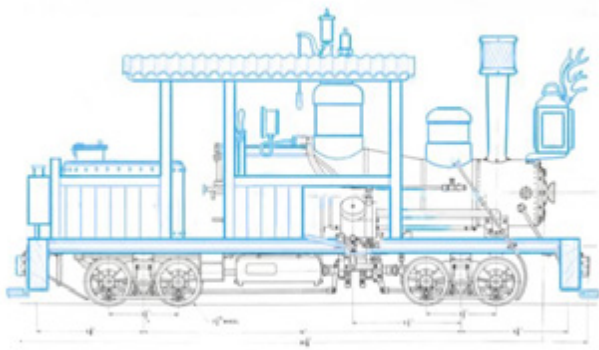
Recently he finished another Roundhouse loco, a beautiful Hunslet. After having painted it in all black, he removed the paint from the dome and the cap of the smokestack and polished the brass. This vastly improved the appearance of the loco.



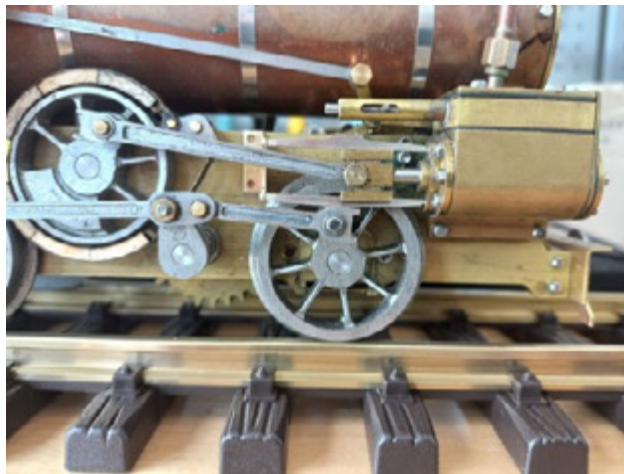
Before I returned to Germany, Eric and I did some horse trading. He ended up getting my ride-on Heisler, which as a 1:12 model that does not really fit our stable. All the other locos are 1:8 Narrow Gauge. So Eric will convert his Heisler. Here are two doodles of what it could look like. He leans more to the version with the saddle tank, while I like the other one better.

EAST DEVIL HILLS MODELING GROUP

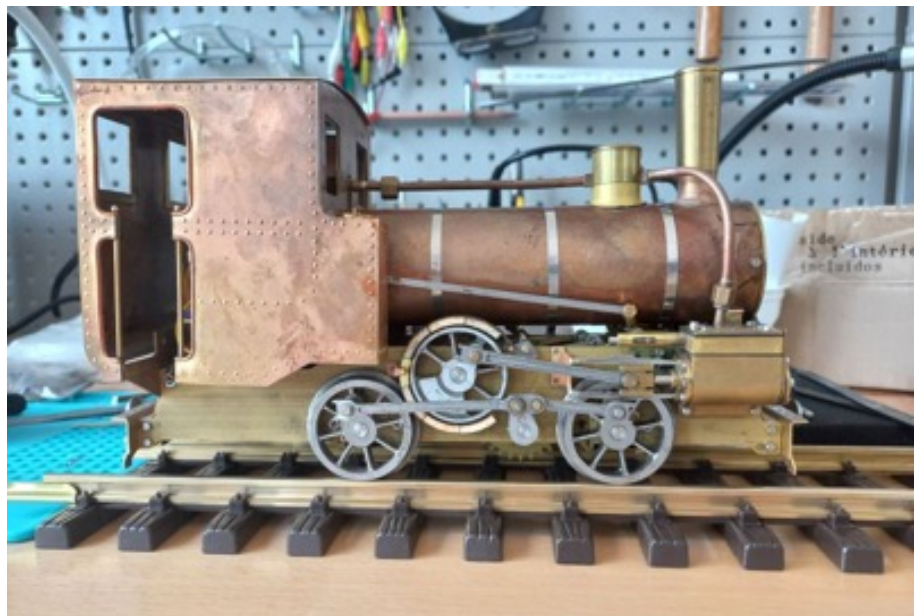
Henner Meinhold



My rack loco finally got its (cosmetic) crosshead slide bars. They are milled out of 1 mm (0.04") nickel silver:



The guide bar bracket and the crosshead are gifts from Dennis, which finally found their proper place on the loco. It approaches completion. Here it is seen on a track without a rack, as this loco could run either way:



EAST DEVIL HILLS MODELING GROUP

Henner Meinhold

A little off-topic: This weekend I visited a short preserved electric line not far from Berlin, the "Buckower Kleinbahn." They own some interesting railcars and locos. Here is a picture of the original combo on this line, which was built using parts of the Berlin rapid transit (S-Bahn):



They also have a little steeple cab loco, which is very interesting to me. It was used in the Stralau glassworks, which is about 1/2 mile from my home. I want to recreate the loco in H0:

Finally I want to show a part for another H0 loco, which was entirely milled in my CNC mill. These are water hatches, the diameter is 1/8" and the holes in the lid 0.015". The photo was taken under a microscope. The drill bit in the lower part of the picture is 1mm (0.04").



As a member of BAGRS I still get the post cards with the details of the open houses, albeit with a 3 week delay. I miss these events!

Henner

[Editor's Note: We miss you, too, Henner!]

Introduction—I know some of you reading this will be in beautiful Colorado at the Garden Railroad Conference. Was there last year myself and so many great train experiences such as the Colorado Model Railroad Museum - Greeley, The Pikes Peak Cog Railway and Royal Gorge Route Railroad - Canon City. Wish I was there again. Not much to report on new train stories in the movies and TV. The "Bullet Train" film with Brad Pitt is now set for an August release and there is no sign of "Compartment No. 6" despite all the awards and AMC saying they have it. This one is from Finland, a country trying to go NATO but set mainly in Russia. Not sure it's the right time for "Compartment" now but maybe will show up on Netflix, Prime Video etc. So far I have not seen any reference to it, and it is not something I am losing sleep about it myself.

Dunsmuir Railroad Days—What a nice place: the town of Dunsmuir, California. Dunsmuir is very railroad oriented. My wife and I often visit Oregon in October, so it is great stopping place after a half day drive. Highly recommend staying at the Railroad Resort there (Caboose/Boxcar Lodging) if overnighiting in that fine town. A happening at Dunsmuir is their Railroad Days Celebration from June 10th to the 12th. Looks like I will miss it again as several plans conflict. Maybe some of you might be able to go. The National Garden Railway Conference is coming up right afterward but giving everybody the website just in case. Here are the details:

2022 Dunsmuir Railroad Days: June 10, 11 & 12

APRIL 8, 2022



<https://dunsmuir.com/2022-dunsmuir-railroad-days-june-10-11-12/> - Dunsmuir

Also, up from Dunsmuir in Weed near the state border are more concurrent railroad celebrations with details below. I once visited the Black Butte Center for Railroad Culture on a rainy Saturday morning and found a map handy as car navigation system took me to the wrong place.

<https://www.bbcrc.org/eotl.htm> - Railroad Culture in Weed

Note: Wrote this very early and now realize it will likely be all over before anybody can enjoy Railroad Days. Decided to leave it in as there is always next year for this. At least I will be looking at that timeframe in 2023.



Jim Maley and his Hobo's Lament railroad live in Milpitas. Jim can be heard on KKUP FM radio 91.5 and knows a lot about movies, music, trains, and New Mexican chiles. He can also be reached at kkupdj@me.com.

Top Gun Maverick—I know it's not a railroad movie but train people will like it! Made it to the theater the day it opened believe it or not. If you like the original movie of 1986, you will definitely like the new version. "Goose's son "Rooster" is even at the piano doing "Great Balls of Fire". Maybe the music of the 1986 version was better, but at least they had a rendition of "Danger Zone". The character Rooster (Miles Teller) is a major player in the plot and even "Iceman", Val Kilmer is in the movie. Not only that but the "Hangman" character is much like "Iceman" from the original plot. I guess you can tell, I like the heck of this movie. It reminds me of the days of yesteryear being young in the Navy and guess that is part of its appeal. What an action-packed ending and it would be criminal to say any more about it. It takes a lot to get me in front of the silver screen these days, but this one has been on my radar for several years now.



Mr. Bullet-Train Passes—Caught this on a Saturday Morning addition of the Wall Street Journal but of course if you hit the URL, you will be asked to subscribe. So here is the story from the The Mainichi and believe it or not, subscribed to their English newspaper (Mainichi Times) long ago while living in Yokohama and shipping out of Yokosuka.



This fellow, falling to interstitial pneumonia at age 81, was a major proponent of high-speed railroading all his professional life and especially magnetic levitation technology (MAGLEV).

<https://mainichi.jp/english/articles/20220527/p2g/00m/0bu/097000c>—Railroader Kasai

Movie & TV Scenes Showing Model Trains—I get a kick out of seeing model trains at any gauge in the movies and TV. I guess that is why I keep an "eye open" for this. So here is another which came unexpected to me this very day of writing.

I like "NCIS" and maybe its my Navy days having had a slight interaction with agents from the former NCIS then called NIS. No major crime here for me, just a low-level investigation of a possible theft of funds from our ship's "Gedunk" (Canteen for you Army/USAF folks). Nothing very high level like the TV show. I like the old NCIS with Gibbs, Dinozzo, Abby etc. and am wading through season after season on Netflix.



So today on S13:E11 (The Spinning Wheel) for the first time, a model train played an NCIS role and what a wonderful role it was. Dr. Ducky Mallard (David McCallum) reflected on giving his lost brother a model train when in the Royal Army back in the day. All his adult life he searched for his missing brother Nick. When he finally found him, he was in a sanitarium with early onset Alzheimer's. Ducky used the model train locomotive to revive the

memory of his brother. He then recognized Ducky. A very poignant scene and my wife shed a tear for sure on this. This scene is shown on a TV screen shot and a nice endorsement of model trains.

Railroad Song of the Month—Judy Henske passed just before my last T&T submission. I kiddingly, called her my girlfriend of the 1960s, all six feet of this dynamo from Chippewa Falls, Wisconsin. Was in the Navy then and bet I was not alone with that girlfriend moniker. I know this was true on my ship as a number of us loved to play Big Judy belting out a song with outrageous humor. From the time of seeing her on the old "Hootenanny TV Show" with Jack Linkletter knocking everybody dead with "Wade in the Water," I was a fan and bought all her records. Later in life, Judy and I reacquainted by email as she was a mushroom forager and we compared notes for a few years. With her comeback in the late '90s, I finally got to meet Judy in person after a great telephone interview on KKUP. It was at the "Freight & Salvage" in Berkeley, and she acted like a long-lost friend and almost crushed me to death with a "bear hug." She sang all her favorites over the years and left none out to my knowledge at that great concert.



I think over the years, I have presented two great railroad songs by Judy, "Lonely Train" and "Railroad Bill." Here is a third, "Oh You Engineer." Whenever I see "a high-flying bird" (her most popular song), I will think of my girlfriend of the '60s.

<https://www.youtube.com/watch?v=NKwL3mjTIrs> - Oh, You Engineer

And why not a bonus song to remember Judy!

<https://www.youtube.com/watch?v=cKjkUPzui7A>— Wade in the Water

BAGRS HERALDS

The BAGRS club herald is now available in a 12-inch diameter aluminum format. Perfect for display on your layout. Cost is a very reasonable \$25 plus shipping. If you are interested, send an email to Don Herzog at donjherzog@gmail.com and he will add you to a list.

He will probably wait a month to see how many requests are received, then place an order for a batch.

Payment can be made once the heralds are produced and ready to pick up or ship.

POSTCARDS OF THE PAST

Bill Ralph



WEST SIDE & CHERRY VALLEY RAILWAY

Tuolumne, Calif. Relive a part of authentic lumbering history. Ride behind the old Shay over our narrow gauge railway, that was built in 1899. Roundhouse, Corliss Engine, Museum, Motion Pictures, Gift Shop, World's largest steam display.

The first attempt to revive the West Side Railroad and establish it as a destination tourist railroad was in 1968, seven years after the lumber companies closure and the removal of most of the track. The new West Side & Cherry Valley Railway operated short excursions for railfans behind West Side Shay #15 on a two-mile section of surviving trackage between the Tuolumne yards and Baxter Siding. Additional rail was laid in 1970 connecting the fledgling operation to another surviving section track that ran to River Bridge, creating a 6-1/2 mile tourist steam operation down the steep scenic canyon. Unable to draw crowds to the fairly remote location with only seasonal steam operations and modest railroad and lumbering displays, the West Side & Cherry Valley Railway hung on until 1973 and once again the canyon went silent. In 1978 Glenn Bell purchased the entire 340 acre site of the former West Side Lumber Company for his short-lived ten-million-dollar railroad themed amusement park that only operated for just a single season. Frank Cottle tried operating the railroad under Pickering Corp. ownership but ended up selling much of the surviving equipment to other tourist railroads. The remaining WS&CVRR rails were pulled up in 1986 ending a nearly two-decade attempt to permanently restore the iconic West Side Railroad.

Circa 1970 postcard from the collection of Bill Ralph

MUSINGS OF A THEME PARK FAN

Bill Ralph



DISNEYLAND OMNIBUS

Disneyland's 5/8 scale double-decker Omnibus carries hundreds of passengers daily on a fun-filled tour of Main Street. Camera fans especially like the unique angles the Omnibus's second deck provides.

In 1952, twenty-three-year-old recent Art Center College of Design graduate with a brief stint as an industrial designer for the Ford Motor Company, Robert Henry "Bob" Gurr was tagged by Walt Disney's WED Enterprises to consult on the design of the miniature Autopia cars planned for Disneyland's Tomorrowland. Impressed with his skill and knowledge, Gurr was hired as a full-time designer dedicated to the design and construction of Disneyland naming himself Director of Special Vehicle Development. During his forty-year tenure as one of Disney's first Imagineers and designer of Disneyland's Autopia cars, Gurr designed the Omnibus and the other Main Street USA vehicles, the Monorail, 20,000 Leagues Under the Sea Submarine Voyage, Matterhorn Bobsleds, Phantom Boats, Haunted Mansion "Doom Buggies" and the Fantasyland classic dark ride vehicles. Gurr "retired" in 1981 to establish his own design firm and continued consulting with Walt Disney Productions, Universal Studios and other amusement park clients. Bob Gurr was named as a Disney Legend and has a window dedicated to him on Main Street USA.



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

MEMBERSHIP INFORMATION

BAGRS BOARD AND CONTACTS

POSITION	NAME	EMAIL ADDRESS
President:	Mick Spilsbury	president@bagrs.org
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Secretary	Lynn Gerber	secretary@bagrs.org
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At-large board member	Greg Hile	greghile@outlook.com
At-large board member	Richard Murray	steamer060@sbcglobal.net
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Live Steamers	Richard Murray	steamer060@sbcglobal.net
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BAGRS DISTRICT SUPERINTENDENTS

Golden Gate	Ken Brody
East Bay	Bill Ralph
North Peninsula & San Francisco	Don Watters
Mid-Peninsula	Don Watters
Tri-Valley	Jim Rowson
Diablo Valley	David Mease
Sunnyvale & Santa Clara	Mike Paterson
San Jose/Milpitas	Michael Laine
Santa Cruz & Monterey Counties	Trevor Park
South Santa Clara & San Benito Counties	Nigel Mallinson
Members Outside BAGRS Districts	Nancy Norris

CALENDAR

July 13-17	National Summer Steamup	Lodi
July 16 and 17	Layout Tours	Golden Gate/REGRS
July 24	BAGRS Board of Directors meeting	Zoom
August 13	Live Steamers	Hiller Aviation Museum
August 20	Layout Tours	South Santa Clara/San Benito
August 21	Layout Tours	Santa Cruz/Monterey
September 3-4	Live Steamers	Ardenwood
September 10	Live Steamers (tentative)	Los Altos History Museum
September 18	Layout Tours	East Bay
September 25	BAGRS Board of Directors meeting	Zoom
October 2	Layout Tours	Diablo Valley/Just Trains
October 23	Phantom Layout Tours	All Over the Place
November 20	BAGRS Board of Directors meeting	Zoom
January 29, 2023	BAGRS Board of Directors meeting	Zoom
July 1-8, 2023	38th NGRC	Santa Clara and Beyond

MEMBERSHIP INFORMATION

NEED A BAGRS NAME BADGE?

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

BAGRS FOR SALE BY MEMBERS

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

BAGRS ONLINE PHOTO AND VIDEO LIBRARY

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

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

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

The upper-left corner has a pull-down menu to select ALBUMS. Then click on the album of interest.



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TRELLIS AND TRESTLE

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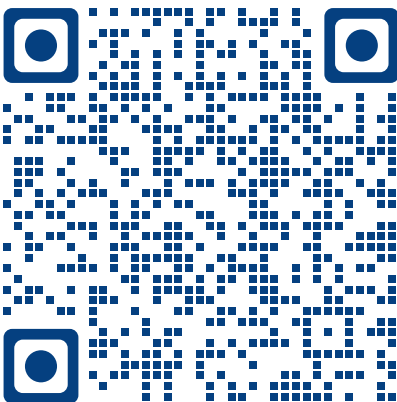
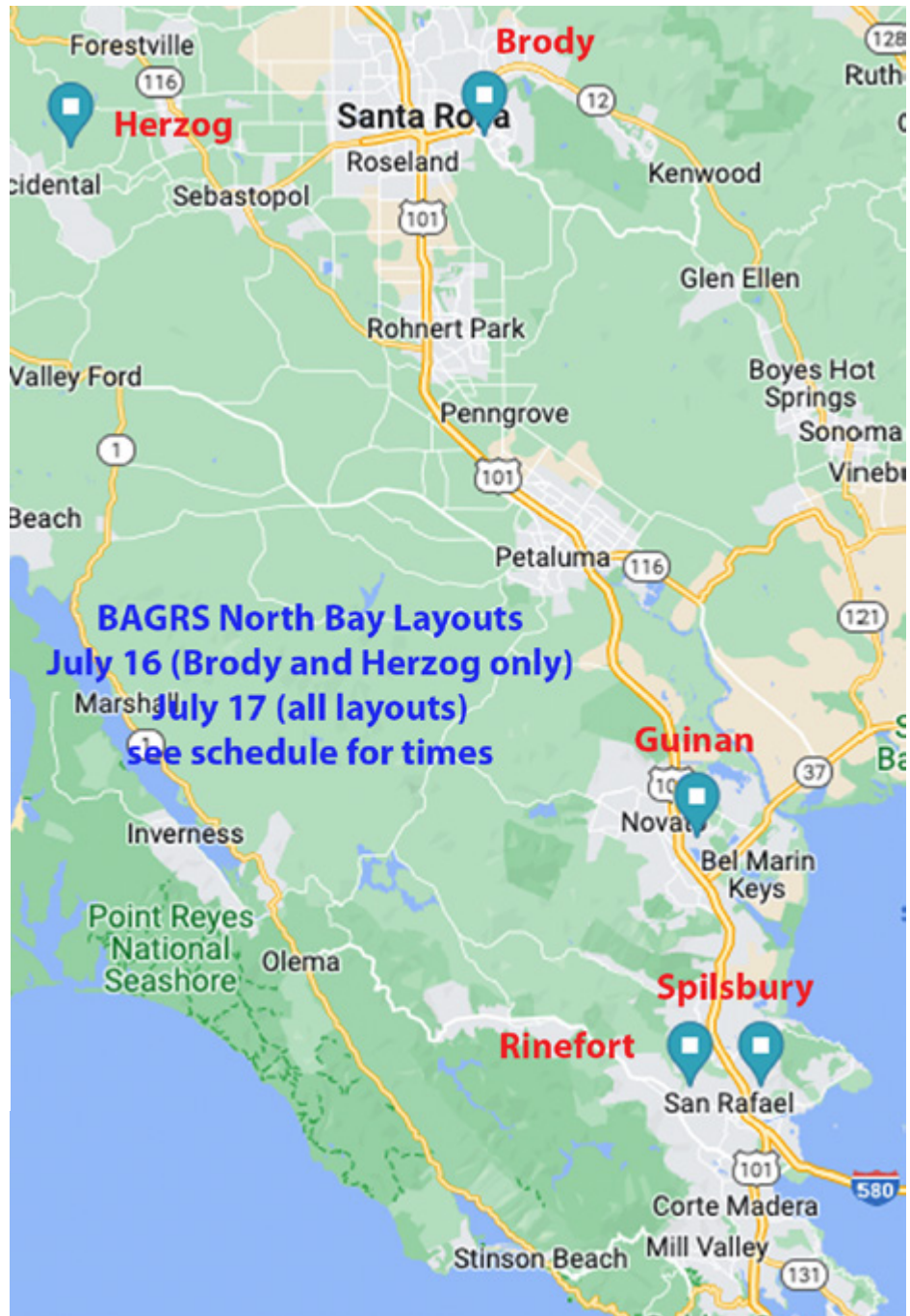
BAGRS.ORG **FACEBOOK** **INSTAGRAM**

JULY EVENTS

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

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

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



COME VISIT THE NORTH BAY

Golden Gate District members invite you to come see our railroads on Saturday and Sunday, July 16th and 17th. We will have five layouts open for visiting on Sunday and two will also be open on Saturday. The times are noted below along with information about each layout and directions on how to get there.

Don & Becky Herzog Saturday 12:00 - 4:00 + Sunday 10:00 - 4:00
13404 Harrison Grade Place, Sebastopol 707/529-2095 or 707/874-6016

Here you will find three layouts in one location. All three layouts are built on raised concrete block beds and can be viewed from all sides. The two larger layouts are Don's and Becky is the proprietor of the third. A restroom is available.

Miniature Plant Kingdom Mountain Layout: This 25x75-foot layout contains a mountainous area down the center and a large waterfall. A western town, a railyard, and a replica of nearby Sturgeon's steam-powered lumber mill are at one end of the layout with the remaining area being rural in character and extensively forested. As many as five trains can be run simultaneously on the two loops of track using track power and a block control system. One track follows along the edge of the layout while the other winds around and tunnels through the mountainous area.

Miniature Plant Kingdom City Layout: The city layout is level, L-shaped, and about 25x75 feet in size. At one end is a large city around which are two trolley-car lines. The far end contains a farm and in the middle is a zoo with its own small loop of track. Two primary tracks parallel each other along the edge of the layout and can accommodate long trains. All lines are track powered.

Fox Hollow Layout: A winding, folded dogbone track design enables lots of track to fit in this 11x14-foot layout. The track passes through a tunnel, then climbs on a viaduct to the hill above the tunnel. Scenery includes a school yard and a snow scene. Trains are battery-powered.

Directions: From Cotati and south: Take Highway 101 to the Gravenstein Highway (Highway 116) exit and head for Sebastopol. Continue through Sebastopol about 2 miles to Occidental Road and turn left. Head west on Occidental Road 2.5 miles to Green Hill Road, then turn right. Drive 0.8 mile to Graton Road and turn left. Go 1.8 miles toward Occidental and look for narrow Tanuda Road on the right. Go uphill 0.2 miles to Harrison Grade Road. Turn right. Harrison Grade Road soon makes a sharp left turn. Now heading north, continue 0.6 miles to Harrison Grade Place on the right. Look for a double yellow centerline in the street, a lot of street numbers attached to the street sign, and about a dozen mail boxes across the road. Our street is really a long, dirt driveway. Turn right and continue driving slowly to the 5th driveway on the left. There is parking in the back of the property. There should be sufficient parking there and along the main driveway. However, if this area is full, continue around to the street, turn right and park wherever there is room. DO NOT block any driveway and leave

room for emergency vehicles.

From Santa Rosa: Head east on Highway 12 to Fulton Road. Turn right then at the first light turn left onto Occidental Road. Cross Hwy 116 at the light and continue as above.

Ken & Crystal Brody Saturday 12:00 - 4:00 + Sunday 10:00 - 4:00
1889 Bennett Meadows Lane, Santa Rosa 707/479-7920

Crystal Creek & Rock City West Railroad: Better known as "The Westie Line," the CC&RCWRR consists of about 400 feet of mainline track that gains 5 feet in elevation as it winds its way uphill from the Town of Crystal Creek, through Rock City, to the wilds of the West Highland Terriertory. Along the way, trains cross multiple bridges and trestles and pass through several tunnels. Grades are as steep as 4% or a little more in places. The return downhill is via the Thorn Loop which includes a 20-foot tunnel. The waters of Crystal Creek tumble along the route before emptying into Misty Pond adjacent to our patio.

Motive power consists of various siderod and geared engines. All are battery powered and controlled by AirWire throttles. Switches, once air operated, are now all thrown manually as needed by the engineers as they follow the trains.

The Westie Line, now nearing 30 years old, was featured in one of the last issues of Garden Railways Magazine, the Summer 2019 issue.

Directions: From the Highway 101/12 interchange in Santa Rosa, head east on 12 to the end of the freeway at Farmers Lane and turn right. After two short blocks, the street ends at Bennett Valley Road. Turn left and continue about a mile to the first light which is Tachevah Drive. Turn left, then left again at the next street, Knolls Drive. Go to the stop sign at the end of the long block and turn right onto Bennett Meadows. We are the third house on the left. There is not much parking in front, so you may need to park up the block or on Knolls. If you have walking limitations, it is okay to park in our driveway.

Bob & Pat Guinan Sunday 10:00 - 5:00
1144 Lea Drive, Novato 415/897-0787

Deer Island Railroad: The DIRR is an imaginary railroad operating in a western, "High Sierra" mountain setting, winding its way along 500 feet of continuous track. Established in 2002, a variety of modifications have been made through the years with some major improvements, including several nighttime lighting features, accomplished in the last two years. There are 4 tunnels, 3 dry washes, 2 long trestles, 2 reversing wyes, 7 bridges, 4 sidings, a 30-foot long river, a town, a farm, cabins, a mine, and lumber operations. The layout is elevated two to five feet above ground for perfect viewing of the rugged mountain landscape.

The landscape design supports a half dozen mature Chinese Elms, a forest of "Chamaecyparis thyoides" Top Point and Little Jamies and an orchard of Dwarf Flowering

JULY EVENTS

Pomegranate Trees. The track terminates in a train shed with a three-track train yard. The layout is track powered and several trains can be operated using AirWire RC/battery control.

Directions: From Highway 101 (Northbound or Southbound), take San Marin exit. Drive west to Old Redwood Hwy (a few hundred yards), then go south (left turn) to Olive Street. (first stop sign with Shell gas Station on the right). Make a left turn (eastbound) onto Olive Street. Continue for about 1¼ miles to Lea Drive. Make a right turn and continue to 1144 Lea Drive. on right.

Dart & Dottie Rinefort Sunday 10:00 - 5:00
101 Wimbledon Way, San Rafael 415/453-4371

OS&F Railroad: Due to the success of the local gold mine in the early 1900s, the town of Loganville has grown rapidly with new commerce and industry. Winding its way through tunnels and canyons and across bridges spanning rivers with cascading waterfalls, the OS&F RR provides both passenger and freight services as it travels through the rugged terrain of the California foothills. The layout features the scratch-built Sisters Hotel which overlooks the town and provides guests with vistas of the mining activities. Many other buildings are scratch-built with detailed interiors including a Town Hall and Fire Station, and our latest, a Machine Shop. The most detailed is a Victorian House modeled after the historic Lyford house in Tiburon. Also, an Outfitters Cabin, and a mine with small diesel engine operating on 0-gauge track for transporting ore from mine to Stamp Mill add interest to the layout. A new housing development is under construction on an adjacent hillside to further accommodate the towns growing population.

Two-train operation on single track main line is accomplished by utilizing battery power with AirWire control for one and track power for the second. Inside is a ceiling suspended RR with several bridges and a tunnel. Limited handicap access (stairs). Restroom available.

Directions: From Hwy 101, take Central San Rafael exit and follow frontage road to 5th Street. Proceed west through town for approximately 1¾ miles to Racquet Club Drive (stop sign). Turn left and proceed up the hill to Longwood Drive. (stop sign). Turn right and proceed up Longwood to the T at the top. Turn right onto upper Wimbledon Way. House is 6th on the right.

Mick & Liz Spilsbury Sunday 10:00 - 5:00
35 Bradcliff Court, San Rafael 415/342-5795

Black Canyon Drinking Mining & Railroad Company: The BCDM&RRCo was built in 2015 using lessons from my first garden railroad to maximize run time and minimize maintenance. 325 feet of track and 12 switches are 2 feet above ground and are secured to easily accessed brick walls. The layout is lit for night operation. Battery powered LGB Moguls operate various consists. Track power is also available.

The year is 1897 and trains run from the Colorado township of Red Rock City to Black Canyon Mine. The line includes a 20-foot narrow canyon, a tunnel, a 7-foot bridge over a small waterfall and 100 feet of rock work. Most of BCDM&RR runs through a mature garden, though Red Rock City incorporates numerous miniature plants. Some structures are scratch-built.

Directions: Heading north on Hwy 101, take the "Central San Rafael" exit and proceed straight on Irwin across 4 lights. At the 5th light turn right onto Mission. Then, at the 1st stop sign turn left onto Grand; at 4th stop sign turn right onto Mountain View; and lastly, take the 2nd right which is Bradcliff Court (which dead ends in our front yard).

Heading south on Hwy 101, take the "Central San Rafael" exit. At the 1st light turn left onto Mission. From there, proceed as above.