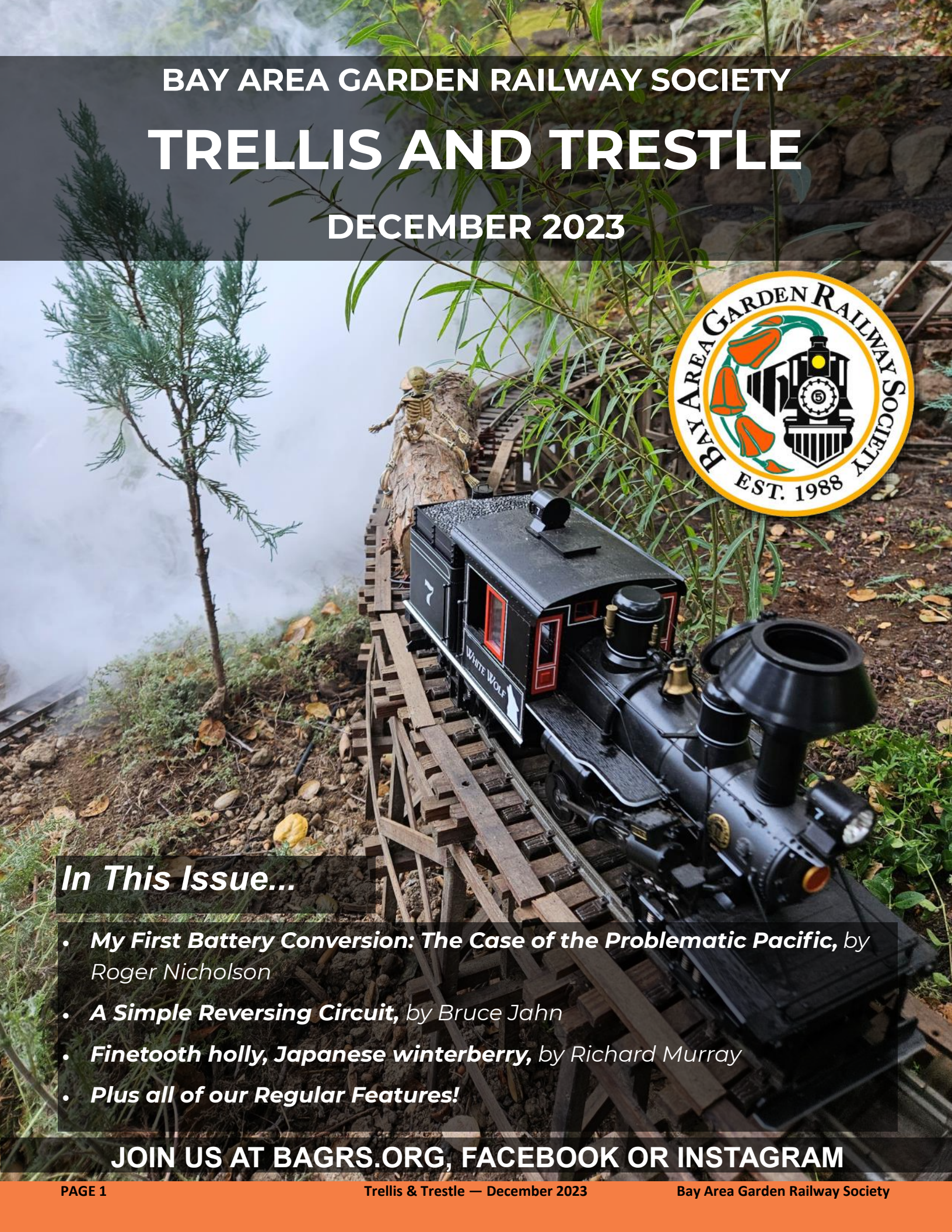
BAY AREA GARDEN RAILWAY SOCIETY

TRELLIS AND TRESTLE

DECEMBER 2023



In This Issue...

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PRESIDENT'S PERSPECTIVES

2024 MEMBERSHIP &
2024 OPEN RAILROADS

2024 MEMBERSHIP

Thank you to the 150 members who have paid their 2024 dues and renewed their membership for 2024. For those that have not renewed yet, you have 30 days to renew. 2024 dues are payable no later than December 31. Email reminders to pay 2024 dues start going out soon, so my advice is pay dues now and skip the reminder emails.

MEMBERSHIP SURVEY

When the survey closed last night, we had input from 55% of BAGRS Memberships. By survey standards, that is a great response rate. Thank you! December sees us tabulating your input, the most time consuming step in any survey.

FALL OPEN RAILROADS

Congratulations to all who opened and to Roger Nicholson for capturing the open railroads in the superb mid-November special edition of T&T.

2024 OPEN RAILROAD PROGRAM

We are looking forward to scheduling 2024 open railroads in a similar way to how Fall 2023 open railroads were scheduled. We believe that there will be more open railroad days when RR owners have a selection of dates to open, rather than one date set for their District. There may even be some dates when there will be two sets of railroads open in areas far apart in our extensive Bay Area.

Meanwhile images and short videos have driven our Instagram following over 2,000. our Facebook following over 1,500 while our newest social media channel YouTube already has over 300 followers.
We will share the top 202 posts in the February 2024 T&T.

FROM THE EDITOR'S DESK

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. Roger operates the *Crystal Cove & Rose Railroad*.

- **On the Cover.** This month's cover image is from the Fall 2023 open house of Tom Elam's **White Wolf Logging Railroad**. The Bachmann Heisler is AirWire controlled and is powered by that very large log that it is towing (the one being ridden by a skeleton), which is stuffed with a Lithium-Ion battery pack.
- **I hope that everyone enjoyed the "extra" special *Trellis and Trestle* edition for the Fall 2023 open houses**. I appreciate all of the positive feedback that I've received on the *Trellis and Trestle*. It has been a lot of fun so far, but the thing I'm enjoying most about editing the newsletter/magazine is simply meeting or conversing over email with a lot of people in BAGRS that I hadn't met before.
- **I promised a battery conversion article**, so in this issue I tell the story about what prompted me to start doing battery conversions on my own railroad. It is a learning process, and I get better at it the more I do it (I've done about 10 of them so far.) You have to start *somewhere*, after all. I don't get highly technical in this one, but will add more details in future battery conversion articles. If you have a battery conversion story to share, please let me know.
- **Wiring up sound cards.** I sense from conversations that I have had with members that a few articles about how to hook up common sound cards (such as Sierra or Phoenix) might be useful.
- **"I should have applied for a burn permit!"—**You *really* need to read Dave Frediani's article in this issue. I'm picturing the scene in *National Lampoon's Christmas Vacation* in which Santa's sleigh arcs through the night sky trailing flames.
- **Wishing everyone a happy holiday season!**

—Roger

THE BATTERY CONVERSION DEPARTMENT

My First Battery Conversion:

The Case of the Problematic Pacific

By Roger Nicholson

The old Aristocrat Pacific sat on the track high above my head and stubbornly refused to budge. The track was stainless steel, but the wheels on the Pacific were definitely NOT. I continued to increase power, and the Pacific just sat there, mocking me. I raised the voltage a bit more. Suddenly, it shot forward like a bullet. This is *not optimal* when the locomotive is on a track 7 feet off the ground. I brought it down, cleaned the wheels, and tried again. *Nothing* I did improved the situation.

This was one of my favorite locomotives. I had purchased it off eBay for a reasonable price. It looked like it had been well used for years. While it appeared far from new, it ran well and had a Phoenix sound card in it. At the time, I really wanted that sound card.

Now, the loco didn't want to run well at all. It had gradually reached the point where I had to give it a little nudge in order to get it moving each time. This is really annoying, but workable if the track is on the ground where you can access it. It is totally unworkable when the track is overhead garage storage and you have to climb up a ladder to reach it.

I considered my options, and there weren't many of them. It isn't like you can just buy a new set of Aristocraft drivers. The motor was just fine—I just couldn't get power to it in a reliable manner. Could I replate the wheels? Was my favorite locomotive going to become a "shelf queen?" There was one more possibility—one that I hadn't really given serious thought to until now: I could convert it to run off a battery. I knew nothing about converting to battery power, so this was going to be a learning experience for me.

To be honest, I wasn't really excited about battery power. You see, I had already acquired two battery-powered LGB Moguls that came as part of a big collection I bought. They also came with two rather ancient AirWire transmitters, both of which actually worked at the time, before I learned what happens if you don't remove the batteries from them after each use.

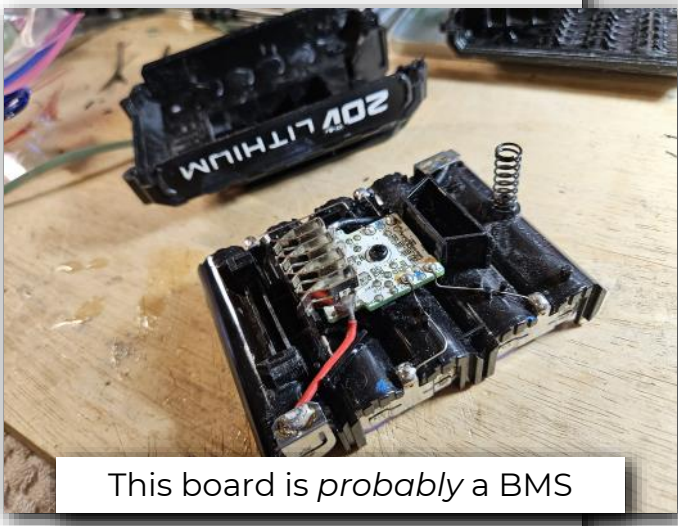
The two Moguls had Nickel-Metal Hydride (NiMh) battery packs installed in their tenders. They worked fine, but after spending hours charging the battery, I had to run the locomotive right away. If I let it sit after being charged, the batteries would be dead a week later (the batteries were quite old). This was tedious and prevented me from running them whenever I felt like it. I eventually gave up and stopped running them at all.

I decided that Lithium-Ion batteries were the way to go. They were smaller than the NiMh batteries, and they had a higher charge density. Basically, it is a smaller battery pack with more power. But, even better, they would not "self-discharge" if I let them sit for a long time. My Li-Ion cordless drill can sit for weeks without discharging—why not my locomotive?

I started thinking about what I had available for this as inexpensive as possible. I already had an extra, very old, AirWire receiver that I could use. It was a Model AW9D10SS—one of the really old ones where you could split the board into two sections to fit into tight spaces. It also carried the warning not to apply more than 18 volts to the battery terminal, or BAD things would happen. My battery would need to be limited to less than 18V. I could simply purchase a Li-Ion battery pack to install in my locomotive, but, they are expensive and I wasn't ready for that type of financial commitment yet.

I noticed my cordless drills with their 20 Volt Li-Ion battery packs—perhaps I could use one of *those* to power my recalcitrant Pacific; however, the voltage was too high for my ancient AirWire board.

I decided that I needed to become familiar with the characteristics of Li-Ion batteries. After doing some research, I learned that Li-Ion cells output 3.7 volts (and can reach around 4 volts when first charged). I learned that the cells should *never* be overcharged, or run completely down. Running them down will permanently damage them, and overcharging them can result in…fire. Yes, fire isn't the exclusive domain of the live steamers any longer.



This board is *probably* a BMS

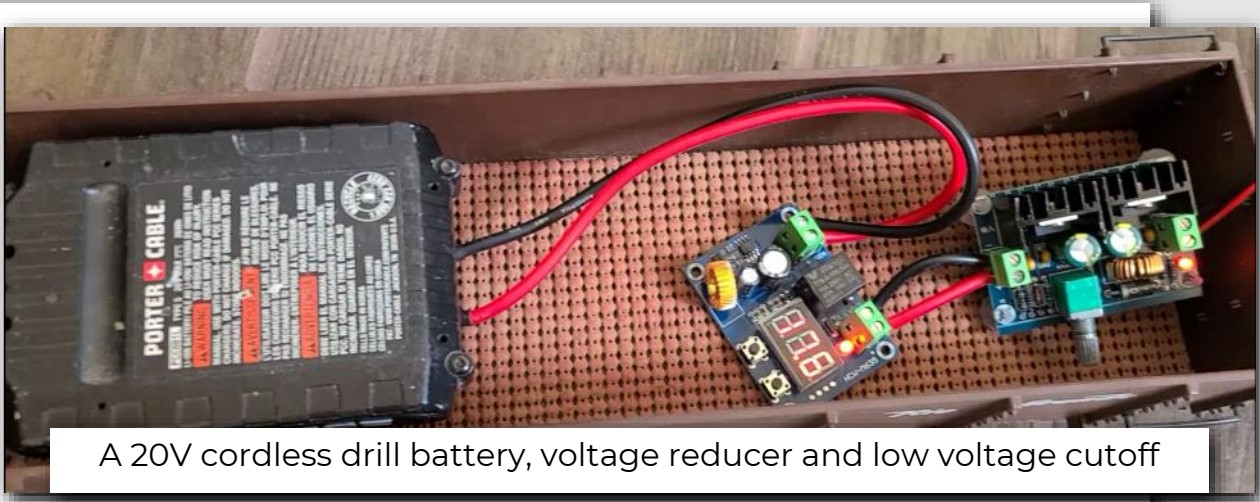
Overcharging wasn't a problem as long as I used the battery chargers that came with my cordless drills. For undervoltage protection, I observed that the cordless drill battery seemed to have a mechanism for protecting itself from this. When my drill battery ran down, the drill did not run slower—it simply *stopped*. Even when "run down," the drill battery still had voltage on it. I learned that standard Li-Ion battery packs incorporate a **Battery Management System**, referred to as a **BMS**, that manages charging and discharging of the individual cells in the battery pack. The BMS is connected to each electrical node in the battery pack, and manages the charge and discharge of each cell. The question I had was whether or not the discharge protection resided in the drill battery pack, or in the drill itself. It could also be different for various brands of drills.


Five 18650 Li-Ion cells in series is 18.5 Volts

By the way, an "18-volt" and a "20-volt" Li-Ion drill battery would both have to have 5 cells in them because 4 cells could only bring you up to about 15 volts. Five Li-Ion cells in series is 3.7V x 5 = 18.5V, but the pack charges up to over 20V when first charged. So, the difference between an "18V" pack and a "20V" drill battery pack is likely marketing.

I decided not to take any chances and added a low voltage cutoff board to the circuit that I would build. I also added a voltage reducer to bring the 20-volt battery pack voltage down to 15 volts to protect the AirWire board. I am aware that *adding these extra circuits wastes power*, but I was playing it safe this first time around. I just wanted to see if I could get everything to work, and I could make things more efficient later.

I hooked everything up and dumped it in a hopper. Then, I connected it to my Mogul's external battery connector. I fired up the AirWire controller…and it worked! The Mogul was perfectly happy running off the cordless drill battery, and I was perfectly happy there was no fire or smoke.



A 20V cordless drill battery, voltage reducer and low voltage cutoff

With a successful test under my belt, I now had to stuff everything into the Pacific. The tender already had a speaker and a Phoenix sound card installed (Remember, that's why I bought the thing!). Now I had to fit the low-voltage cutoff board, the voltage reducer board, the AirWire board, a fuse, switches AND a cordless drill battery into the tender. I also had to disconnect the track power contacts in both the tender and the locomotive, because you do NOT want to have the battery send power into the track. I also had to route the motor wires, the headlight wires and the cab light wires through a connector from the locomotive to the tender. Fortunately, those old Aristocraft Pacifics have very little in the way of electronics to remove. Isolating the wires was pretty easy. I also took the opportunity to convert all of the lights to LEDs.


Honestly…it runs better than it looks

I relocated the existing Phoenix sound board and connected up the AirWire receiver. The final result may not be my prettiest work, but it is fully functional. I am able to control the direction, speed, the headlight and reverse light, and the cab light. Later, I added a small four-function DCC decoder between the AirWire board and the Phoenix sound board to allow me to control the whistle and the bell using the AirWire transmitter.

Yes, that's right: My geriatric Pacific *now has all the "bells and whistles."*

Now, I just needed to hide everything and make it look presentable. I was able to reinstall the tender shell, with an opening under the coal load, which was just able to accommodate sliding in the power drill battery. I modified a metal 4x4 post support to hold the battery at an angle so it could be easily removed. The battery fits right into the tender. With the coal load in place, you can't even tell it is there, except for the AirWire antenna wire sticking out, which, in retrospect, probably wasn't necessary.

I switched everything on and ran my first test. It was as if this locomotive had gained new life. Without hesitations or stalls, it ran smoothly for the first time in a long time. It could even climb my helix pulling cars without any trouble. When I was ready to run the locomotive, I simply had to flip a couple of switches and we were ready to roll.

I do not claim to be a battery expert. I've learned a lot since this first conversion. Could I make this one more efficient? Yes, without a doubt. I could probably eliminate the (likely redundant) low-voltage cutoff, and I could eliminate the voltage reducer by either using a lower voltage tool battery, or by using a newer AirWire receiver. But, I'm happy with the result for now, and this locomotive has performed quite well during several open houses. When the battery runs down, I just grab a new one from the garage and put the old one on the charger. Once I realized the benefits of running battery-powered locomotives, I decided that I wasn't ever going back to track power. (And, I could use all that aluminum track I bought at the swap meet!)

This would turn out to be the one and only time I would ever use a cordless drill battery in a locomotive. While I used Li-Ion cordless drill batteries in a couple of battery cars that I built, I decided that my next locomotive battery conversion would be a bit more traditional. This first effort gave me enough confidence to move to the next level. ■

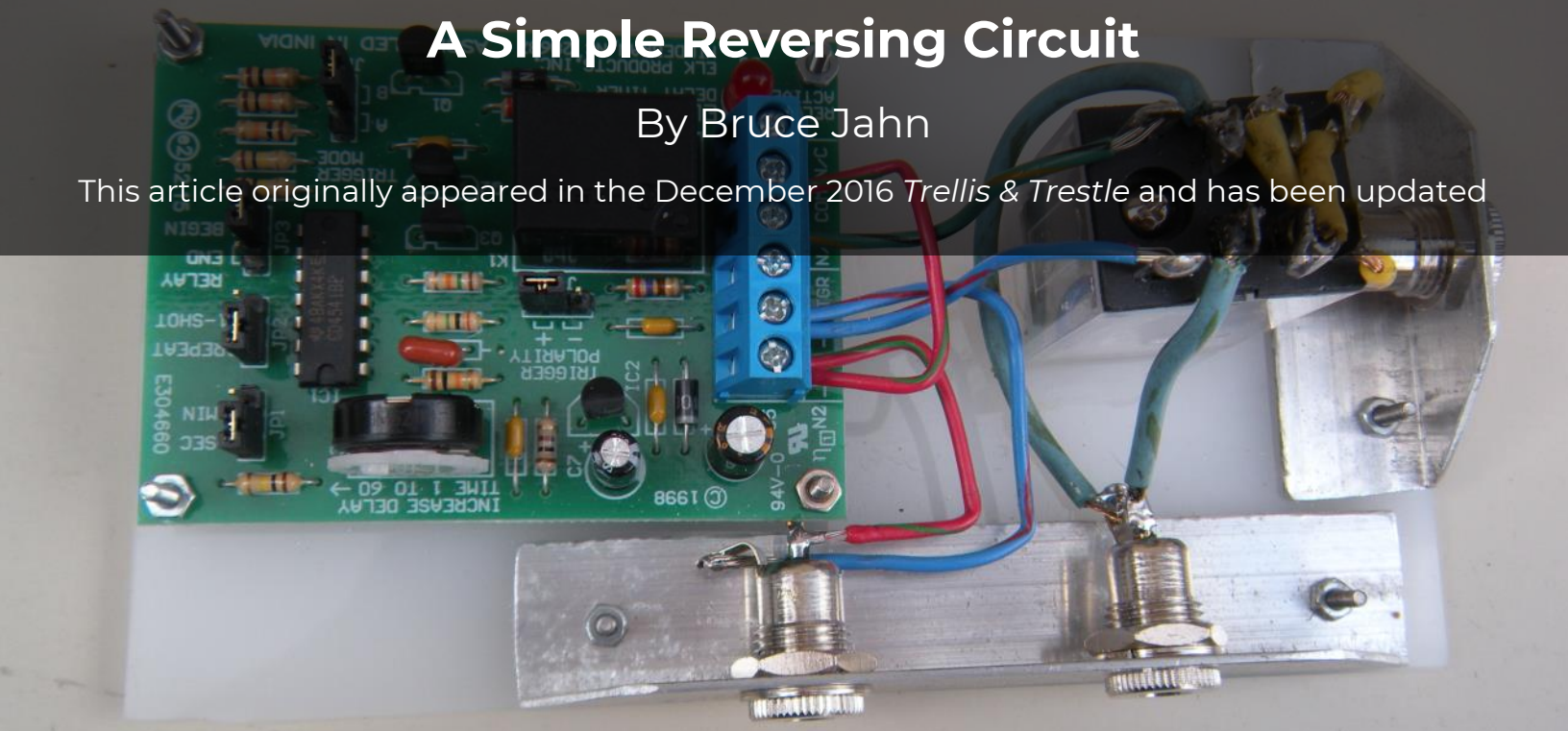
If you would like to see this cordless drill battery-powered locomotive in action, check out the YouTube videos here: How I move my G-Scale Garden Railroad Trains to their Storage Area in the Garage and Garden Railroad Battery Conversion of G-Scale Aristocraft Pacific using Power Drill Battery

THE ELECTRONICS DEPARTMENT

A Simple Reversing Circuit

By Bruce Jahn

This article originally appeared in the December 2016 *Trellis & Trestle* and has been updated



At the Diablo Pacific Short Line workshop, besides two full-time operating layouts, a 65-foot-long, point to point overhead trolley line keeps action in the shop. In the interest of keeping the electronics as simple as possible, Eric Moe built a timed circuit that keeps a trolley running smoothly and dependably. The system is based on time, which you adjust to fit the length your rail line, so you can make the trolley rest at one end longer if you desire.

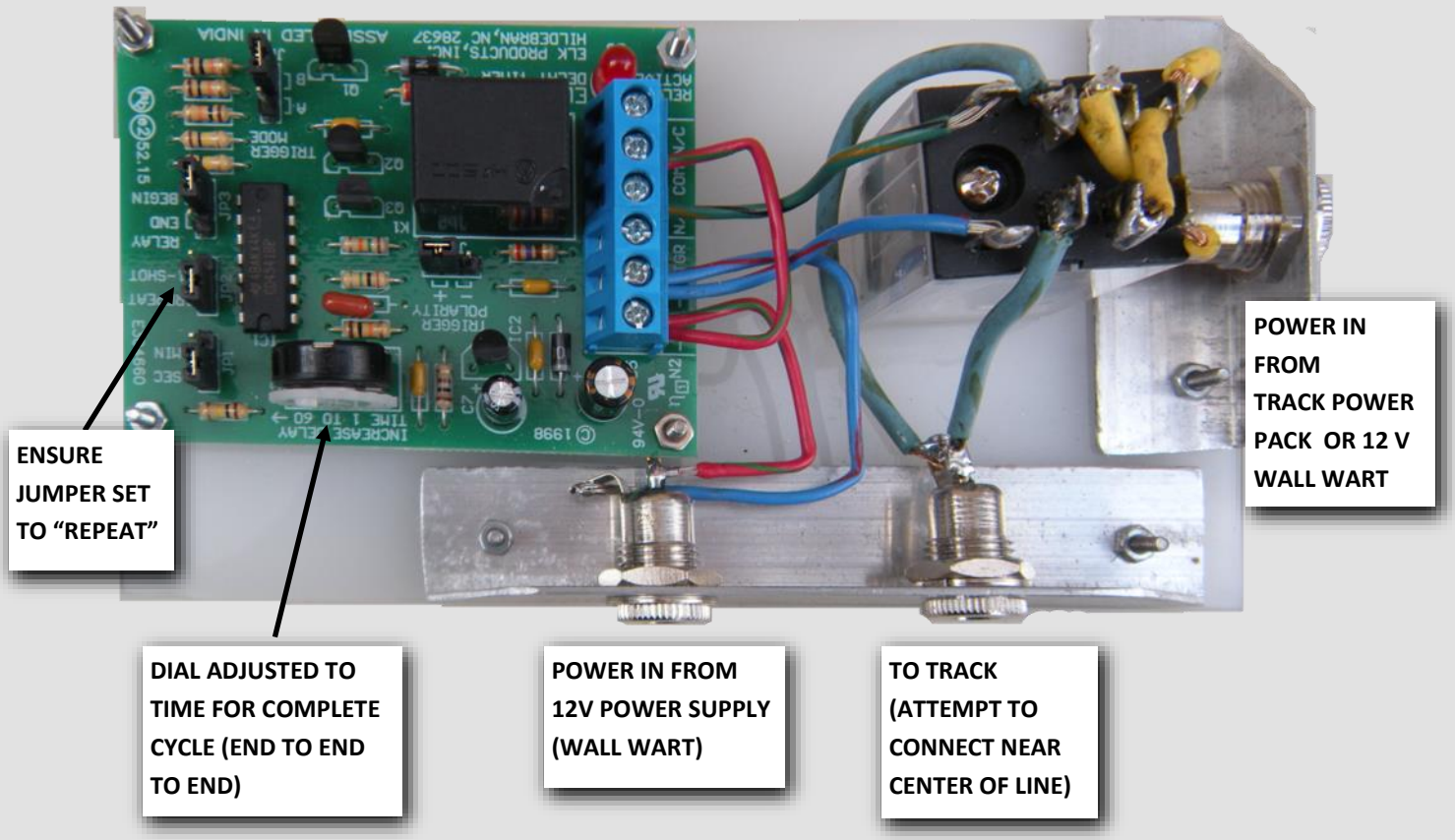
Knowing things are rarely as simple as they seem, I copied Moe's electronics to see if I could make one that would actually work. Lo and behold, it truly was simple and yes, it works flawlessly. There's no need to run wires to the ends of the line, no magnets anywhere. With the acceleration/deceleration diodes (bridge rectifiers), the gears in the motor blocks are treated with respect.

Before starting, I created a drawing to hopefully ensure the wires went where they were supposed to. My drawing is offered herewith for you to use as you wish, and yes, Moe sends his blessing to copy if you'd like.

There are a couple limitations to this system. First, the plan shown here limits your operation to 12 volts. If you plan to run a train that needs more than 12 volts, the pieces need to be replaced by components that are made for higher voltage. Second, this plan doesn't have the ability to alter voltage on a slope; I use this timing circuit on a two-rail O trolley on the layout at the Pleasanton fairgrounds and the trolley really speeds up going downhill. So if either of these conditions are part of your desired plan, this schematic may not work as hoped.

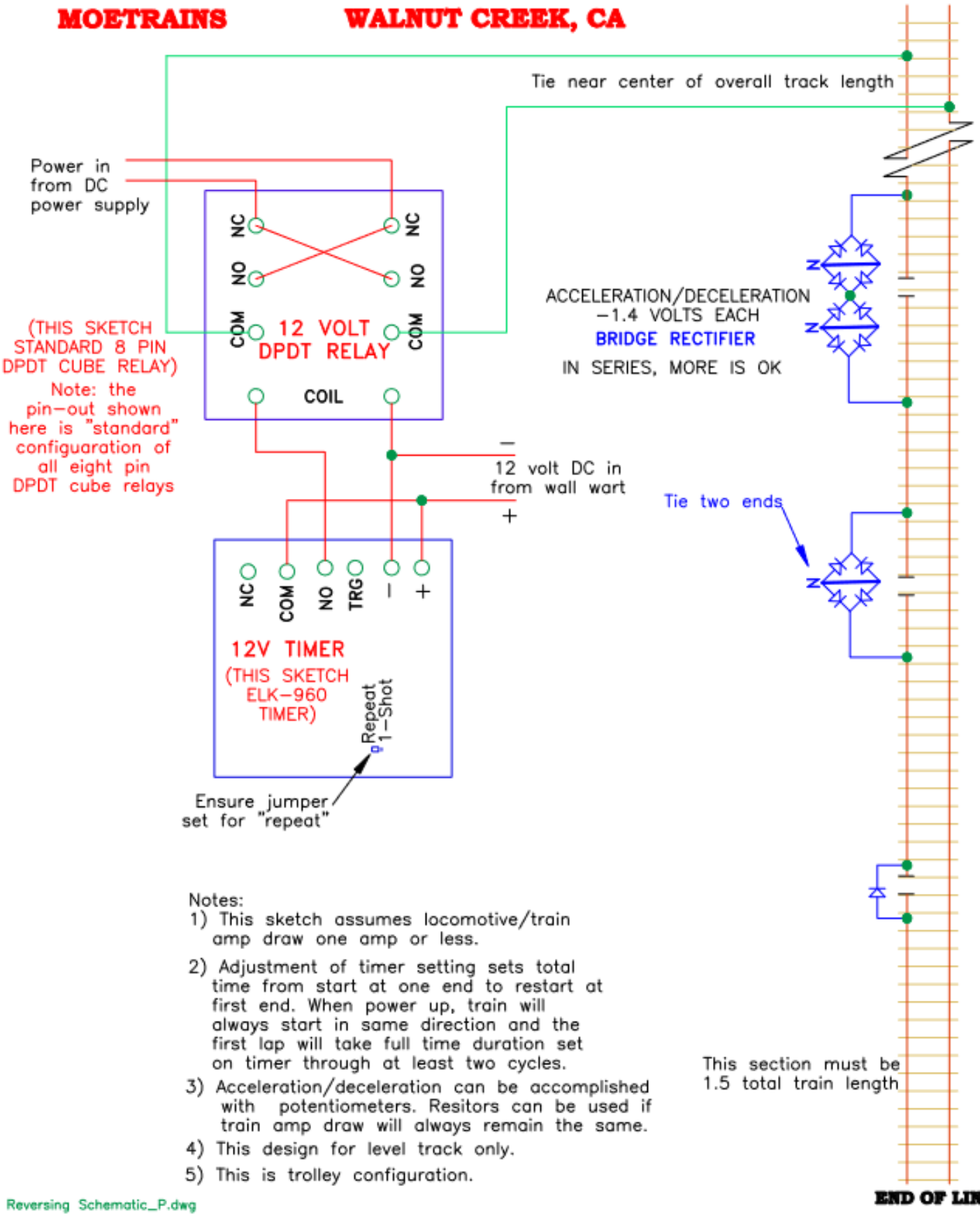
I've since built a second system that I use for running a forklift back and forth loading a truck, so if you have a mine train, moving a crane load up and down, or any action that requires a continuous change in polarity, this is a cool, simple system to make your animation features come alive. The Elk timer is easily found with a Google search and the relay is available at any electronics store. ■

TIMED REVERSING UNIT



MOE'S TIMED REVERSING UNIT

MOETRAINS **WALNUT CREEK, CA**



Notes:

1) This sketch assumes locomotive/train amp draw one amp or less.
2) Adjustment of timer setting sets total time from start at one end to restart at first end. When power up, train will always start in same direction and the first lap will take full time duration set on timer through at least two cycles.
3) Acceleration/deceleration can be accomplished with potentiometers. Resitors can be used if train amp draw will always remain the same.
4) This design for level track only.
5) This is trolley configuration.

Reversing Schematic_P.dwg

THE GARDEN DEPARTMENT

Finetooth holly, Japanese winterberry

By Richard Murray

BOTANICAL NAME: Ilex serrata ‘Koshobai'

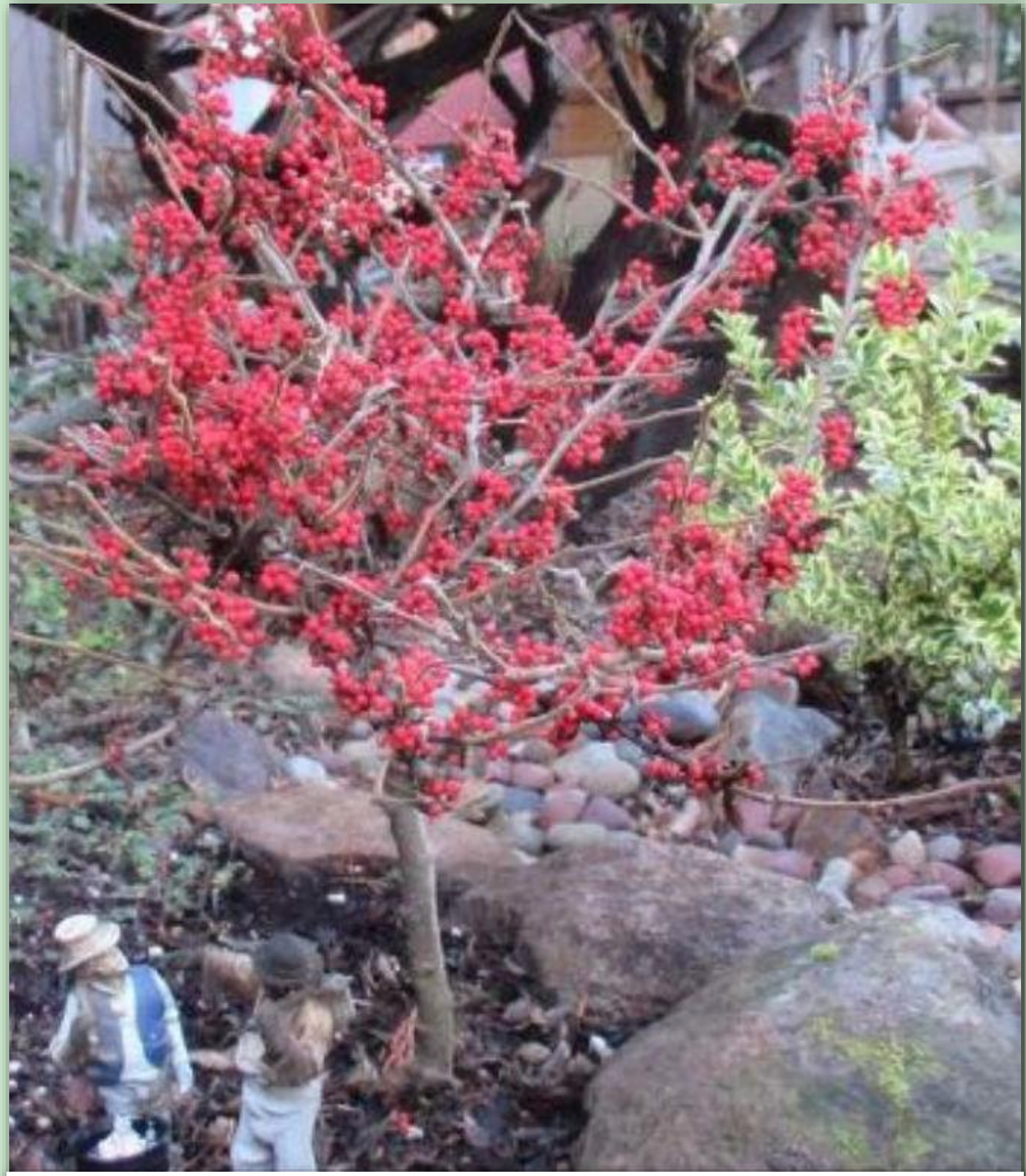
COMMON NAME: Finetooth holly, Japanese winterberry

USDA ZONE: 5 (down to -20 degrees F)

The most outstanding characteristic of Koshobai is the proliferation of teeny-weeny red berries which are smaller than BB’s. The berries are so small as to be almost cute. I know of no other berry producing plant that has smaller berries. The berries appear in late fall after small white flowers appear in the spring. Another nice thing about this holly is that it is self-fertilizing, meaning that no male plant pollinator is needed.

Its cultural needs are somewhat similar to azaleas. It likes well-drained acid soil. It does best with regular watering. The literature says the plant does well in part sun to full sun. My experience indicates that the plant prefers a little bit of sun (but not too much) in the morning. This is the third or fourth attempt for me to grow Khoshobai. The first attempt was in full sun, and the plant had no growth over a period of several years. The next couple of attempts were in almost full shade. They died in the first or second year. Of course, it didn’t help that raccoons liked to dig up the plant. The present plant is doing quite well in some morning sun. To prevent digging by the local residents, I have had to place some wire screen over the dirt for this plant and about 10 other new plants with fresh dirt. (The screen was removed for the photo.)

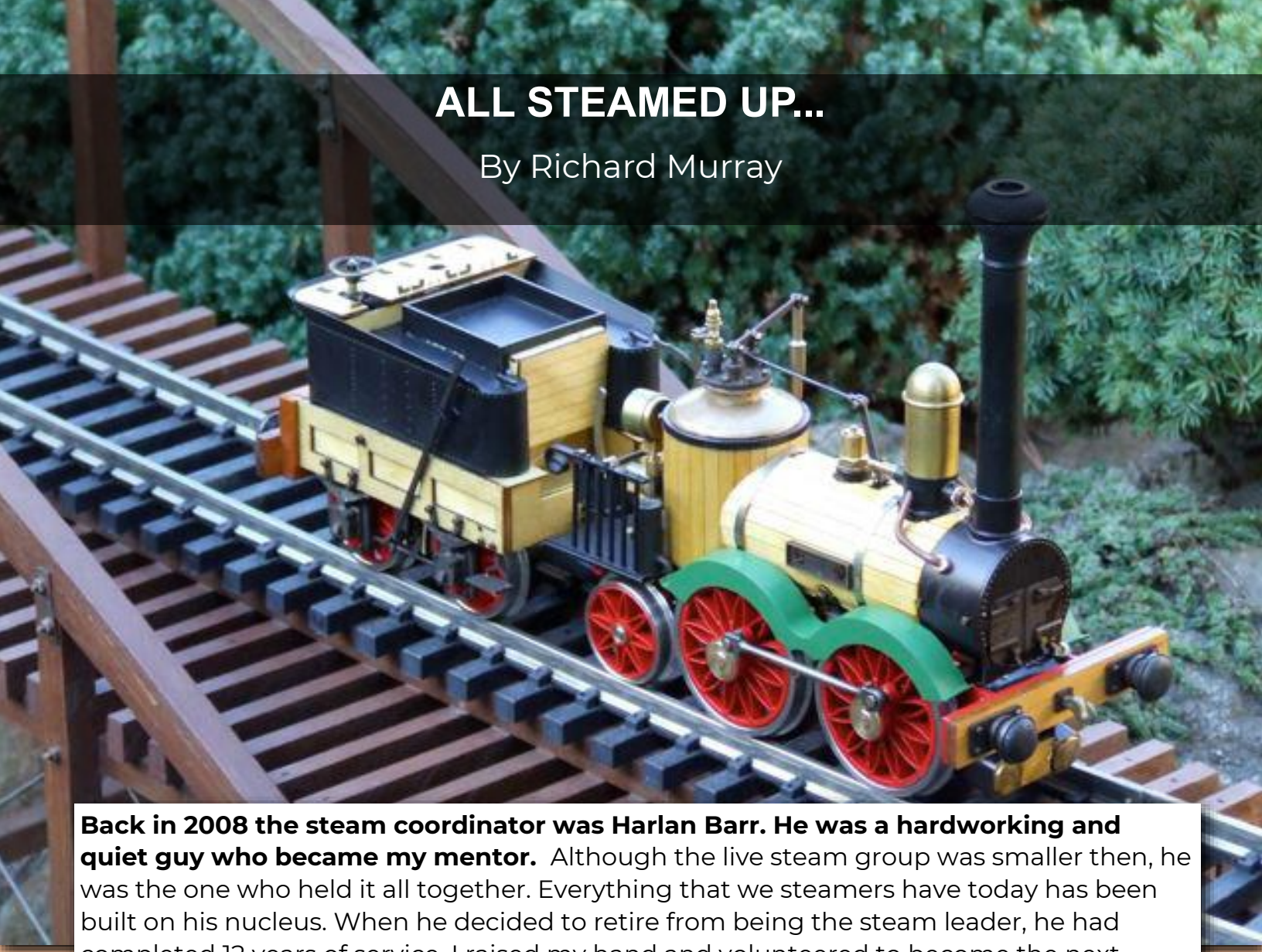
The plant is native to Japan and China. Sadly, Khoshobai is rather rare in nurseries. I have found it only at Miniature Plant Kingdom in Sebastopol. There are only a few left, and supposedly they are about 25 years old.



Khoshobai is a delightful plant that evokes the question from visitors, ”What's that?” It makes an excellent bonsai or container plant. Of course, it works great in garden railroads, too. In summary, this whimsical plant is one of my favorites. As shown in this December photo, this dwarf plant is deciduous. When the leaves do appear in the early spring, the new growth is purple tinged. Its small narrow leaves then turn green after a short time. In 10-years time the plant will grow to a round ball about two feet tall. ■

ALL STEAMED UP...

By Richard Murray



Back in 2008 the steam coordinator was Harlan Barr. He was a hardworking and quiet guy who became my mentor. Although the live steam group was smaller then, he was the one who held it all together. Everything that we steamers have today has been built on his nucleus. When he decided to retire from being the steam leader, he had completed 12 years of service. I raised my hand and volunteered to become the next steam coordinator. The 15 years I have served is now the longest of any steam coordinator. During those years the following has been achieved:

The live steam group has built itself into a larger and stronger group.

The steamers replaced its old, rickety wooden track with a modern all metal portable track that is weatherproof, thanks to Bill Allen and 15 others. We also built custom metal carts to move the track sections from the trailer to the club's assigned spot at an event, thanks to David Wegmuller.

The steamers' trailer has finally found a permanent home at the Hiller Aviation Museum. The best part of its new home is that it's FREE. Finding trailer space to rent is extremely difficult on the Peninsula. Also, it's extremely expensive. Even if a space could be found, it would cost the club more than $1500/year. Furthermore, Hiller now invites us to set up our track and run trains at two additional events, both of which are attended by some of our largest crowds of the year.

An extensive email system has been established. Announcements of steam events and important information have been sent through the steamers' email system. Plus, steamers can use our email system as a marketplace to buy and sell steam stuff.

The steamers no longer bill the BAGRS club for incidental repairs, gas, or bridge fare.

Over the years, I have taken thousands of photos and written about 100 articles on live steam events. I have attended almost every board meeting since 2010, meaning that few have ever attended more. Unfortunately, during the last board meeting, I accidentally fell asleep for all but 5 minutes. How embarrassing!

As much as I have cherished these good times as the steam coordinator, the time has come when the torch should be passed to another steamer. **Rob Lenicheck** has raised his hand to volunteer. He is the perfect person to lead the steamers into the coming years. He is well liked, helps both members and visitors, hosts more steamups than anybody, participates in all the meets, and scratch builds his own steam engines. He becomes the new live steam coordinator immediately. I wish him the same joy that I have experienced over the years. ■

DAVE'S CORNER

Born and raised in San Francisco, **Dave Frediani** moved to Sonora in the early 1970s. Married for many 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.

"THE MIGHTY MAX"

This project isn't something new. I've owned this Regner locomotive for over twelve years now. Regner named this locomotive "Max." "Max" is a 0-4-0 locomotive with a vertical boiler that's powered by Sterno. The deck and siding of "Max" were constructed of wood. At the time I ordered "Max," the cost was only $329.00 and was only offered as a ready to run locomotive. Now it's only available in kit form.

Here are two views of "Max" running on my backyard railroad with its wooden siding removed and its new brass siding installed after "Max's" last fire. I don't have any photos of Max with its original wood siding.

"Max" and I had traveled to the International Small Scale Steam Up in Diamond Head, Mississippi, for eight years, and "Max" was always my back up locomotive.

Backup locomotive...I must have been nuts to call "Max" my backup locomotive. To start with, "Max" caught fire on me several times. But aside from that, "Max" and I always had a great time at the steam ups in Mississippi as well as the National Summer Steam Ups in Sacramento.

The first fire happened at my house the day I received “Max.” After unpacking “Max” and checking everything over, I lubricated all of the moving parts and filled it with water and Sterno. I had a little trouble getting it started, but after a few tries I had “Max” running like a champ.

After just one lap around my backyard track, I stopped “Max” and noticed that the wooden handle on the Sterno pan, that had been the size of a nickel when it came out of the box, was now the size of a raisin and on fire, no big deal. I just removed the handle and “Max” was off and running once more.

Later that same day, “Max” and I were off to my friend’s house: I wanted to show off my new locomotive. Everyone really liked “Max,” and then it happened: “Max” was traveling down the track and someone said, “I think I smell smoke!” Yes, “Max” was ablaze!

I don’t recall how many days it was after that, I thought I would take “Max” for a night run. Bad mistake! “Max” looked like a mini blow torch with fire billowing from every port in its boiler. I should have applied for a burn permit.

After a week or so, I removed all the charred wooden siding from “Max” and replaced the siding with brass. The new siding can be seen in the two photos above. I soon realized that “Max” shouldn’t be run outdoors in any type of wind at all.

Now for the next part of this article, “Max” needed a makeover and Regner had offered a ceramic burner and butane fuel tank, along with all the other parts needed to convert “Max” from Sterno to butane fired. Well, Regner, no longer offers that option. But Jason from *The Train Department* was able to set me up with everything I needed to convert “Max” to butane.

I really didn’t want to spend more money on this locomotive, but I wanted to be able to run “Max” outdoors, as well as at indoor events and I was at the crossroads of giving “Max” away or just putting it on a shelf.

After talking with Jason the total cost of converting “Max” was only going to be $215.00, so the parts were ordered.

After receiving the parts it was time disassemble “Max.” This was the easy part—all that was needed was to remove the Sterno pan and disconnect the boiler, which was only held in place by two bolts and two fittings. Next, I removed the brass siding, hoping that I will be able to reuse the siding after completing the conversion.

Here's "Max" with its boiler, Sterno pan, and brass siding removed.

The next step was to drill two 5/64" holes alongside the two vent ports in the boiler, about 11/16" from the center of each port. With the ceramic burner, you will no longer need the two boiler vent ports. If the ports aren't covered up, you will have too much outside air coming through the vents, making it difficult to keep the ceramic burner lit.

After drilling the two holes in the boiler, I used a piece of cardboard from an old cereal box and cut it to the size that I needed to cover the two vent ports and the two holes that were just drilled in the boiler. The size ended up being 1/2"x 11/16."

Next, I cut a piece of 1/64" brass to match the cardboard cutout and rolled it to fit the inside radius of the boiler. After that I clamped the brass to where it needed to be and drilled the brass to match the two holes already drilled in the boiler, then bolted it.

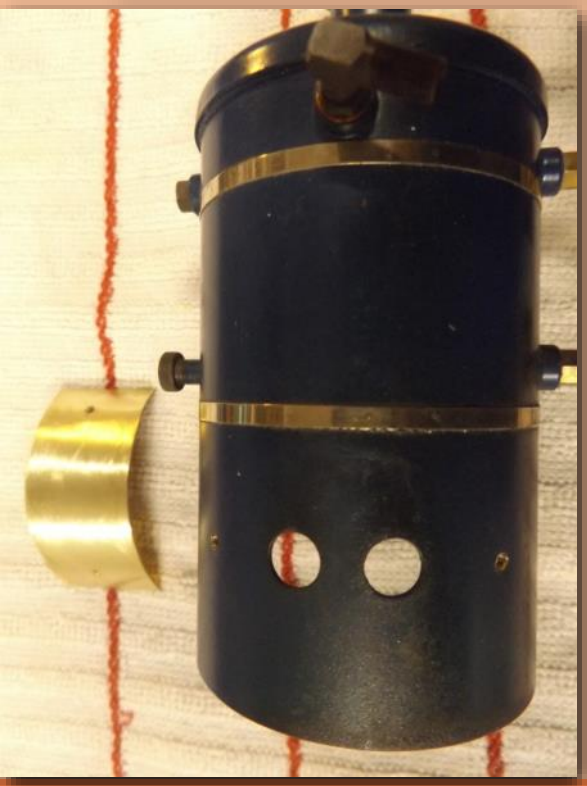


Photo to the left shows the two 5/64" holes drilled into the boiler and the rounded brass plate to be mounted inside of the boiler

Photo to the right shows the brass plate mounted to the inside of the boiler.

It's now time to mount the new ceramic burner, which is very easy to do. First I cut out another piece of cardboard that matched the inside radius of the boiler and remounted the boiler with the two bolts that hold the boiler in place and centered the piece of cardboard under the boiler and marked the deck were it will be mounted. Next I removed the boiler and placed the new ceramic over the cardboard cutout and drilled three holes to hold the burner in place.

Now moving on to the fuel tank. This was also easy to mount. I just placed the tank where I thought it would be the easiest to mount and would still allow me to reuse my brass siding. After the boiler, ceramic burner and the fuel tank were all mounted, I cut a new fuel line from the parts supplied to me by the Train Department.

Well I've completed the conversion on "Max." I test ran "Max" with no problems and the outside weather doesn't seem to bother "Max" as it did in the past. No more flames shooting out of it, and I think that my outside fire problems are solved. "Max" also seems to have a little more power and still has about the same run time, about fifteen minutes. Here's two photos of Max's new duds. ■

EAST DEVIL HILLS MODELING GROUP

Formerly of Fremont, California, **Henner Meinhold** now resides in Berlin, Germany. The East Devil Hills Modeling Group meets regularly to create, collaborate, and share incredibly machined models.

This will be a very short report.

Two of our most productive members suffered from incidents, which prevented them from working on trains. Bill Allen had to catch up with deferred maintenance around his house and Marc Horowitz had a severe accident. He was hit by a car. He is recovering, but very slowly.

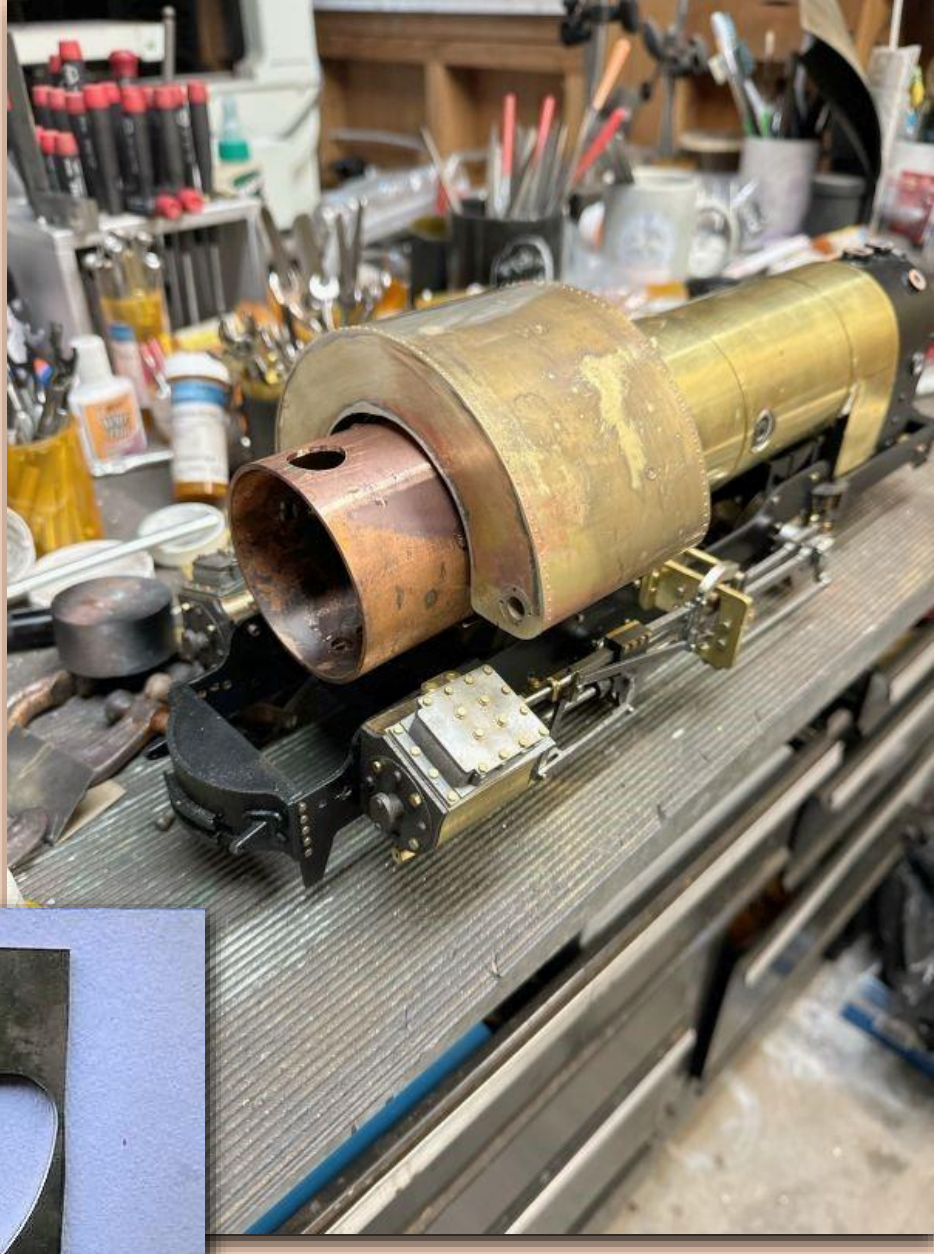
However we could add a new member: Ron Malouf. He surprised us with a beautiful live steam roller. He writes: “The steamroller is 1.22 scale and has twin vertical operating steam cylinders turning a steel pinion and ring gear (bevel). A vertical copper boiler sits behind the engine and I haven't decided on the fuel type. The rollers are steel tubes with brass inserts and the smaller rear roller is turned with handwheels rotating a worm and sector gear.”

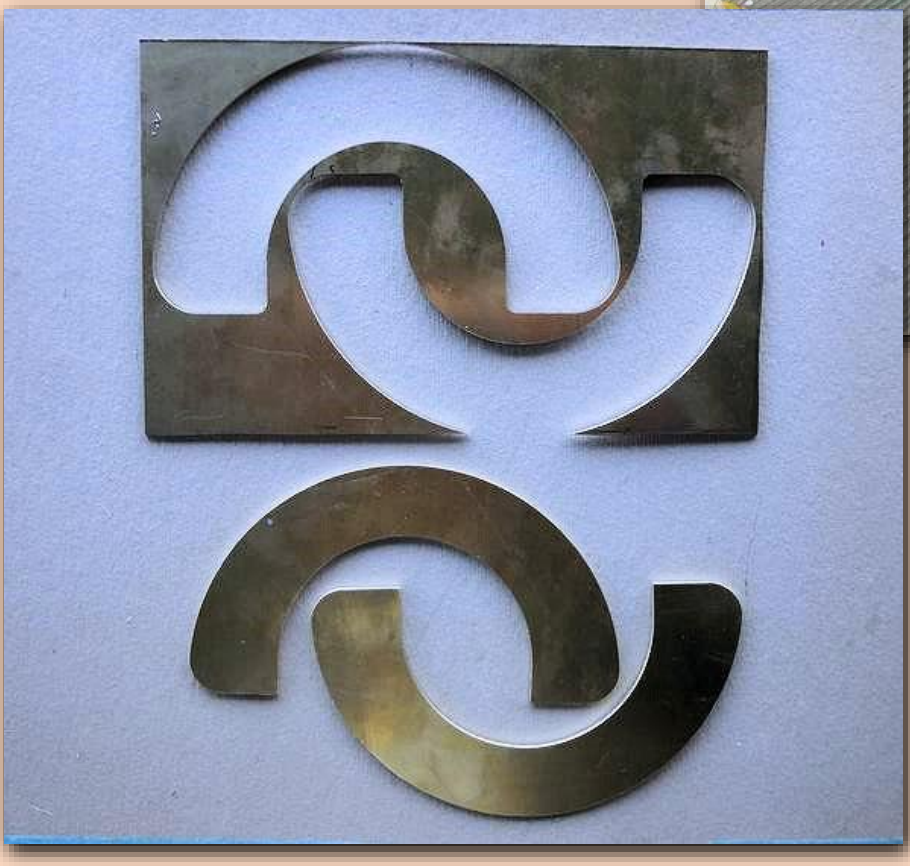
His next project will be a steam locomotive. We are looking forward to his choice!

Bill Mansell is improving/rebuilding Mamod locos. There is a running joke that the Mamod is the most expensive live steamer. You buy it cheaply but then add parts/ modify it forever. Bill is no exemption as he adds new burners and makes them more powerful/reliable. By now he has a full roster of these charming locos, some of them donated by Dennis:

He calls the photo “Mamod Madness”.

Rob Lenicheck continues with his Darjeeling loco. He recently finished the complicated and working(!) saddle tank:





The end pieces were machined by Dennis on his CNC mill.

I was working (off-topic) on an extremely cheap (ca. $10(!)) but very powerful DCC command station with integrated WLAN. If someone is interested, he or she should contact me by E-mail. —Henner ■

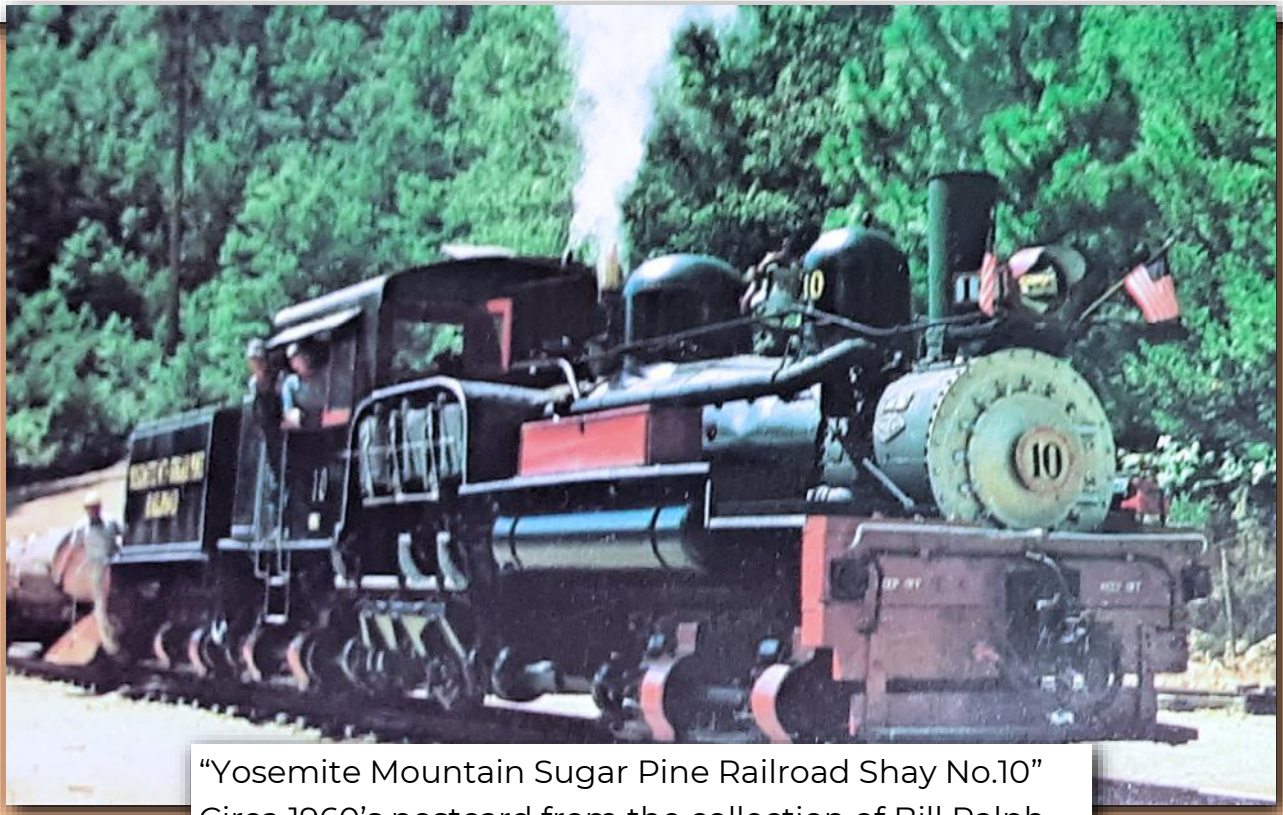
POSTCARDS OF THE PAST

From the collection of Bill Ralph

Retired from the publishing industry, **Bill Ralph** knows a thing or two about amusement parks and postcards. Bill operates the *Porcupine Gulch Railroad*, located in Fremont, California.

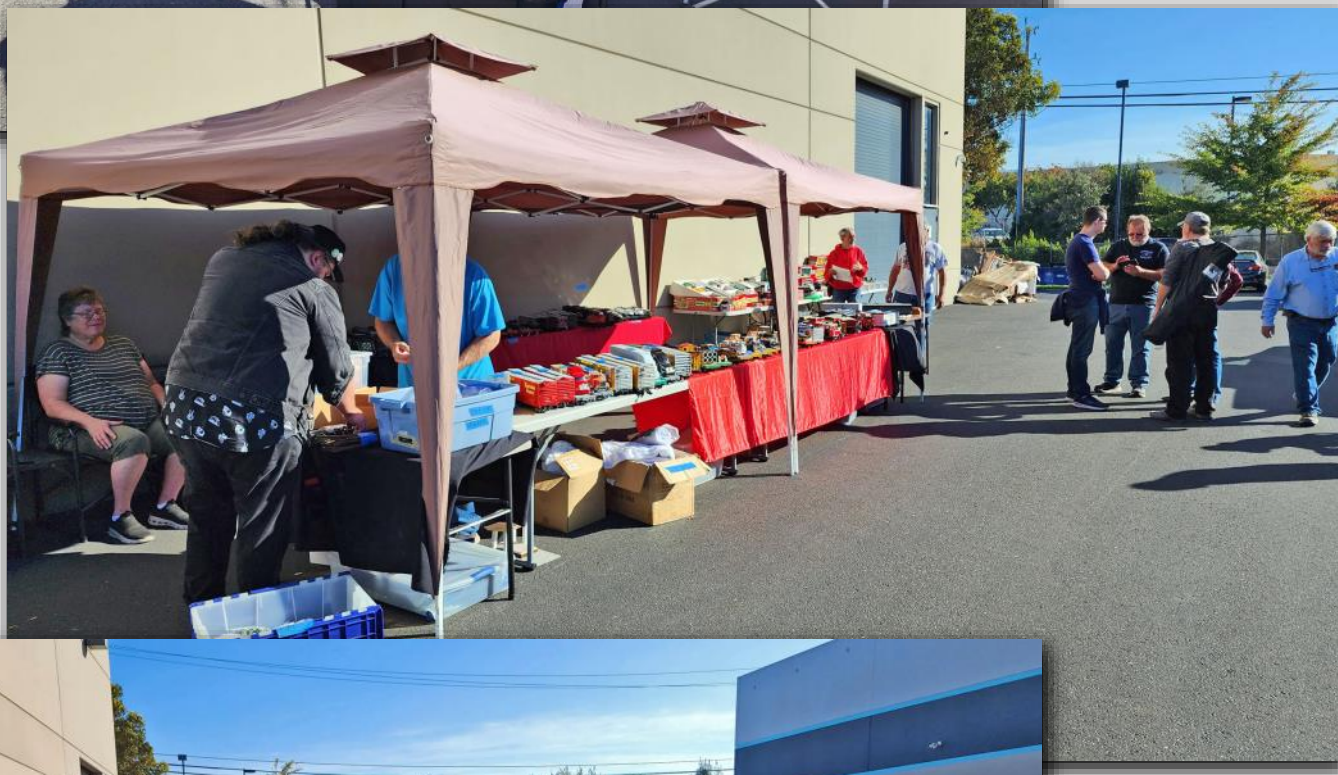
Yosemite Mountain Sugar Pine Railroad

The *Madera Sugar Pine Lumber Company* hauled logs from deep in the forest to the company mill and log flume beginning in 1894. Seven steam locomotives and more than a hundred log cars traveled over 140 miles of narrow gauge track in the surrounding mountains until 1931 when the company ceased operations. Thirty years later using historic rails, rolling stock, and with the purchase of West side three truck Shay No.10, Rudy Stauffer created the Yosemite Mountain Sugar Pine Railroad on a steep several mile portion of the original roadbed. The popular tourist railroad acquired a second West Side Shay No. 15 in 1986 from the short-lived West Side & Cherry Valley Railroad theme park in Tuolumne, CA. YMSPRR's two historic steam locomotives with converted disconnect "log" cars along with Model A "Jenny" railcars provide seasonal passenger service to tourists entering Yosemite National Park's southern entrance at Fish Camp, CA. ■



"Yosemite Mountain Sugar Pine Railroad Shay No.10"
Circa 1960's postcard from the collection of Bill Ralph

NOVEMBER SWAP MEET



MEMBER UPDATES

From Dan Turgeon: "While reading today's edition of G Scale Central, I clicked on a link & watched Walt's Disneyland Railroad | FULL DOCUMENTARY on YouTube. This video would be very fun/informative to watch for train enthusiasts who have not yet watched. The ~56 min. video covers all of the steam trains restored/used at the California park since the opening through present (Forneys, Porters, & more)."

This video is on the YouTube channel of "Alex the Historian", which has many other interesting videos as well.

From Roger Nicholson: I have a fog machine and I know how to use it! Inspired by the fog generators at various open houses, I now have one of my own on the *Crystal Cove and Rose***,** and I have the *perfect* spot for it. A volcanic caldera or geyser is definitely in my future here.

Also in the photo: I *finally* converted my 2-Truck Shay to battery and it runs great, except for the chuff, which doesn't work yet. There's a really great article in *GR News* about this that I need to *seriously* study and perhaps implement: "**Upgrading your Chuff Sensor to Hall Effect Sensors for seriously accurate, seriously reliable chuff**," by Eric Timberlake, *GR News*, September/October 2023.

GARDEN RAILWAY CLUB NEWS

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. We provide links here to the most recent editions that have been made available to us. For other clubs wishing to obtain a copy of the latest BAGRS *Trellis & Trestle*, please contact **Roger Nicholson** at communications@bagrs.org

Central California Coast Garden Railway Society—2023 Special Edition

Central Ontario Garden Railway Association

Denver Garden Railway Society Newsletter—November 2023

Gold Coast Garden Railway Society—October 2023

Orange County Garden Railway Society—September 2022

Puget Sound Garden Railway Society-October 2023

Redwood Empire Garden Railway Society—October 2023

Rose City Garden Railway Society—October 2023

Sacramento Valley Garden Railway Society—October 2023

San Diego Garden Railway Society—April 2023

Santa Clarita Valley Garden Railroad Club—October 2021

The Garden Whistle New Zealand Large Scale Newsletter—October 2023

Garden Railroading News—September/October 2023

The 2025 NGRC 2025 will be hosted by the Sacramento Valley Garden Railway Society.

Website coming soon at ngrc2025.org

BAGRS BOARD AND CONTACT INFORMATION

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MEMBER BULLETIN BOARD

Including recent entries from "Items for Sale by Members"

From George Nagata: Does anyone have a Bachmann Shay 3 cylinder assembly that they would be willing to sell? Or Bachmann 2 truck or 3 truck Shay for parts only. Email me at **gnagut@comcast.net**

From Philip Mindigo: This is the complete LGB Marklin Denver Rio Grande train. In new condition with boxes. I'm selling this as a complete set.

- 2 Engines - 20578 $820
- 1 B Unit - 20579 $425
- 1 Passenger car 36572 $325
- 1 Passenger car 36573 $325
- 2 Dome cars 36574 $345
- 1 Dining car 36575 $340
- 2 Baggage cars 36576 $370
- 1 Observation car 36577 $500

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, bagrs.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.

THE LAST PAGE

Check out this extreme example of forced perspective...

The **McCormick-Stillman Railroad Park in Scottsdale Arizona** is well worth a visit. Among the things to see there is a building which houses three different railroad club layouts: O Scale, HO Scale and N scale. A couple of G Scale trains run around the ceiling. The layouts are open to public view at no charge. This sculpture sits in the lobby.

TRELLIS AND TRESTLE

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