



BAY AREA GARDEN RAILWAY SOCIETY

TRELLIS AND TRESTLE

APRIL 2023



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PRESIDENT'S PERSPECTIVES

I am writing this the morning after the Annual Meeting while it is still fresh in my mind and before disappearing to Australia & Indonesia tonight for nearly four weeks. We have more relations in Australia than England now and will spend time with all of them.

ANNUAL MEETING: SATURDAY MARCH 18: **A Baronial Report Card!**

CHECK IN: Smooth process. Registration records 99% accurate. Line went faster when we let members find their own name badges. Should have had 'Join Us' forms at the desk. Frank Lucas was great. **A**

BREAKFAST: Plentiful. Vaguely warm. Great coffee and juice. Highly organized. **A-**

BUSINESS MEETING: Content appropriate and delivered efficiently. Meeting over in 20 minutes. **A+**

OCEAN SHORE RAILROAD: Jack Verducci is a mine of information, and sourced a ton of images. **A**

NEW WEBSITE PREVIEW: Member, interest, questions and comments earn it an **A+**

LUNCH: The food was good and its organization was superb. Plentiful coffee, water & sodas. Absence of bottled water excellent. The use of so much paper and plastic not great. Mick ordered too many tuna sandwiches (again). **A-**

PRE-CONVENTION OPEN RR'S: Rapid agreement on concept ('newbies' open: 'oldies' visit). Would have been good to have notes for newbies to hand. **A-**

CONVENTION BRIEFING: Russ Miller covered a lot ground. Member interest & questions earn it an **A+**

CONVENTION STUFF DISTRIBUTION: Posters excellent. T-Shirts: Some discrepancies between memories and records on the sizing provoked some under the counter/after market T-Shirt trading. **B+**

MODEL CONTEST: Attendance c. 130. # of model entries 4. # of photo entries 6. # of votes that captured 'Best in Show' 5. Some great stuff but the model contest needs a refresh. **C**

DOOR PRIZES: 14 donated: excellent! Distribution quicker than last year but still needs work. **B+**

MEMBER VENDORS: Great stuff at very reasonable prices. Well-timed before convention RRs open! **A+**

LIVE STEAMERS: Played a starring role in the in the courtyard attracting lots of museum visitors who got to see trains as well as planes. Shame the convention banner did not go up until halfway through because the steamers were the stars of the show! For photographic proof, see the next page. **A++**

OVERALL:

Considering that many folk had to step up at the eleventh hour after Meeting Chair, Channing Cheng announced the birth of his first child a few days before the meeting, the 2023 Annual Meeting can be considered a success, not an unblemished success, but a success. There are opportunities for improvement, notably the model contest and the amount of tuna ordered.

Respectfully submitted

BS aka Baron Spilsbury; Chairman, President & CEO of BS Ventures, the holding company for the Black Canyon RR Company, the BS Mine, BS Liquors, BS Livestock & Fine Meats and The Baronial Club.



PRESIDENT'S PERSPECTIVES

THE STEAMIN' PHOTOGRAPHIC EVIDENCE



MANY THANKS TO THE FOLLOWING WHO STEPPED IT UP AT THE 11TH HOUR
Melinda Murray, Richard Murray, Frank Lucas, Larry Silverman, Russ Miller
And to all the Steamers, Member Vendors, Speakers & Impromptu Volunteers

FLAT CARS FOR CONVENTION KIDS CLINICS

We got off to a great start in our drive to collect flat cars for the kid's clinics at the National Convention and we are half way to our goal of collecting 60 flats cars to introduce kids and their parents to G-Scale Model Railroading at the Public Day of the Convention.

Kids will choose load elements from a variety of items, barrels, sacks, animals and the like, to create their own unique flatcar.

The Kids get to take their creations home, where they can get to show them off to their friends and, in some cases, on consist on a new G-Scale layout!

If you can add to our collection or make a donation for flat car acquisition please contact:
Liz Spilsbury at lspilsbury@comcast.net



The 2023/4 BAGRS Board of Directors

Mick Spilsbury : President

Secretary : Lynn Gerber

Treasurer : Larry Silverman

Membership Chair : Ray Turner

Directors: Greg Hile, Richard Murray & Roger Nicholson

Were elected unanimously by Members at the Annual Meeting. They are deeply touched. (In the head?)



RANDOM NOTES IN NO PARTICULAR ORDER

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

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

1. Still not sure just what happened but please accept my apologies for the incomplete T&T last month. As it turns out, the only major piece missing was Dave Frediani's regular article, which is being rerun this month.

2. I tend to joke about there being a convention here in July, but, as it turns out, it really is true: there is a convention here in July and tickets for the various events are being sold. There is the Napa Valley Wine Train dinner, a BBQ at the Herzogs, an Ice Cream Social, another BBQ at Roaring Camp, and a closing banquet. Just because you register to attend the convention, you are not guaranteed attendance at these events. There is limited seating for all of these events and they may sell out quicker than you might think, so if you're interested, now is the time to go to ngrc2023.org and purchase your tickets.

3. Speaking of conventions, Pete Pearson is in charge of safety and security and is in need of volunteers to help out. If you're interested, please contact Pete at petepearson4000@comcast.net. Rumor has it you get to wear a cool security vest and everything!

4. There will be a detailed announcement later this month, but plan on attending the two pre-convention layout meets on May 21 and June 4. These are intended for those people who will be open for tours during the convention who have never hosted a national convention in the past. Everyone else—and especially those who have hosted in the past—are encouraged to come out and visit the layouts to offer assistance, comments, and helpful suggestions. **The list of open layouts will appear in the May T&T, so if you plan to be open on May 21 and/or June 4, we need to know by May 1.**

5. And speaking of being open for the convention, here's an update on the progress of my own Carquinez & Alhambra Valley RR. At last report, you may recall, there was an empty plot of land in the backyard and a huge pile of dirt in the driveway. I'm happy to report that the dirt has finally been moved, a track plan devised, and construction has begun. Will it be finished by May 21? No, not even by June 4, but that's not the point. My layout will be ready by July and the pre-convention open houses will help me and all the others clear up loose ends and be ready.

6. By the way, the pool next to the layout is open 24/7/365 anytime you want to visit. The water temperature today is a balmy 51 degrees, so I think it's probably time to play with trains ...



CONVENTION NEWS AND UPDATES

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

The 2023 BAGRS Annual Meeting was a huge success... Thank you to Mick and the board for pulling off another amazing meeting. Also, a big Thank You to every member who attended... Without your participation, this club would not be as fun as it is...

I gave away over 60 NGRC "HOST" shirts at the Annual Meeting and it turns out that some were not the correct size. First, again, thank you for attending and picking up your shirts. Or if you couldn't attend, having someone pick up your shirt for you. I have to make another order of shirts since the Central California Coast GGRC just got back to me with their shirt size requirements. So, if you got the wrong size shirt, email me at f1ram@comcast.net and let me know what you have and what size shirt you will need. We will collect the wrong sizes and redistribute them. If you would like a second shirt for a host at your layout, let me know the size you want and I will add it to the order or check to see if any of the returned shirts will work. The cost for the extra shirts is \$18 each... I have a 24 shirt minimum to get them screened again so please let me know as soon as possible. I still have a dozen shirts left over from the meeting that weren't picked up, along with the entrance signage. Hopefully, those will be able to be picked up at our next event. I'm thinking of hosting a SWAP MEET at TAP Plastics again, probably in May, as this will help us all prepare for the upcoming NGRC. Watch for info in the next T&T... Also, the Convention Cars will be here by then, so we could pass them out to those who've paid for them at that time. We will put the cars up for sale on the NGRC 2023 website as soon as I receive one to take photos of. This will be sometime at the beginning of April. We should be able to hold the price at \$100 each...

We need more vertical photos and short videos for our Facebook and Instagram accounts. We would also like to link to any Facebook and Instagram accounts about your railroad that you may have. Contact me and I'll get you the info to where you can text the photos and videos. Our NGRC Instagram is ... NGRC2023 (<https://www.instagram.com/ngrc2023/>), same on Facebook: <https://www.facebook.com/NGRC2023/> ... Always use the hashtag: #NGRC2023 ... Also, if you participate in the online forums, like <https://largescalecentral.com/> or <https://www.mylargescale.com/>, please mention the 2023 NGRC in your posts, and if your layout will be open during the convention, mention how you are preparing for visitors from all over the world. Pictures, links, and mentions help get the word out to people who might not be aware of the National Garden Railway Convention.

The Northeast Large Scale Train Show (<https://www.nelsts.org/>) is going to be held April 28 and 29 in West Springfield, Massachusetts. The NGRC 2023 will have a booth there and our own Nancy Norris will be on site talking with people and spreading the word on our upcoming convention. She could use some help though, so anyone who can help her can get free admission into the show and will get to see what an East Coast show is like. I'd go if I could get the time off of work, but that ain't gonna happen. Contact me if you plan on going, so I can arrange for the tickets to be in will call...

Last, but definitely not least, Carla Breitner at Garden Railroad News, <https://www.grnews.org/>, needs more articles and images about BAGRS layouts that will be open during the convention. GRNews has done a great job promoting the convention, but we need the last big push before July. She can use short articles and long articles, great photos and anything else you would like to share. Email her at editor@grnews.org.

IN MEMORIAM Sherman Zell



It is with great sadness and profound sorrow that we announce the passing of a longtime BAGRS member Sherman Zell on March 28.

Sherman was born in Brooklyn, New York in 1937 and his formative years were greatly influenced by the Boy Scouts. The Boy Scout creed remained throughout his life as he volunteered teaching 3rd grade math at Louise Van Meter School for 25 years, planned and underwrote repairs and renovations at Camp Oljato and at his beloved Temple Emanu-El, of which he was a member for over 50 years.

Sherman was the very definition of a man on the move. Through his last days, he was an avid skier, ATV enthusiast, scuba diver, and world traveler who visited all seven continents.

Sherman had a lifelong enjoyment of model trains. He, in fact, was one of the founders of BAGRS back in 1988. Sherman served in a number of roles in the organization, including stints as treasurer and as convention coordinator of the 1993 national convention.

Sherman is survived by his wife Lois, a brother, two sons, a daughter, and a number of grandchildren, stepchildren, and stepgrandchildren.

He will be missed ...

(photos courtesy Russ Miller)



NEWSLETTER SHARING

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

[Central California Coast GRS](#)

[Denver GRS](#)

[Gold Coast GRS](#)

[Orange County GRS](#)

[Puget Sound GRS](#)

[Redwood Empire GRS](#)

[Rose City GRS](#)

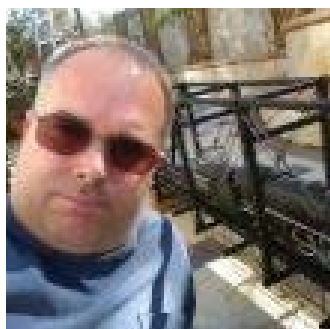
[Sacramento Valley GRS](#)

[San Diego GRS](#)

[Santa Clarita Valley GRC](#)

[The Garden Whistle](#)

MEET YOUR BAGRS DIRECTORS ROGER NICHOLSON



EDITOR'S NOTE: At the recent Annual Meeting, Roger was elected to the BAGRS board of directors. We are most happy to welcome him aboard, where Roger will be focusing on enhancing and supporting our various communications outlets: this newsletter, social media (especially YouTube), and our websites.

I am a native of the San Francisco Bay Area, having grown up in Fremont. My interest in model railroading goes back to when I was young. My first model train was an old Lionel O-gauge, and I progressed to N-scale and HO-scale layouts. Those layouts are long gone, and having a family with 5 children took up all of my time for

many years, until about 2016, when my family traveled to Crater Lake and just happened to visit the Medford Railroad Park on one of the few days of the month that it was open. I had never seen anything like their massive G-scale outdoor layout, and I was hooked. I began acquiring G-scale equipment, buying collections, and spending money. The hobby has taken over my garage and much of my yard.

My background includes technical writing, creating marketing materials, editing and maintaining websites, and applications project management. In my current job, I work from home as the applications manager for a small technical company in Portland, Oregon that produces small testers for semiconductors. I do a lot of work on the user manuals and presentations. I've also done a lot of in-person presentations to groups of people over the years. My degrees are in Electrical Engineering and Computer Engineering. I consider it a worthy challenge to tear apart a locomotive and rewire it for remote control battery operation.

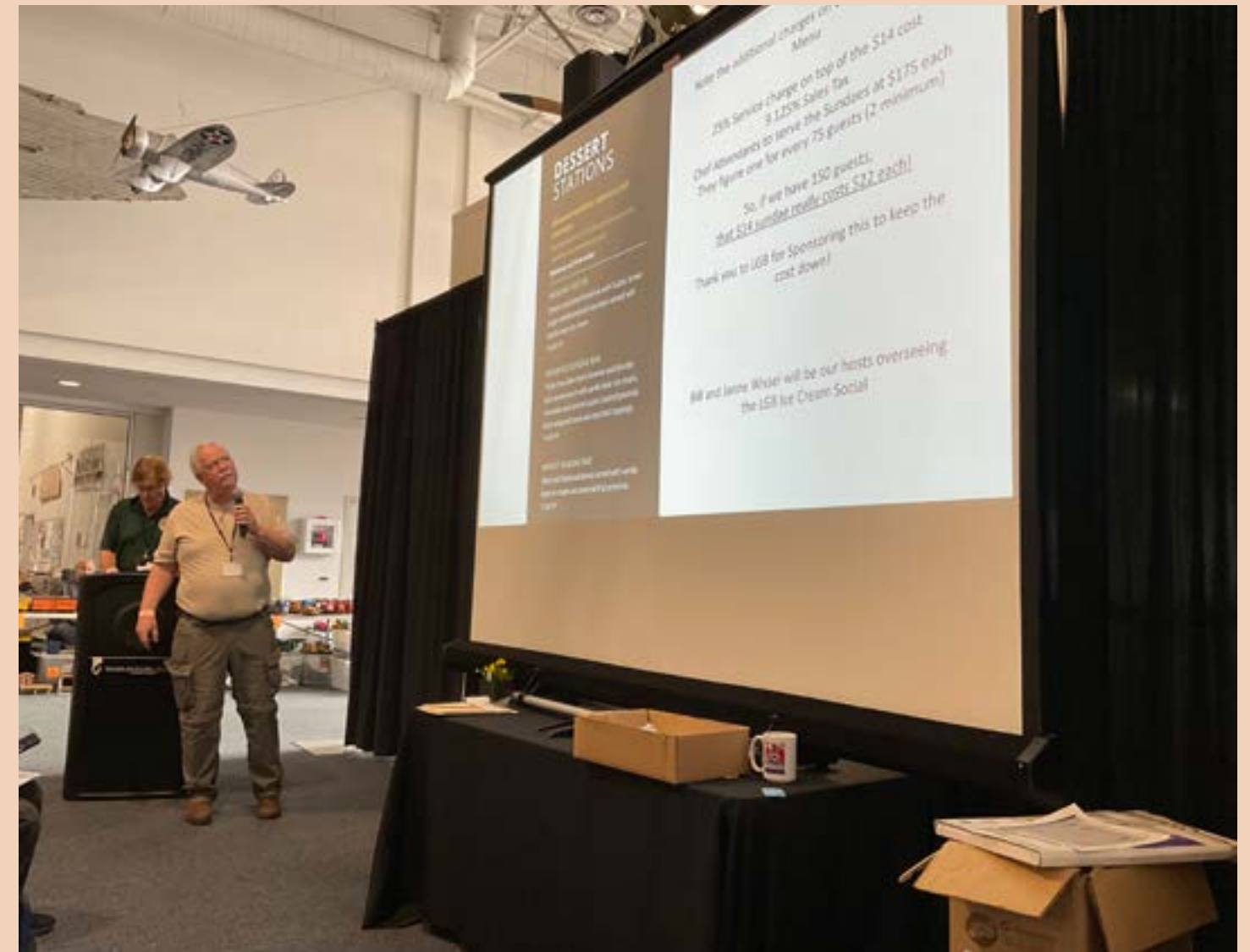
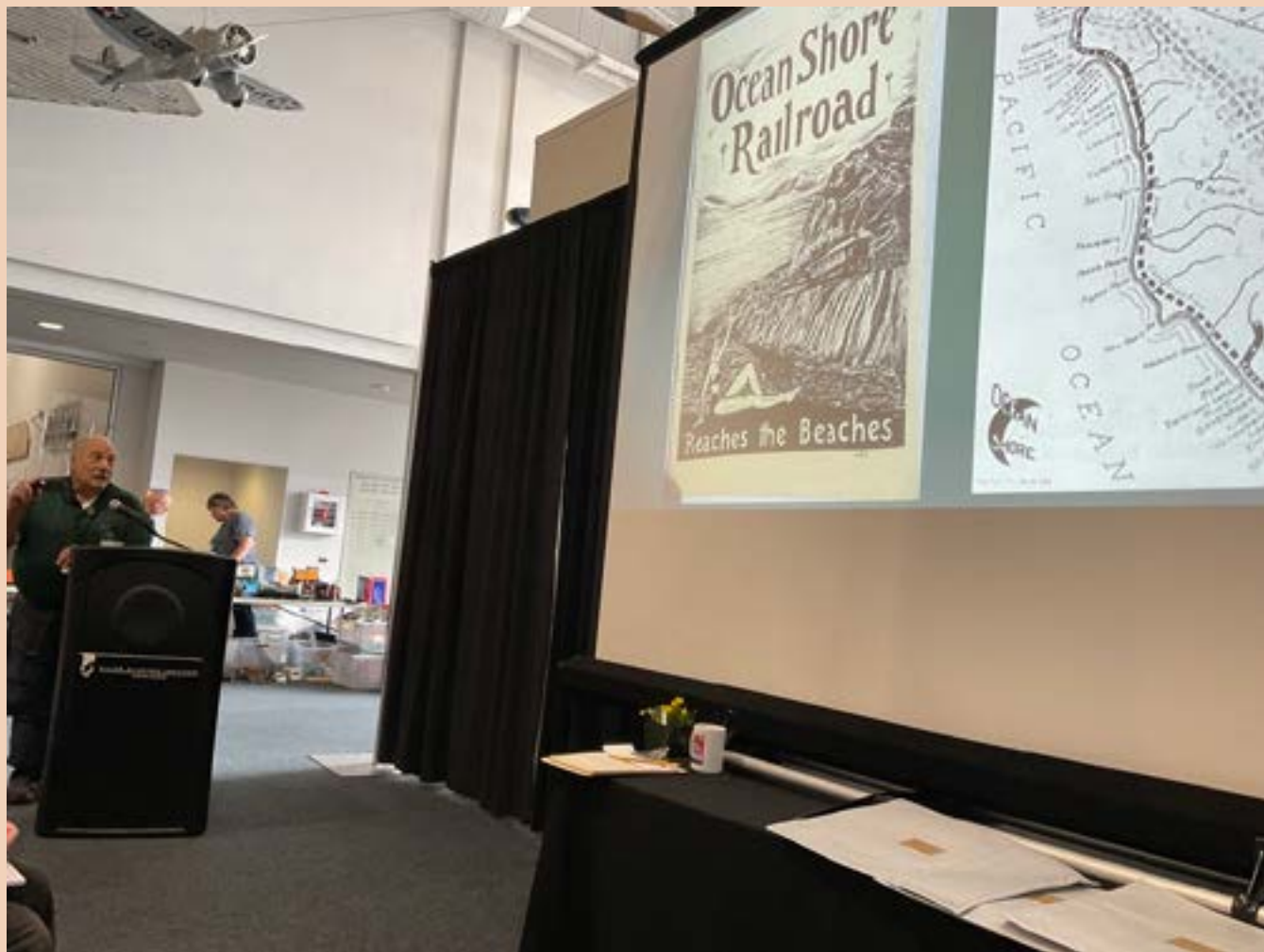
With regards to the hobby, my current interests include battery conversion, 3D printing and scenery construction. I also, in December 2022, created a YouTube channel called "Crystal Cove and Rose Railroad" to host my layout videos, because everyone that comes by my house (the roofing people, the UPS guy, and random people driving by to pick up their kids from school) want to see these trains running.

FEATURED ARTICLE ANNUAL MEETING 2023

Another excellent Annual Meeting is now in the books. For details, see the President's Perspectives and other articles throughout this edition. Below are some additional photos of the day ...



BAGRS President Mick Spilsbury conducted the Annual Business Meeting in record time. The busy agenda included the election of officers for 2023, board objectives and goals for the year, a financial report, and also the introduction of the new BAGRS website.



Convention Chairman Russ Miller led an important and wide-ranging discussion on plans for the national convention in July and passed out T-shirts and posters to the layout hosts.



Jack Verducci gave a fascinating presentation on the Ocean Shore Railroad that was both highly informative and brought back a lot of memories for many folks



Everyone paid attention and a good time was had by all!

MEMBER NEWS ...

Nancy Norris reports that the San Leandro Historical Railway Society will hold an open house for indoor and outdoor model railways on April 15, from 10am-2pm, with free admission. I'm attaching a recent Tri-City Voice story about the club. BAGRS members might enjoy visiting this outdoor garden railway, the only one in northern California.



Multiple layers of HO gauge train layouts, including the largest helix train elevator in the country.

All aboard for model train heaven

BY ROB KLINDT

For many East Bay model train enthusiasts, all tracks lead to San Leandro. The city is home to one of the area's largest clubs dedicated to the hobby, and members regularly meet and share their railroading passion in a historic train depot near downtown.

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Digital Command Control system for indoor trains

March 7, 2023 What's Happening in the Tri-City Voice Page 10

All aboard for model train heaven

San Leandro Historical Railway Society (SLHRS) is dedicated to preserving the local railroad history of San Leandro and the Bay Area. To do that, members have built impressive indoor and outdoor model train layouts at their depot headquarters near Thrasher Park on Davis Street. They also maintain a museum with railroad artifacts.

Bob Gokorth, a SLHRS spokesman and director, said the indoor layout features popular HO gauge trains while the outdoor G&O Garden includes larger G and O gauge trains in a lushly landscaped layout complete with 15 buildings, a flowing waterfall and replica of the Golden Gate Bridge.

"What will first-time visitors be most surprised to see? The complexity of the HO and how many trains are running and the detail of things going on inside," Gokorth said. And the variety of trains. "The most unusual trains are the Thomas Trains; we also have a guy that runs an Australian HO train."

The 75 or so SLHRS members come from a variety of backgrounds. Many are retired, some are students, others work full-time jobs. Most are men, but there are several women. But their love of trains is the common thread that unites members. "At heart, we're all kids," explained member Gina Carrell, a retired San Leandro police officer. He oversees the 1980s.

In 1990, SLHRS volunteers started work to restore the exterior of the building to its 1920s appearance. Inside, they started construction of HO scale model sections of the Southern Pacific train line between Oakland/San Leandro and the Norwalk/Danvers Service. By 2000, with much of the work in place, the depot opened for public tours. Today, the layout

009 Lawrence Computer building exterior walls in the outdoor layout

Daniel Lahti operates Thomas Trains remotely using an app

Golden Gate Bridge replica fabricated by Raymond Gray

Donations are an important tool that keeps SLHRS rolling. "The club is a non-profit organization and is supported by member dues and model train donations," Gokorth explained. "I get the donations and first make them available to members [to buy] and then sell the rest on eBay," he said, adding that train donations often come from word of mouth, from depot visitors, or through the group's advertising.

Gokorth added that he is able to receive donations by phone at (510) 566-2490.

San Leandro Historical Railway Society
Sundays
9 a.m. - 2 p.m.

Open House
Sunday, Apr 15

1302 Orchard Ave., San Leandro (near Thrasher Park)
(510) 566-2490
www.slhrs.org
Free; donations accepted

much of the group's G&O Garden layout.

Retired depot sees new life

According to SLHRS historian Pat LaTierre, the group was formed in 1987 with members gathering in a local hobby shop. As the group grew, more space was needed. When it learned a retired train depot near downtown was available, the nonprofit group mounted an extensive fundraising effort and acquired it. Next, they struck a deal with the City of San Leandro to move the building to a city-owned parcel at the southern edge of Thrasher Park on Davis Street in late 1988.

The train depot was built in 1898 near Alvarado Street to help San Leandro cherry and peach farmers ship their products via Southern Pacific rail. It also served passengers until 1939, continued freight service into the 1970s, then became an office for railroad switching crews into

ferences more than 4,000 feet of track spanning three levels, including the largest helix model train elevator in the country.

Open house, membership and donations

The SLHRS museum and working model railroad layouts are open to the public 9 a.m. to 2 p.m. on Saturdays; admission is free. There is also an interactive children's layout in the G&O Garden where kids can control the speed of trains. Regular themed open houses aimed at children and families are held throughout the year; the next one is slated for Saturday, April 15 and will feature donations.

SLHRS offers various membership levels. Monthly membership dues help with club operating expenses. Members also get access to the depot to run and maintain their trains. General membership

meetings are held at 10 a.m. the first Saturday of each month via Zoom. Details are posted online at www.slhrs.org/membership.

Ray LaTierre runs a long-distance HO gauge train.



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.

Annual Meet @ Hiller

by Richard Murray

Anyone who thinks it's easy to arrange for the setup of the BAGRS live steam track doesn't know nothin'! First, the chances of rain in middle March is rather low, so we planned on setting up outside in the courtyard. Then on Wednesday weather reports showed rain. All the heavy courtyard tables had to be moved. All along weather reports were having to be monitored day and night. On Thursday, weather reports transitioned to probably dry. Were they correct? Would they change again? Who knew? In any case, the tables had to be moved back. In the meantime, emails had to be sent to the steamers notifying them of each change because fire restrictions determine which engines can run inside or outside. The Hiller lobby has some very fire prone displays inside directly above the track setup. Steamers needed to prepare different engines depending on whether we ran inside or outside. I'm sure there was some frustration by steamers having to switch engines out of storage depending on whether the setup was to be inside or outside. Also, there are different time allocations. Inside is much easier to set up because the floor is perfectly flat. In addition, Hiller is the party that moves our trailer and their procedures are different for indoor and outdoor setups. Finally, we had to juggle time for making repairs on all the legs. Of course, repair locations and timing were different whether the setup would be inside or outside. I felt like a juggler with 6 balls in the air. Decisions, decisions. After many headaches, everything went smoothly—with no thanks to the rain gods.

One of the nice things to happen at Hiller was that we got three new steamer members. As older members cycle out, new members must be added to maintain the health of the club. First, Colton Snell has occasionally appeared at some of our previous steamups. We have always encouraged his steaming with us. At Hiller he finally joined both the BAGRS and the steamers. This time he brought a kit built Accucraft Cranmore-Peckett 0-4-4, a Ruby look-alike. He now belongs to four different steam clubs. He likes ours the best despite his having to commute the farthest to our club from his home near Sacramento. Brian Parry is both a new BAGRS member and a new live steam member. His friend, steamer Lewis Breon, reports that Brian already has a collection of steam engines and cars. He even plans on steaming at the big meet in Lodi. Our third new live steam member is David Mease. David is a native of Delaware and lives in Martinez. While he is an established BAGRS member, he is really new to live steam, having just purchased his first live steam loco at an Annual Meeting vendor table.

Bob Trabucco was the one who found time to fix all the track legs. In the past we have often broken the plastic handles that tighten together the two pieces of telescoping legs. To repair them, we had to have one of our steam members weld a metal bracket on. That was a cumbersome process. Bob came up with the best and cheapest idea for the fix. He replaced all the legs with a heavy duty eye bolt that can be easily screwed in to tighten the telescoping legs and screwed out to loosen them. Thanks Bob.

The biggest engine brought to Hiller was the GS-4 Daylight owned by Seth Abrahams. Seth is very good at telling the public about how live steam engines work and how much fun it is to be a member of BAGRS. Duc Nguyen brought an 0-8-0 German engine. Since I was a vendor, I did not have time to run any engines, but I sold every item on my vendor table. I did have time to take photos of members and their engines plus a cute photo of a 7 pound dog with just his head sticking out of his mother's purse—totally unrelated to trains but a nice diversion, especially since it was an excuse to take a picture of a pretty girl.

Mike McKenna brought a scratch built 10 mm scale model of a Great Central Railway 4-4-2. The prototype was built in 1906. He bought it last October at the 75th G1MRA Anniversary show in the UK. It is fitted with radio control and has an electronic water level indicator. When he ordered the radio transmitter, he had to have it overnighted to his BnB since it's not FCC certified yet and can't be shipped to the U.S.! Supposedly the steam dome is plated with real gold. He steam tested it on rollers, but he hadn't yet had a chance to test it on real track.

Andy Kelsey brought a kit built Ruby. The tender was scratch built by him. Serendipity stepped in because the cab was a Bronson Tate kit that very closely matched the cab he was designing. He is slowly modifying his locomotive to represent West Side Lumber Company's first locomotive, "Fido." The only thing holding him up from further modifications is a lack of machinery, which he is saving for, to make parts for the saddle tank and a new stack.

Melinda ran the kitchen. She reported that her two helpers did an extraordinary job of keeping the food and drinks flowing and then following up with the cleanup and breakdown. Three cheers to Lynn Gerber and Perky Ramroth.

Our next live steam meet is for the Easter show at Hiller in a few days. See the calendar below.



The live steam track was set up by 7:30 am



Crowds envelope the track by 11:00am (photo by Steve Smith)



Jim Goss is filling his Accucraft 1/29 0-6-0 tender with water as new steamer David Mease looks on.



Bob Trabucco gets a nice plume of steam from his Accucraft Climax.

Ron Sickler fuels his Roundhouse "Sammie."



If there's a coal smell around, look for Steve Heselton and his Accucraft K-27



Lewis Breon (far left) is supervising the preparation of new BAGRS member (in the middle) Brian Parry's Accucraft C-18. Because the engine has a ceramic burner, it needs the fan on top of the chimney to create a draft despite being a butane fired engine. New BAGRS member Colton Snell is on the right.



Mike McKenna brought two English engines, this one a scratch built 4-4-2 10mm model.



Andy Kelsey with his kit built Ruby and scratch built tender.



Father and son, Philip (left) and Tim (right) Boles have what appears to be similar engines, except that Philip's engine is coal fired and dirty, while Tim's is butane fired and clean.

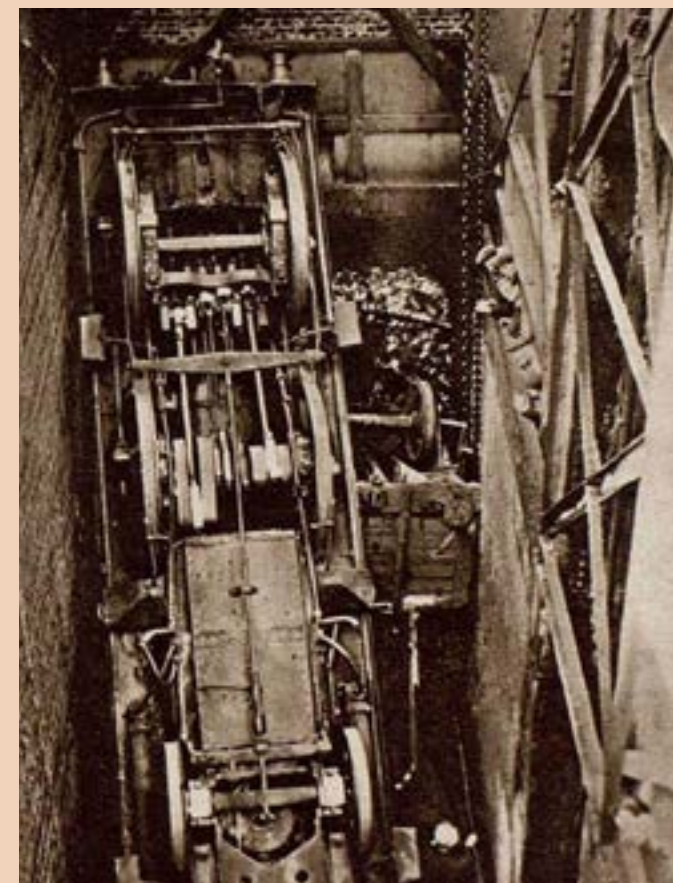
AN UNCOMMON UK ACCIDENT

On April 13, 1948, an M7 locomotive was involved in an accident at the Armstrong Lift on the Waterloo & City line. As there was no ground level section of this underground line, a hoist was normally used to raise wagons and engines for maintenance. As coal wagons were being loaded onto the lift at the upper level, the platform tilted because some of the supports were not properly engaged, sending the wagons and locomotive #672 falling down the shaft. To remove the damaged equipment, the locomotive and wagons had to be cut up while still in the shaft. David Watkins was a photographer who got a job with the Southern railway in their film unit at the Waterloo station. He recalls:

"I began my career on January 1, 1948 (in those days a holiday only in Scotland) and three months later on April 13, I shot my first piece of film. All the other photographers were out on a job, and I was left alone in the film office. Close by was a hydraulic lift by which rolling stock from the Waterloo & City underground was raised to the level of the mainline for repairs. While some wagons were being shunted onto this device, the hydraulics gave out and dragged them plus the engine into the abyss. The driver and fireman jumped off just in time while I, disturbed by the almighty crash and thundering, grabbed a camera and shot some stuff of #672 looking like an upside down Hornby toy.

When the others came back, everyone was pleased and excited until word came down from above that my negatives must be destroyed unprocessed—an early lesson for me that truth is seldom wanted in official circles."

David Watkins went on to be an Oscar winning cinematographer.



This is Mike McKenna's Bowande M7, a version of the engine that had such a tragic end in the story above. He labeled it 672 because of the unique history of that engine. The prototype was built 1887. The engine eventually became the basis for a Thomas the Tank character, "The Forest Ghost."



DAVE'S CORNER ...

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

7/8 SCALE PASSENGER CARS

This month I decided to build two 7/8 scale passenger cars, using an Accucraft 1:20.3 short two axle flatcar for their base. I found this method of building short 7/8 scale cars very easy, as all the undercarriage is already there.

Since most of my 7/8 scale locomotives are 0-4-0's this makes the shorter cars a perfect match. The finished cars will measure 9-1/4" in length, less couplers, by 5-5/16" in width and 7" tall.

The cars will be built with 1/8" and 1/16" styrene and Polystyrene strips from Evergreen Scale Models. Both cars will have the same overall dimensions. The only difference is that one car will be a two-window version and the other car will be a four-window version.

The sides, ends and floor of both cars are built of 1/8" styrene, and the roof of each car is built of 1/16" styrene and trimmed with #159 polystyrene strips from Evergreen. All the body trim is #169 Evergreen strips. The window trim is #255 angle strips from Evergreen.



Photo # 3697 shows the four main body sections

Photo #3700 shows the main body assembled



Photo #3702 shows the car all trimmed out

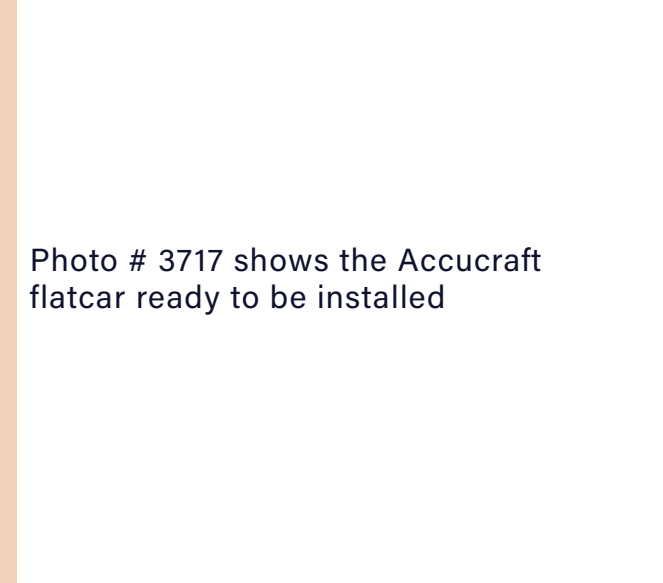


Photo # 3717 shows the Accucraft flatcar ready to be installed



Photo #3721 shows both cars. The two-window gray car just needs the windows installed, and the four-window car needs paint. I ran out of time to finish both cars for this article, but this will give you a good idea of the finished cars. By the time this article is in the newsletter, the four-window car will find its way to Maine.

DAVE'S CORNER ...



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

Editor's Note: With apologies to Dave, this is the missing article from March. Enjoy ...

WEST SIDE LUMBER COMPANY JITNEYS



One of the original West Side Lumber Jitney's

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

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

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

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

The jitneys even had their own rolling stock that consisted of flatcars, gondola cars and even water tank cars. These jitneys were used for emergency work and supplying food, water, and crews to the many logging camps—even for ambulances when needed. They were mostly built from old Model Ts and Model A Fords.

After looking through an old copy of a *Narrow Gauge Gazette* showing a jitney built in HOn3, I knew that I had to build a freelanced one in 7/8 scale.

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



#3602 shows the three main body parts



#3608 shows motor block in place



#3628 shows the body ready for roof



#3634 shows the roof installed



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



#3675 shows completed Jitney

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



Another view of the finished Jitney

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.



JUNGLELAND

"Home of Movie Animal Stars"
 Thousand Oaks, California

JUNGLELAND EXPRESS

Picturesque ride enjoyed by young and old kids.

Wildlife attractions have been popular in Southern California since the early 1900s when "Alligator Joe" Campbell and Francis Earnest relocated their alligator farm from Arkansas to display to an eager and growing population, and rented reptiles to the fledgling Hollywood motion film industry. Ostrich Farms and animal parks became so popular that some of the larger Hollywood movie studios created their own animal collections. Leo the Lion, Mr. Ed the talking Horse, Bimbo the Elephant, and hundreds of other Hollywood animal "stars" called MGM Studios home. In 1926, Universal Studios decided to shutter its expensive and high maintenance animal facility employee Louis Goebel, who purchased five of the studio's lions to display at his newly created Thousand Oaks Lion Farm. He expanded his collection of trained wild animals, and through the years, his modest roadside attraction had grown into "Jungleland USA," a wildlife theme park and popular stop on highway 101. Goebel's wild animal shows, jungle rides, baby zoo, monkey island, sea lion pool, swan boats, and a 24" gauge off-the-shelf C.P. Huntington miniature train set from Chance Rides entertained thousands of visitors while the park's extensive animal collection was kept busy in films and on TV. By 1969, competition from other high-profile Southern California theme parks, several unfortunate high-profile safety incidents, and an outcry from local residents that the park didn't fit with the desirable upscale image of the growing community spelled the end of Jungleland.

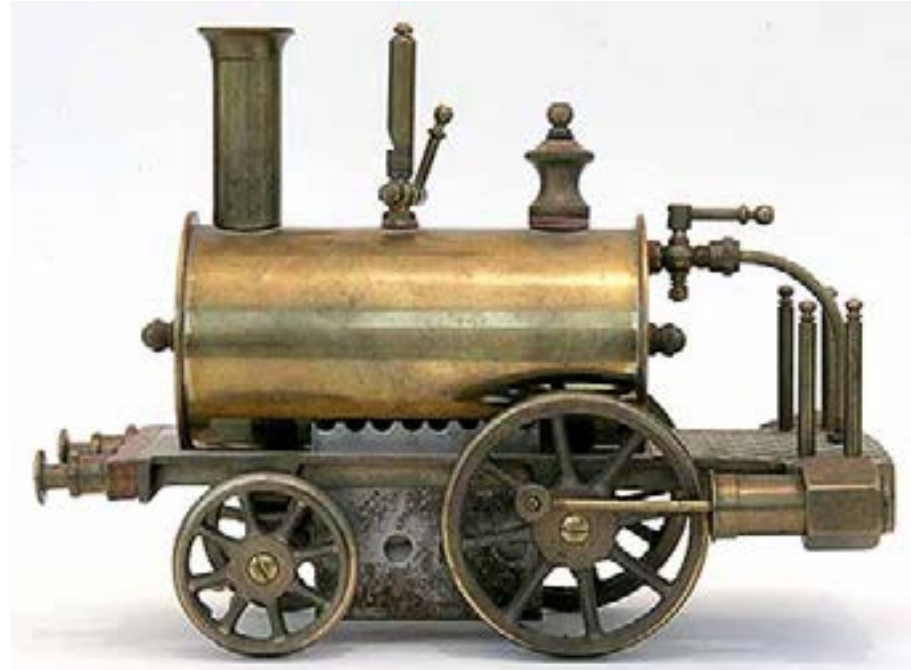
CIRCA 1960s POSTCARD FROM THE COLLECTION OF BILL RALPH



EAST DEVIL HILLS MODELING GROUP

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

Dennis acquired a so-called "Birmingham Dribbler." He got it for a very reasonable price, as the front wheels including the axle yokes and the alcohol burner were missing. This is one of the very first live steam toy locomotives. It ran on the floor without track, leaving a trail of condensed water behind, hence the name dribbler. First a picture of a complete loco:



And here Dennis' find:



He started already milling the wheels (he actually machined the wheels while he was still searching moving boxes for the missing dribbler). Here's a close-up of the wheels made on his CNC mill:



Bill continued with his Caspar Lumber "Trojan." He is currently working on the boiler. As no copper tube with the correct diameter was available, he cut a strip out of a larger tube and used this strip as a reinforcement when soldering the tube back together:



Here's also the closed seam and the remaining boiler parts:

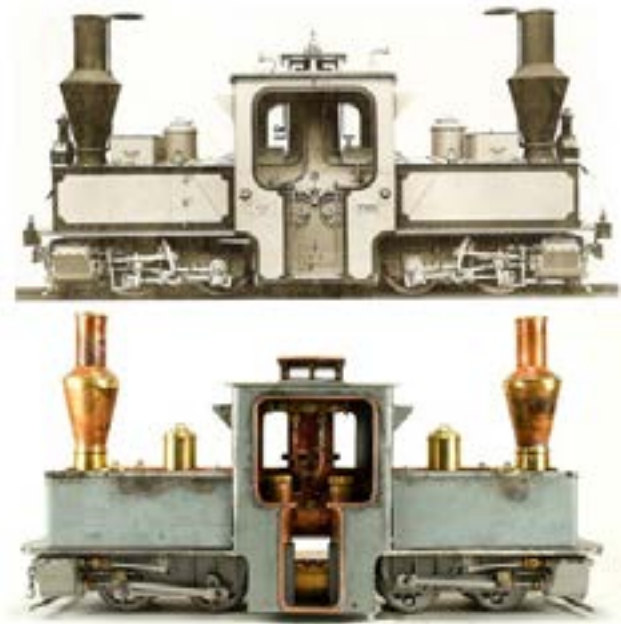
Rob continued with his Darjeeling loco. He now has a rolling chassis, always an exciting milestone during a build:



Marc Horowitz sent me progress pictures of his 7/8th Pechot-Bourdon. First the alcohol burner, which supplies both sides of the Fairlie-type boiler and next the boiler assembly with the signature smokes



Finally a composite photo of the model and the prototype. Marc definitely caught the essence of this peculiar loco:



While you could admire some of the work of EDH/BALSM at the Hiller annual meeting, I displayed my Guinness at a local show in Berlin. As a newcomer I only got a small table, but this will change at future events. My friend Bernhard (It is him on the photo) showed off two of his beautiful micro layouts:

Henner

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POSITION	NAME	EMAIL ADDRESS
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San Jose/Milpitas	Michael Laine
Santa Cruz & Monterey Counties	Trevor Park
South Santa Clara & San Benito Counties	Nigel Mallinson
Members Outside BAGRS Districts	Nancy Norris

CALENDAR

April 16 2023	BAGRS Board of Directors meeting	Zoom
May 21, 2023	Pre-Convention Open House	various
June 4, 2023	Pre-Convention Open House	various
July 1-8, 2023	38th NGRC	Santa Clara and Beyond

LIVE STEAM CALENDAR

Saturday, April 8, 2023 Easter Hiller Aviation Museum
 Saturday/Sunday, Sept. 2 and 3, 2023 Ardenwood
 Saturday, March 9, 2024 BAGRS Annual Meeting Hiller Aviation Museum

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.

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

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

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

THE LAST PAGE



So, where might you find this beauty? The first person to correctly answer wins the praise and accolades of the entire garden railway community ... and a mention in the next issue.

TRELLIS AND TRESTLE

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