

BAY AREA GARDEN RAILWAY SOCIETY

TRELLIS AND TRESTLE

AUGUST 2024



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President's Perspectives



RIDING THE RAILS IN ALASKA

For the first month in four years, I have not spent much time thinking about BAGRS. I have been enjoying my fiftieth state, Alaska, celebrating my fiftieth wedding anniversary with Liz. I am pleased that a few more members have signaled an interest in opening railroads in September and October, and I am pretty sure there is room for more. I will be putting the schedule together when I get back from Alaska in the first week of August.

Via GR News, I have seen no evidence that there are garden railroads in Alaska, which is hardly surprising given its climate. So, instead of looking for them, Liz and I have enjoyed full-size trains.

The White Pass and Yukon Railroad, built between 1898 and 1899 was an engineering marvel back then and remains one today, climbing 3,000 feet in a little over 20 miles as the Raven flies to White Pass with grades as steep as 3.9%. The views from narrow gauge tracks perched on ledges that are only a tad wider than the tracks are stunning. Carriages that are normal width are surprisingly stable. It's a tough railroad to reach, but if you can engineer the opportunity to go, I encourage you to seize the opportunity.







By comparison the tracks of the Alaska RR do not tackle such impressive grades. However, Alaska's amazing scenery is featured in all its glory: no more so than during a 4 hour journey from Seward to Anchorage.



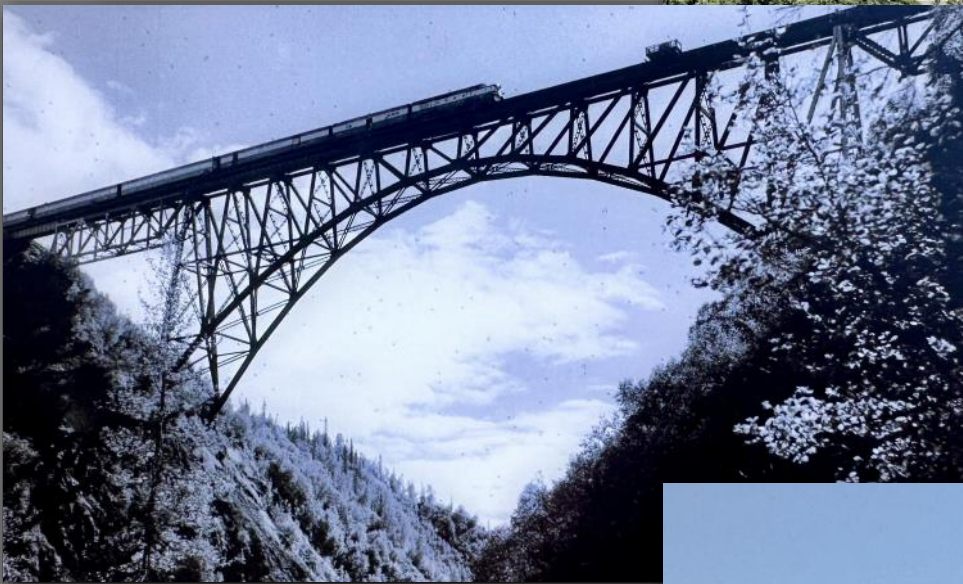
For 40 miles the train takes a different path than the highway, with numerous dramatic curving sections affording views of mountains and glaciers that you would otherwise not see. Views of Turnaround Bay are also spectacular.





The 7-hour journey from Anchorage to Denali shares a wide variety of scenery from dense forests to mountainscapes as you get closer to Denali.

However, the undisputed highlight is views of Mt. Denali when it is not shrouded in clouds. We did not see it on the outward journey but did see it on the return journey.



Passing over Hurricane Gulch on a 300-foot-high trestle built in 1921 was another highlight.

The ARR is currently restoring Loco #554, a Baldwin Consolidation built in 1944 with plans to have it pull train specials. Now, that will be special! ■



From the Editor's Desk



Roger Nicholson lives in Union City, California, and operates the *Crystal Cove & Rose Railroad*.



On the cover: Since last month I feature *my* locomotives on Jim Ralph's layout, I figured it was only fair to feature Jim's own *Carnivale* train on his own layout.

The cross country driving trip concluded. As I traveled from Mt. Rushmore, through Yellowstone, Pocatello, Idaho and then to Roy, Utah, I realized that there was a significant piece of railroad history on my route: The *Golden Spike National Historical Park* at Promontory, Utah. Of course I had to stop there. The highlight of the visit is the operation of the two fully functional steam locomotives that are replicas of the Union Pacific *Jupiter* and the Central Pacific No. 119. Now I want to get this pair of locomotives to have on my own layout.



I was also able to drive along the grade cut by the Central Pacific that parallels the grade cut by the Union Pacific as they raced each other to complete as much track as possible. This particular section of the CP grade is to the east of Promontory. The CP actually later took over responsibility for the line from the UP between Promontory and Ogden. Therefore this drivable section of the CP grade is part of the actual route of the Transcontinental Railroad. The adjacent portion of the UP grade was never maintained.





This was the last railroad related stop I made before I eventually returned home to California. I was happy to get back to my ongoing projects after being away from

home for an entire month.

Open Houses: I've had some feedback that folks miss the postcards that we used to send out before our open house weekends. I agree that it was handy. The problem is that it is both expensive and labor intensive—someone has to design them, print them and mail them to nearly 300 member families. I will try to do a better job getting reminders of the upcoming open houses out via email (I didn't do as good a job as I should have last month because I was away on my massive driving trip.) If you have other ideas regarding how we should advertise our open houses, please let me know.

There are no open houses scheduled in August. We will soon distribute the dates and schedule for upcoming open houses for the Fall. ■

WELCOME NEW MEMBERS

We would like to welcome BAGRS' newest members and invite you to tell us something about yourself. We are happy that you decided to join us, and we hope that you will enjoy getting to know other members.

Remember, you do not have to have a garden railroad to participate in the club or have to contribute to BAGRS or the *Trellis & Trestle*—approximately half our members do not have their own railroad. Also, if I get some information wrong or misspell your name, please let me know and I'll take care of it.

If you would like to submit an article, member update, fun train-related thing you saw while traveling, open house you visited, photographs, videos, or have any questions or corrections, please contact me (**Roger Nicholson**) at communications@bagrs.org.

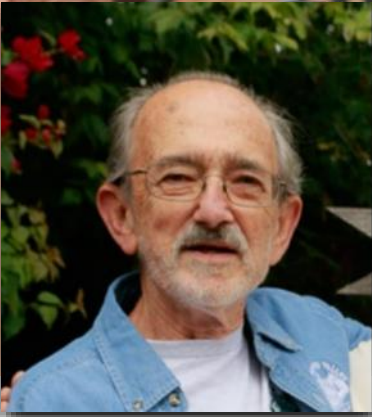
- **Chris Huff, Danville, CA.** Joined 19 June 2024.
- **Daryl Zappe, Morgan Hill, CA.** Joined 2 July 2024.
- **Robert Hillman, Millbrae, CA.** Joined 13 July 2024.



Carnivale on the Green: A Railcar Based Traveling Carnival

Rail Car #59: THE TEXAS RATTLER

By Jim Ralph



Jim Ralph is a member of the *Sacramento Valley Garden Railway Society*, and is the brother of BAGRS member Bill Ralph.

HIDING IN PLAIN SIGHT

THE STORY

This is about the once world-famous Texas BBQ sandwich known simply as THE RATTLER. The roll and condiments were standard issue, but the main ingredient was unique . . . rattlesnake, the WHOLE SNAKE. Found only in the West Texas hill country out of Livingston, this rare snake species was called the 'FOOTERS' by the locals as they only grew to be 12" in length, the perfect snake for THE RATTLER.

THE RATTLER first appeared for sale as the featured item at an 'authentic' Texas BBQ stand that was built on a CARNIVALE rail car. It was an immediate success, franchises were opened throughout the US, Europe, and Australia and operated for many years.

THE RUSE

Public records listed the Company's name as Foster's Snake Farm Inc., Livingston, Texas, Owners: Gerie and Matie Foster (they were raised in a Foster Home in Livingston, thus adopting Foster as their surnames). Matie tended to the free-range FOOTERS while Gerie handled the business end.



THE INCIDENT

During a run to a clandestine processing facility in California's San Joaquin Valley, an unmarked truck got broadsided while attempting a left turn onto Highway 99.....NOT GOOD. The truck rolled over and the load was dumped all over the road.....VERY NOT GOOD

THE REVEAL

The emergency responders, upon arrival, quickly noticed something was amiss. The road was covered with 'escaped' snakes, but they had no skins, no bones, no teeth, no rattles. On closer inspection the 'snakes' were simply press formed meat.....chicken meat..... in the shape of snakes.....You know where this is going.....Vehicle records listed Foster Farms of Livingston, CA. as the owner.

THE SHAM

Foster's Snake Farm of Livingston, Texas, never existed. Footer snakes never existed. Gerie and Matie Foster, never existed. FOSTER FARMS of Livingston, CA. did exist.

THE CONCLUSION

The RATTLER franchise division of Foster Farms of Livingston, California, went bankrupt, hit with hundreds of pending lawsuits and an active FDA investigation.

THE RESULTING MONIKERS

When someone says 'That snake tastes like chicken'

... IT IS CHICKEN

Why did the chicken cross the road

... IT SHOULDN'T HAVE.

Which came first, the chicken, or the egg?

... WHO CARES? ■



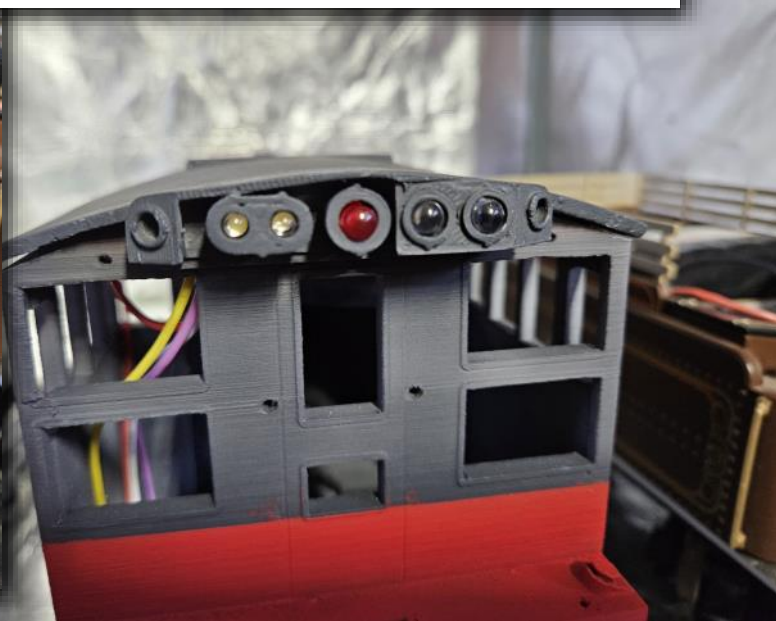
THE 3-D PRINTING DEPARTMENT

Building the OpenRailway EMD SW 1500—Part 4

By Roger Nicholson

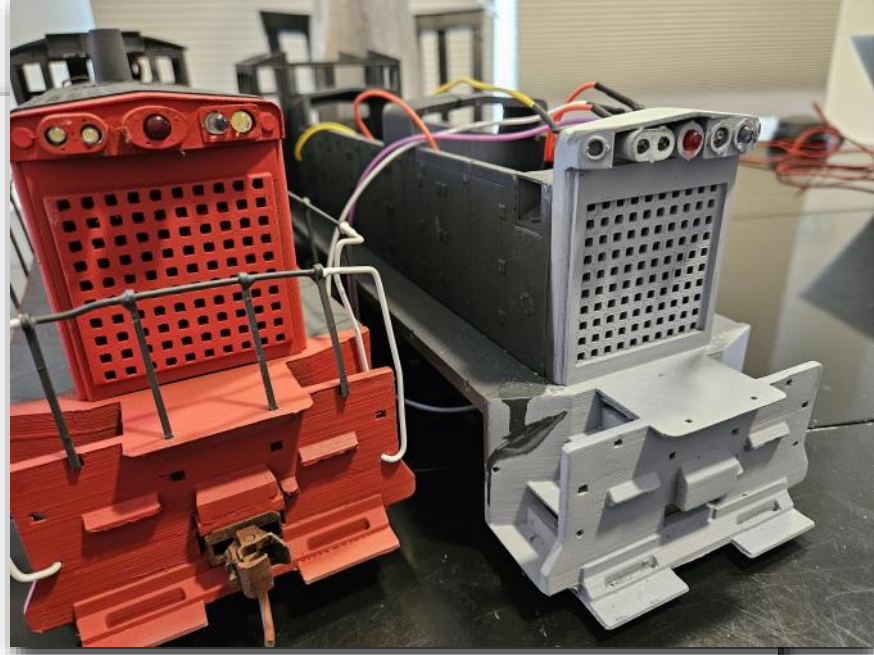


It was time for me to focus on some details on my 3-D printed OpenRailway SW 1500 locomotives. By now the fleet had grown to four locomotives, with the later ones incorporating my more recent design changes. A few details needed to be added, and a few needed to be modified. One of those changes was my Southern Pacific light bar. After extensively reviewing images of real SP SW 1500 units, I wasn't happy with my first version of the SP light bar. The nice thing about a 3-D printer is you can always design and make a new version of the thing that you aren't happy with. So, with that in mind I designed and printed an entirely new SP light bar. I also modified the openings to easily insert the LEDs without having to modify them to fit. I was happy with this result, which you can see on the *fourth* SW 1500 I've built. In fact, I like it so much better that I'm going to retrofit my three other prototypes to have the same light bar.

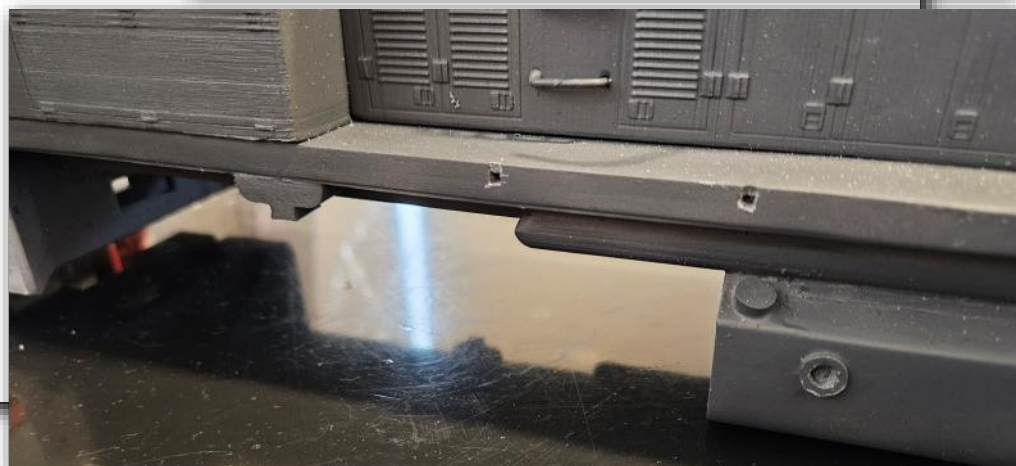


Here is a comparison of my old SP light bar (left) with the new SP light bar (right).

Another task was to figure out how to construct the railings. Fortunately, the OpenRailway design included stanchions that can be 3-D printed. I printed these in ABS, which allows the stanchion to bend without breaking. I used brass rod and passed it through the stanchions, and brass tubing to connect pieces of the brass rod together. I bent each piece of brass rod by hand while examining photos of a real SW 1500. I then epoxied the stanchions and pieces of brass together. The railings were then primed and airbrushed with acrylics. I coated the acrylic with a matte varnish.



Minor details such as grab irons, jack points and filler necks were added as well. Grab irons were made by bending brass rod and inserting them into the holes in the 3-D printed locomotive body.



The windows were the next challenge. I couldn't just glue clear plastic inside the cab, because I need to be able to slide out the interior to access wiring. I designed individual window frames which would fit inside the existing window openings on the cab. I cut and glued clear plastic to the inside of each frame.



This also allowed me to integrate the sunshade with the cab side window frame. The frames printed in ABS are flexible but strong, so the sunshade will not break off.

A few details remain such as adding the rear railings and air hoses. Then I need to install the electronics and battery. I'm busy retrofitting all of my new details and changes to my other three locomotives as well.

Of course, I've been building upon the work of others by working with this popular OpenRailway EMD SW 1500 design. Once the fourth locomotive is finished and my design changes are "finalized", I'll upload my modified designs online and make them available so that someone else can try their hand at printing, and perhaps further improving, this locomotive. Who knows what changes someone might make next? That is part of the challenge and fun of 3-D printing! ■



THE GARDEN DEPARTMENT

Dwarf Jasmine

By Richard Murray

BOTANICAL NAME: *Jasminum parkeri*

COMMON NAME: Dwarf jasmine

USDA ZONE: 7a (down to 0 degrees F)

SUNSET ZONE: 9, 12-24

DESCRIPTION

Jasminum parkeri is one of the prettiest dwarf shrubs in my garden. It develops a profusion of cheerful yellow flowers in late spring and early summer. Its flowers are trumpet shaped with 5 petals. Although I have never tried to sniff the flowers for fragrance, some report the flowers have a sweet fragrance. Other reports say that there is no fragrance. Buy the plant and check out its fragrance for yourself. Its evergreen leaves are tiny and bright green. At maturity its height x width is usually less than 12" x 24". The plant in the photo was planted about 5 years ago and is about 10" tall. It is a choice plant that is quite dense and looks great all year long. The one downside is that after many years its roots can surface some distance from the plant. If it is planted among rocks, the roots are impossible to remove. When my first plant suddenly died after about 15 years, my next plant was planted in a large pot with the bottom cut out. The pot now acts as a root barrier. The branches tend to grow downward, like a willow. Once a year I cut the branches off before they touch the ground, preventing them from rooting.

CULTURAL NEEDS

Jasminum parkeri likes either full sun or part sun. It likes a range of soils, but they should be well drained. It does well in either dry or moist conditions.



ORIGINS

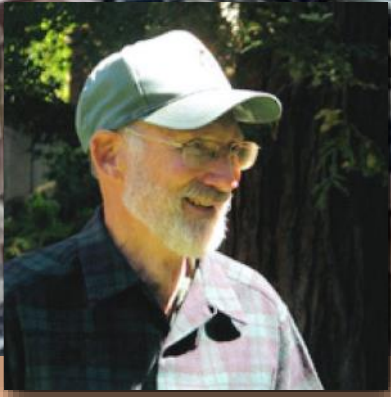
It is native to the western Himalayas. The plant was originally collected from Himachal Pradesh, India, by Richard Parker in 1920 and named for him. He sent it to Kew Botanical Gardens, and it is now widely grown.

USES

It is best used as a container plant. It also works well in a rock garden. It is even used as topiary plant. It supposedly makes an interesting bonsai subject, but I have not yet seen one in any of the collections of fellow bonsai club members. I certainly recommend it for garden railways! ■

All Steamed Up

by Richard Murray



Rob Lenicheck asked **Richard Murray** to handle this month's "All Steamed Up" column since, according to Richard, "Rob is away playing with big trains."

STEAM CALENDAR

- Hiller August 10
- Richard Murray September 7
- Los Altos September 21, 22
- Lodi October 9-13

On Fathers Day weekend the BAGRS steamers met at Roaring Camp to show off our hobby to other train lovers.

In order to begin our set up by 8:30am, most of us had to set our alarms for 6:30 am since travel time to Roaring Camp is more than an hour. During the day, Roaring Camp ran both the *Dixiana* Shay and the *Tuolumne* Heisler in order to handle the crowds. As is often the case, they even ran a wedding party special at 4 p.m. up the steep grade to the top of Bear Mountain.

After lunch I took an exciting ride up the mountain myself—for about the twentieth time. It never ceases to amaze me how much fun it is to go 10 miles/hr up an 8% grade and through a virgin redwood forest. The tallest trees measure about 330 feet tall. I rode on the Heisler, built in 1899 by the Stearns Manufacturing Co. It was ordered by the Hetch Hetchy & Yosemite Valleys RR. When she was purchased in 1962 by Roaring Camp, she was the last operating steam locomotive at the Old West Side Lumber Co.

Once again a Roaring Camp employee sought us out to check how many lunches we would need. She even personally delivered all the bagged lunches in a big cart. Our current contact person has been a big upgrade over previous employees. I have known her for 30 years, and she has always been a smiling, happy person wanting to help. She is the perfect greeter and helper.

Vova Tymoshchuk is a fairly new member. Roaring Camp was his very first live steam event. He fit in perfectly and was helping every way he could. He brought an Accucraft Ruby. We hope to see him at many future live steam events.



This is Vova's Ruby pulling a Polar Express tender and a South Pacific Coast passenger car.

Bob Trabucco and Tim Boles were some of those who helped put up the track. Here a hammer was needed to gently persuade a couple sections to come together. When is the last time you saw a hammer with a wooden handle? It belonged to my dad and must be at least 60 years old. Bob operated a 3 cylinder Accucraft Shay during the day. Tim operated a new, green 2 cylinder Accucraft Shay. Tim was asked whether he or his son, Philip, owned the Shay. Tim said that technically it was his—but . . .



This is the new Accucraft 13-ton Shay whose ownership is in dispute between Tim and Philip.



Chris Gathard was the one who volunteered to haul the trailer over Highway 17 from San Carlos to Roaring Camp. In the evening he hauled it back to San Carlos— but over a jammed Highway 17. He was one of many steamers who helped put up the track and then took it down in the evening.

This is Chris' Ruby, named Lucille, pulling a scratch built tender and a couple cars.



Seth Mahan is waiting for his Accucraft 4-4-0 to steam up. He looks like a real engineer with his hat and glasses.



This is the only trestle still operational on the ride up Bear Mountain.

The author's 1/32 Accucraft Adams radial engine seems like just a speck next to its large cousin. It also seems dangerously close to the behemoth. The English engine is pulling three short English coaches, each with just four wheels. The brass coaches were purchased used 20 years ago on an obscure English sale site.



The author's backup engine for the day was the reliable Cricket #2. It's called a Cricket because of the noise it makes. Forward is engaged when the wheel is rotated forward and reverse is engaged when the wheel is rotated in reverse. The San Francisco roots of Anchor Steam Beer go back to 1871.



Philip Boles is about to let his 2 cylinder Shay steam in reverse.

Colton Snell assembled this engine kit for Accucraft and now must return it for store credit. It is a 1:19 "Cranmore" Peckett 0-4-0 OST. The engine's origins date back to 1905. Eventually, the 2' 6" narrow gauge loco moved to the Puffing Billy Railway as a static display in 1974, and restoration was started in 1978. When it returned to service in 1981, it was painted the colors shown above.

Colton was our distance winner for the day: he commuted from Sacramento.

■



Dave's Corner

by Dave Frediani



Dave Frediani lives in Sonoma, California and, among his many talents, constructs 7/8 scale rolling stock.

THINNING THE HERD

It all started last year, when I told my wife that I was going to start growing up when I turned 80. Well it happened a few months back, April 7th to be exact. That was the date that I decided to thin out my herd of locomotives. I thought that I would start with some of my LGB electric locomotives, many of them have never been run and have been sitting on the shelves for some time.

Not being able to decide which ones should go, I moved over to my live steam locomotives. Since I had more live steam locomotive than electrics, I thought it would be easier, but once again I found it hard to decide which ones should go. I had already sold off my Accucraft K27, C19, and Mogul because of their size, and over the years they became harder and harder for me to handle, and their rolling stock was just too large for me to travel with.

Next, I had too many 1:20.3, 0-4-0 live steam locomotives, so they were the next to go. After selling off three of them, that was it, I couldn't sell any more. So much for thinning out the herd.



All my 7/8 scale locomotives from Accucraft would be the last ones to go, if ever. Since almost all my spare time is spent building 7/8 scale rolling stock and my 7/8 scale cars are all over the US and a few other countries as well, it makes no sense selling off any of my 7/8 scale locomotives.

Since I could no longer make a decision on which locomotives would stay or which ones would go, I would just stop buying them—that sounded easy enough. But then it happened: Accucraft came out with another 7/8 scale locomotive (The Diana). After looking at one online, I knew I had to have one. I really liked the gray one, but after talking to Cliff at Accucraft, only *one* gray one had reached the US and that one had already been sold, and no other color would do. The Diana also comes in green, blue, and black.

After talking to Accucraft once more, I was told that Accucraft had a few gray Diana's in China and the UK, but being too cheap to pay the overseas shipping, I passed on ordering one. I was hoping that one would reach the US at some point in time. Still looking around trying to find a gray one, I was told that Accucraft would be going to Hagan Park in Rancho Condova for the *Sacramento Valley Live Steamers* spring meet and they would have a gray Diana with them. That was all I needed to know, and the rest is history.

The Diana locomotive is a great running locomotive, that runs for about twenty five minutes on a tank of fuel. The locomotive is equipped with a pressure gauge and Goodall valve, and comes with two syringes, a couple of Allen wrenches, and a parts manual. The locomotive weights in at just under 8 pounds, it has a length of 270 mm, a width of 126 mm, a height of 195 mm. Its gauge can be adjusted from 32 mm to 45 mm, and its working pressure is 60 psi. The cost is \$1,950.00—well worth the price.



The Diana locomotive by Accucraft is a 1:13.7 or 7/8 scale 0-4-0 locomotive. The original Diana locomotive was built as a 2.5 ft. gauge locomotive, but was soon re-gauged to 2 ft. gauge. The original Diana was built in 1909 by the Kerr Stuart Locomotive company in the UK.

In 2014 the Tallylyn railway volunteers purchased and rebuilt the Diana and the next year she was taken on a tour around most of the narrow gauge railways in the UK. You can still take a ride on the Diana today at the Tallylyn railway in the UK.



This view shows the goodall valve hidden under the sand dome.

This view shows the fuel tank filler, hidden under the left hand side coal load. ■



East Devil Hills Modeling Group

by Henner Meinhold



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

This month I can report something very special. A couple of years ago David Wegmuller bought a Ruby and converted it into a 1:8 garden railway loco together with a scale engineer. Since then he has been working on a layout. He just finished an amazing 1:8 depot. He writes:

"In the late 19th Century, the South Pacific Coast RR built a branch line from Newark to Centerville (now part of Fremont, CA). One of its stops was Arden. This model is based on the original plans for this station. The only photos that survive show a much simpler structure with two posts. It is not clear if the station was built per original plans and then rebuilt or if the original plans were never built. The plans were commissioned by Mrs. Patterson and were found in the estate of George Patterson when his house and grounds (now Ardenwood farm in Fremont) were sold in the 1970s. My model is based on plans published in the book "Narrow Gauge Portrait South Pacific Coast" by Bruce A. MacGregor."

Here is the finished depot:



The next picture shows the structure under construction.



Some details like the weather vane .

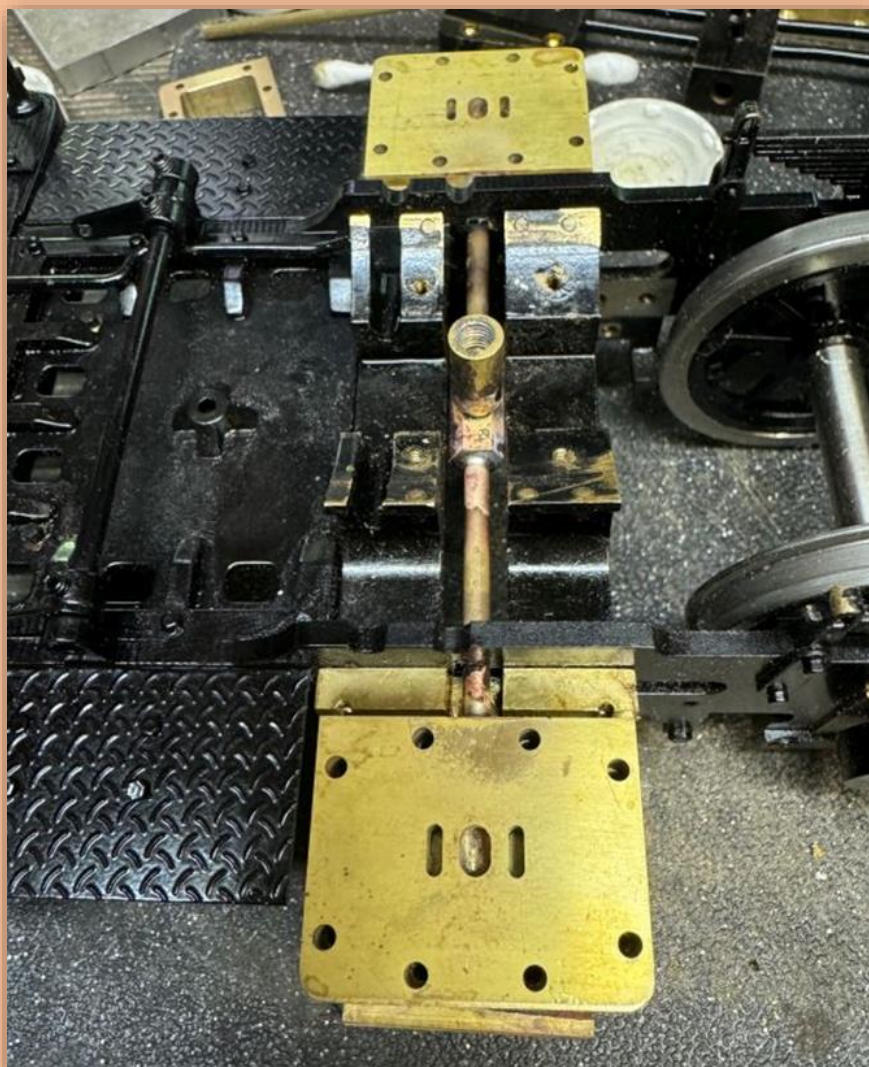
To give you an impression of the size. More information [here](#)



Bill Allen has finished the cab/ roof of his loco and is working on the tender.



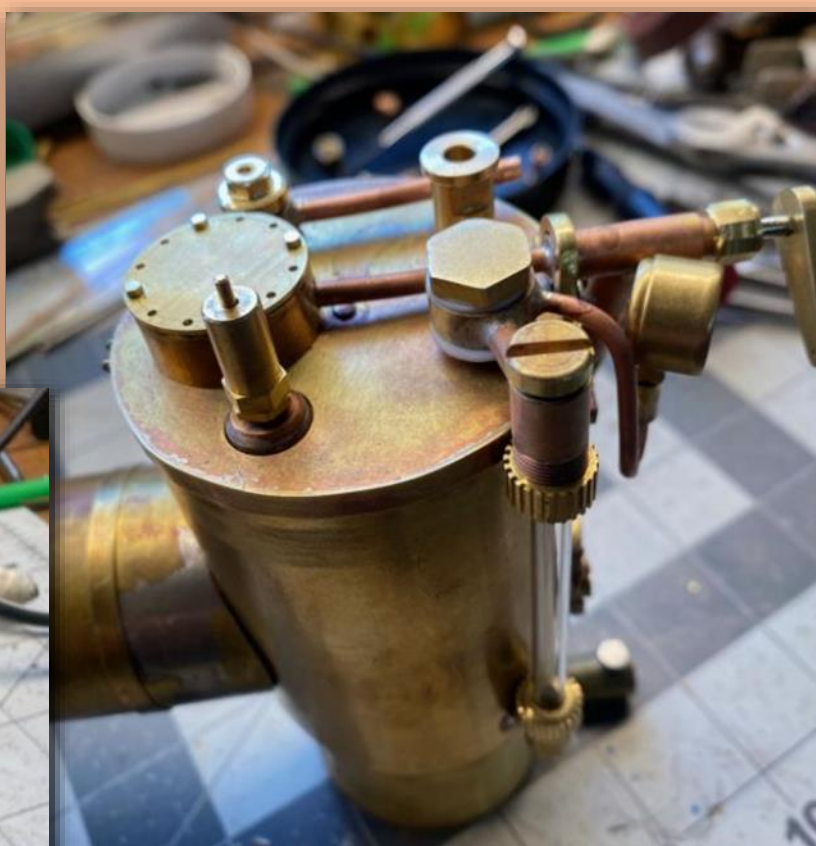
Rob Lenicheck is converting an Accucraft C21 from butane to coal. At the same time he replaces the piston valves with slide valves. Here are pictures of his progress.



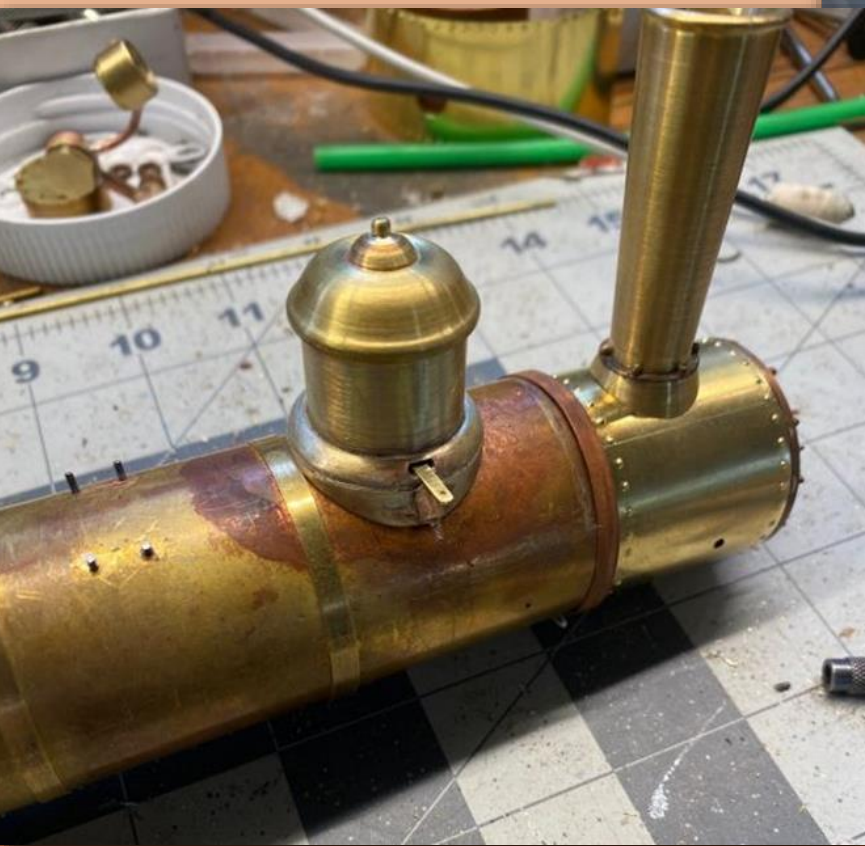
The next picture shows the underside of the loco with the axle pump.



Ron Malouf fabricated some more boiler fittings for his Shay ...



...and a dome.



He also built an improved gas valve.



Finally Dennis tries to get Jim Goss' loco running. Jim bought it as a kit, but had problems with the assembly. Among them was a poker burner not working as expected due to lack of oxygen. Dennis improved it by relocating the gas jet. Here is before and after the modification. Before there was a yellow flame at the tip of the burner



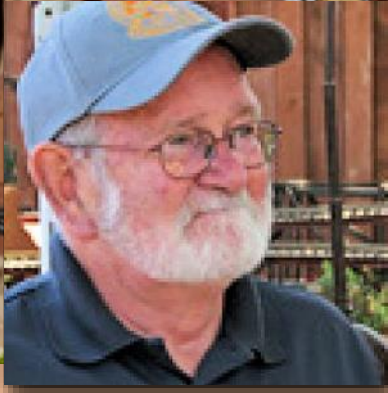
After, a nice blue flame up to the tip. ■

Henner



Postcards from the Past

By Bill Ralph



Bill Ralph operates the *Porcupine Gulch Railroad*, and knows a thing or two about amusement parks and postcards.

DISNEYLAND'S INDIAN VILLAGE

The original concept of an Indian Village in Walt Disney's planned Anaheim theme park is attributed to a memo from imagineer Steve Daly to Dick Irvine in 1953 with a magazine article about Wigwam Motels sprouting up along Route 66 and the country's roadsides, along with a suggestion that maybe they should consider placing some wigwams near the future park's western town. By the time Disneyland opened in 1955 the concept had evolved into three Indian Villages; an "unfriendly" village and burning settlers cabin behind Fort Wilderness on Tom Sawyer's Island, a "friendly" village on the banks of Rivers of America, and a main Indian Village located along a stretch of land in Frontierland where Native Americans would perform authentic ceremonial dances for park guests. The popularity of the Indian Village during the first summer resulted in the moving of the interactive encampment to a larger undeveloped space beyond a newly created faux rock entrance tunnel where guests could comfortably watch authentic tribal dances in an amphitheater and be encouraged to join in.



PEACEFUL INDIAN VILLAGE A trip to Frontierland Rivers of America, takes guests past a peaceful Indian Village and a child and his dog watch them pass as the rest of the village goes about their daily chores

The Indian Village was moved again in 1962 to make way for the upcoming New Orleans Square and the Pirates of the Caribbean ride to a larger space with a new dance ring and larger amphitheater, teepee and totem pole displays, canoe rides, weaving, sand art craft area, and themed gift shop. Tribal Dancers from the Pacific Northwest performed daily for the next ten years; however, fading crowds, competition from new exciting park attractions, and improved audio animatronic technology signaled the end of Disneyland's spirited interactive Indian Village and the creation of "Bear Country" and the introduction of eighteen audio animatronic bears, a racoon, stag deer, and buffalo at the Country Bear Jamboree.

Bear Country evolved into "Critter Company" and in 1989 Splash Mountain flume ride took up the space once the site of the Indian Village. Today's highly detailed Audio Animatronic version of Disneyland's Indian Village sits behind Tom Sawyer Island on the bank of the Rivers Of America, visible only from the Mark Twain Riverboat, Sailing Ship Columbia, and Disneyland Railroad, and where Chief Big Thunder has been greeting guests to Disneyland's back country for nearly 70 years. ■



FRONTIERLAND INDIAN VILLAGE An Indian Village along the banks of the Rivers of America where hearty braves perform authentic tribal dances to the throbbing beat of Indian drums.



A FRIENDLY INDIAN WARRIOR greets travelers to Frontierland as he sits astride his painted stallion along the banks of the Rivers of America

Circa 1950s postcards from the collection of Bill Ralph

MEMBER UPDATES

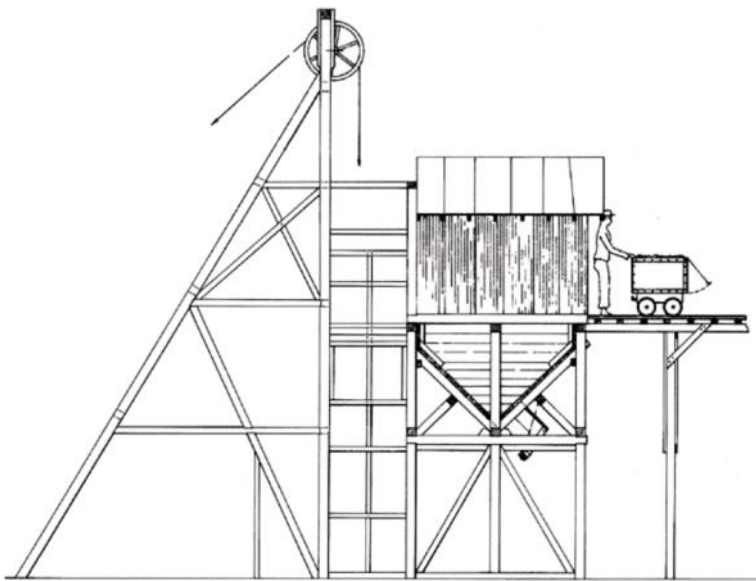
From F. John LaBarba:

Progress Report:

Originally bought the plans for this mine from Brewer Plans, ([Link](#)).

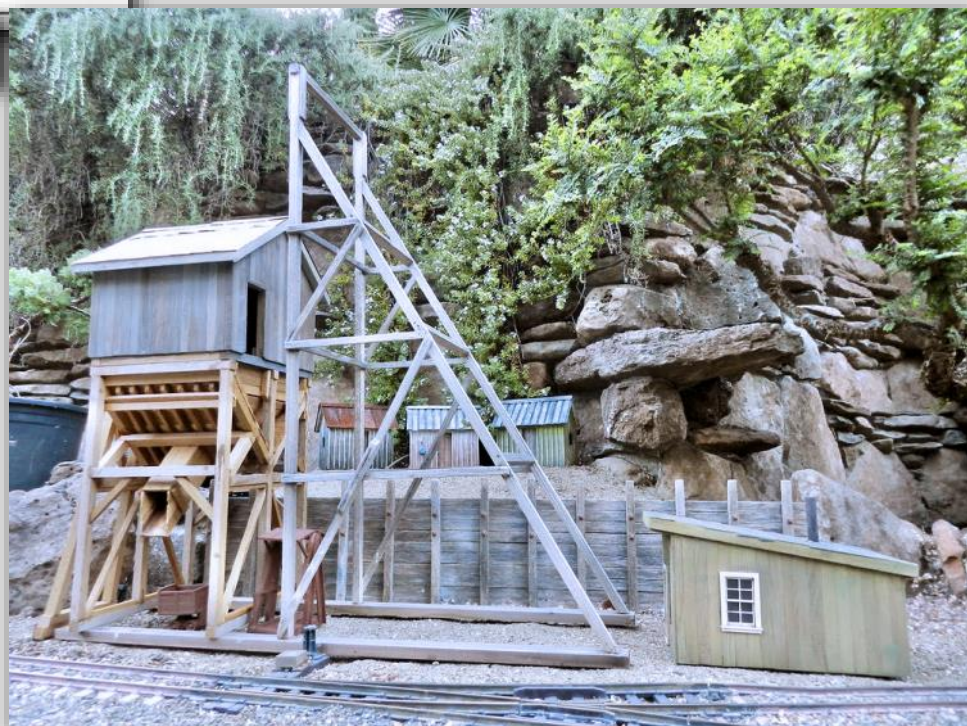
The prototype was the Atlantic Cable Silver Mine at Rico, Colorado.

The mine was small and was originally serviced by horse-drawn wagon. I wanted a larger mine serviced by rail, so I had the plans increased in size at a local blueprint shop. The shop increased the size making the main members 1/2" x 1/2" stock, or 12" x 12" in 1/2" scale.



Started it a couple of years back, and it has sat both in the shop, and on the layout. This past month, with the help of my granddaughter Leila, we built the remaining Ore Bin, the Shelter House above it, and the Hoist House. We used the original (not enlarged) plan for the Hoist House . . . Still have a ways to go and hope to have it finished for the next *T&T*.

Drawing is from Brewer Plans



MEMBER UPDATES

The whole structure is made out of Red Cedar lumber. The two buildings have a core of 1/4" ACX plywood, with the cedar laid over and glued with Tightbond #3 wood glue. The door and window of the hoist house were grant line parts. Stained the wood with watered down acrylic paints. I purchased a Mine cage for the elevator, a large mine frame pulley, and some wood ore cars, all cast out of resin, from *Ty's Planes and Trains*: ([link](#)) They will all be incorporated in this next phase of construction. ■



From Nancy Schramm:

My sister sent this link that I thought might be of interest for *T&T*. She lives just west of Portola and sent a video of Big Boy heading down the Feather River Canyon. It was far enough away that the birds in her yard were louder than the engine . . . !

[Big Boy No. 4014 draws thousands to Portola](#) ■

From Richard Murray:

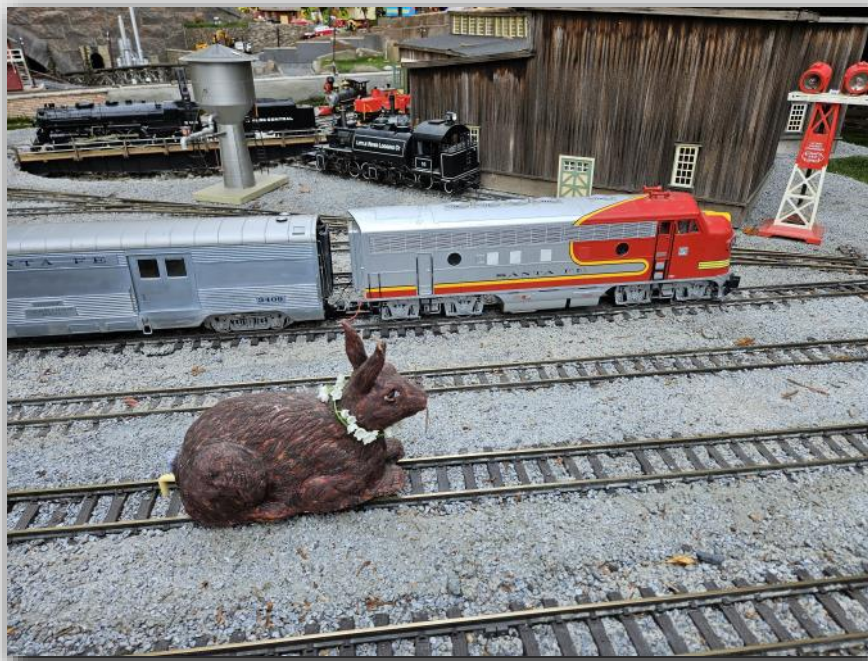
Spotted on the railroad: It's probably a red-tailed hawk. Just prior to landing on the roof of the fence, it had landed on one of my bridges. Just after, it took both of the dead rats I placed out for the local predators. ■



MEMBER UPDATES

Larry Silverman held a two-day open house at the Tri-Valley Railroad on July 27–28. He heavily advertised it and had about 178 visitors the first day, and about 230 visitors the following day. It was quite the party, with hot dogs, ice cream and a bunch of other treats. The kids especially loved the scavenger hunt and prizes. The railroad is just loaded with clever scenes.

Particularly popular was the “Bunny on Rails”, which zipped around the layout, with a group of kids running after it everywhere it went. The kids just couldn’t get enough of that one. ■



BULLETIN BOARD

From Paul Katz:

Paul is interested in selling his father's collection and has created a list of items. Paul says, "Apart from these listed trains, my dad has all the accoutrements, including controllers, tracks, etc., what you'd expect from such an avid enthusiast. Let me know what you think and if you have any ideas about finding a suitable



buyer or buyers. My father loved his trains and I'd love to find them a good home."

If interested in knowing more about the collection for sale, contact Paul Katz katz.pj@gmail.com.

From Elizabeth Squiers:

I purchased an A4 mallard (Bowande) and it was running great until it wasn't. Something slipped and then one of the Gresley conjugated gear linkages broke. Good news is hubby was able to machine a replacement. Bad news is the timing of this three cylinder engine is completely messed up. I got ahold of the timing diagram from Bowande (not terribly helpful) and one from the original aster version but it's beyond me. Is there a way I can ask the BAGRs group to see if anyone can help?

If you know someone who can help, contact Elizabeth Squiers info@coastalvistaconsulting.com

The West Coast Regional Meet that was originally scheduled for 10 Aug 2024–15 Aug 2024 has been cancelled. [See here for details.](#)

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—July 2024](#)

[Central Ontario Garden Railway Association—Summer 2024](#)

[Denver Garden Railway Society Newsletter—July 2024](#)

[Gold Coast Garden Railway Society—July 2024](#)

[Puget Sound Garden Railway Society—July 2024](#)

[Redwood Empire Garden Railway Society—July 2024](#)

[Rose City Garden Railway Society—July 2024](#)

[Sacramento Valley Garden Railway Society—July 2024](#)

[The Garden Whistle New Zealand Large Scale Newsletter—July 2024](#)

[Garden Railroading News—May/June 2024](#)

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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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



High up in the mountains to the southwest of Donner Lake is an important piece of railroad history. This is the “Summit Tunnel,” officially known as “Tunnel 6” on the Transcontinental Railroad. The 1659-foot long tunnel was dug by the Central Pacific using Chinese laborers from both ends, with a shaft sunk down from the summit so that they could also dig it from the middle outward, allowing them to work on four tunnel faces at the same time. It is the length of five football fields and passes directly below Donner Summit. This tunnel was actually still used by Union Pacific until the mid-1990s. A new, longer tunnel was built and the active railroad track was re-routed, leaving Tunnels 6, 7, and 8 unused.

TRELLIS AND TRESTLE

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