

BAY AREA GARDEN RAILWAY SOCIETY

TRELLIS AND TRESTLE

MARCH 2025



In This Issue...

- *Schedule of events for the 2025 Annual Meeting!*
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PRESIDENT'S PERSPECTIVES



SIX YEARS OF LEARNING WITH A LOT OF HELP

2019

It's the 2019 Annual Meeting. I am there to listen and learn with my buddy Steve Smith. It's the Business Meeting and I'm not paying full attention. Steve is. The slate of Directors is one short. Steve nominates me from the floor. Unanimous approval is immediate because members know that they cannot be tagged if I am!

2019–2025

I quickly created a position for myself as Marketing Director, because it seemed we should have one. A year later, the Board elected me to be VP. Two years later, when Russ Miller left the Board to run NGRC 2023, I took on the role of President. Three years later, I am 'termed out' so this is my final 'President's Perspectives.'

The best thing about the last 6 years has been the opportunity to collaborate with other members who dedicated time to sustain BAGRS.

FELLOW DIRECTORS—PAST & RETIRING

Russ Miller spent many years on the Board, often as President, and helped me understand the dynamic of BAGRS. He had an encyclopedic knowledge of BAGRS to share.

Richard Murray had been coordinating Live Steamer activities for eons and I benefited from his perspectives on all sorts of topics. Most importantly, I came to appreciate how important our Live Steamers are for BAGRS.

Ray Turner served as Membership Director for the last 3 years, a role he had played before, and one that requires a detailed understanding of our membership database in Wild Apricot. Much of what I have learned about that database came from Ray, and if I screwed anything up, Ray could be relied on to notice!

Greg Hile was our Utility Player. He was Open Railroad Coordinator, then editor of *T&T* and most recently Board Secretary. Under his watch, *T&T* transitioned from 'Newsletter' to 'Magazine,' a very important transition.

Richard, Ray, and Greg are also leaving the Board this year. Seek them out at the Annual Meeting to thank them for their commitment to BAGRS.



PRESIDENT'S PERSPECTIVES



DIRECTORS UP FOR RENOMINATION

Roger Nicholson joined the board a couple of years ago and inherited the role of *T&T* Editor. Roger has propelled *T&T* even farther. It is now one of the best garden railroad club magazines, if not the very best. Roger has also demonstrated an intuitive understanding of many aspects of BAGRS and brought fresh perspectives to the table.

Larry Silverman. Prior to Larry taking on the role, **Mike Dibble** was Treasurer for the early part of my time on the Board and performed the role with quiet efficiency. Larry took the role three years ago and has taken it to a new level. Detailed quarterly and annual reports with comparisons to the prior year show the board our financial situation and Larry is all over any anomalies. Larry also oversees catering at Annual Meetings, another crucial responsibility!

Rob Lenicheck took the role of Live Steam Coordinator a year ago and the club is lucky to have Rob take over the role. It's as if he has been understudying Sir Richard for years.

The three of them will continue to do great things for BAGRS if reelected.

THEN THERE WERE OTHERS

I was lucky to overlap with **Lynn Gerber** as Membership Chair and Board Secretary. Lynn is the epitome of a graceful, dedicated volunteer, who also helps to lay out Annual Meeting food and clean up at Annual Meetings.

Ken Brody is our main man in the North Bay because he plays a key role for the Redwood Empire GRS. Like Ken, I am a member of both BAGRS and REGRS, and we collaborate regularly to keep North Bay BAGRS and REGRS activities in sync. Ken is also the epitome of a graceful, dedicated volunteer.

Even though he started all this by nominating me for the Board, Steve Smith is still a close friend and has often been my sounding board during the last six years. He has the great ability to cut through the BS and get to the heart of a matter. Steve, Darci, Liz and I have had many happy times together.

THEN THERE WAS ANOTHER ROLE

In 2021, I represented BAGRS in discussions about a new digital magazine to fill the void created by the disappearance of *Garden Railways* magazine. *Garden Railroading News* aka *GR News* was launched later that year.



PRESIDENT'S PERSPECTIVES



Since then, Carla Breitner from SoCal, Bill Derville and Steve Cogswell from Oregon, and I have worked to get *GR News* produced 6X a year, then distributed via 150 clubs in 8 countries, also via a growing social media following of 12,000+.

I will now have more time to work with Carla, Bill, and Steve to increase that following. So, I have come back full circle to a marketing role and will also continue to help BAGRS increase its social media following, which has tripled to 6,000+ since 2020.

THANK YOU

While all presidents have some unwelcome challenges, those hurdles were dwarfed by the joy of collaborating with other members, and not just members helping to run BAGRS.

Connecting with members about open railroads, images of our railroads, where to get advice about all sorts of garden railroading topics, even the new website, not only introduced me to many members but also taught me a lot about the hobby we love. Thank you for your insights, constructive suggestions, and probing questions. My knowledge of BAGRS is not as encyclopedic as Russ Miller's, but with your help, I know a heck of a lot more than on that fateful day in 2019!

Cheers, Mick

Slate nominated for board election in 2025

The Nominating Committee of the Bay Area Garden Railroad Society has proposed a slate of directors to be elected for 2025. BAGRS would like to thank Mick Spilsbury, Ray Turner, Richard Murray, and Greg Hile for their many years of service on the board.

The following board members will stand for re-election:

- Roger Nicholson of Union City
- Rob Lenicheck of Palo Alto
- Larry Silverman of Danville

The following BAGRS members will stand for election to the board:

- Ron Malouf of Hillsborough
- Craig Matoza of San Leandro
- James Burke of Vallejo
- Elizabeth Squiers of Half Moon Bay

The election will be held as part of the business portion of the annual meeting on March 15, 2025.



BAY AREA GARDEN RAILWAY SOCIETY

2025 ANNUAL MEETING PROGRAM

*Advance Registration for the Meeting by **March 10** required*

Advance Registration for clinics NOT required

6:30–8:00	Live Steam Layout Set up
7:00–8:00	Member Vendors Set Up
7:30–8:45	Drop off Door Prizes
7:30	Welcome Desk Opens
7:45–8:45	Breakfast & Social Time
9:00–9:30	Annual Business Meeting Including election of Directors for 2025/6
9:30–10:15	Presentation—The Logging Railroads of Mendocino & Humbolt Counties by Katy Tahja
10:15–10:45	Social Time
10:45–11:30	Clinics <i>(See next page for details)</i>
11:45–12:30	Clinics <i>(See next page for details)</i>
12:30–1:45	Lunch & Social time
1:45–2:00	Door Prizes Round One
2:15–3:00	Clinics <i>(See next page for details)</i>
3:15–3:30	Door Prizes Round Two
3:30–4:00	Social time

CLINICS AT THE 2025 BAGRS ANNAUL MEETING

TIMES	WHERE	TOPIC	LED BY
10:45 to 11:30	Board Room	Battery Installation & RC Control	Roger Nicholson
	Auditorium	Railroad Photography	Mick Spilsbury
	Lunchroom	Getting into Live Steam	Rob Lenicheck
11:45 to 12:30	Board Room	Railroad Construction	Bob Guinan/ Mick Spilsbury
	Auditorium	Water & Your Railroad	Nancy Norris/ Ken Brody
2:15 to 3:00	Board Room	Battery Installation & RC Control	Roger Nicholson
	Auditorium	Railroad Construction	Bob Guinan/ Mick Spilsbury

ADVANCE REGISTRATION FOR CLINICS IS NOT REQUIRED

**ADVANCE REGISTRATION FOR THE MEETING
IS REQUIRED BY MARCH 10**

From the Editor's Desk



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

On the Cover. A scene from Don and Becky Herzog's *Miniature Plant Kingdom RR and Fox Hollow RR* taken during the 2023 NGRC. Photo by Jeff Namba.

The "Mallard." Those of you who are fans of the long-running procedural NCIS have probably noticed that medical examiner Donald "Ducky" Mallard keeps a HO scale model of a blue locomotive on display in his work area. This is the "Mallard" locomotive, and it actually was a key element in the plot of Season 13, Episode 11 "Spinning Wheel." One interesting "technical inaccuracy" is that when Doctor Mallard describes the model locomotive that he has given to his brother, he calls it "a replica of a 4468 Mallard train." The Mallard is in reality a 1938 4-6-2 "Pacific" locomotive, numbered "4468," that is wrapped in a blue streamlined skin and was used on the London and North Eastern Railway (LNER). The Mallard set the World Speed Record for locomotives at 126 miles per hour (a fact which "Ducky" quoted in at least one NCIS episode.). In this issue of the *T&T*, Elizabeth Squiers reviews the G Scale live steam Mallard in detail.

A local band took a video of my layout to use in a music video that they are putting together. This gave me the chance to do something I've never done: *Run three trains on my helix simultaneously.* They've promised to provide me with the raw video and a link to the finished video once it is complete. Should be fun.

Looking forward to seeing everyone at the Annual Meeting! -Roger



The LNER A4 Mallard in Gauge 1

By Elizabeth Squiers



I first came across the Mallard when perusing eBay and discovered the live steam “OO” gauge models made briefly (both the Mallard and the A3 Flying Scotsman) by Hornby in the early 2000s. The little guy, which I have had for a year, is now joined by his big brother in G-Scale. This review will be my unpacking and early run experiences of the big brother, a Gauge 1 LNER A4 Mallard, made now by Bowande but basically the same train as produced by Aster (albeit with alcohol burners rather than a butane ceramic burner). I obtained it through British Live Steam Australia.

The Mallard sports a blue streamlined livery similar to when the real Mallard made the steam locomotive speed trial record of 126 MPH (Gresley and the LNER only advertised the “best average speed” of 125 however) in 1938. Mallard covered almost one and a half million miles (2.4 million km) before it was retired in 1963. The real locomotive is 70 feet (21 m) long and weighs 165 long tons (369,600 lbs.), including the tender. It is painted LNER garter blue with red wheels and steel rims. Mallard is now part of the National Collection and preserved at the National Railway Museum in York.





In the model, the red wheel trim peaks out under the blue streamlined chassis.

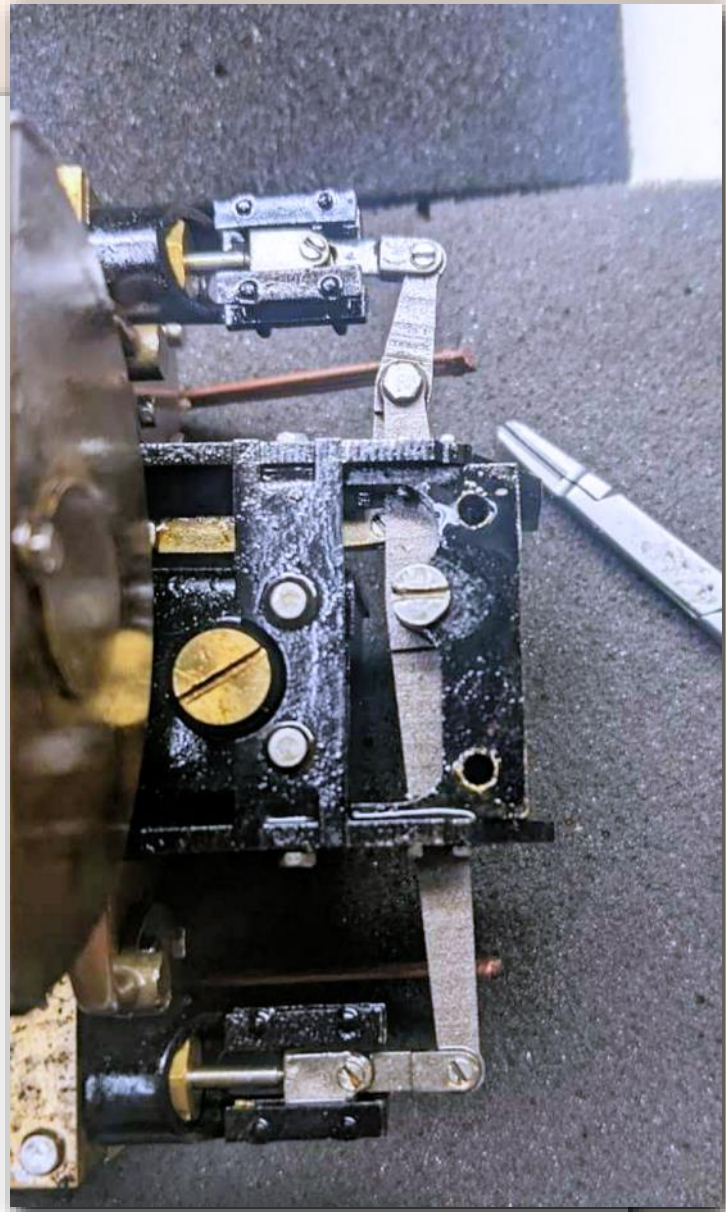
The model has everything, including the third cylinder and Gresley conjugated gear, although this and a lot of the good stuff is not visible on the exterior . . . just the clean streamlining. The features include: made with brass, copper, stainless steel, wheel configuration: 4-6-2 , Scale: 1:32 , runs on 45 mm gauge track, butane gas fired live steam, ceramic burner, three working cylinders, silver soldered, copper boiler, dummy cylinder drain cork, superheater, water gauge sight glass with blow down valve, UK made pressure gauge, screw reverser in cab, axle pump with bypass valve, water hand pump, with check valve, sprung axles/buffers, lubricator, two working adjustable safety valves, and a working whistle.

In this model, the third cylinder drives the axle pump. The water and gas connectors between tender and loco are neoprene. One “to do” modification would be to convert these to copper or more rugged tubing. After a rough run, noted a tiny crack in the gas tubing (the model was new but “aged” I think in some parts new old stock?). This applies also to some of the set screws, which were worn when I got it, particularly on the third cylinder eccentrics.

On the positive side, this baby lights super easy. Ceramic fire lights easily from the front flue and quickly gets up to steam. Really fast. Oil is conveniently added in front of the locomotive (brass screw).



Underneath that beautiful blue skin is a lot of tech. Including the famed Gresley conjugated gear. I highly recommend the articles on it in the LNER encyclopedia. Figuring out the 120 degree offset for the timing of the 3 cylinders (minus a few degrees for the angle of the middle cylinder of course!) is a challenge.



LNER info

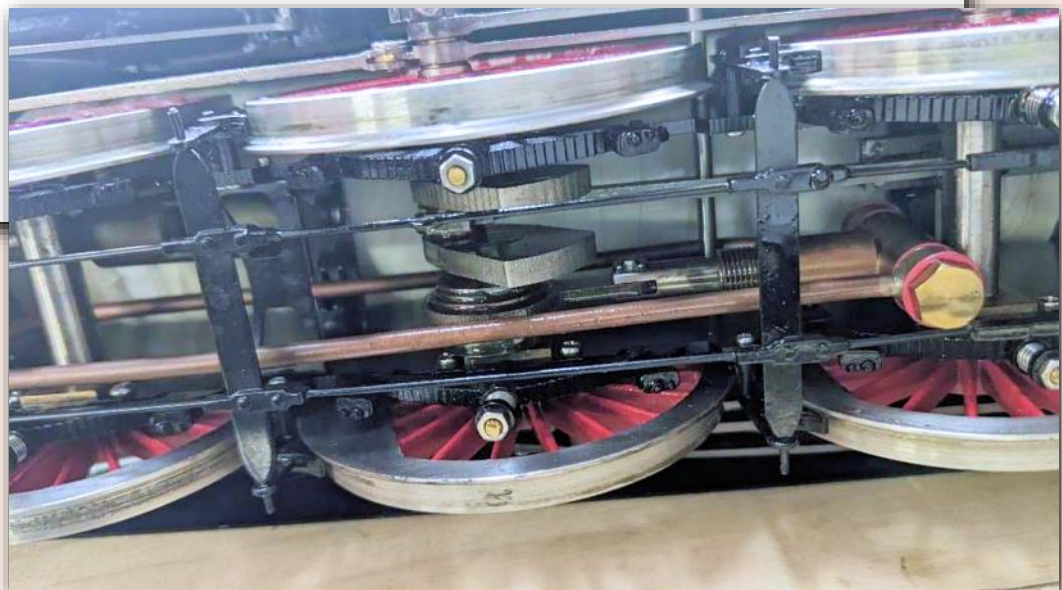
GRESLEY Inside Admission Nominal 7/24/2007 3:00:59 PM Version 2.7

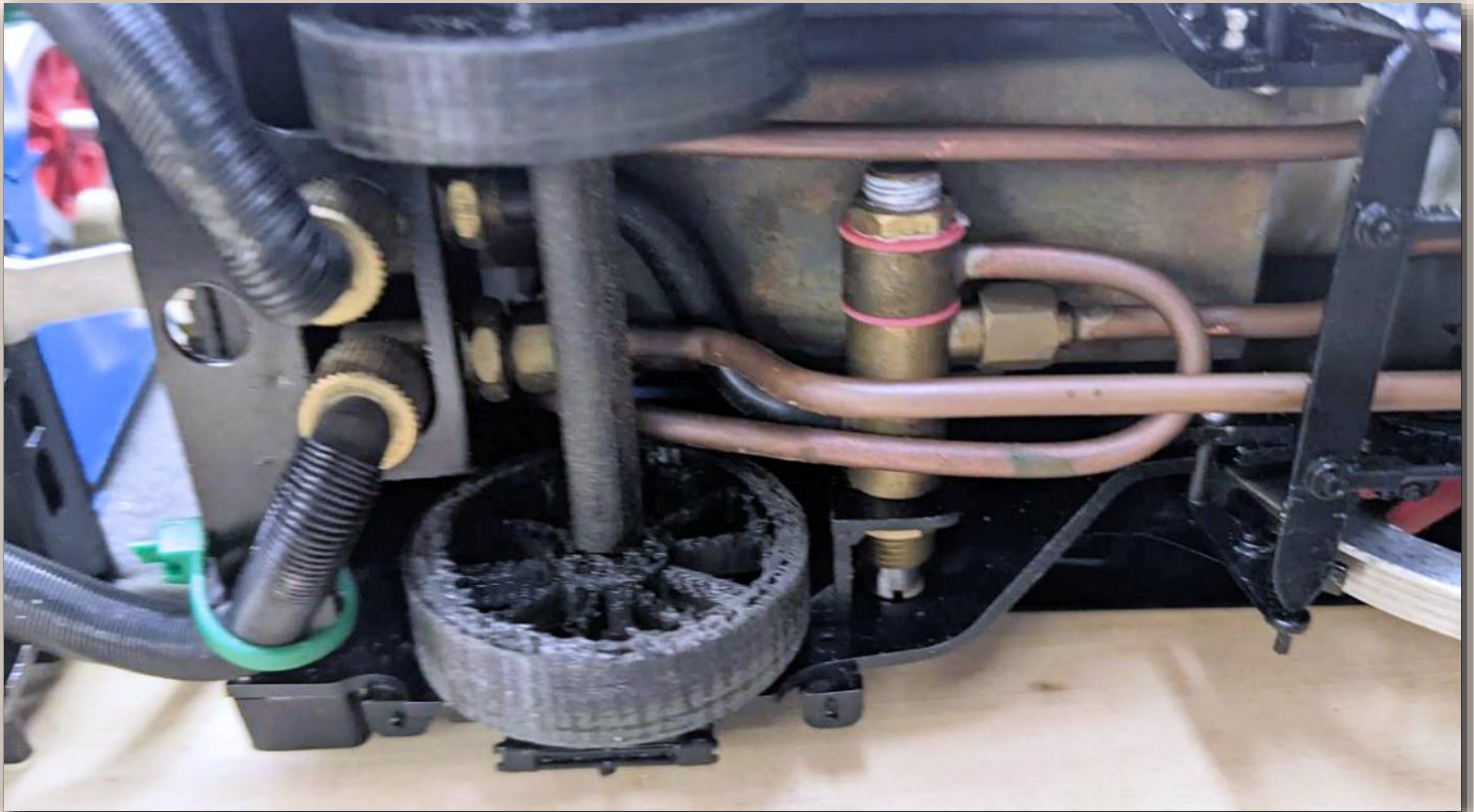
LNER Encyclopedia: Gresley's Conjugated Valve Gear

Visit >

The image shows a screenshot of a software window titled "GRESLEY Inside Admission". The window displays a technical diagram of the Gresley conjugated valve gear mechanism. The diagram consists of two circular diagrams on the left, representing the cylinders, and a central diagram showing the connecting rods and levers. The diagram is color-coded with red, blue, and green lines. The software window has a menu bar with options like "File", "Setup", "EditView", "Reports", "DrawLinesCodes", "PlotData", "DynamicVal", "DrawGraphs", and "Help". The window title bar shows "GRESLEY Inside Admission", "Nominal", "7/24/2007", "3:00:59 PM", and "Version 2.7". Below the diagram, there is a blue button labeled "Visit >".

Here is a picture of the axle pump run by the third cylinder.





This is the picture of the axle pump bypass valve, which is controlled by the screw visible at the bottom, accessed on the left side of the cab. You will also see a couple of modifications. The water tubing comes with a rather silly down facing access for connections for the tubing. I had to hold the tubing in place with (green in picture) tie-wraps, otherwise they tended to drag on the track and I worried about that.

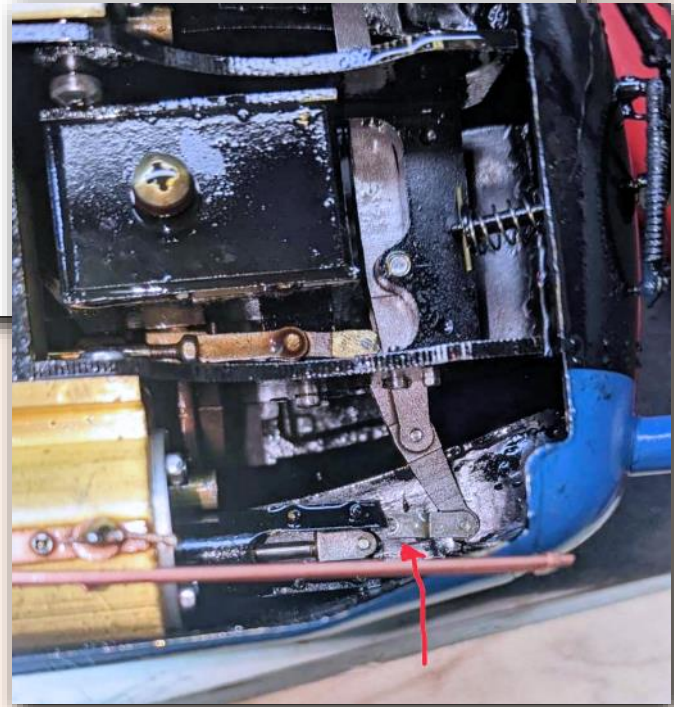
The second modification was the loco had been described as needing under 12 ft.

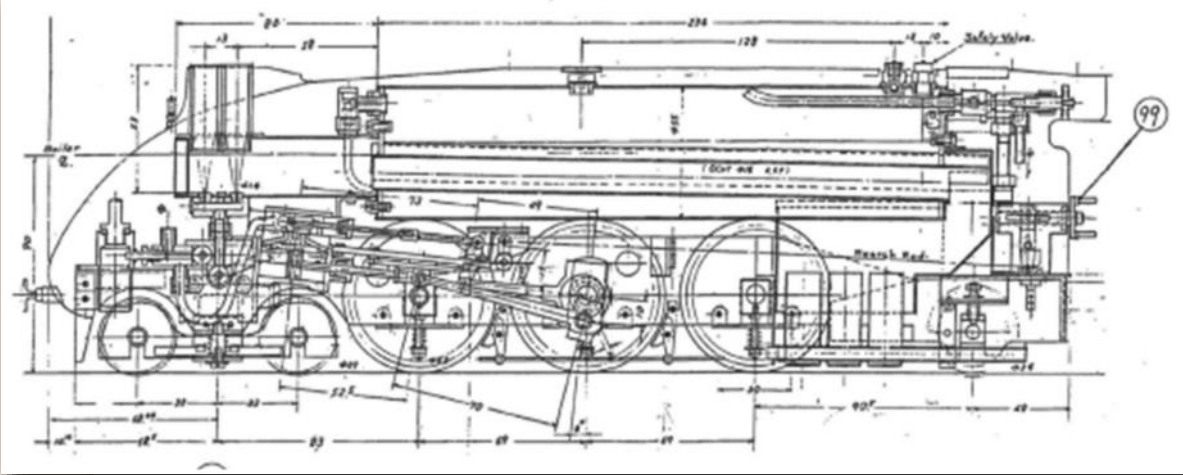


It runs fantastic on the temporary 3-D printed wheels as attested to by my big smile.

That was until disaster struck, last spring in the middle of an otherwise great 20+ minute run, the Mallard suddenly stopped running and the timing was way off. After considerable investigation, the culprit was a broken Gresley conjugated valve linkage pin as seen in picture.

My husband was able to mill a replacement link in brass (arrow below), but putting things back together, I just could not get the timing to work. I had been in touch with Triple R services on another project and sought out their expertise. I thought the issue was the timing related to the third piston, which with the worn set screw was a bit beyond what I wanted to take on given the complexities, despite my obtaining of old Aster timing diagrams.



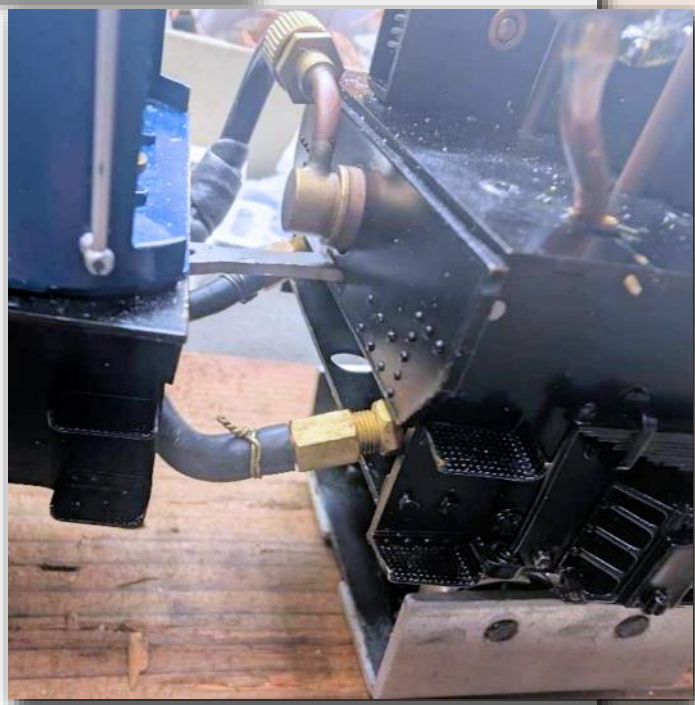


So I sent my blue baby off to Triple R (Ryan Bednarik

tr3services@gmail.com). Apparently just the gears had done a 180 when the linkage broke . . . in any case, after the Triple R's expert going-over, the Mallard came back running wonderfully. Plus, Ryan and team fit the Mallard up with a much more accessible water tube connector. Ryan held my hand with other questions and really a class act. Will definitely reach out to them again if need arises!

So Mallard is back running and have had several more runs this winter than I would have anticipated normally. The climate changes of this unseasonably dry January has resulted in a lot of time for some fun runs of blue train on blue track with blue sky in Half Moon Bay (a real oddity!),

including with my kit K1 Pullman coaches in LNER cream and brown livery. But that's another story! ■



TECHNICAL TIP

Joining Older Llagas Creek track to Sunset Valley Track

By Roger Nicholson

The upper loop on the Crystal Cove and Rose consists entirely of Code 250 Sunset Valley Railroad track. The lower loop has now been completely rebuilt by replacing the Code 332 track with 25-year-old Code 250 Llagas Creek track that was salvaged from Ray Turner's Mystic Mountain Railroad during its recent size reduction. There is a flyover which connects the two loops, thus requiring a section of Llagas Creek track to be connected to the Sunset Valley track. There are several ways to accomplish this. The SSVR track has a wider base than the Llagas Creek track. By filing down the base of the SSVR rail on either side you can slip the narrower Llagas Creek rail clamp over it. I found that this method had already been employed on the Mystic Mountain where SSVR turnouts were used with Llagas Creek track sections.

However, there is an even easier method that doesn't require any modification of the SSVR rail at all. By using a Split Jaw clamp and placing the solid edge of the clamp on the inside edge of the rail, the inner surfaces of the two rails lines up reasonably well, with only a slight offset. The two separate "clamp" sections are then free to grip each individual rail on the outside edge independently. In the photo to the right, the upper track is Sunset Valley, and the lower track is Llagas Creek. Even though the rail profiles are obviously different, the inner edges of the rail line up pretty well, allowing the wheel flanges to pass between them without problem. ■



Carnivale on the Green: A Railcar Based Traveling Carnival

RAIL CAR #79: PIRATE'S TREASURE

By Jim Ralph



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

This unusual carnival game was inspired by a fall harvest fair tradition of 'bobbing' for apples. Removing the apples and

adding a chance of finding a gold coin would make it a profitable carnival attraction. With most of CARNIVALE'S attractions being rigged and having a dark side, this one was no exception . . . TRUE

THE GAME:

Each of the pirate's treasure chests contained a large quantity of cheap plastic pirate treasures such as rings, jewels, pins, silverware, trinkets, etc. and 'AS ADVERTISED'—ONE GENUINE SPANISH GOLD DOUBLOON. When the pirate's parrot squawked go, the players, now pinned down by the lid of a dark and water filled chest, would struggle to find the elusive DOUBLOON. A DOUBLOON was actually in each chest, but 'somehow' each had gotten wedged into a crack between the inside wall and floor of the chests, making them all but impossible to find and remove . . . ALSO TRUE.



INSIDE JOKE:

Observing how the players' flopped around while searching for the coin, the Carnies dubbed them 'bobbleheads.'

FOLLOW-UP:

A few years later, while speaking at the annual MATTEL TOY CO. stockholders meeting, the CEO was asked where he got the idea of making the now popular bobblehead toy. After a bit of a pause, replying with a light chuckle, I think a little bird told me . . . FACTUALLY TRUE.

CATCHPHRASES:

Always keep your head down and your mouth shut. . .

I can't seem to get my head on straight. . .

I'm in a pinch right now. . .

And then everything went dark. . .

Enough for now. ■



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 that the flowers have a sweet fragrance. Others say 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! ■

Dave's Corner

by Dave Frediani



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

BUILDING A TENDER FOR A CAB FORWARD

My friend Bark Cook purchased a used 2-8-8-2 Aristo-Craft locomotive, and asked for my help with converting it to a cab forward locomotive. We had worked together on many other projects, and this one should be no different. I will do most of the basic construction, and Bart will do all the detail work.

I have to say no matter how difficult the projects are, we always seem to get them done. Sometimes we'll need to take a break or two, trying different ways to get the job built, but time is never an issue with us.

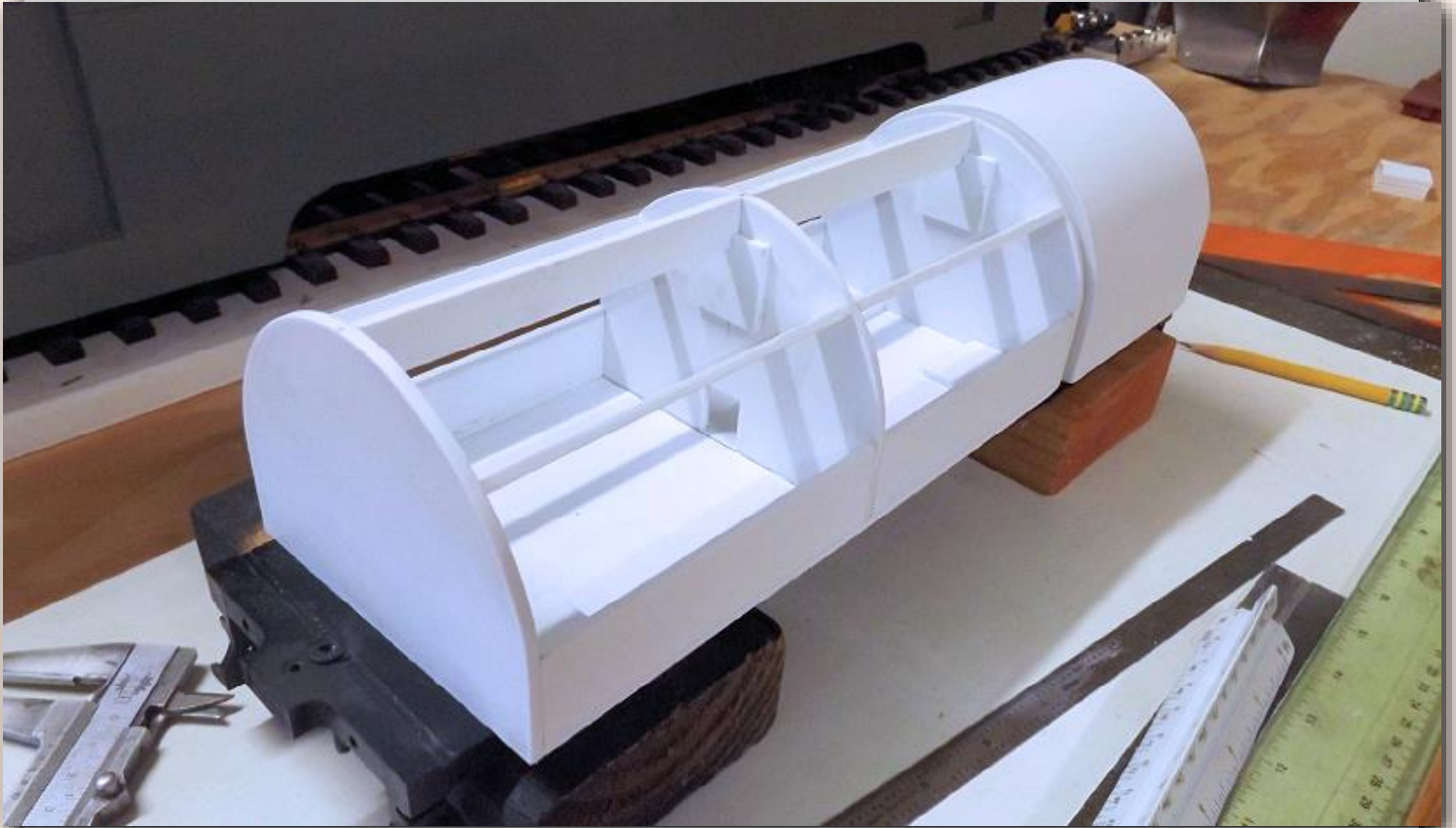
It took a month or so just going over all the different plans Bart came up with, and checking to see what parts we needed and if they were available. Bart knows that most of my other work comes first and we both knew this would be a long project.

The first part of the project would be building a new tender. Bart had given me the original bottom part of the Aristo-Craft tender, along with its truck assemblies.

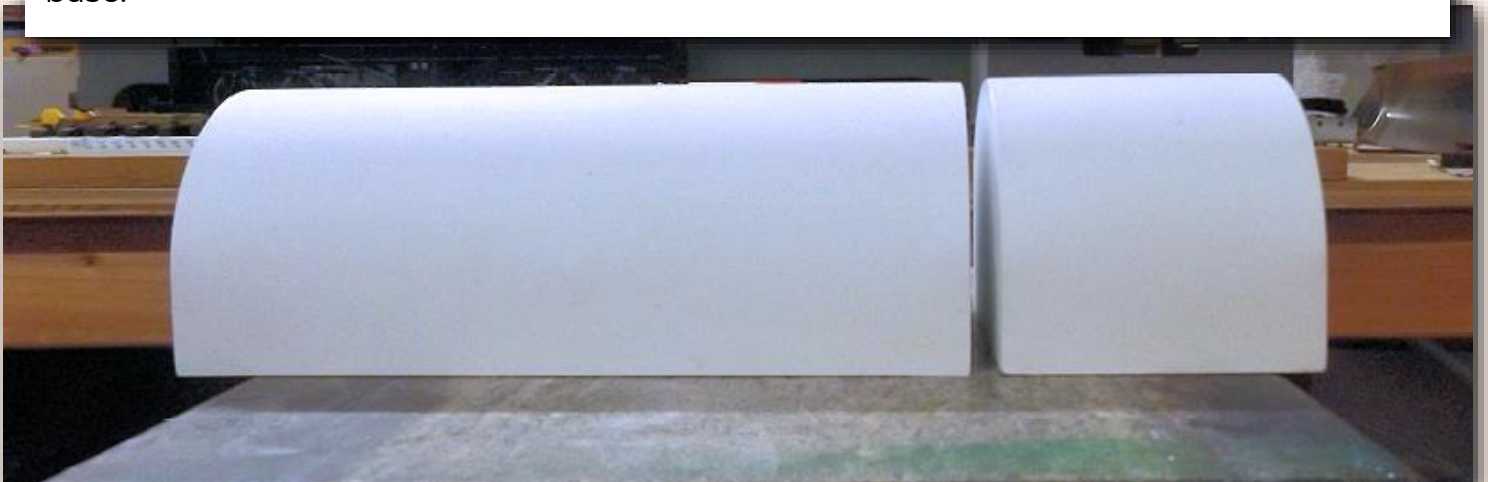


I started this build by first removing everything from the top of the original tender's base, making sure that I had a flat surface to start with.

Using 1/8" and 1/16" styrene, I started on the framework by first building a new base that would sit on top of the original tender's base. Next I cut all the rounded support ribs for the inner framework and all the inner bracing from 1/8" styrene. Here's a view of the finished framework with the front section of the tender already covered.



Next, I covered the newly formed framework with 1/16" styrene. (See last month's article on my small tank car, to see how I wrapped the tank body). This upper view shows the tender completely covered with 1/16" styrene. The new tender needs to be removable for access to all the electronics that will be mounted on the original tender base.





This view shows the cutaways in the bottom of the new tender for easy access to the R/C control unit, as well as the sound board, and batteries.

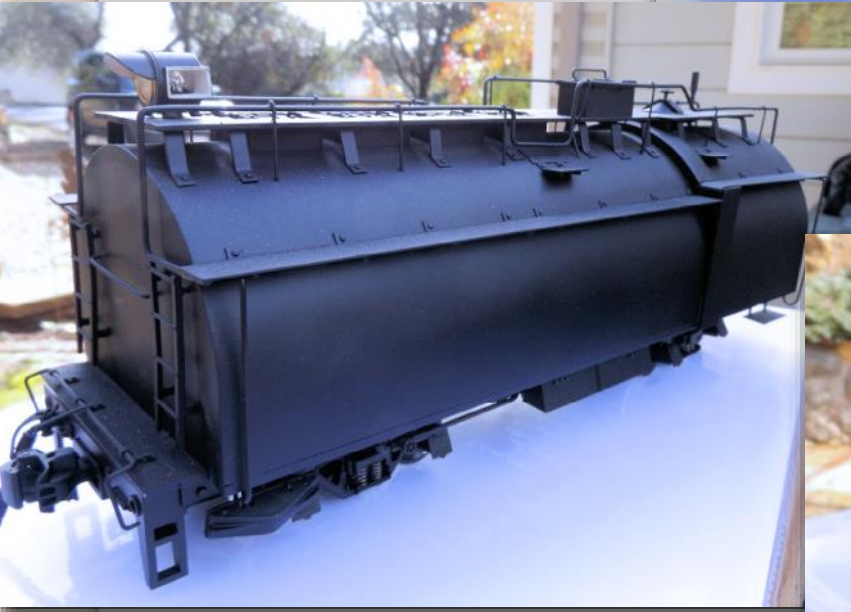
All my work is finished for a while. I'm sending the tender back to Bart's, for his part of the project. Bart, will be installing all the exterior brass catwalks, railings, hatches, steps and lighting. I have to give Bart a lot of credit. He's the best when it comes to detail. He does a lot of research on each project before we even start. After about a month, Bart finished all the exterior work, and returned it back to me for painting.

Here's the tender after painting, and now its ready to be installed on the original tender's base.

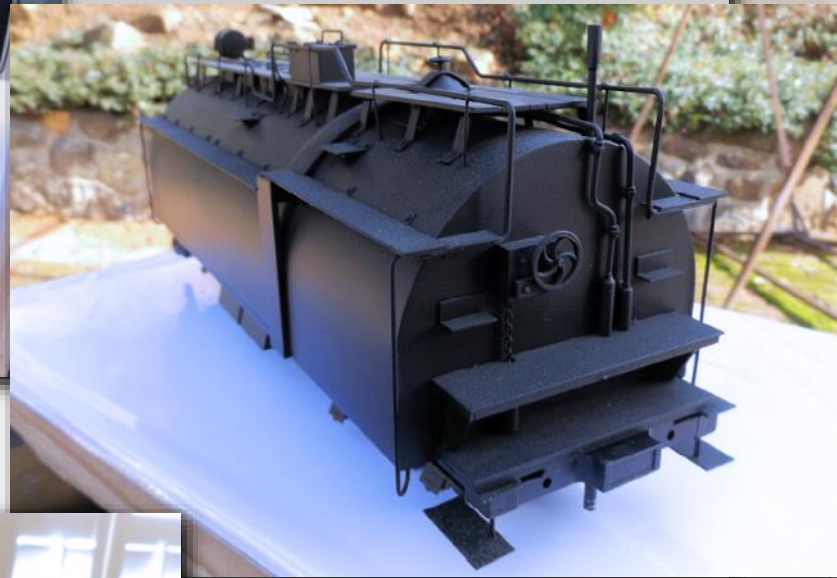


Then, it's back to Bart's house to show off the finished tender. This has to be one of the best projects we've done together, and it's not over yet.

These photos show all the detail and hard work Bart put in to



this project. He doesn't care now long it takes, as long as its done right.



Now, here's a peek at next month's work, building the cab.



All Steamed Up

by Rob Lenicheck

Rob Lenicheck has been involved in the live steam hobby for about 20 years, modeling in 1:20.3. He has scratch built multiple engines and converted others to his passion: running coal-fired locomotives.

Lenicheck Steamup, Feb 8, 2025

The steamup day dawned early and cold. But days where it was the latter make for really great steam plumes and this day was not a disappointment. Here is Philip Boles's Accucraft Superior proving the point. This engine was purchased



from Accucraft during the open house, which Accucraft sponsored back in September. It had been sitting on a shelf for a few years and Philip and his Dad, Tim, brought it back to life.

Count on the live steamers to come early and often. The ones who got there early on this day were Jim Goss, Colton Snell, Richard Murray, Bob Trabucco, and Gary Whaley.



And then the prep work to run starts: lubricating the running gear, water into the boiler, gas into the butane tank, steam oil into the lubricator. Jim Goss shows how its done.



Richard brought a beautiful Accucraft Mason Bogie. This is a rare engine and it's such a pleasure to get to see it run.

Vova Tymoshchuk, a relative newcomer to BAGRS, and the live steam hobby ran his red Ruby and train.



Some of the time we spend at steamups is shooting the bull, waiting for engines to get hot, and then getting to watch other engines perform. Its very additive. Here is Jim Hague watching Richard firing up.



If memory serves me, this is Colton Snell's beautiful mogul. Accucraft did an amazing job of painting this engine in the style of the 1890s. Colton has become quite an expert at repairing and fine-tuning all sorts of engines.



Jim Goss ran his first live steam engine, a Roundhouse Fowler. Here it is in a footrace with Vova's Accucraft Ruby.



We always like to honor one of our own, Steve Shyvers. For those who never knew, he was given the nickname "garden gnome" because of his short stature and ever-present beard he grew after retirement. Steve took a victory lap around the layout in the late afternoon to close out the day's activities. And a good time was had by all. Thanks for reading. ■



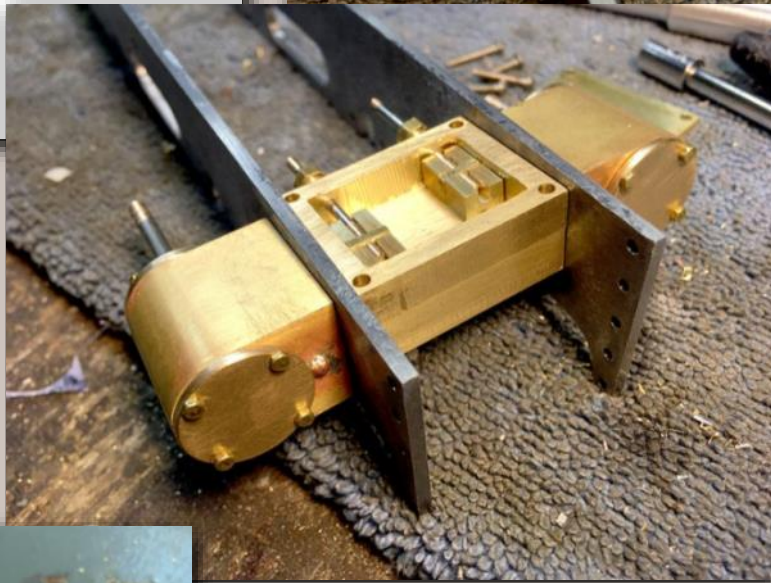
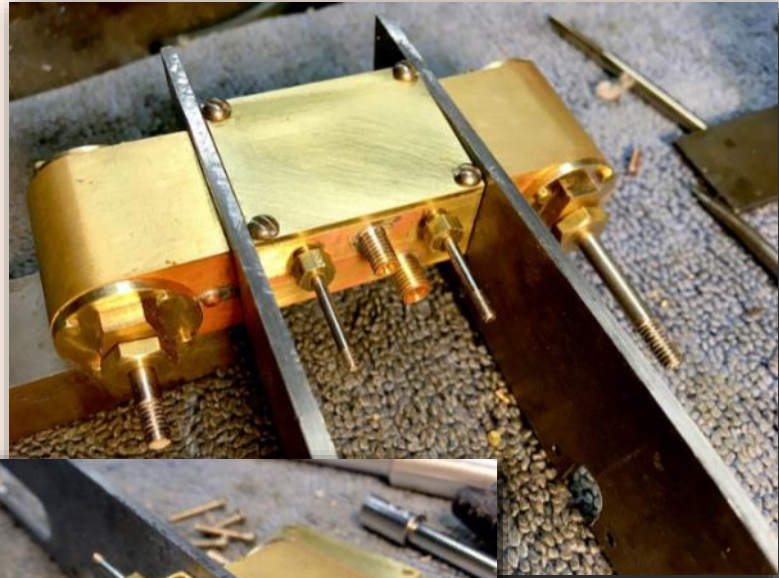
East Devil Hills Modeling Group

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.

Marc Horowitz has made a lot of progress with his Excelsior. He has finished the frames and is currently working on the cylinders. He came up with a pretty clever design. As the loco has outside cylinders and inside valves, he made the valve block in one piece, which is centered by the steam lines, clamped by a stay and sealed with O-rings, which are compressed by the stays:

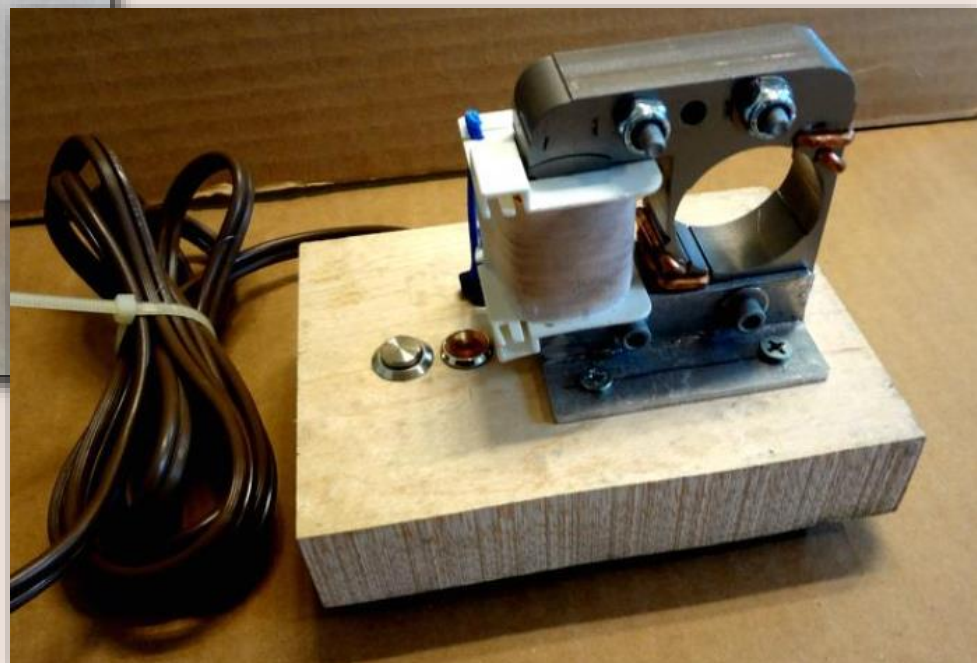


He also finished the crossheads with the slide bars. Keep in mind, that Marc does not use any CNC, so all these intricate shapes are done with conventional machine tools like a mill and a lathe and humble files.

Though Bill Allen is still recovering, Dennis made more parts for him. Here are the tiny brake shoes/hangers for the front truck of the flat-faced cab-forward:



As Dennis is an inventive creator, here are two of his projects—not related to live steam, but worth showing. A solenoid driven “electric motor” and a demagnetizer to prevent steel parts from sticking to screwdrivers:



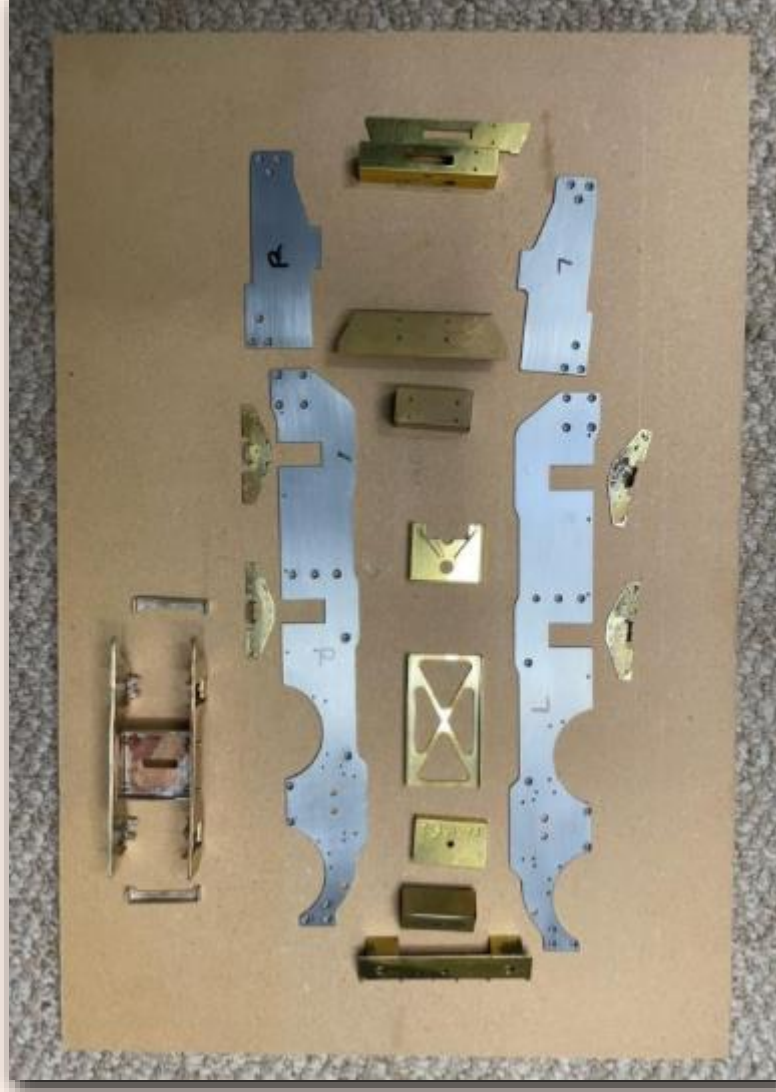
Rob Lenicheck is working on cars in 1:20.3. Dennis donated a 3-D printer and Rob got first results. Check out the nice rivets!



Sanjaya got an unbuild Barrett GNR Atlantic Kit and started with the assembly:



The kit is different from most designs, as it contains numerous parts, which have to be folded from etchings and then soldered. Here are the parts separated from the etched sheet

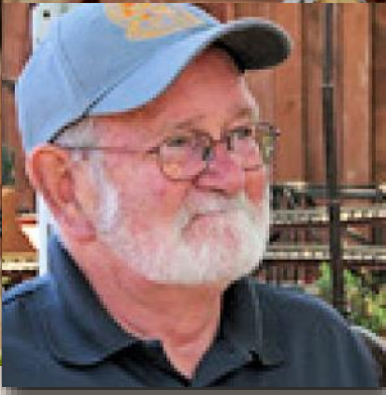


Here is the front truck. ■



Railroad Snippets

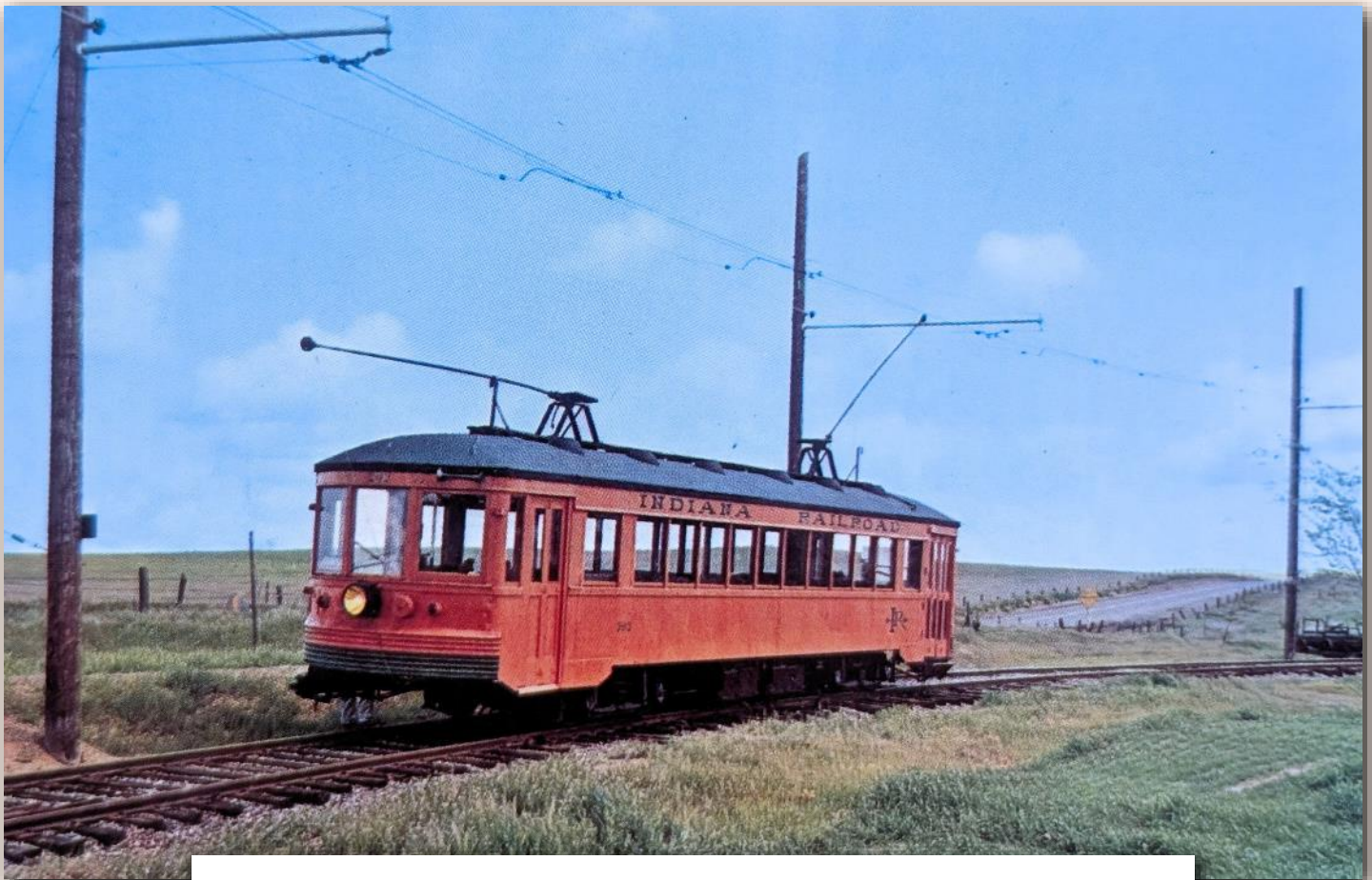
By Bill Ralph



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

THE TROLLEY TO NOWHERE PARTICULAR

Motorists traveling through the rolling hills and open fields near Rio Vista and Suisun in California's Sacramento Valley often believe that they have inadvertently been dropped into an episode of the popular British science fiction television program *Dr. Who* when they come across a hundred year old time-traveling Indiana trolley car.



Circa 1970s California Railroad Museum postcard pictures Indiana Railroad No. 202, built by the Kuhlman Car Company in 1926, and also operated in Oregon until 1959.

The Bay Area Electric Railway Association (BAERA) selected the former Sacramento Northern Railway station stop at Rio Vista Junction near Suisun, CA, in 1960 as a permanent location to store, display, and operate their ever expanding collection of interurban transit equipment. The group was founded in 1946 by avid Bay Area railfans who held informative meetings and conducted excursions on local street car lines and interurban railroads leading to the purchase of Key System wooden street car 271. Association members began purchasing and donating other trolleys to a growing list of historical passenger and work cars including a 1920s Birney streetcar that ran local service in Chico.

In order to avoid confusion with the California State Railroad Museum in nearby Sacramento, BAERA renamed their facility the Western Railway Museum in 1985. The museum owns a diverse collection of trolleys including equipment from Key System and the largest collection of Sacramento Northern Railway equipment in existence. They also own twenty two miles of the historic former Sacramento Northern main line and an informative visitor center. Western Railway Museum volunteers operate a Heritage Railroad with vintage equipment for railfans on a five mile portion of restored overhead electrification and track in the open fields and rolling hills . . . traveling to nowhere particular. ■





Trellis & Trestle

FROM THE ARCHIVE

Building Roads the “Hard” Way, by Ken Martin

Volume X, Number 6

Editors: Joseph & Irene Zajac

November/December 1997

I think one of the most ignored features on model railroad layouts of all scales is roads. Many layouts have much track going to various towns and industries for the trains but no roads for wagons or automobiles. One of the reasons is that it's difficult to lay down roads that won't wash away with the first watering or rain.

I have built my roads using various fines—gold for dirt and grey for pavement. I first screen the fines through a piece of 1/8 inch hardware cloth to get out the large pieces. The screened fines are then laid down wherever I want the roads to go. The surface is then worked and then packed down. I create a rutted surface on my dirt roads by actually running one of my 1/24 scale cars back and forth over them. I pat the surface of my paved roads very smooth. Then I very gently spray the road with water. I emphasize gently because it is easy to wash the fines away, which will ruin your work. Now here is the “hard” part. I mix one part of concrete bonder with four parts of water. The moistened fines are then gently soaked with this mixture over the entire surface. I put on one application, let it dry for an hour or so, and soak it with this mixture again. It's allowed to dry at least overnight before doing any watering in the area.

The diluted concrete bonder can be sprayed on the fines, but I prefer to use a small plastic bottle with a long spout with about a 1/64 inch hole in the end. The advantage of the bottle over the sprayer is control. Sometimes there are tracks or plants next to the road and the sprayer will glue all of this whether you want to or not! The bottle allows the glue to be put exactly where it is needed.

After everything dries, it makes a road surface almost as hard as concrete and strong enough to walk on. Whenever the road gets water on it, it appears to get wet again. However, it does not seem to lose any of its strength or hardness. Our railroad gets watered every day, wetting the roads thoroughly. In the three months since they were built, nothing seems to have deteriorated.

I also use this glue mixture on the sides of steep dirt cuts and hillsides. Just soak the dirt completely and let it dry. It will still look natural when it dries, but will resist washouts or erosion. ■

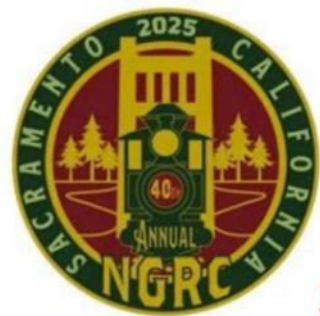
MEMBERS ONLY PAGES

MEMBER UPDATES

From Roger Nicholson:

The lower loop of the Crystal Cove and Rose is now back in business, with significant improvements in switching, as a result of the integration of Code 250 Llagas Creek track and other elements that came over from the Mystic Mountain Railroad. I'm now looking forward to having some open houses and other activities once again with a fully functional railroad.





40th Anniversary

National Garden Railway Convention

June 18 - 22, 2025

SAFE Credit Union Convention Center - Sacramento, CA

The 2025 NGRC site is now live. You may sign up now for the Ice Cream Social on Thursday, the banquet at the California State Railroad Museum on Friday, and purchase your convention car and/or convention engine as soon as possible before they run out.

<https://www.ngrc2025.org/>



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—February 2025

Central Ontario Garden Railway Association—Winter 2025

Denver Garden Railway Society Newsletter—February 2025

Gold Coast Garden Railway Society—July 2024

Puget Sound Garden Railway Society—February 2025

Redwood Empire Garden Railway Society—October 2024

Rose City Garden Railway Society—December 2024

Sacramento Valley Garden Railway Society—February 2025

The Garden Whistle New Zealand Large Scale Newsletter—December 2024

Garden Railroading News—January/February 2025

The 2025 NGRC 2025 will be hosted by the Sacramento Valley Garden Railway Society.
ngrc2025.org



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



THE LAST PAGE

Northlandz Model Railroad Layout & Museum In Flemington, New Jersey is billed as “**THE WORLD'S LARGEST MINIATURE WONDERLAND,**” and houses one of the largest HO layouts in the United States. There are also several G Scale layouts inside the building. Outside the building, I found this absolutely huge G Scale 5-track engine house sitting by itself between the parking lot and the road. I have no idea what its origin is, but imagine the size of the layout it must have come from...

TRELLIS AND TRESTLE

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