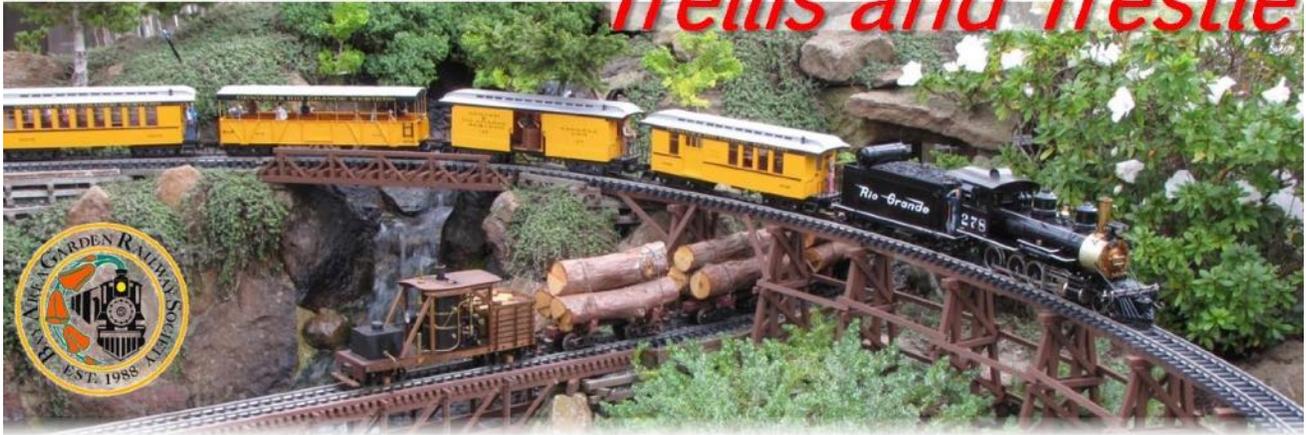


# Trellis and Trestle



December 2020

Bay Area Garden Railway Society

## *This Month's Activities*

- It would be nice if there were some activities to report.
- Santa is coming soon.

A little nostalgia for your holidays.



**BAGRS 2016 Convention Car**

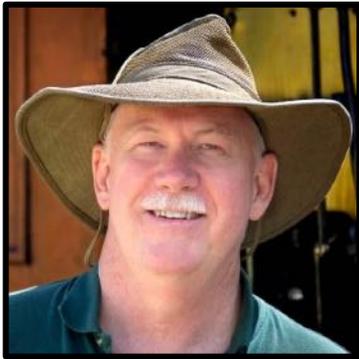


**Bob Evans' Scratch Built Sawmill**



Please email comments and submissions on the newsletter to [newsletter@bagrs.org](mailto:newsletter@bagrs.org)

## The Prez Says . . .



Hello Members!

This is my last letter of a very crazy 2020. Who knew back in February, after a very fun and successful BAGRS Annual Meeting, that March would

bring a World-Wide Pandemic, weeks of self-isolation, social distancing, and cancellation of all large gatherings for the entire year? Many BAGRS events were planned for 2020 and all of them had to be cancelled as the virus spread throughout America and the World. The good news from all of this, at least concerning BAGRS members, is that a lot of members spent some quality time building models and working on their railroads. Also, as far as I know, we have not lost one member to COVID-19. A big Thank You goes out to many of you for sharing your modeling projects, steam runs, and train days with our members through the *Trellis & Trestle*. We couldn't visit you in person, but the stories, photos and videos kept us all informed and involved. Please, please, please continue this in 2021 and if you haven't contributed yet, please send in a photo or two or a quick write up to the editor of the T&T ([newsletter@bagrs.org](mailto:newsletter@bagrs.org)) to be included in future issues.

Speaking of Editors of the *Trellis & Trestle*, after 8 years of being editor, Ray Turner will be stepping down and Greg Hile has accepted the invitation to take over the editorial reins. Ray's dedication and his ability to put up with receiving my letters at the absolute last minute will be missed. I'm sure Greg will do great and I'd like everyone to welcome him aboard. I asked Greg to write a brief introductory for this year end issue; Greg plans to share more in his first issue as T&T editor in January.

Since it is year end, I need to remind everyone that is time for renewal and that the dues are staying at \$35 per year. Supposedly, we can

renew online with the new Wild Apricot payment system but a few of us had our cards declined for non-existent errors so know that we are aware of the situation and working on a remedy... Technology... isn't it grand. Also, it is time to accept nominations for the BAGRS Board of Directors. We will be electing the BAGRS Board of Directors in early 2021, we just are not sure how at the moment. It is looking like our normal February Annual Meeting will have to be cancelled or at least postponed for the foreseeable future. The Hiller Aviation Museum is out, as is pretty much any indoor facility. If we have a meeting later in the year, we might hold it outside in conjunction with a large swap meet... Most likely in a member's backyard as large outdoor public gatherings are still banned. If we do this, we will do it with the utmost safety in mind... 6-foot distancing and mandatory masks. This will all depend on where the pandemic is going as no one on the board wants to jeopardize the health of any of our members.

If you need a new badge, a replacement badge or one for a family member, please go to the "[Member Services](#)" section on the BAGRS.org website. Click on that to pay by check or click on the first line underneath that heading to get to the "[Ordering Badges](#)" page... where you can hopefully pay online. Of course, you will have to be logged in to the website to get to these pages.

Stay Safe during the upcoming Holiday Season. Please let us know of any great train gifts you receive and we'll look forward to meeting up again.

**Russ Miller, President**





By Mick Spilsbury

This month we introduce a new column all about ways of connecting with other BAGRS members and others in our garden railroading hobby and also about promoting the club and the hobby.



### Marketing & Zooming: December Update

Although the pandemic has curtailed club in-person activities, much has been happening behind the scenes.

#### **FIRST EDITION OF NEW GARDEN RAILROADING e-NEWSLETTER RELEASED**

BAGRS is playing a leading role in the launch of this new e-Newsletter designed to fill the void created by the demise of *Garden Railways* magazine. In the last 2 months, 90 clubs in the USA, Canada, New Zealand and the UK have agreed to share the new e-Newsletter with their members. Enthusiastic supporters in Australia & Germany have publicized it in those countries. You can view/download the first edition at <https://www.grnews.org/get>



### **BAGRS Zoom Session - Monday December 7 at 5:30 PM**

We have heard that some of you would like a BAGRS Zoom Session. We will host one on Monday December 7 from 5:30 to 6:30 pm. (Yes, it's the cocktail hour!) We will share club updates and a virtual tour of one or two railroads. To join the session, please contact me at <mailto:marketing@bagrs.org> now or by no later than Thursday December 3 to get your sign in credentials.

### **Instagram & Photos**

Many train enthusiasts are active on Instagram (IG) so we have upped our activity. We are posting images of our amazing railroads. We now have over 400 IG 'followers' and target to get many more. (A widespread IG following will help to promote our next National Convention) We are also posting more on Facebook.

You can help by finding us on IG at #bayareagardenrailwaysociety and liking and commenting on our posts. **You can also help by sharing great photos of BAGRS railroads.** Please contact me at <mailto:marketing@bagrs.org> for details of the image format we need.

### **Trellis & Trestle**

While T&T is produced mainly for us, it is also a great advert for BAGRS and is shared with many other clubs. We know that you have been doing amazing things to your railroads during the pandemic enforced stay-at-home. Do share!

### **Mick Spilsbury**

Director – Marketing





This is the East End of the O gauge yard. It was torn out and will be rebuilt. This is where the tree fell on the display in December 2014.



#### G&O update from **Joe Barker**:

The G&O crew has been making slow progress rebuilding the display. A group of crew members wearing masks and being careful to work in different parts of the display get together on Wednesday mornings to work.

The first project has been to repair and replace the irrigation system. This has taken a long time because we never seem to have the right part and we have to make multiple trips to Home Depot. This is especially frustrating because the G&O has two big boxes stuffed with various irrigation fittings, PVC parts, tools, etc., but never the right one. This seems to happen with every one of the G&O projects.

Our second task has been to replant the display. Crew members Nancy Norris and Nancy Lagomarsino are doing a great job refreshing the garden.

Two weekends ago, vandals climbed over the fence and tore up a portion of the G gauge track and damaged the G&O's scratch-built truss bridge spanning Bouey Canyon. They also bent an O gauge bridge.

The damage could have been much worse. The crew believes that it wasn't worse because the vandals were probably high on weed and/or something else. The crew found several marijuana butts scattered around the display. Since this happened, security cameras have been installed and the club is going to raise the fence height from 6 to 8 feet.

Here are some recent photos of the G&O.

The photo below is of the Howe truss bridge that was damaged by the vandals. It has been taken out to be repaired and refinished. This bridge was built by crew member John Bouey in about 2008. It is a model of a bridge that existed on one of the Colorado narrow gauge railroads. John did a beautiful job constructing this accurate model.



The photo below shows some of the G gauge track that the vandals damaged. It will be replaced.



The photo below shows where the truss bridge was removed. John Bouey also built the Bixby arch bridge shown in the photo. This bridge is a model of the Bixby Creek bridge that is located south of Monterey on the Pacific Coast Highway. The Bixby Creek bridge is a favorite place to film automobile commercials. Most people see it hundreds of times per year on TV. It will be repainted before the truss

bridge is put back in place. The Bixby bridge supports the two O gauge mainlines.



The photo below is of two of the three benches that were donated to the G&O by the estate of long time BAGRS member and Master Model Railroader Kermit Paul. Kermit passed away about two years ago. He was one of the best-known model railroaders in the SF Bay Area and the NMRA. He had a beautiful HO layout beneath his house and a large backyard garden railroad. Sadly, I have heard that both displays are being taken down in preparation to selling his home.



The G&O always planned to install benches for visitors and we deeply appreciate this donation. As shown in the photo, the benches are a temporary storage site for potting soil.

The Covid-19 shutdown has been both good and bad for the SLHRS and G&O. The club hasn't been able to have any train shows. However, since the G&O is outside, we have been able to start some long-deferred maintenance projects and make vital repairs. The crew's goal is to have the display ready

for layout tours during the NMRA National Convention that will be held in Santa Clara in July 2021, Covid-19 permitting.

###

From **Dave Frediani**: Here's another 1:20.3 R/C battery powered rail truck that I just finished. It's built from odd ball parts that I had laying around and, yes, I know that it's odd looking but I think that it's kind of cool. With this virus going around there's not much else to do, so it's off to the work shop I still have more motor blocks to work with.



###

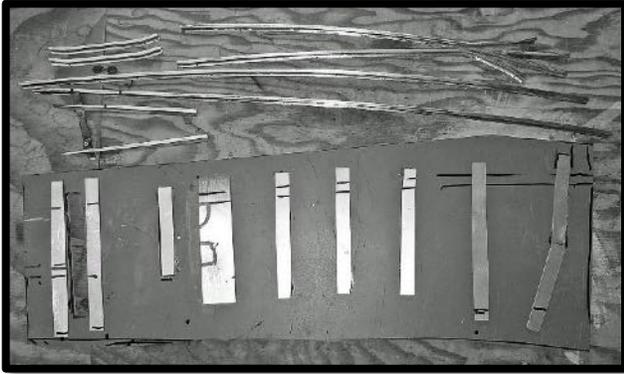
**Ray Turner** has been updating his Mystic Mountain RR. Steve Smith gave me some old code 250 turnouts and track, so I've been looking around the MMRR to see where they might go.

I first identified that it would be useful to turn the team track spur at Outluck into a double-ended siding. That will make switching a little easier and also facilitate meets passing each other.

The mainline where I was going to insert the turnout was slightly curved at that point so I needed to disassemble the turnout, curve the (formerly) straight rails slightly and reassemble the turnout. I chose to use a piece of Acrylic as a base and PC ties to align and anchor all the rails together. Note: PC ties are the most common way of hand-building turnouts in the smaller scales, but I found out through this that they are not quite as handy for G scale.



**Stock rails laid on mainline to get curvature right**

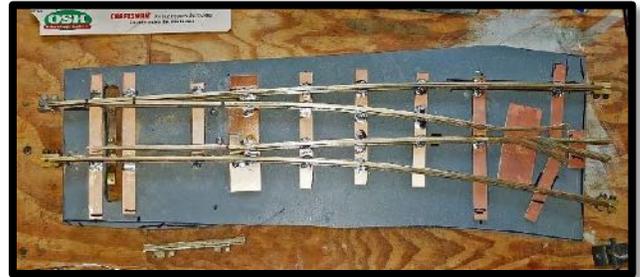
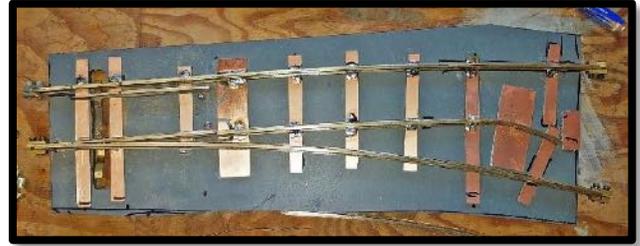


**Rail pieces, Acrylic base, PC ties to anchor rails**

First, I made a track gauge from a piece of scrap rail.



I started by laying the most straight stock rail, then added the points, the closure rails, and, finally, the curved stock rail.



The last – and trickiest – piece was placing the frog. I wanted to avoid taking it apart and changing its angle.



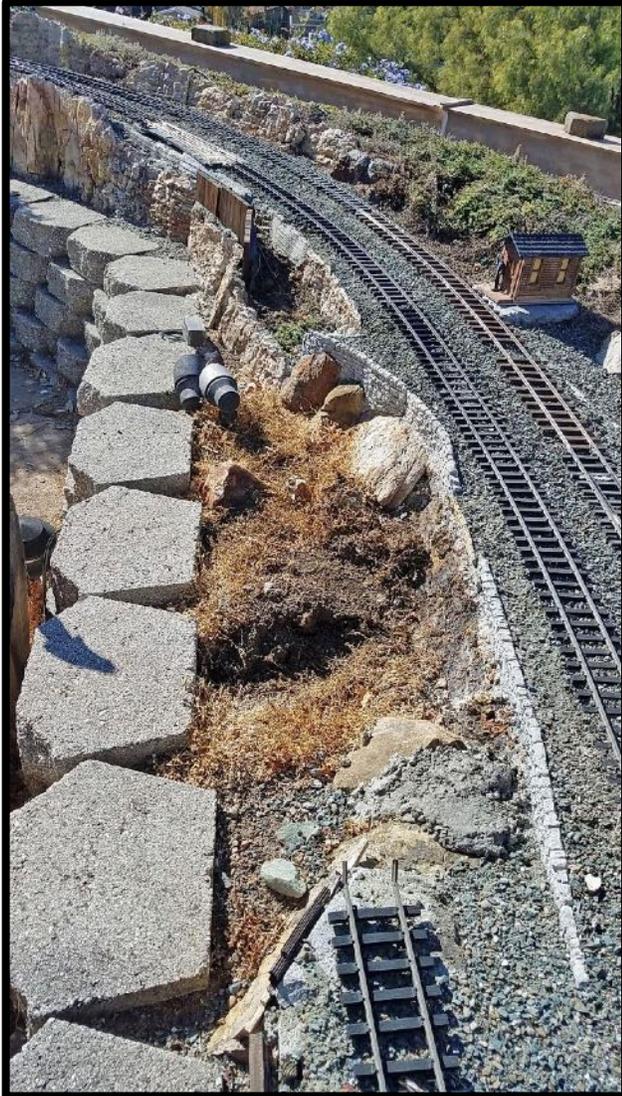
To finish up I added a ground throw, painted the PC ties gray, and put it on the layout.



**Completed Turnout**



**Turnout Patched into Mainline**



**Gap to be closed with track and trestle**

This adds about 7' of length for the siding – space for four cars. By next month I should have a trestle and the track in place.

##

From **Mort Grosser**: **David Baird** came over to my house in Menlo Park one nice Sunday and we ran some LGB Rhätische Bahn freight trains. David manages the HOM RhB modular layout; He brought his HOM Ge 2/4 boxcab electric loco and we gave it a ride on my LGB 1:22.5 version. Here's the photo below. The prototypes of these engines were designed and built by Brown Boveri in 1913, overhauled in 1946, and retired from active service in 1974! That's a good design!



**Mort Grosser's LGB G Scale RhB Ge 2/4 giving a ride to David Baird's BEMO HOM RhB Ge 2/4. Both boxcabs were built in 1913! Menlo Park, California, 01 November 2020**

##

**Gino Chiodo** just reports "Sad to say but, my wife won't let me start my outdoor railroad until I get s all the fix it projects finished first.

##

**Steve Smith** added an automated cable car route and turntable to his RR. See it work!

<https://vimeo.com/481324895>

##

### **Steaming in the Time of COVID**

By **Michael Laine**

For those of the live steam persuasion, there have been very few opportunities to get together and raise some steam. So far this year, my Comstock Pacific Railway has only sponsored a single event.

On July 4th, I invited "Band of Boilers" team member Bob Bartlett and his son Dylan over for an early morning celebratory steam run. The

weather that day was perfect and, with masks in place, steam was soon in the air.

First to run was my Comstock Pacific Railway “Nevada” complete with American flags flying on the pilot beam. This was followed by my Michigan-California Shay with a righteous load of logs and rough-cut lumber. Bob’s 7/8” Emma loco had an epic long run with Dylan at the controls. The steam up ended with a run of dueling Accucraft No. 5 0-4-0s. A perfect day.

Although the time passed quickly there was a still a satisfying feeling of accomplishment in celebrating Independence Day with close friends in this most difficult year.



**Comstock Pacific Railway locomotive “Nevada” proudly running on the July 4th with American flags flying on the pilot deck.**



**Bob Bartlett and son Dylan running their Emma locomotive on the Comstock Pacific Railway, July 4th, 2020. Good times!**

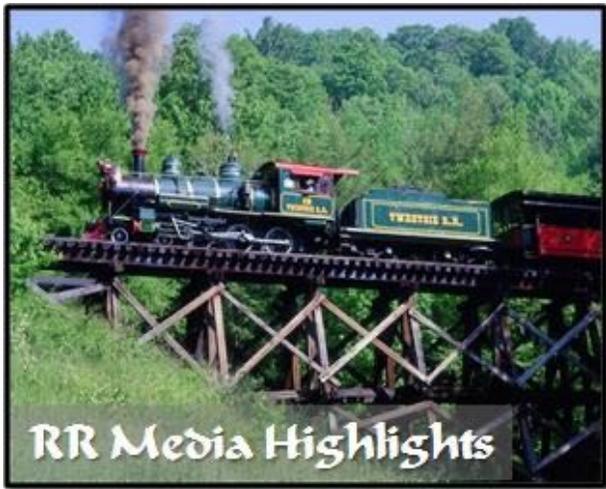


**Mike Laine having a great time boiling water and raising steam on the Comstock Pacific Railway in this difficult Year of Our Lord 2020**

##

Long-time BAGR Jerry Bradley succumbed to Pancreatic Cancer on June 13. Our condolences to Shirley, his wife.





-- By Jim Maley

**Introduction** - Just back from a 10-day road-trip to the Oregon Coast. The idea was to visit friends and enjoy the outdoors doing a little mushroom foraging as well. Did get some nice Porcini and Lobster mushrooms but missed the first wave of Golden Chanterelles according to the locals up there. Most of my friends in Oregon are all pretty much senior and nobody really wanted to get together. Heard this from a few, "See you in 2021, Jim" and guess I can't blame them. We missed the Oregon Coast Scenic Railroad (Fall Colors) ride once again. This time the weather was great, but the Saturday train was completely sold out. More on this later, but at least we spent our first night in Dunsmuir CA in a Union Pacific Caboose and ate in the Dining Car. I guess there were a number of firsts for us since March and they were, first to eat a meal inside a restaurant, first to actually see an operating school bus (no kids spotted but maybe), first in a theater and finally the first to see rain (even though it was only one day). Oh yes, fall colors on rural Oregon roads were pretty spectacular as well. Our route was north on I-5 to the outskirts of Salem, then to McMinnville and Astoria for a few days. Then south to end up in Yachats for a few days. As you might guess, we gave the City of Portland a wide berth this time.

**I'll Take the Runway** – McMinnville, Oregon has a major attraction that few people know about. Well, **Ray Turner** certainly knew about it and recommended it to me. It is the Evergreen Aviation Museum and this is actually my third visit over 15 years or better. I had made a huge mistake not visiting the *Spruce Goose* exhibit in Long Beach years ago and decided this had to be a "bucket list" deal. Well when I finally got the gumption to visit, it had moved to some place I had never heard of in

Oregon. Where the heck is McMinnville? It is not necessarily on the way to anything, certainly not Portland (but maybe that's a good thing). So, some great visits and each time there are additions.

The spacious Evergreen Aviation property is outside



the city limits of McMinnville and has steadily grown. Turning off the highway, I was struck by the entrance road which was marked as a runway and that gave me a temporary jolt. Once driving around the back country of Elgin AFB, I ran my car over an intersection and just beat an F4 Phantom taxiing slowly fortunately. So, you take a runway into the parking lot, way cool! When entering the Evergreen campus, you are struck by its clean appearance with now three major buildings with an added theater since the last visit. I guess in the summer, there is even a water park open for the kids.

After getting tickets, we headed for the large iMax theater and we saw a fighter aircraft feature which focused on war games and their importance in USAF training. This was my first time in a theater since the pandemic started and whetted my appetite for Top Gun 2 coming out sometime next year. Then back to the air museum which is awesome. I mean that literally as you are overwhelmed by the *Hughes Spruce Goose* which is everywhere you look in a giant building setting. This aircraft is unbelievably large and dominates the other aircraft which are mostly military from early days to about Vietnam vintage. The building and aircraft are so clean and well-kept, they actually look new. The space museum is also the same way. Could go on and on with my description and impressions but let me give you a few references that you can peruse for yourself. <https://www.evergreenmuseum.org> – Museum Information

Would like to point out that this is a private, non-government museum supported by many volunteers. It is not well advertised and sure needs visiting. So, if you are even close to the little town of

McMinnville, you should consider going and supporting this great attraction.

**History of Trans Ocean Air Travel** – Well, might as well say in the “wild blue yonder” for one more story. PBS has brought out a three-part series called *Across the Pacific*, which is a great docudrama on really, a history account of trans-ocean, commercial passenger transportation. Quite a fascinating series and I ordered it via Xfinity for a small fee and well worth it. It’s PBS and maybe available free with membership, not sure. From PBS, here us a summary of this series.



*Across the Pacific* is a 3-part series from PBS, following WWI, airline executive Juan Trippe, pilot Charles Lindbergh, airline builder Igor Sikorsky and radio engineer Hugo Leuteritz join forces to build an airline to South America and Trippe has dreams of conquering the world with international flights.

<https://www.youtube.com/watch?v=NfUlcYerSes> – Trailer

This series is 99.9 percent aviation, but there is one interesting railroad story in Episode 3 concerning the construction of aircraft facilities at Wake Island. To accomplish this undertaking, the world’s shortest railway is highlighted. Such ingenuity with these giants of American technology!

**Note:** Series reminded me of the thrill crossing the Pacific via a 4-Engine prop job, C-54 out of Hickam AFB. The slow plane to Yokota AFB refueled at both Midway and Wake Islands, places I will likely never see again unfortunately.

**Oregon Coast Scenic Railroad** – Thought the second attempt to ride this train would be the charm. The weather was fair and the Oregon Forest full of color. Completely sold out! I learned a lesson, if the weather is good on a weekend there is a flood of people from the cities of Oregon. Can’t blame them. Just reserve well ahead of time and this is a good “watch word”. Anyhow, maybe next year (fewer passenger constraints hopefully) and a little better planning. Here is the website information.

<https://oregoncoastscenic.org> – Scenic Railroad Information

**Ship Watching in Astoria** – I really like to watch ships as well as trains. Astoria, Oregon is a good place for this at the mouth of mighty Columbia River. My favorite spot is looking out the bay windows of *The Cannery Pier Hotel* albeit a little pricey but worth it for a ship-watcher. Some of rooms are actually furnished with binoculars but hardly needed as ships heading for Portland from the treacherous bars seem to come so close that you could reach out and touch them.



**Note:** If you travel to Astoria and are ship inclined, I



strongly recommend a visit to the *Columbia River Maritime Museum*. I never realized the dangers of the Columbia Bar and it makes our Golden Gate “Potato Patch” transit look like child’s play. They don’t call the duty Lighthouse, *Cape Disappointment* without reason. By the way, the museum has a lot great things to see and a 3D movie about Naval Carrier Aircraft that was even better than the excellent USAF oriented film at McMinnville.

**Playland** – Wonder how many of you remember *San Francisco’s Playland at the Beach*? I remember several nights as a teenager freezing to death with cold winds of the Pacific blowing in. What I did not know until recently was it was started by a railroad man and its first attraction was a death-defying, *Shoot the Chutes* rail-ride into the water.



This attraction was first operated in the SF Haight Ashbury area and finally ended up at its final Ocean Beach location. Funny, never ever visited *Playland*

during the day and the picture looks a lot warmer than I remember. Here is the story.

<https://www.sfgate.com/sfhistory/article/shoot-the-chutes-san-francisco-haight-history-15681836.php>

**Whale of a Tail** – Wasn't that a song by the late Kirk Douglas in the 1954 film, *20,000 Leagues Under the Sea*?

This story has been reported heavily but in case you missed it, check it out how the driver of a Rotterdam metro train escaped injury when the front carriage rammed through the end of an elevated section of rails and was caught by a sculpture of a whale's tail.

<https://www.foxnews.com/world/whale-tail-structure-catches-metro-train-netherlands> Whale Story

**Note:** If you are thinking of whale watching maybe hit Monterey Bay next year. The whales have really been putting on a show over the last few years. Here is my tip, though the Monterey Pier is a convenient place to catch a trip, I highly recommend booking out of *Moss Landing*. The voyage to the deep feeding canyons is much shorter. The *Humpbacks* are so entertaining, and you might even see the largest animal that ever lived, *The Blue Whale*. My wife and I saw two on one trip and that was a bucket list item!

**Railroad Stupidity** – Not judging as I almost got hit by a train once at a crossing (no lights/gates) in the middle of the night. And yes, as a kid I did play on trestle but that was before the movie *Standby Me*. Not to mention being almost hit by a taxing F-4C Phantom aircraft at Eglin AFB as previously mentioned. Have also seen some daredevil railfans attempting to get that great photo on a *Feather River Canyon* train. But wedding photos on the tracks? YouTube is very full of RR stupidity and non-sense crossing and will leave it to you to look up.

**Stow those Tanks** – My memory was jogged this morning before Veterans Day with an announcement of a new military museum opening. It is the *National Museum of the United States Army* at *Fort Belvoir, Virginia*. Looks like a good one (See: <https://www.thenmusa.org>).

This made me think of our own Jacques Littlefield who left us in 2009 and a legacy of ground warfare equipment. Some of you joined Ray Turner some years back on a BAGRS field trip to *The Military Vehicle Technology Foundation* in Portola Valley. I had the pleasure of visiting myself a few years earlier. I know that some of very best museum pieces went east to *Stow, Massachusetts* and the *American Heritage Museum*. Thought I would mention it if any

are traveling to New England in the future. My sister lives in nearby New Hampshire and my next trip out there has this museum in my sights. I hear they have done a fine

job with some of Littlefield's best. Below is the smiling Jacques Littlefield and his pride of Portola Valley!



<https://www.americanheritemuseum.org/the-museum/jacques-m-littlefield/> - American Heritage Museum

**The Tube** – High speed rail via Hyperloop is still very much being explored. See this story about Virgin's latest test from the Wall Street Journal.

*Virgin Hyperloop became the first company to conduct a manned test of the ultra-high-speed hyperloop transport technology in the Nevada desert.*

<https://www.wsj.com/video/virgin-hyperloop-completes-first-human-test/113CE92A-7DD8-42E2-98F0-226D2F047CC7.html>

**Railroad Song(s) of the Month** – Well two this time and maybe one a repeat from way back. Both of these songs came out of the blue for me as I will explain.



Have you ever got into your automobile, turned the ignition on and via *Bluetooth*, and music just happens from your phone inadvertently? So that's the story this month for two great railroad songs. Both of these are from giants of Country Music, gone but not forgotten. The first is Hank Williams and the second from Johnny Cash.

**Hank Williams/Lonesome Whistle** - As a kid, I never actually saw this legend of Country Music but sure heard his music while living in Texas for a few years. He really conveys the message to you with his "rolling twang" of the word, "lonesome", pure

genius. Listen to this song and tell me if you do not agree.

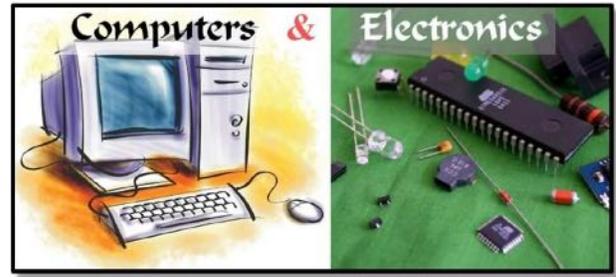
<https://www.youtube.com/watch?v=YC39wENWA34> – Lonesome Whistle

**Johnny Cash** – Actually of all the railroad songs I have heard, this is my favorite, *One More Ride*. I love the picking of Luther Perkins with this song and Johnny at his best. Unlike Hank Williams, I have seen Johnny Cash and the *Tennessee 3* a number of times including the early *Sun Record Days* believe it or not in the *Niles* area (Specifically *Niles Flat* and *The Garden of Allah*). That dancehall, owned by the Wayne Brothers (Blackjack & Chuck), burned down years ago and forgotten by most. Anyway, here is Cash’s unforgettable song.

[https://www.youtube.com/watch?v=dZ\\_RqSOLCN4](https://www.youtube.com/watch?v=dZ_RqSOLCN4) – One More Ride

**Bonus Track** – This is not a railroad song but rather one that ties Hank Williams with Johnny Cash and a lot of small-town feeling. Actually, a number of Johnny Cash fans have not heard this one and you might be one of them. So, I am offering this gem for your enjoyment. Waylon Jennings participates as well. I was once told who the famous country DJ was who comes on near the end but have long since forgotten. Maybe one of you know. Anyway, here is the song.

<https://www.youtube.com/watch?v=11uszDfTqcU> – On the Night Hank Williams Came to Town



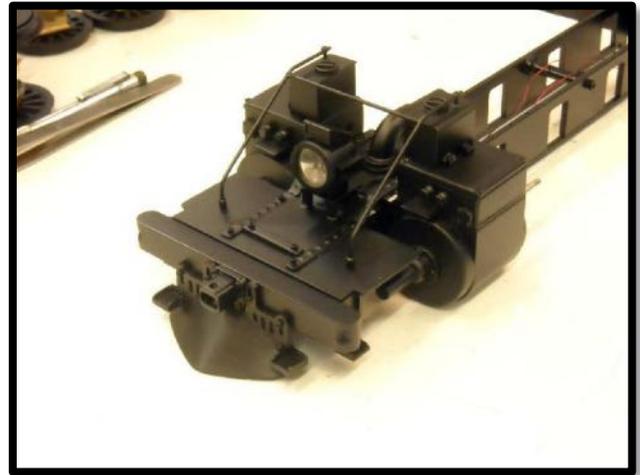
-- By Ray Turner

Look for a new column in the months ahead.





-- By Henner Meinhold



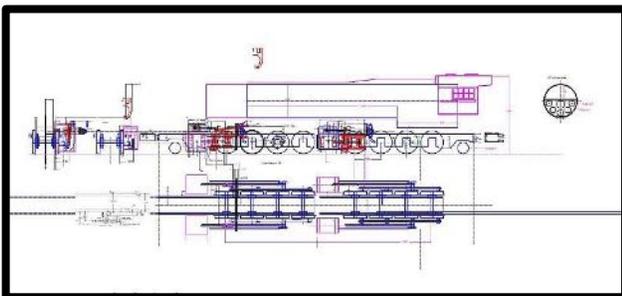
The wheels from Walsall have been machined:

Bill's rack loco is finished.



Dennis works on the crosshead guide bracket and the connecting rods:

Unfortunately according to Dennis it must have been severely damaged during shipping. Hopefully, it can be repaired. Nevertheless, Bill started with a new project, a Northern Pacific Z3 Compound Mallet. Bill finally converted from "Napkin CAD" to real CAD. Here the loco design:



There is already a frame to be seen:

Sanjaya modified the Cylinder drains on his Ruegen loco, a Regner kit:



It now has five (!) R/C controls. (1) Direction (2) Throttle (3) Whistle (4) Brakes (5) Cylinder Drain. The prototype is still around and about a 3h drive from my new home.

Speaking of my new place: It is located on a peninsula within walking distance to the East Cross Station (Ostkreuz), with trains running into downtown Berlin every other minute (a 10min ride) and to the finally opened new airport every 15min (a 15min non-stop ride). From my balcony I can see the Rummelsburg bay to the left and the river Spree to the right:



I also was in Stuttgart to inspect my “toys”, which are currently in storage and will be trucked to Berlin in December. Meanwhile I started rebuilding my workshop. The “Electronics Department” is already functioning. Currently I am working on a little On2 loco of a friend, which gets a DCC decoder. I made the chassis about 25 years ago:



And here my workbench for electronics:



Due to the move I almost forgot the deadline for the December T&T. Thanks to everybody who sent me some pictures on extremely short notice.





### Musings of a Theme Park Fan



#### Casa de Fritos

With a \$100 investment in an adapted potato ricer, nineteen retail accounts and the original recipe for fried corn chips, C.E. Doolan began his small snack chips company. The operation soon expanded from his mother's kitchen to the garage and then to the purchase of a neighbor's house. Doolan began selling his fried corn tortilla product in 1932 under the name of the Frito Corporation and by 1936 he had plants in Dallas and Tulsa. Los Angeles and Denver were added by 1947 as well as worldwide licensing franchises including H.W. Lay and Company. The Frito Corporation owned more than 50 production plants by 1955 and was one of first companies to invest in Walt Disney's park in Anaheim. Casa de Frito's along with Aunt Jemima's Kitchen, Chicken Plantation Restaurant, Golden Horseshoe, Oaks Tavern, and New Orleans Barbecue was one of the initial food concessions in Disneyland. Park guests to the Mexican restaurant were welcomed by the "Frito Kid", a dispenser of individual bags of Frito's for a nickel along with the recorded message " Hey Klondike, how about digging up another bag of those golden Fritos!", and

upon delivery of the crunchy snack, the Frito's Kid would shout " You just bought the World's biggest nickel's worth partner!". In 1961 the Frito Company merged with Texas based H.W. Lay and Company forming Frito-Lay. Meanwhile business was brisk in Disneyland and frugal Casa de Fritos employees came up with the idea to increase revenue and reduce waste by frying surplus tortillas cut into triangles and adding a mild seasoning. The marketing folks from Frito-Lay recognized the popularity of the new bite size snack item and began having them produced by Casa de Frito's food purveyor, Alex Foods, and sold locally. Soon the demand for the snack chips exceeded capacity and Frito-Lay moved production in-house to its Oklahoma manufacturing facility. A wide range of additional flavors have joined the original toasted corn offering through the years. The original small restaurant in Frontierland is now a Disney property and has been moved, enlarged and re-branded Rancho Del Zocalo. And Doritos, is a worldwide multi-million-dollar snack food line that traces it's modest beginnings directly to Casa de Fritos in Disneyland.

**From the Postcard Collection of Bill Ralph**

##

#### Dog Walking Sights, by Richard Murray Shipbuilding and Machinery

Melinda and I use our dog as an excuse to take walks up and down the Peninsula. Recently we took a walk to San Francisco's newest park, Crane Cove Park. It is located on the waterfront near the new UCSF and the Warriors' Chase Center. Discussions for the park started in 2011. After environmental studies, design studies, and permits were finished, construction of the 7-acre park was started and then finished just 3 months ago. I had wanted to see the area because my whole family had worked at Bethlehem Shipbuilding, one of the last tenants of the Crane Cove Park area. My dad had worked there for 42 years. My mom worked there for 1-2 years. My brother worked there for about 3 years. I worked there for 2 summers while going to school. Although the 7-acre park is just a tiny slice of the vast 69 acres that was Bethlehem, much of the rest of the Bethlehem area is currently undergoing a gargantuan restoration at Pier 70.

For over 100 years the area was the most important center of heavy industry in the Western United States. The area attracted early industrial operations because of the deep-water access and isolation from the more populated areas of the city. It was the home

of a half dozen major manufacturing and utility companies that played important roles in the national economy and in military history. Shipbuilding flourished there as early as the Gold Rush. The area was the site of several blasting powder manufacturers, but as the city grew, they had to leave. There was a rope company that was famous for its 1000-foot long ropework. It became a worldwide concern. The first significant iron and steel mill in the West produced machinery for mining, ship building, and rail equipment, including San Francisco's cable cars. Another company developed the first successful gold dredges. Spreckels sugar refinery was built nearby as well as a gasworks that became PG&E.

One of the most important industries in the area was the Union Iron Works, which designed and built most of the mining equipment for the Comstock Lode. Later the Union Iron Works converted to a shipbuilding company. It built the first steel hulled ship anywhere on the Pacific rim. It built many of the ships for the Spanish-American War, including Admiral Dewey's flagship, the USS Olympia, which still exists and is the world's oldest steel ship. The heyday for the Union Iron Works was at the turn of the century when the U.S. Navy gradually evolved from a coastal defense force to a major multi ocean force. It even built several world class battleships.

Just after the turn of the century Bethlehem Steel Corporation bought the Union Iron Works. During WW I Bethlehem's shipyard was one of the Bay Area's biggest producers of warships. It built 66 destroyers and 18 submarines. During the 1930's Bethlehem modernized its shipyard. By the time WW II arrived its shipyard was one of the most productive shipyards in the country. It employed 18,500 workers. Work went on 24 hours a day. It built 72 ships and repaired 2500. Together, the many Bay Area shipbuilders became the most productive shipbuilding area in the U.S. and probably in world history.

After the war Bethlehem built only a few ships. It did continue to build many barges, especially for the Alaskan oil trade. Its last major contract was to build the underground BART tube across the bay. In 1967 it fabricated 57 sections, each 325 feet long and each weighing 800 tons. Incidentally, I drove some of the company's bigwigs to another East Bay manufacturing plant to check to see if one of its manufacturing technologies would be suitable to help build the BART tubes. It was not. In 1979

Bethlehem celebrated its 75<sup>th</sup> anniversary. Three years later it closed.

As was mentioned earlier, the huge footprint of Bethlehem Shipbuilding is undergoing a massive restoration. Much of the historical architecture built to support shipyard operations is still standing, although in need of serious repair. One of these buildings, the machine shop, dating from 1883, was used continuously until 2004.

Crane Cove Park has incorporated some of the historical artifacts from the old shipbuilding days. There are two crane towers that have been nicknamed Nick and Nora. The names are from the *Thin Man* series. Given that bids for the building of Crane Park came in high, several items were eliminated from the contracts, including replacing the cranes atop two towers. The towers themselves have immense trucks powered by electric motors. The trucks ride on rails just like our garden railways. (Finally, a connection to garden railways!)

Many garden railroaders, especially steamers, have lathes. When it comes time to buy a lathe, people always want to know how big of a lathe to get, how big should the jaws be, how long the bed should be, and how powerful the motor should be. Well. . . at Crane Park there is an example that should be large enough to handle the largest project a steamer could possibly ever dream about: a lathe that is 75 feet long! Is your workshop big enough?



This lathe is 75 feet long! It was used to machine propeller shafts and pipes. The homeless looking person knew more about lathes than I did.



Note the tie down brackets. Did planners think the lathe would topple over in the wind?



The sandy beach has a grand view of the bay. (Google photo)



Many ships were built on the slipway beneath the tower. As more money is raised, a crane will be placed on top of the tower.

### A Special Tree

On another dog walk we took her for a stroll around the *Conservatory of Flowers* in Golden Gate Park. That's the gorgeous white glass gingerbread building where we had our Annual Meeting 10-15

years ago. We came across a *Sequoiadendron giganteum*, commonly known as Sierra redwood or giant redwood. It is the sole living species in its genus and one of three species of conifers known as redwoods. This one was a bit special: even though it was planted only 125 years ago, it already seems to be one of the widest trees in Golden Gate Park. The other thing that makes it special is that it has a very odd shape at its base. Normally, these trees grow quite straight. This one has some extremely heavy limbs growing at odd angles. It is one of the oddest trees in the park. A brass plaque says that it was planted on April 19, 1894 by the Daughters of the American Revolution, Sequoia Chapter. It is named the *Liberty Tree*.

In contrast, my *Sequoia giganteum* is about 15 years old and only a 1/4" wide. It's a dwarf.



Note the heavy odd branching.

###

### Postcards of the Past -- Frontier World

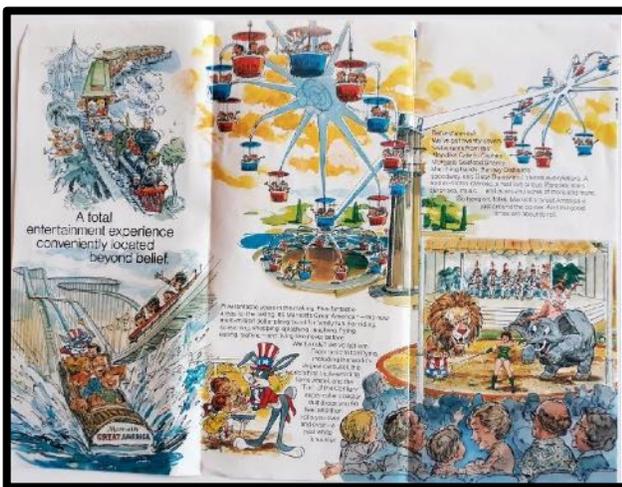
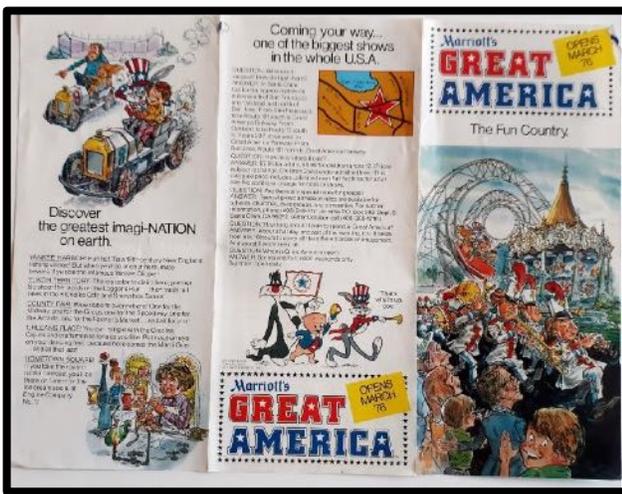
Fess Parker became a national icon as Davy Crockett "King of the Wild Frontier" and one of the first heroes of the television generation. By 1958 he had starred in six highly successful Disney feature films, was on hand for opening day ceremonies at Disneyland and was accumulating fame and fortune including 452 acres of orchards and farmland in Northern California. Acutely aware of the success of Walt Disney's enterprise in Anaheim, Parker had his own idea for a western theme park, initially dubbed Frontier World featuring the Frontiers of the Past, Present and Future. His undeveloped South Bay agricultural land in Santa Clara was a joint venture with Great Western Savings and Loan as part of a projected land development deal of which about 100 acres would be devoted to the "cultural and

entertainment needs of the city”. Parker envisioned using that land as a park fashioned after Disneyland complete with a western town, areas devoted to space travel, and with rides themed after farming and industrial equipment (Parker always wanted to “ride on an oil well pump!”). When the land development deal with Great Western ultimately fell apart, Parker approached McDonald’s owner Ray Kroc who offered thirty-two million dollars for half interest in the venture. Unfortunately, Kroc backed out when Parker thought he could craft a better deal, and without the deep pockets of a development partner, abandoned his planned Frontier World dream and convinced Marriott to take the entire property off his hands.

themed areas including Hometown Square, County Fair, Yankee Harbor, Yukon Territory, and Orleans Place, and it’s signature double deck carousel “The Columbia” and “Turn of the Century” triple whirling Ferris wheel. The park has changed ownership several times in the ensuing years since it’s design and construction by Marriott including Kings Entertainment Company, an attempt by the City of Santa Clara, Paramount, and is currently owned and operated by Cedar Fair, also owners of Knott’s Berry Farm and operator of Gilroy Gardens. Parker went on to own and operate Fess Parker Winery and Vineyard in Los Olivos near Santa Barbara but unhappily unloaded his prime property prematurely in what is now the heart of Silicon Valley and was never able to realize his dream theme park, Frontier World.

**From the collection of Bill Ralph**

###



It wasn't until 1976 that hotel and restaurant operator Marriott Corporation fulfilled the city's "entertainment" commitment and opened Marriott's Great America theme park and adjoining Marriott Hotel on the 100-acre Santa Clara parcel. One of three identical parks planned by Marriott, Great America featured over 40 rides and attractions in 5



**Somebody catch these engines before they fall off the bridge! See *Where Is It* below**

###

Civil Engineer and Historian Paul Giroux To Present Pictorial Story of Transcontinental Railroad's Construction in Rae Dorough Livestream

Paul Giroux, Dist. M.ASCE, construction engineer and historian, will present "Building the Transcontinental Railroad" in a Rae Dorough Speaker Series livestream presentation at 7:30 p.m. Thursday, Dec. 10.

Experience the monumental challenges of constructing the Transcontinental Railroad with

unique insight, stunning historical photos, and modern animations. An accomplished engineer, builder, and award-winning historian, Raymond Paul Giroux will leverage over four decades of mega-project construction experience combined with meticulous research to bring the story of the Transcontinental Railroad to life à la Ken Burns.

“The building of the Transcontinental Railroad was, in its day, an extraordinary feat of engineering and technology equivalent to landing a man on the moon,” said Giroux. “The effect on the country was transformative. The building of the Transcontinental Railroad is a quintessential American can-do story.”

Giroux was a featured speaker at the May 2019 Transcontinental Railroad sesquicentennial celebration in Sacramento.

RDSS is requesting a **\$10 donation** to participate in the livestream Zoom presentation featuring Giroux. To sign up, contact the Bankhead Theater box office, 2400 First Street, Livermore by calling (925)-373-6800, emailing [boxoffice@lvpac.org](mailto:boxoffice@lvpac.org) or go to:

<https://livermoreperformingarts.secure.force.com/ticket/#/instances/a0F1Q00000eW2cOUAS>

<http://raedoroughspeakerseries.org> | <http://www.facebook.com/RaeDoroughSpeakers>

###

Other Garden Railway clubs **sharing newsletters** with BAGRS members:

Central Cal. Coast GRS:

[https://bags.org/resources/Documents/CCCGRS\\_11\\_20.pdf](https://bags.org/resources/Documents/CCCGRS_11_20.pdf)

Denver GRS:

[https://bags.org/resources/Documents/DGRS\\_11\\_20.pdf](https://bags.org/resources/Documents/DGRS_11_20.pdf)

Gold Coast GRS:

[https://bags.org/resources/Documents/GCGRS\\_11\\_20.pdf](https://bags.org/resources/Documents/GCGRS_11_20.pdf)

Orange County GRS:

[https://bags.org/resources/Documents/OCGRS\\_11\\_20.pdf](https://bags.org/resources/Documents/OCGRS_11_20.pdf)

Puget Sound GRS:

[https://bags.org/resources/Documents/PSGRS\\_12\\_20.pdf](https://bags.org/resources/Documents/PSGRS_12_20.pdf)

Rose City GRS:

[https://bags.org/resources/Documents/RCGRS\\_11\\_20.pdf](https://bags.org/resources/Documents/RCGRS_11_20.pdf)

Sacramento Valley GRS: <https://svgrs.us7.list-manage.com/track/click?u=1ba65ad79db069f96997254c0&id=14f5b1a045&e=1766dc7cbc>

It should be remembered that most garden railroad clubs welcome members of other clubs when traveling in the area (after COVID).

###

The SouthEast NMRA division (Atlanta area) is holding a virtual meet – creating RR tours by video:

<http://www.piedmontpilgrimage.com/tour-atlanta%E2%80%99s-great-model-railroads-online-year>

Click on **bold** weekend dates on calendar to get list of RR videos.

Here is a link to many outdoor garden railroads.

<http://www.piedmontpilgrimage.com/tour-list/2020-11-01>



**Santa Fe Junction** in Kansas City is a very busy place

**Last month's *Where is it?***



**Santa Fe Junction, Kansas City, KS. This train is derailed on top of the bridge over one of the busiest junctions in the U.S., Sept. 15, 2020.**

**Watch them clear the wreck and repair the track.**

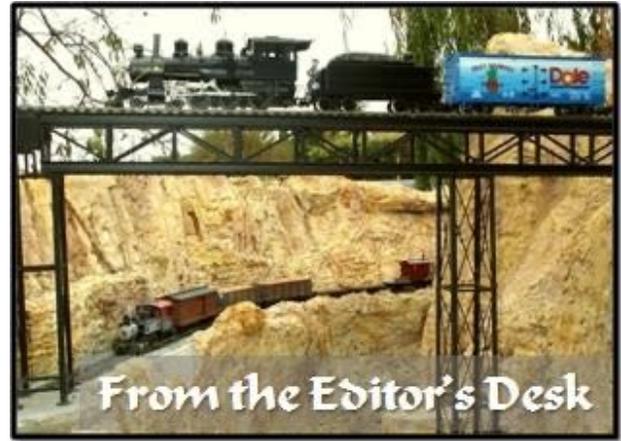
<https://www.youtube.com/watch?v=qkui84o6rNA&feature=youtu.be>

<https://www.youtube.com/watch?v=AmPJvP1ltz4>

**Here is this month's *Where is it?***



**The first person to correctly identify this location to [newsletter@bagrs.org](mailto:newsletter@bagrs.org) wins their name in next month's column.**



Well, 8 years is a good long run producing the BAGRS Trellis & Trestle. It has been fun building the T&T over the years and I'm quite proud of what it has become, in no small part due to the columnists who faithfully have supplied content. I'm passing the torch to Greg Hile who I am sure will bring some fresh blood and ideas to our great newsletter. I will have more time to work on my railroad and – maybe in a year – travel a lot. I also want to gain experience in editing videos of my railroad.

COVID-19 has stolen the best year of the rest of our lives and I intend, when it is conquered, to get to more model railroad conventions – no more vacillation. And more travels, many of which will involve train transportation.

I'm not disappearing from BAGRS, however. I will be writing an on-again - off-again column on computers and electronics for garden railroaders. So look for that shortly. I've got several projects in mind for my own railroad and will be running operations sessions and hosting open houses again as soon as it is safe to gather together. And I hope to see all my BAGRS friends again at an annual meeting, whenever we will be able to hold that. Soon, I hope!

-- Ray





### Items for Sale

Are you aware that BAGRS members can - and do - list **items for sale** on our BAGRS web site. You'll find it in the middle of the "Members Section" menu. Log in is required. The advantage is a quick, local transaction, and, for the buyer, it's a chance to see something before you buy it. You can also register to get an email whenever someone posts an item.

**ALL MEMBERS -- Please check and update your personal and railroad information on the BAGRS web site.**

We use this information to communicate with you and to provide descriptions and directions to railroads open on our tours, so **please** update as needed.

Login to [www.BAGRS.org](http://www.BAGRS.org) and click on "View profile" in the upper right corner. Then click on the "Edit profile" button at the upper left of your personal data. You can now edit any of your personal data. There are two places for your photo in the BAGRS database, "Member Picture" and "Personal Photo". A good photo is a close-up of you which is roughly square. Crop it close on the face.





## *Future Events of Interest*

2021 Jan. 29-31, OPsig/LDsig, Mountain View, <http://www.pcrnmra.org/sigs/>  
2021 February 6-8, New Zealand National Garden Railway Convention,  
Christchurch, NZ, [2021ngrc@culcreuchfold.org.nz](mailto:2021ngrc@culcreuchfold.org.nz)  
2021 April 22-24, PCR/NMRA, Fresno, <http://www.pcrnmra.org/conv2021/>  
2021 5/30-6/5, NGRC, Nashville, <https://ngrc2021.com/>  
2021 July 4-11, NMRA, Santa Clara, <https://www.nmra2021.com/>  
2021 Oct. 3, Just Trains Open House  
2022 NGRC, Denver  
2023 NGRC, S.F. Bay Area

**Pretty much everything is subject to possible cancelling and rescheduling.**

Past NGRC's: <https://www.denvergardenrailway.org/index.php/conventions/>

