

# BAY AREA GARDEN RAILWAY SOCIETY

# TRELLIS AND TRESTLE

DECEMBER 2024



## *In This Issue...*

- *The 2025 NGRC site is now live!*
- *Technical Tip: Re-spiking Llagas Creek Code 250 Plastic Ties, by Roger Nicholson*
- *Musings of a Brown Thumb: The Accidental Juniper, by Roger Nicholson*

**JOIN US AT BAGRS.ORG, FACEBOOK OR INSTAGRAM**



## PRESIDENT'S PERSPECTIVES



### MEMBERSHIP RENEWAL

Thank you to the 100+ members who have paid their dues for 2025 already.

Every year, 50+ members do not renew until well into the New Year.

This creates work for fellow members on the Board.

Please don't be one of those members this year.

The deadline to pay dues for 2025 is **December 31**.

### ANNUAL MEETING

Date: March 15

Yes, the 'Ides of March' so should be an interesting meeting

### SOCIAL MEDIA

Our Instagram following was below 300 several years ago and we set a goal of 2,000.

**We now have 2,175 Instagram followers.**

(We also have 2,100 Facebook followers and 375 YouTube subscribers.)

The IG growth has been fueled by posting lots of images and short videos of our RRs.

**We can never have too many images & videos to post.**

So, if you have great images or 10–20 second videos, text them to me at

**(415) 342-5795.**

They might end up on the new website gallery as well.

### SOME END OF YEAR THANK YOU'S

**Board Members:** For committing their time and talents to lead BAGRS

**Open RR Hosts:** For welcoming us to their homes

**New Website Testers:** The dozen members who tested the site before it was launched

**Our Live Steamers:** For sharing our hobby with members of the public

**T&T Contributors:** For helping Editor Roger Nicholson publish a superb magazine

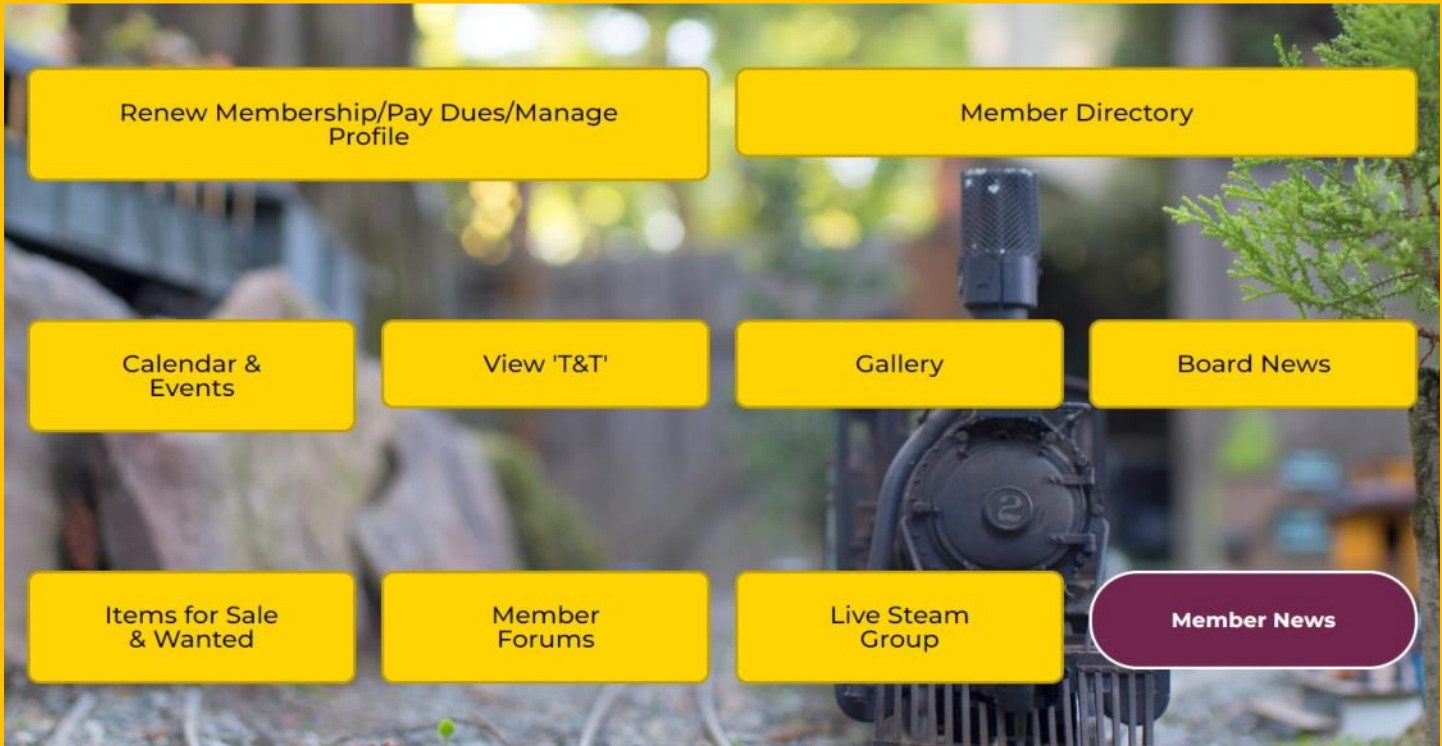
**'24 Annual Meeting Movers & Shakers:** For the time and skill they devoted to its success



# PRESIDENT'S PERSPECTIVES



I hope you are enjoying the 8 members services on the new website.



## SOME NOTES ABOUT FOUR MEMBER SERVICES

**VIEW T&T:** 2024, 2023, and 2022 editions ordered from most recent to oldest with cover images to help us find editions that we want to look at again. It's also a great resource for new members!

**ITEMS FOR SALE & WANTED:** A 'Member Marketplace' that has been only lightly used in recent years, which is surprising given the incidence of members downsizing. Now it's easier to find, we hope it might get more traction.

**MEMBER FORUMS:** Another service lightly used in the last few years, so lightly that we considered excluding it from the new site. In the end, we opted to give it a second life with an easier to find location.

**GALLERY:** 140 images of BAGRS RRs gathered over the last 3 years. It will be updated in January if we receive quality images of more BAGRS RRs. Can you spot the one image that is not a BAGRS RR?

# From the Editor's Desk



**Roger Nicholson** lives in Union City, California, and operates the [Crystal Cove & Rose Railroad](#).

- **On the Cover.** Mike and Anne Paterson's "LUD" locomotive pulls some holiday freight through the patio portal. "LUD," as I mentioned in last month's issue, stands for "Little Ugly Diesel." I, however, don't think it is ugly at all . . . I think it has "character."
- **Ray Turner has been discussing his plan to reduce the size of his Mystic Mountain Railroad for some time now.** Some of the older portions of the venerable 25-year-old railroad, which is well known for its spectacular view of the San Jose skyline, had become a maintenance challenge due to some deteriorating track and a collapsing retaining wall. Fortunately, the highly scenic "Mountain Division" portion of the railroad is in much better shape. Ray determined that everything from the two 6-foot long steel plate girder bridges to the south end of the layout had to go. This area comprised about 2/3 of the railroad. The area where the two bridges were located will eventually be filled in and a new point-to-point terminus will be built, allowing some new and interesting operations to continue on the Mountain Division. Ray and I have been working to disassemble the older portion of the railroad.
- **Back in October I had joked that my CC&R SW 1500 was probably the first diesel ever to run on the Mystic Mountain Railroad.** Ironically, it won't be the last one to run on those bridges, since the very same bridges are now going to be installed on the *Crystal Cove and Rose*. So, this photo provides a bit of foreshadowing.





- **I have begun to have random small groups of people show up at my house asking if they can see the train run.** Fortunately, I've gotten this procedure well organized. I have a SW 1500 "demo" train staged in the garage storage area, always charged up and ready to go. I invite the folks to walk to the backyard. I then go the garage and flip the switch on the locomotive, power on the transmitter and send the train on its way out of the garage. I tell Google to turn on all of the waterfalls. By the time I get to the backyard, the train has traveled down the side yard and is entering the top of the helix. At this point the kids have noticed that there is a "mountain" in my back yard, and they run over to look up at the train as it travels down the helix to the mainline. Many questions follow...
- **I recently added lights to a caboose for another BAGRS member, and I liked the result so much that I dug through my boxes to see if I had an appropriate candidate for this as well.** I found this LGB bobber caboose, which has a fully detailed interior. My caboose now has a rechargeable lithium-ion battery, will eventually get CC&R lettering and will light up the other end of my "demo" train. ■



## 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](mailto:communications@bagrs.org).

- **Grant McGuire, Sabrina Madden.** Santa Cruz, CA. Joined November 27, 2024.



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. The NGRC2025.org website is offering Early-Bird Ticket bundles until March 31, 2025. Ticket bundles include basic registration, banquet, ice cream social, a parking pass for the banquet, and a convention car.

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



Convention Locomotive AML GP60: \$599.00

Convention Box Car: \$100.00



## Technical Tip

# Re-spiking Llagas Creek Code 250 Plastic Ties

By Roger Nicholson

**I acquired some Llagas Creek Code 250 Nickle Silver track from Ray Turner during the dismantling of the older section of his Mystic Mountain Railroad.** The track had been out in the elements for 20 years or more. When we lifted some sections of this track, the plastic ties simply fell off the rail because the plastic spike heads had broken over the years due to stress. However, the plastic ties *themselves* were also in great shape, showing no degradation from years of UV exposure. Unfortunately, without the plastic “spike heads” in place, there was nothing to hold the rails to the ties. The photo on the right shows only two of the plastic spike heads in place, with the other six missing. As you can see, the ties themselves are perfectly intact—they just won’t hold the rail.



The “upper loop” on my Crystal Cove and Rose RR is Sunset Valley Code 250 track, but my “lower loop” is comprised of whatever mixture of Code 332 track (LGB, Aristo and others) that I had available at the time. I want to replace all of that Code 332 with this Code 250 track. As I went through each section of track and tested each individual tie strip, I had about 30% of them break off. The other 70% were in good shape and held quite well when placed under stress by sliding them along the track.

As I sorted through the track and separated “good” tie strips from “bad” tie strips, I watched the pile of “bad” tie strips grow. I didn’t want to throw them away. There had to be another way to attach the rails to the “bad” ties.

Of course, I could simply try to locate some new tie strips. I also have a box of leftover AMS AM49-101 Flex Track Code 250 tie strips that fit these Llagas Creek Code 250 rails perfectly, but there were not nearly enough to handle the number of rails that would need new ties.



I've used medium rail spikes in the past to attach my track to my redwood trestles. The Llagas Creek and Sunset Valley turnouts spike the rails to solid plastic ties. Could I possibly spike the rails to these "hollow" Llagas Creek Code 250 plastic ties?

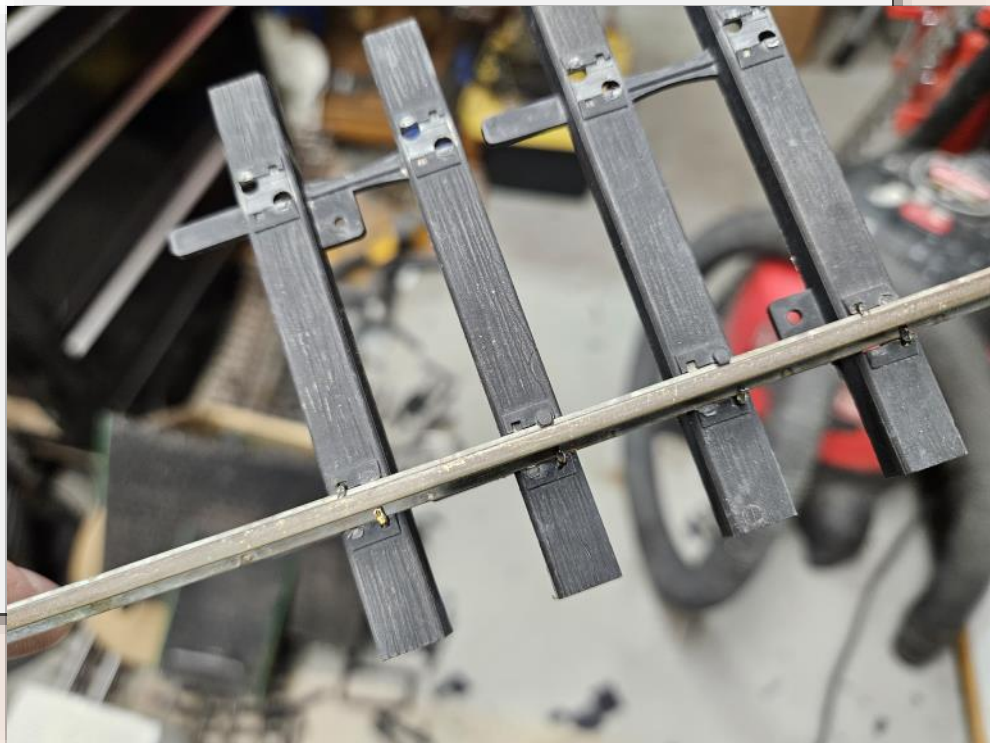
One of the items that I acquired from a collection I obtained in Utah was a "spiking kit." This included a pair of pliers that was notched in a "T" shape to accept and hold a spike, as well as a new package of medium spikes. I decided to give it a try.

It turns out that if you look closely at the Llagas Creek Code 250 tie strip, you will see two conveniently placed indentations opposite each plastic spike head. These indents are perfectly designed to accept spikes.

I inserted a spike into the pliers, and pressed a spike into each of these indentations. If you don't push the spike all the way in, you can still move the rail within the tie strip in order to bend it. The "flex track" remains flexible until you push the spikes all the way in.

Here is the result, showing two of the original intact plastic spike heads, and six new metal spikes that I added. It is securely holding the tie strip to the rail.

I could choose to bend the spikes on the backside, but I don't feel the need to do so. Even without bending the spikes, the plastic ties are in such good shape that they hold the spikes quite well. ■





# Carnivale on the Green: A Railcar Based Traveling Carnival

## RAIL CAR #73: A FRENCH PIÑATA

By Jim Ralph



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

### **MULBERRY-BUSH, FRANCE: Cabaret performers Jon and Jone'e We-sil welcomed their new born child Jacque into the world . . . True**

Young We-sil spent his early years with Mon'kee (a monkey that was part of his parents' Cabaret act) chasing each other around town popping water bombs on each other. Coming of age, Lil' We-sil developed an interest in the family trade, specifically the art of Mime, the acting out of a story using only body movements and facial expressions . . . very popular with the French. To aid son Jacque in developing the classic 'stuck in an imaginary box' routine, Jon built an actual glass box for him to practice in. The box, being visible from the street, caused neighbors to say, "look, there's Jacque in the box" . . . You know where this is going . . .

Excited to introduce this amazing art form to America, Jacque would travel to San Francisco's Fisherman's Wharf, the country's premier street performer's location. With the big day at hand, in costume and white face, Jacque quietly steps into his imaginary glass box and begins the classic 'stuck in a box' routine.



Time passes by, and so do the tourists. The singers, jugglers, dancers and especially the WORLD FAMOUS BUSHMAN\* are getting all the attention. Persisting day after day at doing his act, some onlookers finally began to gather . . . Kids . . . bratty kids. But they were laughing, making fun, poking, kicking and throwing food at him . . . Not good . . . but still persisting, he kept on day after day, along with developing an extreme dislike, more like an extreme hate, for kids.

Then one day a new street vendor set up his booth next to Jacque . . . PEDRO'S PIÑATAS . . . Not knowing what a piñata was, Jacque inquired. To demonstrate what they were, Pedro grabbed one of the kids, handed him a broomstick, a simple instruction, and pointed to a brightly colored crepe paper donkey hanging on the display. With a few direct hits, the donkey burst open spewing candy and toys all over the sidewalk. The kids went bonkers. Inventory sold out instantly.

THE EPIPHANY . . . There it was . . . clear as day . . . Jacque's salvation. With all eyes on PABLO'S booth, Jacque quietly found his way out of the imaginary box, folded it up and tucking it under his arm, hailed a cab, and rode off into the sunset.

SIX MONTHS LATER . . . 6 a.m. . . . FISHERMAN'S WHARF: A U-HAUL truck pulls up to the curb. A clown, a mini clown, and a monkey get out and began unloading. By noon they were open for business. Quickly attracting a large crowd, business exploded, literally . . . A success.



THE DARK SIDE . . . Jacque knew his French Piñata would make him rich, but getting revenge on all the bratty kids that tormented him doing the Mime act days was the true reward. When a bratty kid comes up and selects a bomb, Mon'kee gives it to Jacque and while shut in the box, he switches it with another bomb, a 'trick' bomb. This one contains stuff like rotten fruit, paint, broken glass, rusty nails, and other bad stuff . . . and then . . . with the turning of the crank . . . **\*\*ALL AROUND MULBERRY-BUSH MON-KEE CHASED THE WE-SIL, MON-KEE STOPPED TO PULL UP HIS PANTS, AND GOT POPPED BY THE WE-SIL . . . the rest is history.**

MONIKERS . . . NEW CATCH PHRASES

- YOU DON'T KNOW JACK
- NEVER MAKE FUN OF MIMES
- HE RODE OFF INTO THE SUNSET
- HAVE A BLAST

\*THE BUSHMAN, David Johnson, was a Busker in the 1980s working Fisherman's Wharf. He would crouch down on the sidewalk hiding under Eucalyptus branches waiting to jump up and scare an unsuspecting passerby. Previous victims and onlookers would quietly gather around and wait to watch him surprise his next victim. He might be hiding in a photo in next month's article, remember to look for him. ■



# THE GARDEN DEPARTMENT

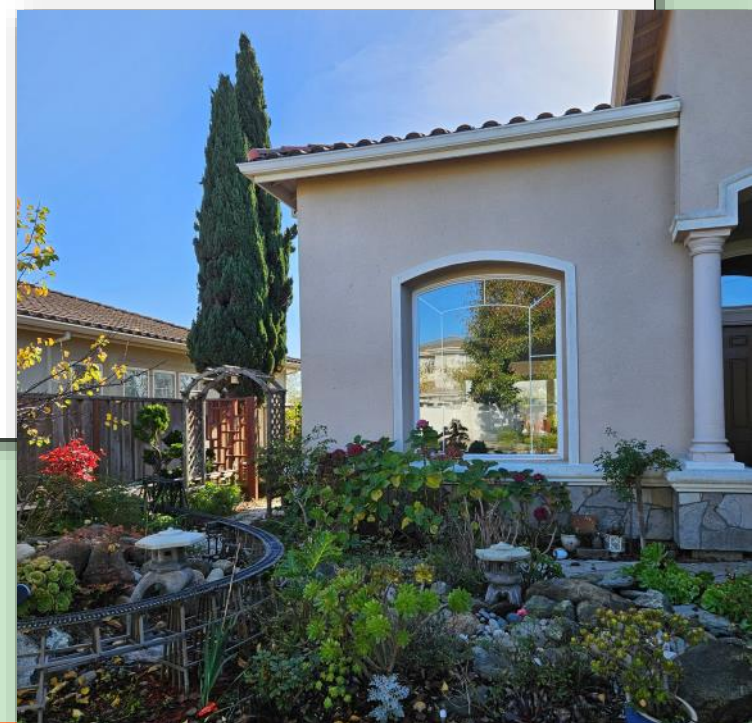
## Musings of a Brown Thumb: The Accidental Juniper

By Roger Nicholson

**When I moved into my newly built house back in 2002, the developers had planted two small, skinny trees—one on either side of the front window.** At first I assumed that they were junipers, because pretty much every evergreen with scaly leaves looks like a juniper to me. Now, I believe that they are actually some species of Cypress, which are commonly used in landscaping new homes.

Even though I didn't know the exact name of these trees, I sensed that these would eventually get really tall and impact the eaves, so I moved them to the left side yard while they were still small. They lived and actually thrived in their new location. Now, over 20 years later, they are probably 30 feet tall.

When I moved the two trees to this location, I had no idea that many years later I would be running a railroad beneath them. These two trees dump a significant amount of leaf material on the ground, forming a very solid mat. This is great for keeping weed growth down, but wreaks havoc on any track that runs below.



I have three tracks that pass beneath these trees, and I needed a solution to the constant rain of debris. I trimmed off all of the lower branches, then installed an 8-foot dual track covered bridge below them to keep the “leaves” from falling on my track. This is the “Norris Covered Bridge” because it was given to me by Nancy Norris years earlier. I rebuilt the sides and roof of this bridge, and it is now a significant feature on the *Crystal Cove and Rose*. (I may have inherited one of Nancy’s bridges, but I did NOT inherit any of her extensive plant expertise . . . you will see why very soon.) The third track was only recently installed, but I will have to address it as well. This solution actually works quite well to keep the Cypress debris off of my main line.



Next to these trees there is also a Juniper—an actual one with blue Juniper berries on it. This plant was acquired by my spouse soon after we moved into the house. It came in one of those thin black Polypropylene “nursery pots.” I decided to plant this one in the side yard near the two Cypress trees. I set the pot on the ground near a sprinkler and . . . didn’t bother get around to planting it for about 10 years. At some point, I noticed that the tree and pot had fallen onto its side, but I never bothered to stop and set it back upright. After all, I could see that it was still in its pot. I could pick it back up at any time.

Years later, I finally decided that it was time to bring the tree back to vertical, and properly plant it in the ground. When I tried to move it, I found that it was very solidly rooted to the ground through the plastic pot. The tree had also grown substantially with its trunk in a horizontal orientation.



The fact that I never actually noticed that this was happening is a testament to just how good of a “brown thumb” I really am.

There was little I could do other than to leave it as it was. I tried to trim away as much of the plastic pot as I could. The juniper turned into a rather confusing looking bush. There was nothing particular about it that I admired, except maybe perhaps its will to live. It had found a way to deal with the hand that I dealt it.

When my original redwood fence and gate fell apart, I constructed a new fence that would allow my trains to pass through to the front yard. It turned out that the fence wasn't as much of a problem as the juniper was. How was I going to get around this thing?

The “bush” was too big to easily remove, so I decided to take the approach of trying to make it “artistic.” My philosophy has always been: “If you mess something up, make it look like it was something that you had intended to do all along.”

I got out my pruning shears and began shaping the branches and leaves into rounded tufts, and cleaned up portions of the branches between them (which now look like tree trunks because they are *kind of* vertical)

It turned out better than I had hoped. The more I looked at it, the more I liked it.

A few more years have passed since I did this. A visitor that came by recently and said, “I love your Juniper.”

“Thanks,” I said, “It took years of work...” ■



# Dave's Corner

by Dave Frediani



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

## 7/8 SCALE STREETCAR PART TWO

Picking up from where I left off last month.

I started off by building my own bumper and coupler combinations for both ends of the car. Using four pieces of 1/8" styrene stripes for each end, I cut them to the width of the car and left a 3/4" x 5/8" opening in the two middle pieces to allow for coupler pockets. After gluing all four pieces together, I drilled a 7/64" hole through the top and bottom pieces and used Accucraft pins from their link and pin couplers to hold knuckle couplers from Bachmann in place.

This lower view shows the bumper with Bachmann couplers installed.



Here you can see the Air Wire system installed in the streetcar.

As I stated in last month's article, I made my Air Wire system as a complete unit with the control board, on and off switch and batteries, so that it can easily be removed and installed in some of my other motorcars.

Below, my streetcar made quite a few test runs at the Sacramento Valley Live Steamers fall meet at Hagan Park. The streetcar ran great in both directions. All that's left is to install headlights on both ends and doors. After that it's time for paint.

You can also see the skirting that meets up with the bumpers, front and rear. The skirting is made up of 1/8" styrene to match the siding.



With all the finishing work done on the roof, it's now time to paint. The paint I used on the roof was a Rust-Oleum Multicolor Textured paint. This paint leaves a nice textured finish. After the textured paint dried, I sprayed the roof with the color I wanted. Once that paint dried, I went over the roof with a Fusion flat clear finish.

Knowing that I may be running this streetcar from time to time with live steam engines, I knew that I needed a fusion paint to protect the roof paint from the oil that sometimes comes out with the smoke from steam engines.

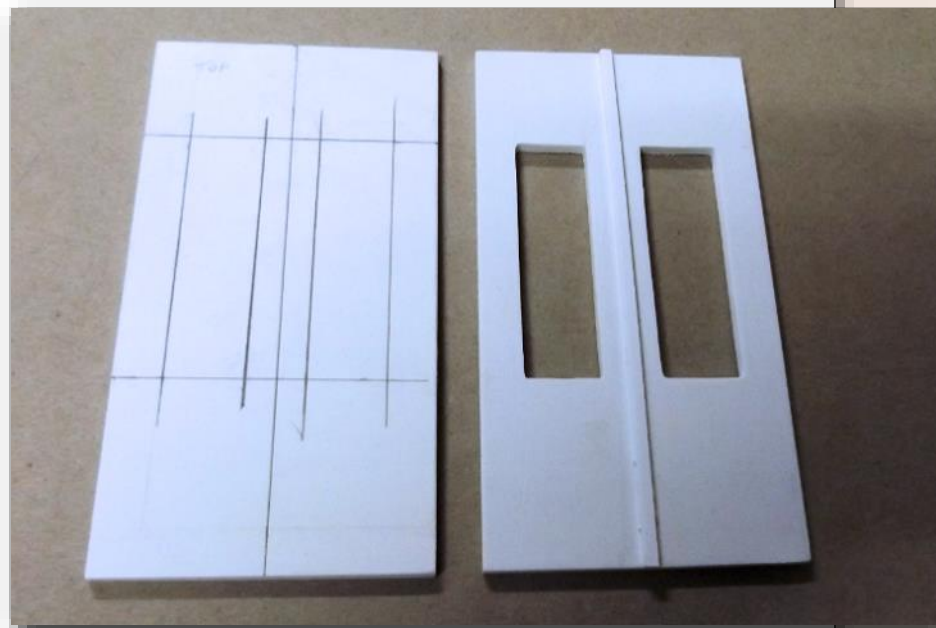




With the roof finished, I moved on to building the four doors. All four doors were built out of 1/8" styrene scraps. I used two pieces of #169 styrene strips from Evergreen Plastics inside the body to hold each door in place. All the windows on the doors were cut out using a Dremel. Here's one of the doors, from start to finish and ready to be installed.

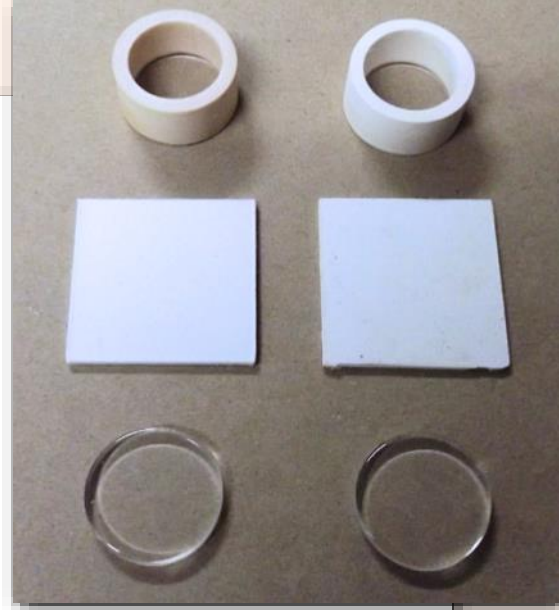
Moving on to the headlights, I used a piece of 3/4" PVC pipe 3/8" long to form the headlight bodies. After shaping the rear of the PVC pipe to match the front and rear curve of the streetcar, I glued a

piece of 1/16" styrene to the rear of the headlight body, so that it could be glued to the streetcar's front and rear. Next, for the headlight lenses, I used a 13/16" diameter clear acrylic lens that I purchased from Tap Plastics for about 25 cents each.



Below you can see the three main pieces of the headlights. First, the main body of the headlight, second, the 1/16" styrene, that will be cut to fit the headlight body, and last, the lenses.

Here you can see the headlights installed.



Now it's time to anchor all the windows and doors in place, and start masking off the car for it's first coat of paint.

This car is going to have two colors. The upper half will be a cream color and the bottom half will be orange, with a black stripe between the two colors. Here is the streetcar with its upper coats of cream.



Here's two views of the completed first color. The paint will have to dry for a few days before starting on the second color, orange.



I had hoped to have the car completely painted, along with the finished trolley system on the roof, but that will have wait until next month's article. Until then, have a Merry Christmas and a Happy New Year. ■

# East Devil Hills Modeling Group

by Henner Meinhold

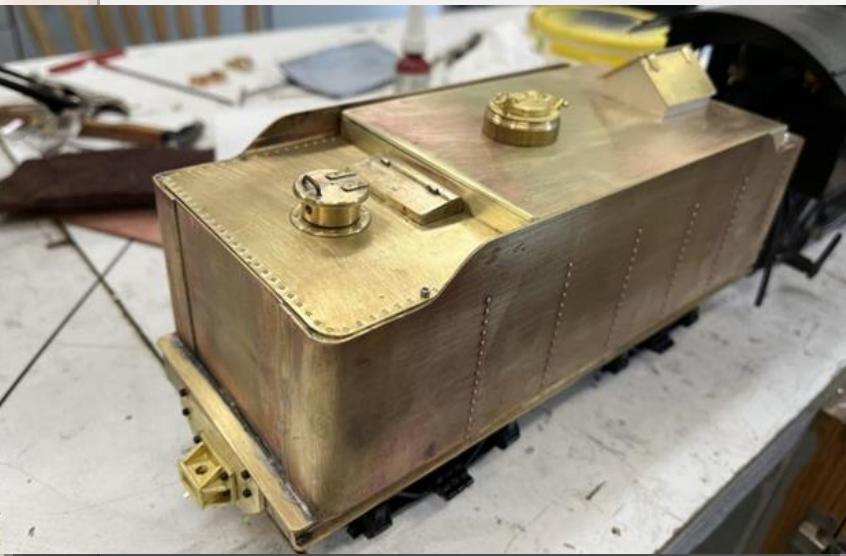


**Henner Meinhold** resides in Berlin, Germany. The *East Devil Hills Modeling Group* meets regularly to create, collaborate, and share incredibly machined models.

## Bill Allen finally finished his Northwestern Pacific #133.

Usually he tackles the tender last, as this is, according to him, the least enjoyable task. Nevertheless his tenders are always stunning and loaded with details. The first action is soldering the body, a daunting enterprise as the thin brass sheets could buckle. Bill uses clamps made out of coat hangers to hold everything temporarily in place.

More fun is the detailing.

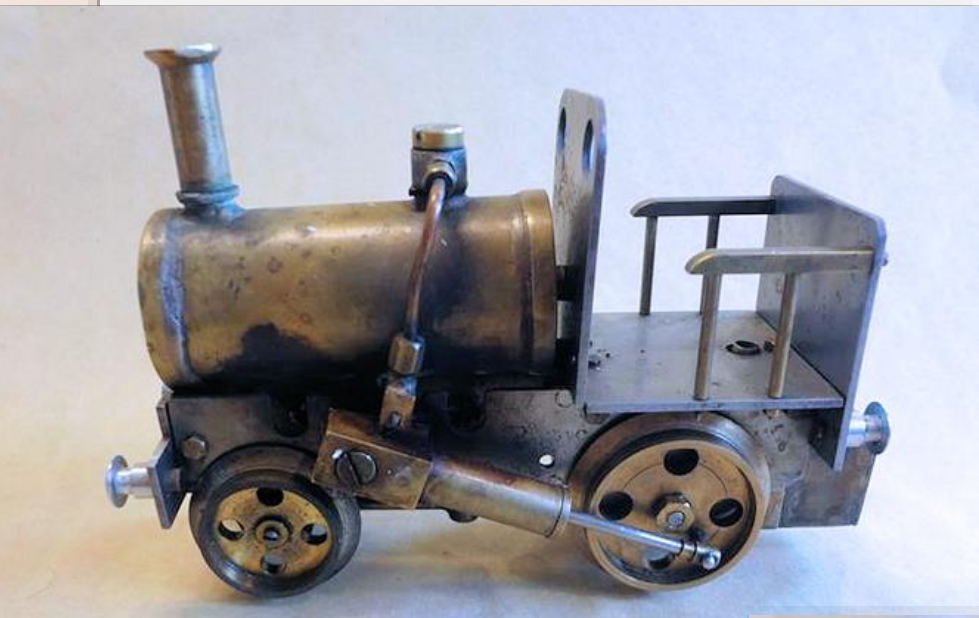
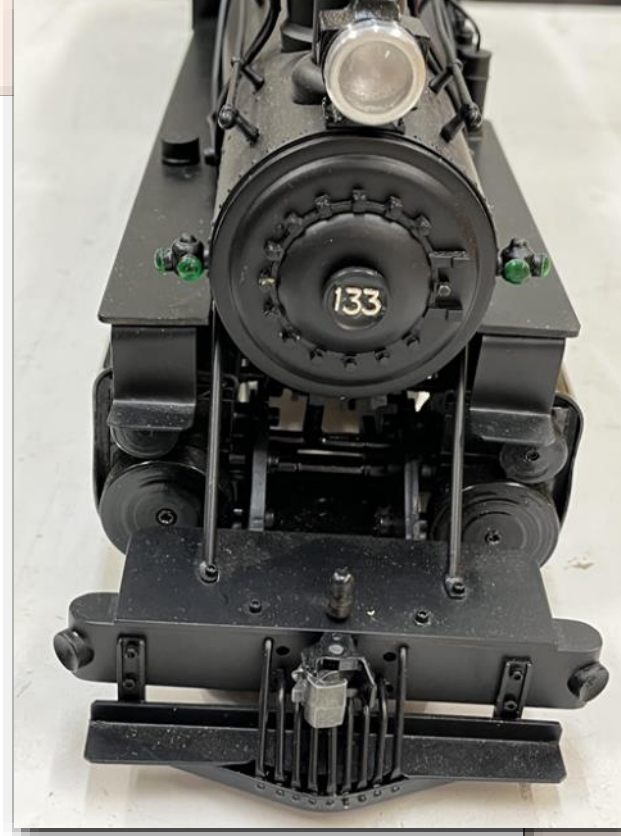


Finally the finished and painted loco.



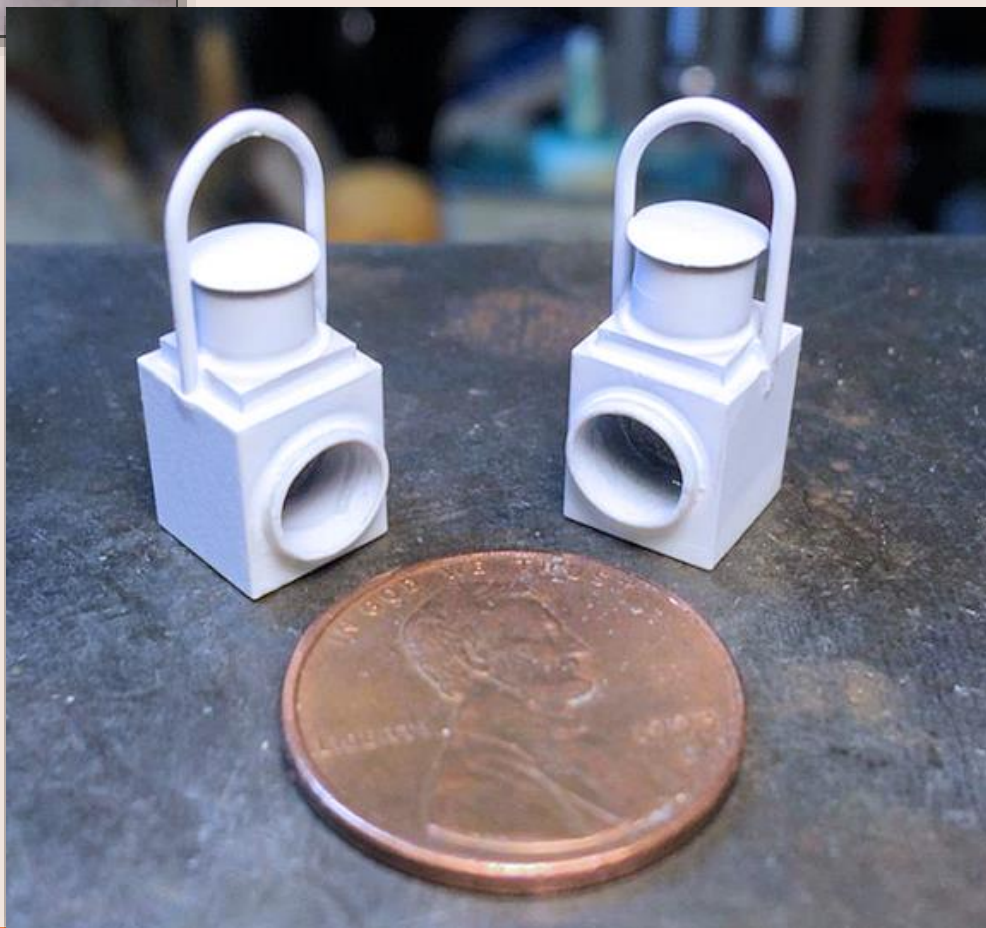
He already started a new project. It will be a massive Mallet. I will reveal its identity and post pictures in the next *T&T*. Dennis already CNC-milled the frames and he got the wheel castings from Walsall. There was a little twist about this order, as he could not reach their website from the U.S. So I had to step in ;-).

Dennis also did some repair work for Richard Murray. His funny little live steamer "Ant" needed some attention. Here is the repaired loco, and the test rig for running on air.



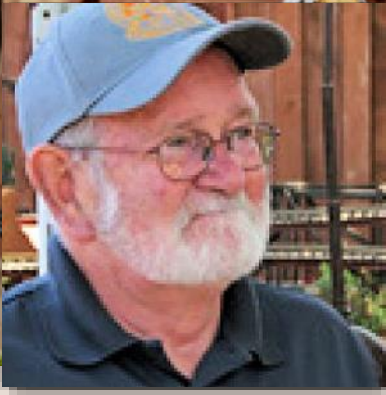
Marc Horovitz made some beautiful lamps for a friend. Here are some photos before and after painting.

Regards,  
Merry Christmas and a Happy New Year!  
Henner ■



# Railroad Snippets

By Bill Ralph

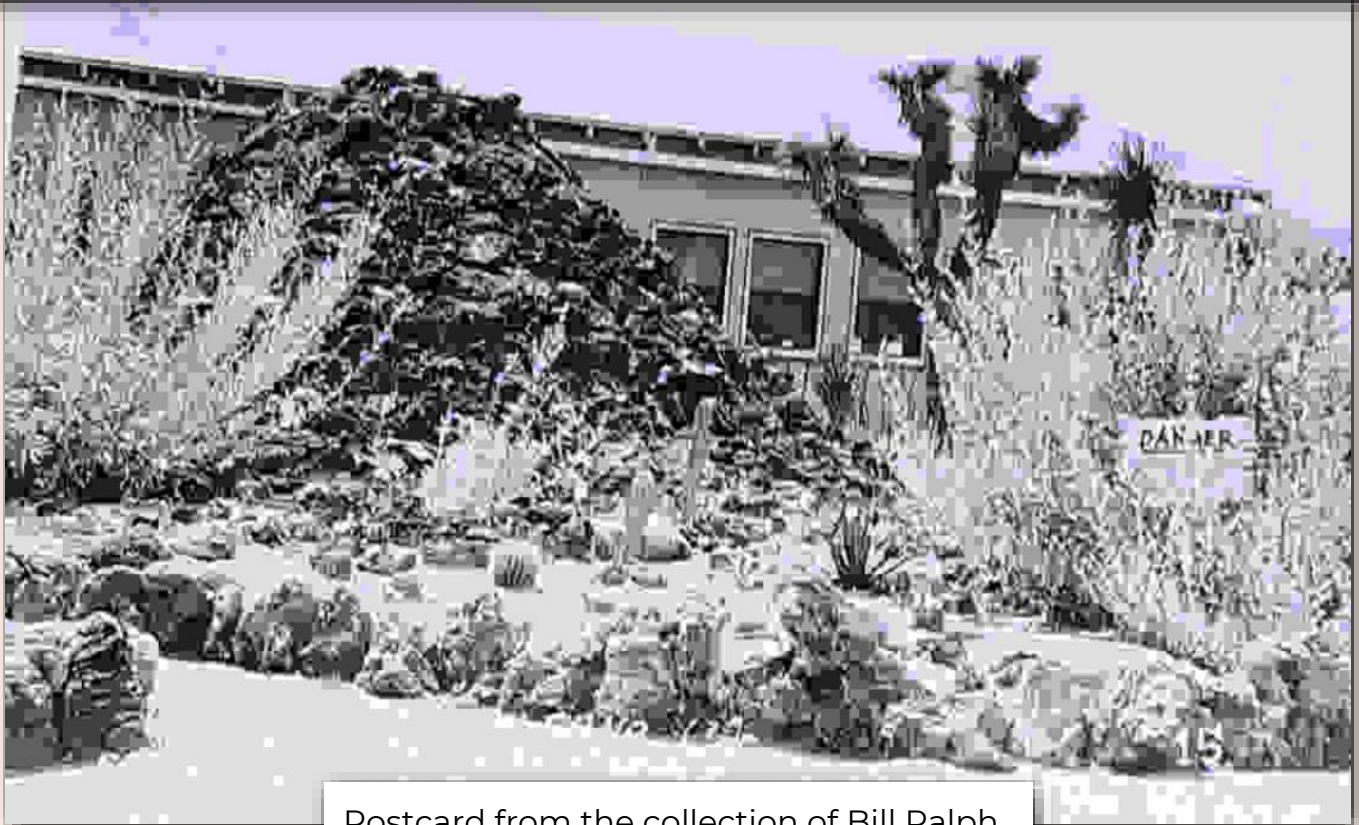


Bill Ralph operates the [Porcupine Gulch Railroad](#), and knows a thing or two about amusement parks and postcards.

## THE TALE OF TWO VOLCANOS

Walter Knott built a simulated volcano in 1939 by stacking lava rocks, collected from Southern California deserts, around an intrusive standpipe located just outside the window of his Knott's Berry Farm Chicken Dinner Restaurant. The attraction came "alive" every few minutes with the use of a steam generator, creative lighting, and a carved miniature devil that created rumbling sounds by striking an amplified wire screen.

In 1846, the Federal Government traded public land at Mount St. Helens in Washington State to the Northern Pacific Railroad for valuable right away, connecting the Great Lakes with Puget Sound. One hundred twenty-four years later the Northern Pacific, who still owned the one square mile peak of the picturesque Mount St. Helens land grant, merged into the Burlington Northern Railroad.



Postcard from the collection of Bill Ralph

Like it or not, the Burlington Northern Railroad was now the owner of a dormant, but potentially threatening volcano.

On May 18, 1980, Mount St. Helens roared back to life with a cataclysmic eruption that blew the north face of the mountain apart, spewing hot ash, smoke, and cinders tens of thousands of feet into

the atmosphere, and sweeping millions of tons of boiling mud and shattered tree trunks down the slope in a raging torrent. There was heavy loss of life, two hundred square miles of major destruction, and a gaping crater that was once the mountain's summit.

The Mount St. Helens National Volcanic Monument Act was signed into law in 1982 and the Burlington Northern Railroad deeded the property back to the government, contributed to the Mount St. Helens Institute, and funds the Volcano Outdoor School. Walter Knott's iconic Ghost Town volcano has been moved and enhanced during the past eight decades and is still entertaining park guests. ■

Below: Mt. St. Helens as it appears today.



Postcard from the collection of Bill Ralph







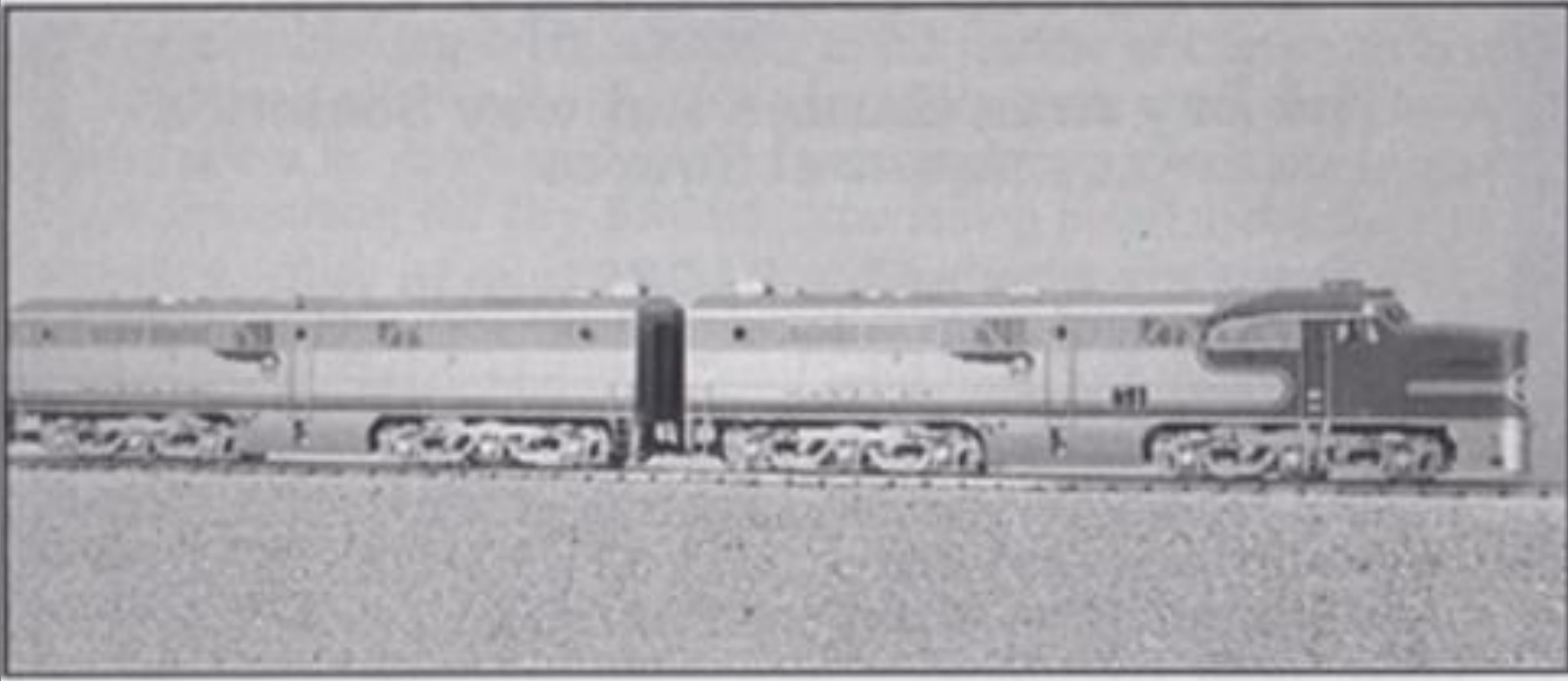
# Trellis & Trestle

FROM THE ARCHIVES

Vol. XVI, No. 12

<http://www.bagrs.org/>

December 2003



## **PA-PB pickup problem, by Ken Martin**

I recently acquired a USA Trains Alco PA-PB locomotive set. As is to be expected of USA Trains' current products, these are beautiful and of excellent quality. In addition, their operation is near perfect.

On their initial run they started off smoothly and ran flawlessly—until they came to the first switch. When the rear trucks passed over the switch, the engines literally jumped into the air and derailed! After a few quick checks to determine the problem, it became obvious that the pickup sliders were dropping into the switch frogs and catching.

I also noted that this only happened when the locomotives crossed the switch from the back, i.e., when the locomotive was traveling in the same direction that the switch points are pointing. Also there was no discrimination: it happened on both LGB 1600 and Aristocraft 1800 switches.

The trucks on these engines have sliders between the driving wheels. I am not a fan of sliders. I feel that they, in effect, are a statement that the manufacturer doesn't have faith in the design of his wheel pickup system. Not only that, but they seem to wear out very rapidly and, in many cases, are kind of ugly. They also, as demonstrated, tend to catch on things.

The sliders on the PA-PB appear to be shorter than average, which may be the basic cause of the problem.

My first thought was to simply remove them. Each truck has six driving wheels, all of which drive, but only four wheels pick up power, which should be sufficient for good operation—or so I thought.

To check this out, I wedged the sliders in their highest up position so they would not contact the track. The engines ran fine except at low speeds over switches, where they would stall. It dawned on me that two of the pickup wheels on each truck had traction tires.

That made them almost ineffective as power pickups, leaving only two wheels per truck picking up power. That obviously isn't enough. My next thought was to lessen the down force on the sliders. I did this by bending them upward, so they did not press on the track so hard or drop down quite so low when passing over the switch frogs.

In order to make them uniform, I put a straightedge across the treads of the wheels ahead of and behind each slider. I then bent the sliders so that each one deflected only about 0.005" when the straightedge contacted them and the wheel treads. I also tried to keep the straightedge approximately in the center of the wheel tread while measuring the deflection. After this adjustment, the operations test went just fine.

The jumping and derailing were eliminated, but the sliders still made a horrible ugly noise when passing over switches. Oh, well, I guess you can't have everything.

In my opinion, the real solution to this problem is to remove the sliders altogether and add power pickups to the other two wheels on each truck. I intend to pursue this further. ■

## THE LAST PAGE



At a recent meeting of the Sacramento Valley Garden Railway Society (of which I am also a member), a few of us were showing off and discussing our latest train-related 3-D printing projects. Club president Matt Abreu then hauled out this monster 3-D printed diesel. This is a model of the last remaining “Centennial” DDA40X diesel locomotive, No. 6936, which is one of the largest diesel locomotives in the world. The prototype actually consists of two locomotives mounted on a single frame. I’m not surprised that Matt has one . . . because Matt has one of everything!

## TRELLIS AND TRESTLE

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Editor: Roger Nicholson, Assistant Editor: Noëlla Simmons

Regular Contributors: David Frediani, Henner Meinhold, Rob Lenicheck, Bill Ralph, Mick Spilsbury

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