



NEWSLETTER

Denver Garden Railway Society



CONTENTS OF THIS ISSUE

Pete Hendel

VIEW FROM THE CABOOSE

SUMMER TOURS

CALENDAR

PROGRAMS

THE WORLD OF 7 1/2" TRAINS

MEMBERS ONLY

HOSPITALITY

CLINICS

MUSEUM HAPPENINGS

PUBLICATIONS

OUTREACH

GARDEN RAILWAY CLUB NEWS



View From the Caboose

DGRS was well represented at the Day Out with Thomas event this year! A big "Thank You" to those DGRS members who volunteered with the CCRM to help with the event and those who operated at the layout. We had two Thomas trains running at one point and managed to keep at least one going this year with some frequent preventive maintenance. Overall, attendance for operations at the DGRS Railway has been increasing and several new, younger members are taking advantage of this great benefit of DGRS membership. We still

need to finish out the year out strong with operators needed on October 14 (Saturday) "Scout Day", October 20 (Friday) Boulder County Free Admission Day and the fun "Harvest Haunt" on Saturday and Sunday, October 21, 22.

As we head into fall it's time to for DGRS to begin the process of getting new leadership lined up for 2024. Elections for new DGRS leadership will occur at the November General Meeting. We are currently filling our slate of candidates for the elected positions of President, Vice President, Secretary and Treasurer. Please reach out to any Board Member this month to put you name in the running for any of these positions – This is the best thing you can do to help our organization continue to thrive. Additionally, all the standing committees' welcome new members to assist with their efforts during the year, so if you are interesting in helping out a committee, reach out to the respective committee chair to see where you can lend a hand. Next year we specifically need individuals to join the Communications/Website committee to assist with a possible upgrade to our existing website, it is also a transition year for the Clinics and Museum committees and individuals are needed to learn the ropes and take over leadership for these two important DGRS positions. Please step up and utilize your expertise and show your commitment to DGRS!

Start those winterizing projects while you can, it will be cold and snowing before you know it!

Eric Petty

Newsletter Contributors this Month - A Special Thank You

- | | |
|---------------------|-----------------------|
| Al Blount | John Cushman |
| Alan Olsen | Marilou Hendel |
| Eric Petty | Michele Miller |
| Jeff Lillo | Pete Lammer |
| Jim Desautel | Ron Keiser |
| Joe Foss | Wally Weart |

On the Cover

The view from Bob Dunlap's D&RGW Foothills Branch on Oct 1, 2023



Programs

October 24, 2023

Our regular General Meeting will be held at the Clements Community Center. The speaker will be Engineer Jeff Lillo. Jeff plans to explain what it's like being a train engineer and the experiences he has had driving a train on the Union Pacific.

November 28, 2023

Our regular General Meeting will be held at the Clements Community Center. Speaker will be Tom Klinger on the "C & S" books.

January 30, 2024

Our regular General Meeting will be held at the Clements Community Center. James Mackay will talk on the South Park Restoration program.

February 27, 2024

Our Annual Swap Meet and Pizza night along with our regular General Meeting will be held at the Clements Community Center.

March 26, 2024

I'm still working on several really interesting presentations for the meeting.

April 30, 2024

Our regular General Meeting will be held at the Clements Community Center. Sean Jackson, who is one of the leaders at the Durango & Silverton railroads car shop, will do an overview of the recent projects in the car shop as well as the roundhouse.

Ron Keiser

Annual Dues are Due

Family membership \$48 Individual membership \$36 Make checks

payable to
DGRS

Mail to :

DGRS co/AI Blount

6038 Iris Way, Arvada, CO 80004

Hospitality

HAPPY FALL, Y'ALL !!!

Our return to the Clements Center for September meeting was fairly well attended, but I noticed more empty chairs than in previous years. While attendance ebbs and flows, this first meeting is usually one of the big ones. If there's anything (aside from work or play schedule) that's limiting your attendance, please let us know. Otherwise, we'll look forward to seeing folks this month!

Here's what Hospitality has planned in the coming months:

General Meeting on October 24, 2023 – Bring your scariest and/or yummiest Halloween snack

General Meeting on November 28, 2023 – A "Your Choice" night. Either bring a favorite fall snack, or for those looking forward to the holidays (and since we won't have a December meeting) your favorite holiday cookie to share.

Post Holiday DGRS Party - The people (who were at the meeting or called me to weigh in) have spoken! Sunday January 7, 2024 at 12pm at the Old Spaghetti Factory. Details to follow in coming months. Get a live update at the October meeting. 😊

General Meeting on January 30, 2024 – "In with the New." Bring a sample of something new-a recipe you want to try or something you had over the holidays and liked (and want to try making yourself)!

General Meeting on February 27, 2024 – Back by popular demand, our Annual DGRS Pizza Party to accompany the Winter Swap Meet. Come for the pizza (and the deals) and stay to chat with your DGRS members!

We hope to see you at these events. As always, find me if we haven't talked in a while, or you're new to the DGRS. We do have a good number of new members. Please remember to wear your badge if you already have one, so we can put names together with faces. For those who have ordered badges, there are some in the DGRS layout's Alpine Tunnel Building, waiting to be picked up. And they'll be at the October meeting.

I can't wait to see everyone! Reach out if you have any questions!

Michele Miller



Museum Happenings

The 2023 Day Out with Thomas event sold out again and went very well.

The number of DGRS operators was amazing, lots of trains running all day including diesel, steam track power with two Thomas locos. Also, there were several live steam locomotives, including Mike Harris' live steam steam Thomas loco.

The shuttle service from the remote school parking lot worked great with museum staff member Matt using a combination of his own car and an electric easy-go. Wait time was just a few minutes and usually within 2-3 minutes, and transport was right up to the garden railway. Matt managed to bring lots of member's equipment in each load. Travel time was about 4 minutes each way.

We had Father and son pairs, lots of young DGRS operators on hand and a few new members showing up to see how things work.

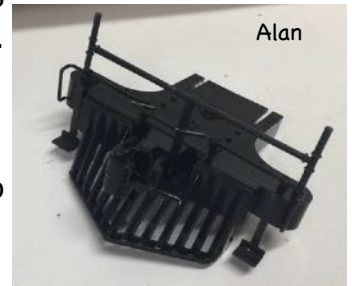
Garden Railway status.

- We have had issues on some of the track #1 & #2 switches showing their age as they are around 18 years old. New LGB switches have been purchased to replace them. The issue on Track #1 was caused by electric pick ups wearing down and damaging parts on the switches, causing operation in one direction. Another switch will need repair on track #2 due to rail expansion issues. A new type of expansion joint will be used.
- Several parts of track have been re ballasted in the past months by DGRS members to level areas and Doug Mayes has donated several buckets recently.

Thank you Doug.

- The Rio Grande F3 Diesels need new side frame bearings.

A proper pilot (cow exploder) has been found for the front of the LGB Mogul so that it will look like a proper steam engine.



Alan Olsen



Michele Miller came to the rescue and pulled a derailed caboose out of the tunnel. Crowd of visitors cheered her on!



Brad Payne cleared track for the Boy Scout Day event.



Mike Burns at the October 5th.SCFD free admission day.

Train News

Rocky Mountain Railroad Club

This page shows interesting railroad happenings as well as breaking railroad news. Check it often as you may learn about new events and ideas for your railroad. [Rocky Mountain News and Photos](#).

Rail Pictures and Videos

Photos from all over the US. You can select the locomotive type, railroad, location, etc.
<http://www.railpictures.net>

Colorado Railroads

Colorado Railroads, a site for the fans of past and present railroads serving the Centennial State.
<http://www.corailroads.com/>

Abandoned Rails

Featuring thousands of miles of abandoned railroad routes in North America, illustrated with maps, pictures, and history.
<https://www.abandonedrails.com/>

Outreach

In addition to operators helping out at the DGRS layout, the club continues to look for outreach opportunities in the community. One of those will be occasional days at the Children's Hospital main campus in Aurora. There is also potential for the South Campus should there be enough interest. More to come as details are worked out...

We're eager to hear any ideas club members might have as to school or community events that DGRS could travel to. Please let us know of these, and we'll do our best to make it work!

Outreach also includes helping those in our club who might need help with a specific project that would allow their railways to continue to operate. But we need to hear from you!

Talk to Eric Petty, Terry Foley, Alan Olson, or Michele Miller if wanting more information at the next meeting, or via phone or email (see member list at end of newsletter for contact info).

Michele Miller

Hobo Brunch



The Hobo Brunch Group meets on the 2nd Saturday of every month at 8:30 a.m. Next meeting **Nov 11** at Valley Inn. Just show up, no reservations necessary!

Location: **Valley Inn,
1997 S. Wadsworth Blvd.
Lakewood**

Please contact Byron & Marta Fenton with questions.

Summer Tours

On September 16th, Jim and Cindy Desautel opened the Desautel West Railroad for their DGRS Summer Tour for 2023. We estimated that about 40 club members traveled the 60+ miles to Monument to see our railway. Our operating hours that day were from 10 am until 3 pm.

Club members started arriving shortly after 10 am, and we had a steady flow of visitors all morning and afternoon. We described the changes we made during the prior year, including the new buildings we added for new family members, and the progress made in converting to battery power (versus track power). Since we have two main lines, we used one for the battery-powered trains and one for the track-powered trains. Both seemed to run smooth, but as the day wore on, the track-powered main line seemed to need cleaning as the locomotives would hesitate in some places. On the other hand, one battery train ran for the full 5 hours without a problem and needing only one change in battery. While I was pleased with how our trains ran, I was totally impressed with the smooth operating of the battery trains we ran.

Since we try and run two trains on each main line, there are times (especially with new operators) when trains crash into each other, especially when there is a derailment on one train and the operator forgets to stop the second train. That happened a few times, but nothing major.

We had something special happen during the day. One of our friends lent me his Big Boy to run on our main line. While we had some problems getting it to run that day due to problems with the track, I was able to fix those problems a couple of days later and it ran beautifully. Below is a photo of the Big Boy pulling period-appropriate Union Pacific passenger cars behind. For me it was a beautiful sight.

Jim Desautel



Jim Desautel

The World of 7 ½ Trains

LCRR Hosts Friends and Family Day, 2023

Two weeks before the crew of the Larkspur Consolidated Railroad (LCRR) hosted the August meeting of the DGRS, we also hosted what we call Friends and Family Day. As the name suggests, it is a day in which we invite friends and family members to come and see what we enjoy doing so much – building, working on, and riding trains on a railroad. This has become a nice tradition for the LCRR crew as we enjoy hosting our friends and families, and giving everyone who wants to, rides on their trains.

The day started slow as we planned to start at 10 am, but the first customer didn't arrive until 10:15. But then business picked up and was pretty steady until about 2:30, when the weather started to change and the rain began. Overall, we had a nice group of friends and family show up to see our new additions and changes to the layout.

One friend's family was hosting a reunion that weekend, and they brought all 20 members with them.

Some members of that family came from Omaha where their Dad is an engineer (civil engineer) with the Union Pacific Railroad. As they rode the rails with us, they also shared stories of their Dad's experiences on the railroad, as we shared some of our experiences.

Cindy and I extended an invitation to the Oncology Nurses and Staff that have been treating me for 3

years. Over that period-of-time, we have become well acquainted with many, and they are aware of our



Marilou



Marilou

interest in trains, and that is a frequent topic of conversations during my treatment. While there were only two families that came, those two families really enjoyed themselves. One nurse brought her husband, 3-year-old son, and newborn. While the Mom and newborn did not ride, the husband and son did – over and over again. At my next oncology appointment, the nurse shared with me that while the son really enjoyed himself, the husband enjoyed it even more. And for a couple of weeks afterward,

whenever the son would see a train or even a long truck along the highway, he would shout out "Train, Train." Mom and Dad got a real kick out of that experience, and I am sure we will see them next year too.

But there was more. Apparently after the nurse went back to work, she talked about her day and at my next appointment, several of the nurses came up to me and said they heard we had a great time, and that they will be sure and come next year. That was very rewarding to me.

Another family that came were members of Bob and Glen Leise's family who had not ridden the trains for several years. They were amazed at the updates, the changes, and the improvements the LCRR crew had made. They even shared some stories about Bob that we had not heard before. That was wonderful.

One of the reasons we try and host the Friends and Family Day each summer is as a 'practice' run before we host the DGRS Meeting and large attendance for train rides. That 'practice' really helps us prepare for the DGRS Meeting, and identify things that we need to work on. Given that our locomotives and rolling stock have many moving parts, we always seem to break things and the 'practice' run helps us get our equipment ready. So not only do we get to share our passion with our friends and family, it truly helps prepare for our main show of the year, hosting the DGRS Meeting.



As the day wound down, the weather began to change and it started to rain. When the rain began to fall, we quickly returned our locomotives and rolling stock to the shipping containers in which they are stored. Then we all went inside Bob and Glen's home, dried off, enjoyed some great food, shared our experiences of the day, and played some games. It was a great way to end a great day. It cannot get much better than enjoying our passion with our friends and families, and then ending the day with those whom we share a love of trains.

Jim Desautel



CLINICS

So that we never stop learning, we will include information from past clinics, other clubs and organizations in this section of the newsletter.

Hopefully, each month you should find something here that will be of interest to some of you, even if it was from years ago.

INTRODUCTION TO LIVE STEAM CLINIC - JULY 20. 2014

LIVE STEAM CLINIC

Steam locomotives were among the first machines upon which models and toys were based. The first ones were push or pull engines, but live steam models soon followed, and were frequently used indoors.

Right now, we are in a golden age for live steam. We have never had such a wide variety of equipment to choose from, a lot of it quite reasonably priced.

Materials-Tools and supplies

If you are already in the electric side of the hobby, you probably have some elementary tools just to keep your electrics running. Live steam does require some extra equipment to make steaming easier.

A **glove** to start with, till you learn where you can safely handle the locomotive without injury due to heat. A golf glove or baseball batting glove works fine.

Water—we use **distilled water** ONLY in our locomotives. This is usually about 99 cents a gallon.

A **water bottle to pump water** into the boiler “on the fly”,

If you invest in a goodall valve. A goodall valve is available for less than 20 dollars from various craftsman and manufacturers. If you want to experiment with what a goodall valve does, ask another steamer if you can borrow one.

Fuel type depends on the engine you select. Currently, you can fire an engine **with fuel pellets(sterno), butane, alcohol, or coal.** Some steamers use **isopropane (a butane propane mix) in the winter.** It is also possible to use other gas fuels, but most manufacturers discourage this. If you use butane, this can be readily obtained at sporting goods stores or at Asian markets, such as H-Mart in Aurora. Fuel is pretty inexpensive – around \$2.60 for a can, which will probably last you several runs.

There are lots of ways of getting the fuel into the locomotive or the tender – in fact, I carry a slug of tools for this. Depending on your engine, you may need no tools at all. However, if your engine is purchase new, you will probably get a fuel filler pipe with it.

A **lighter.** Life’s too short to play with matches. A BBQ lighter works fine.

A **mirror,** like an automobile inspection mirror or dental mirror is handy, but not mandatory.



Oil. We use two types: one for use in the displacement lubricator, another for moving parts.



For oiling moving parts, we use **mostly 3 in 1 oil in the BLUE container.** It is 20 weight oil. A good place to get this is your local hardware store.

Remember, in an electric version of a steam engine, the real work is being done by the electric motor and gears on the axles inside the engine. In live steam, the pistons are really providing the locomotion, carried to the wheels by rods or gears. These **MUST** be lubricated.

The **displacement lubricator** (usually located in the cab of the locomotive) is filled with oil specific for live steam. Oil is available from your locomotive manufacturer and also from independent merchants. I use a type commonly known as "**green velvet.**" There are other kinds too! Your locomotive manufacturer will usually recommend an oil type.

A **funnel or syringe** is useful for adding water to the locomotive, and for removing residue from the displacement lubricator at the end of a run. If you buy a new locomotive, you will be supplied with these. Other sources are independent merchants, medical supply houses, and veterinarian supply.



Some **FOAM rubber**, or a cradle to hold your engine while you **OIL AROUND.** Often you will get some of this from the box the engine came in.

You will find a need for a tool box to use "in the field". These are commonly available in hobby stores, hardware stores, and even sewing stores.

You will find that a **box** to move your locomotives to the steam track will make your life a lot easier.

You will probably develop a couple of your own tools as you find a need for them.

There are many manufacturers of live steam engines. Ask your fellow hobbyist for recommendations of manufacturer and locomotives. Among the manufacturers:

Accucraft, Aristocraft, Aster, Regner, Roundhouse (This is not an inclusive list)

Introductory locomotives

Your first locomotive may be small and simple, or larger and more elaborate.

From Accucraft, you have the famous Ruby and its derivatives.



There is also a new locomotive, based on a Marc Horowitz design, called a Dora.



There is also a Euki, a fairly fully equipped engine, for just under \$1000.00 Regner of Germany also makes some introductory engines, such as the Max, Konrad, or Wili. Ask other live steamers for ideas, based on your needs.

Building a locomotive from a kit is also an alternative, and a real money saver. Be sure to check on line about instructions – are they in English? Helps a lot.

Another alternative is to purchase a locomotive in an online auction house, such as EBAY or similar sites. These engines may be used, so inquire carefully of the seller, and check with a live steamer. Be sure you can return it if it is not satisfactory. We also have members of the club who offer live steam engines, or who can obtain them for you.

Other manufacturers make introductory engines which I may not be familiar with, so ask your friendly live steamer. Come on out to the steam track – the waters fine!

GET READY and SET and WOOF

There is an acronym worth memorizing in live steam. **WOOF**. Woof means:

WATER **O**IL **O**IL AROUND **F**FUEL

This refers not only to what to do, but also **the order in which to do them**. We want to have fun, but also keep our equipment running smoothly and above all, be safe.

1. **START** by adding **WATER** to the engine. Read your engines instructions for particulars, but in most cases you can fill the boiler then remove 30–40 Milliliters . (that’s where the syringe come in handy!) **DO NOT** fill the engine completely up–Steam needs a space to form. When you are done, put the cap on finger tight.

2. **Next OIL**. Remove the cap of the displacement lubricator and put it aside. Fill the lubricator with oil, but leave space for the area the cap will occupy. When you are done, put the cap on finger tight.

3. **Next OIL AROUND**. Usually we invert the engine to accomplish this: This is where the piece of foam rubber comes in. Put one drop of the oil from the “3 In One” blue bottle on each moving part joint. This is usually sufficient for the entire day, so you won’t have to re-oil around every time you run your engine.

4. **Finally, FUEL**. Use your fuel filler pipe or other tool to fill the engine completely up with fuel. If your locomotive is equipped with a “Ronson valve” the fuel will squirt when full, and that’s when you stop. Some manufacturers do not provide a Ronson valve – fill it full as you think it needs to be.

Gentlemen and ladies, light your engine!

Depending on your locomotive design and fuel type, you may light your engine from the stack, from the smoke box, or even from underneath, or from the firebox. Whichever method you

use, **DO NOT PUT YOUR FACE AND EYES NEXT TO WHERE YOU ARE**

LIGHTING UP! You will undoubtedly get scorched. I have burned the hair off my hands and arms many times. Turn on the gas valve and light the engine. If your engine is gas fed, the gas should “pop” and settle back on the burner in the firebox of the engine. **USE THE MIRROR OR STAND BACK**

FROM THE ENGINE AND LOOK DOWN THE BARREL OF THE BOILER TO

OBSERVE THE FIRE. You should see what I call “the Cheshire cat grin”.



Listen to your engine

If your engine burbles or sputters when you turn on the gas, that usually means that the gas is liquid going into the burner. **DO NOT TRY TO LIGHT IT!** Keep letting the gas escape by keeping the valve open. When the gurgling or sputtering stop, you should hear the clear, steady hiss of the flowing gas. Then you can light your engine.

Most engines (but not all) are equipped with two instruments and at least two controls: a water level glass and a pressure gauge. Your instruction manual will tell you what the pressure should be when you are ready to start moving your engine: it may take some minutes to heat up the boiler to operating pressure.

STOP, LOOK, LISTEN AND COMMUNICATE!

When your engine reaches operating pressure, first tell your fellow steamers that you are entering the track for a run: good manners makes for good running. It is also a good idea to "gandy dance" the track, find out when people are ending a run or occupying the track: we want to avoid collisions!

LETS ROCK!

When you reach operating pressure, put your engine in forward or reverse, and open the throttle. A lot of water may spill out onto the track: this is normal. Also, you may have to put the engine in forward and reverse several times, which we call "Rocking the engine". What you are doing is expelling water from the cylinders while they heat up. Simply put, hot steam hits a cold piston/cylinder and turns back into water. We need to expel the water and get the pistons and cylinders hot. This is what rocking accomplishes.

Bring your engine out onto the running track. If you are running out at our steam track at the museum, walk your engine around the track **AT LEAST THE FIRST FULL LOOP**. This insures that all switches are thrown correctly and that nobody else is occupying your track. Be courteous and be safe.

Couple up your train (if not already done) and enjoy your new hobby!

How long they run depends on fuel and size of boiler, and also how you manage the energy of your locomotive. With the right management and equipment (such a fuel in a follow-along stock car) you could run all day-8 hours or more. With a small engine such as a Dora, 10 minutes. Most engines are a half to an hour in run time.

RADIO-Remote control for your engine



Radio control of the throttle and Johnson bar are becoming more and more popular. Radios are both better, and much less expensive than ever - you should be able to add radio control to an engine for under \$200, and have equipment you can never outgrow. You can also find used equipment. These days, I would not consider anything other than 2.4 GHz digital transmitters and receivers.



For servos, always get servos that have metal gears (not plastic)-believe me, I know! Your hobby shop will have a selection of servos to choose from.



The big advantage of digital is that your receiver and transmitter become “partners” – your receiver will only listen to your transmitter, and not anyone else’s. This avoids “thrashing” and “Glitching” of the servo. The range is excellent – 90-400 feet.

Communications between the receiver and the transmitter is created by a process called “Binding”. It is done by inserting a special plug into the receiver (it comes with the receiver) and following the instructions supplies with your radio. Usually, a light will come on in the receiver showing that the communications link has been established.



When operating the radio, the transmitter is generally turned on first, then the receiver.

Typically, power for the receiver is 6 volts, and is supplied by a battery pack on board the locomotive, or on board a car following the locomotive. The battery pack plugs directly into the receiver. The servos do too.

If you decide to obtain a radio for use in model railroading, it is unlikely that you would need as much radio as I am showing you today. Four channels should be sufficient, two channels for most users.

The system has other potential applications: a servo is basically an electric motor, so onboard animation becomes a possibility. (but may require more channels!)

Typical cost for a transmitter is 100-140 dollars, with maybe a little extra for a battery pack for the receiver, and **METAL GEARED SERVOS**. Typically live steamers operate the throttle and the Johnson bar, and occasionally an onboard whistle.

That said, I started in RC for less than \$50.00 with a used analog radio, receiver, and a couple of servos.

The first rule in installing RC-like a physician, do not harm. Avoid drilling holes into things, especially things that show-mistakes are hard to fix. There has been what was once a beautiful K-27 locomotive on EBAY for many months, which was butchered by drilling holes. If you feel that this installation is beyond your skill level, check with your fellow steamers – you can get help with an installation by asking around. Some club members ask a modest fee for their excellent work.

Joe Foss

(This article was from the August 2014 DGRS Newsletter)

Exhibits

Rocky Mountain Train Show

November 25th & 26th 2023

Saturday 9 am - 5 pm

Sunday 9 am - 3 pm

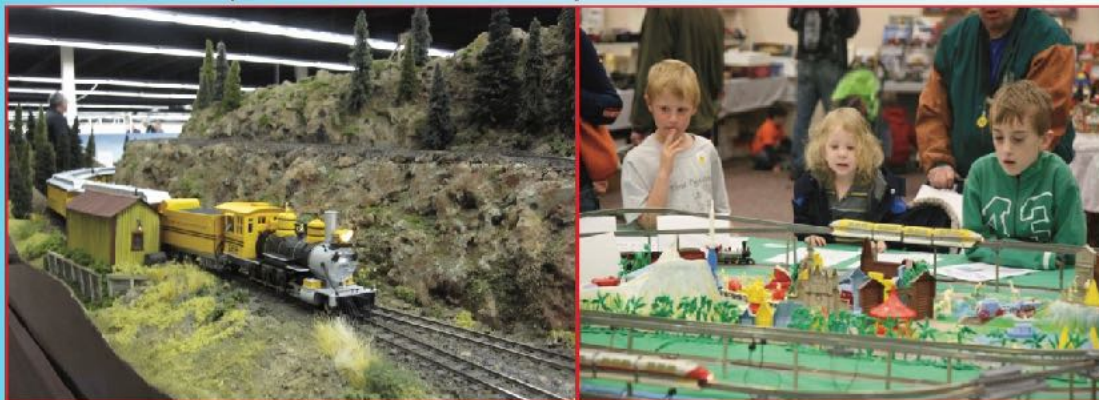
The Ranch Events Complex

First National Bank Exhibition Building

Larimer County Fairgrounds

5280 Arena Circle Loveland, CO 80538

(I-25 at Exit 259 East)



Over 300 Tables of Trains - All Scales and Gauges

More Than 12 Operating Layouts - N thru O Scales

Hands-On Kids Play Layout

Scouts BSA Can Earn A Railroading Merit Badge

Santa Claus Will Be There! FREE Photo Op!

Admission \$10, Children 12 and under Free

Vets and First Responders Get Ticket Through VetTix

Free Parking!

Sponsored by the Rocky Mountain Division of the Train Collectors Association™ and Rocky Mountain Region of the NMRA

**Skip the lines and buy your tickets in advance at your favorite hobby shop or online at -
www.RockyMountainTrainShow.com**

Publications

The best experience of the DGRS newsletter is to read it online or download it and read it on the computer or tablet. Articles and topics provide links to photos, videos, additional information and enhanced content that supplements the article.

If you print it and read it off-line, you will miss a lot of the content. As an example, there may be links to other web sites, documents and movies that you would not be able to access if the newsletter was printed.

Any links in this newsletter were active at the time of publishing. In some cases, the web site may have ceased operation, the material was removed or expired, and it is no longer available. We have no control over these issues, but try to make sure the links are active at publication time.

The newsletter content is for DGRS members and all Garden Railroad club members. We do not share email addresses nor telephone numbers within the general part of the newsletter. For DGRS members, there is a Members Only section that is not distributed to other organizations.

If you need to contact DGRS, the following email addresses are available:

Club President: president@denvergardenrailway.org
Web Site: webmaster@DenverGardenRailway.org
Newsletter: publications@denvergardenrailway.org



Dabbling in DCC

Since retiring from the DGRS presidency, I've had a little more time on my hands to explore new aspects of the hobby. One of the new areas of the model railroading hobby I wanted to learn about was DCC. My son encouraged me to learn, what I considered, a new technology that I didn't fully understand, nor did I have the time to watch YouTube to gain the intimate knowledge to be successful.

After spending many hours on YouTube and seeking guidance from many familiar with DCC, my son and I narrowed down which system was right for us. We chose a system that would allow us to power our HO layout with a separate programming track and have enough power to run our G-scale layout. So far, I have been limited to keeping the system employed on our HO scale layout, but I would like to experiment with the system on our G-scale layout next summer.

The Digitrax Evolution Express 210+ is a complete system with 5/8-amp power supply, a command station, and a very intuitive throttle. The system comes with a well written quick start guide that will guide new users on how to become familiar with running the system, programming locomotives, and make locomotives function as intended.

The major problem we now had was our HO locomotives. If your locomotives are not dcc-equipped, they will hum as you run them because of the way the dcc system runs the power through the rails. This was solved with the installation of Soundtraxx decoders and speakers in some locomotives and purchasing new DCC-equipped locomotives to realize the full potential of the Digitrax system.

Installation of the decoders and speakers is a practice in patience and problem solving as you are working in the confines of small HO locomotives. Once completed, hearing the locomotive, and watching it perform the desired functions brings a smile to any operator.

Over the winter, I hope to convert one of my G-scale diesels with a Soundtraxx Blunami decoder and try it at

the museum on the newly dcc converted track 3. I will continue to research and educate myself about the world of dcc, and hope this article will encourage you to dabble in the world of DCC.



Jeff Lillo



Jeff Lillo

Jeff Lillo

Old Bridges – New Purpose

Over the years I have acquired quite a collection of used bridges and trestle material from various DGRS members including Gordon Calahan, Craig and Cherylene Evans, Dennis Ferrigno (Via Jerry Driver) and others. Modification of the various trestle bents and supports to create a right of way which fits my unique landscape has been enjoyable.



This fall I completed a project to fill the wide gap between the two raised beds on the South side of my railway with a variety of rebuilt bridges. I thought this would be an interesting addition to fill this space and display several different railway bridge designs.

Beginning in April and May, various bridges that I had available were laid out for fit and determined where the cement footings needed to be placed.



Using a level line from either end, footings were dug leveled and buried.

The bridges selected were repaired and repainted or stained to get them ready for their new use. I ended up using 5 different bridges to span the space.



Outside work resumed in September following a summer of unpredictable weather.



The next step in the construction was the creation of the 4 x 4 supports which fit into the cement footings. Each of the four posts connects to one end of a different bridge. Each bridge had different dimensions so assembling and cutting these took some extra time to ensure the measurements were correct and everything would come out level. Finished supports consisted of the notched 4x4 with a 1x2 horizontal support. The entire span was assembled in my

garage prior to moving onto the footings as a final check.

Supports were stained and mounted onto the cement footings and each bridge was placed in the correct location.



I still need to complete some small spans on both ends to connect to the retaining walls which will consist of bents and supports. I decided to disassemble and store everything over the winter and complete the final assembly next spring.

Overall, this was a successful use of some great bridges and hopefully a nice addition to the South Park Scenic Railway.

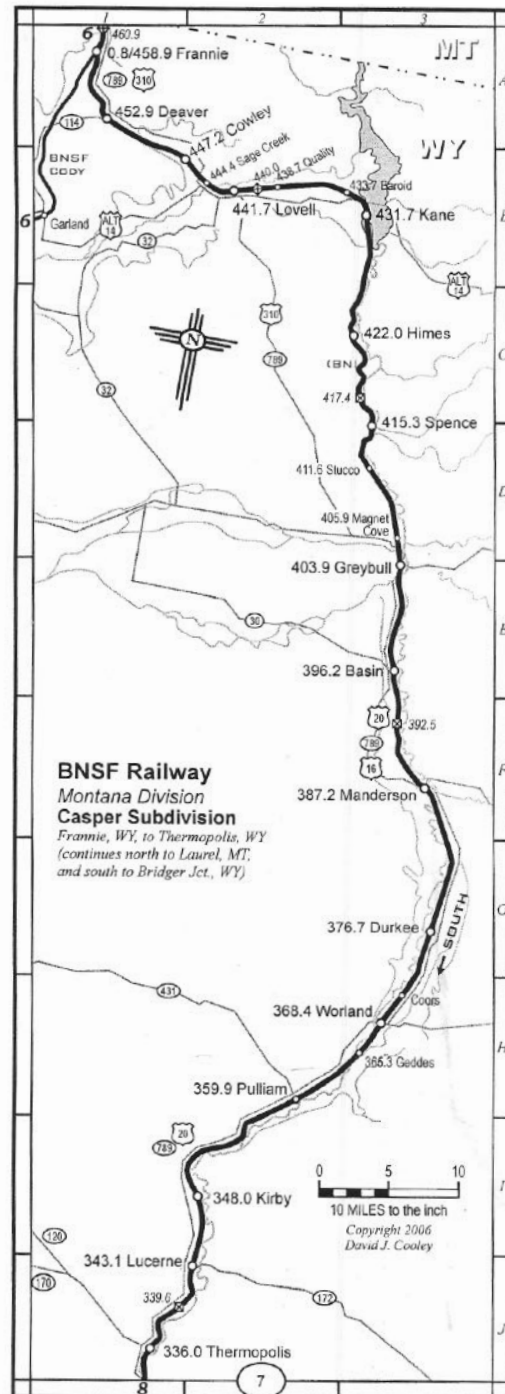
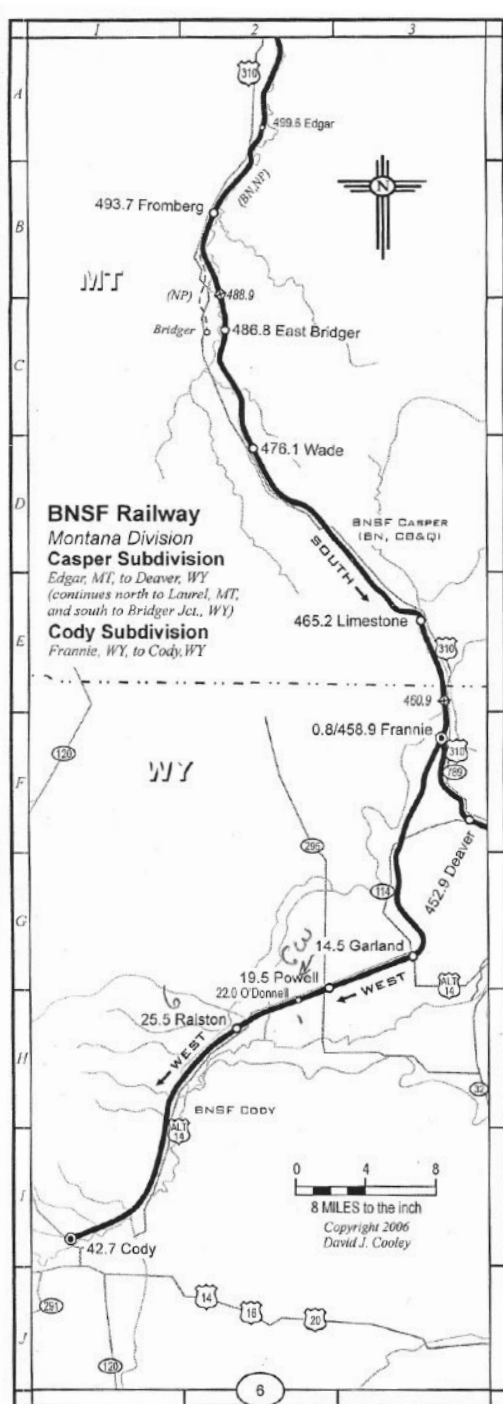
Eric Petty

On the road in Wyoming & Yellowstone

BY WALTER WEART

(All photos by the author)

My wife had a conference in Cody Wyoming and the day she was in the conference, I had an opportunity to do some Rail-fanning in the Cody – Graybull area. The attached map will help give you an overview of the Casper Subdivision of the BNSF and more specifically the Cody subdivision. As I'm sure you know, Cody was established by Buffalo Bill Cody and two others, so it has quite a history in that regard.

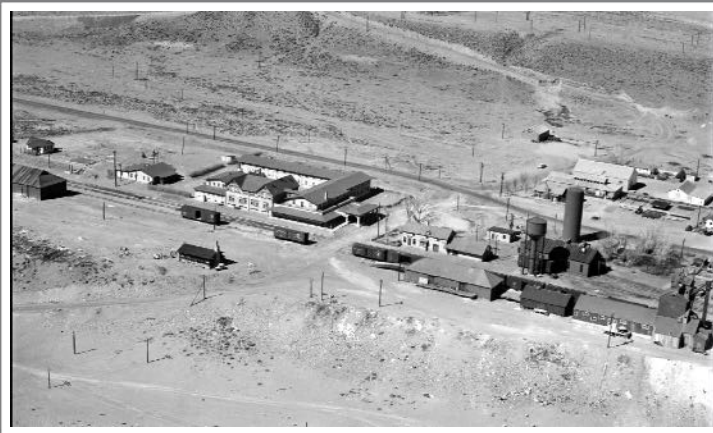


On Oct. 31, 1901, the first official train of the Chicago, Burlington & Quincy Railroad arrived from Montana to Cody and was thought it would bring prosperity, praise and plenty of tourists. The CB&Q started promoting the Cody route to Yellowstone. Once the line was completed to Cody, the surveyors determined that a route to extend the line to Yellowstone was too difficult and the idea was permanently dropped.



The BNSF power is parked at night and weekends in Cody.

At one time, the CB&Q had an extensive operation in Cody and there was a time when the arrival of the passenger train created a good bit of excitement.



While Susie was participating in conference, I drove to Graybull, the closest BNSF main line to Cody. I followed the Cody sub for about half the distance, as I was curious as to the type of industry that was on this line that would keep it open in light of the abandonments of other BNSF lines.



One of the major industries is an old Great Western sugar mill in Powell now owned by Wyoming sugar Cooperative. This is a virtual duplicate of the mill in Loveland and is certainly a major producer of traffic.



As did most of the Great Western mills, they used a small 0-4-0 to switch both incoming beet gondolas as well as other cars. Unfortunately, the one here was replaced by TrackMobile. I think most of the sugar beets that are coming in are brought in by truck, as I saw no evidence of any real movement. However the outbound would be significant.

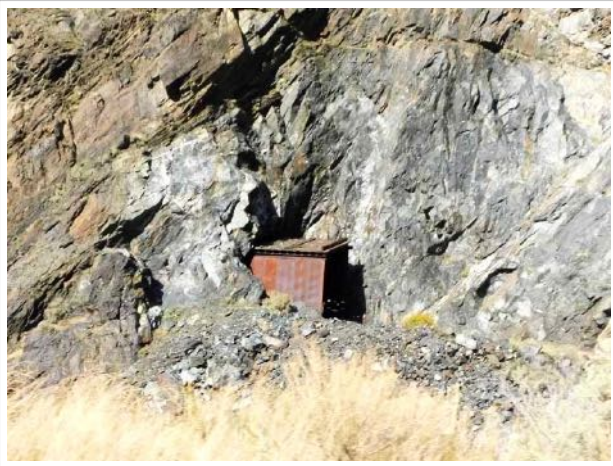
After I arrived at Greybull, I watched as a crew made up their train and the last unit was in a much earlier paint scheme. Of course, by the time I arrived, the sun was almost directly overhead so picture quality suffered.



Leaving Cody, we passed through Shoshoni and were surprised to find the Bighorn Divide & Wyoming switching stored tank cars on a short section of the long abandoned C&NW branch to Lander WY.



We drove through the Wind River canyon and we're hoping for a train. The line follows the river and I'd estimate has a 2% grade. The line includes three tunnels and if you want to see some action, YouTube has several videos. The rugged scenery in this area certainly belies the myth that Wyoming is tabletop flat from top to bottom.



We did catch up to this train but outside the canyon along the Boysen Reservoir just south of the Wind River canyon.



Garden Railway Club News

This section is an opportunity for our members to learn from the efforts, tips, techniques, and news of other garden railway clubs. Please Click on each club name below or go the following link to access all the clubs:

<https://www.denvergardenrailway.org/index.php/links-to-other-clubs/>

[Northern Colorado Garden Railroaders](#)



**Northern Colorado
Garden Railroaders**

[Mile High Garden Railway Society](#)

THE GARDEN WHISTLE

[New Zealand Large Scale Newsletter](#)

[Bay Area Garden Railway Society](#)



[Puget Sound Garden Railway Society](#)



[Rose City Garden Railway Society](#)



[North Texas Garden Railroad Club](#)



[Gold Coast Garden Railway Society](#)



[Northern Ohio Garden Railway Society](#)



[Garden Railroading News \(GR News\)](#)

digital magazine

[Central California Coast Garden Railroad Society](#)



2023 DGRS Calendar

DATE	EVENT	DETAILS
Oct 14, Sat	CRRM Scout Day	The DGRS will need operators. Two shifts are available each day, 9am to 1pm or 1pm to 4pm. Contact Alan Olson if you are available.
Oct 16, Monday	"Garden Railway Fall work session" 9 am to 1pm.	Contact Alan Olson if you are available. Let Alan know when you need to come in as the CRRm is normally closed on Mondays.
Oct 19, Thursday	Choo Choo Sew Everyone is invited and will be welcome.	Contact Cherylene Evans for time and details: 8061 W Grand Ave, Littleton CO 80123
Oct 20, Fri	Boulder County Free Admission Day	The DGRS will need operators. Two shifts are available each day, 9am to 1pm or 1pm to 4pm. Contact Alan Olson if you are available.
Oct 21-22, Sat & Sun	CRRM Harvest Haunt	The DGRS will need operators for both days. Two shifts are available each day, 9am to 1pm or 1pm to 4pm. Contact Alan Olson if you are available.
Oct 24, Tuesday	General Meeting. Our regular General Meeting will be held at the Clements Community Center. Speaker will be Jeff Lillo on how much fun he has driving a train.	7:00 PM, Clements Community Center 1580 Yarrow St., Lakewood, CO 80214
Nov 1, Wednesday	DGRS Board Meeting	7:00 PM, @ Doug Mayes Office. 7114 W. Jefferson Ave, Suite 210, Lakewood 80235 or via Zoom
Nov 10, Friday	THE POLAR EXPRESS™ Train Ride Tickets	The magical holiday theatrical experience THE POLAR EXPRESS™ returns to the Colorado Railroad Museum, with the 2023 Season Opening Night scheduled for Friday, November 10. Tickets will be going on sale soon.
Nov 16, Thursday	Choo Choo Sew Everyone is invited and will be welcome.	Contact Cherylene Evans for time and details: 8061 W Grand Ave, Littleton CO 80123
Nov 28, Tuesday	General Meeting. Our regular General Meeting will be held at the Clements Community Center. ELECTION NIGHT Speaker will be Tom Klinger on the "C & S" books.	7:00 PM, Clements Community Center 1580 Yarrow St., Lakewood, CO 80214