

DENVER GARDEN RAILWAY SOCIETY NEWSLETTER

The Denver Garden Railway Society is a non-profit organization dedicated to the education, promotion and enjoyment of all aspects of garden railroading.

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Upcoming Events and Activities

January 2022

- 9. Holiday party

February 2022

- 12 Hobo Brunch
- 22 General Meeting

March 2022

- 12 HOBO Brunch
- 29 General Meeting

Highball



On behalf of the DGRS Board, I would like wish you all Happy Holidays! I'm very encouraged about the progress of our club throughout the past year and our future prospects going into the NGRC2022.

We don't have an event planned this month, but that doesn't mean you can't enjoy our hobby. With Denver having a warmer December, I encourage members to come out to the CRRM and run trains or head out to Tagawa Gardens Parker and see out holiday train exhibit.

I can't wait to see each of you at the holiday party in January, hopefully all of you are using this time to work on various projects and celebrate your family.

Cheers,

Jeff Lillo

Museum Happenings

Holiday Decorating crew.

We found a new way to save time on decorating trees. We just hook up one end of a length of tinsel to a log car behind the Shay and drive it around for a while. See Photo.



Equipment repairs

John Meixel has donated a Lionel Thomas set. We are thinking of powering an Annie coach with a USA Trains diesel chassis to push Thomas around. These are easy to work on and parts are available. The Argentine Central Shay has been repaired and it is back in operating order. It is very heavy and difficult to handle but it is good in high wind conditions.

Working up a to do list to prepare for convention visit.

Dwarf alpine trees are stressed, we have started watering with hoses and buckets and may need to continue that over the winter.

Pond and ditch will need attention.

DGRS g scale building repair.

Ron Keiser , Mike Harris, Alan Olson, Eric Petty , Bob Dunlap, and Bob Bowland

The Alpine Tunnel building needs repainting.

Track work

Both the electric power and live loops will be re-leveled.

A reminder to new members that there are a few requirements that need to be met in order to operate trains at the museum. You must agree to work 8 hours a year to help maintain the railway, pass a short written test and sign a new volunteer document with the CRR call or text Alan (at 303-748-0957) or alanno@comcast.net.

Alan Olson

A Fence Story

Most of you can attest that during November and the beginning of December the weather was rather warm for the Denver metro area. I took advantage of the good weather and decided to replace my fence on the north side of my backyard. Rebuilding the fence was necessary because the fence will be a focal point for my backyard layout and I plan to appear on tour for the NGRC 2022.

The existing fence was built just eleven years ago prior to birth of our son, James. Like I usually do, I over engineered the fence structurally with multiple stringers and a redundant cap with posts sunk two feet into the ground. You may be thinking if it was so well built, what was the need for a new fence?

Fast forward eleven years and the fence had shown signs of premature degradation. Last winter was one of the windiest I have ever seen and this did not bode well for the fence. The gate and the front portion were ripped from the north side in one wind storm and then the late spring blizzard broke one post, putting further strain on the other seven posts.

As the pandemic continued, I watched lumber prices skyrocket and I put off replacing the fence through the summer. As fall rolled around, Dominique and I were cleaning the yard and decided that I needed to fix the fence sooner than later. We then decided how we were going to replace the fence and calculate the associated costs.



We chose to have the lumber and concrete delivered to the house. While I was hesitant, it was one of the easiest processes we have done. Our second decision was to go with redwood instead cedar, which currently is cheaper due to economic supply chain issues. I asked Dominique if I could just rent an auger and drill next to the existing posts. She liked the idea and so did my back.

With a hammer, drill, and a big screwdriver, we started demolition of the old fence. We were astonished to find that our neighbor had piled six inches of compost and grass clippings at the bottom of the fence, which held moisture and helped the premature rot of four out of the seven cedar posts. The rest of the fence came down in less than two hours and the rest of the day was spent clearing compost and leveling the fence line landscaping.



Dominique and I rented a two-person auger and had a blast with it, drilling seven post holes in less than forty-five minutes. We decided that we would bunt the concrete to allow water fall away from the post as well as coat the bottom of the posts in Flex-Seal. Setting the posts took a bit longer, but we had all seven set by the afternoon, with Dominique making sure they were all level and straight. Over the next week, we allowed the posts and concrete to cure.

The next week I was able to notch the top of the posts with my multi-tool and hang the stringers into the posts at the top and bottom. I then screwed six-inch redwood pickets the length of the fence and covered up the screws with a beauty cover board on one side and the stringer on the other. The top of the fence was finished with a two-by-six cedar cap and then stained with Thompson's Clear Stain Protectant.

As weather and my work schedule permits, I will finish the front portion in lattice and redwood and then redo our trampled garden. I may even incorporate an extension of the railroad into the garden for the upcoming NGRC 2022 tour.

Jeff Lillo



Food and Gift Show



Refurbishing a Pola Building



This is a shot of the Pola church as it was built from the kit.



I removed the top turret piece, and cut off the belfry slats. I made a bell tower and cross assembly.



The doors and windows were masked off for painting, using blue painters tape.



I decided to use white, as many rural churches in the US were white.



The masking has been removed, and it is ready for tile roof painting.



The final finished product.

Ron Keiser

Annual Dues

2022 CLUB DUES ARE DUE:

Family membership \$48

Individual membership \$36

Make checks payable to **DGRS**

Mail to : DGRS co/Al Blount

6038 Iris Way Arvada, CO 80004

Hobo Brunch

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

Location: "Valley Inn
1997 S. Wadsworth Blvd.

Contact Byron & Marta Fenton at
303 936-0920 with questions.

Welcome New Members!

Greg, Valerie & Charlie Parent
vpasserini@gmail.com

Zunder Davis
Zundercdt@gmail.com

Outreach

Joe Foss and Terry Foley spent time putting two train sets up at Tagawa Gardens which will run until Santa will be finished there.

The Tagawa Garden center ask us last year if the club would like a train set up at the garden . We made it happen this year. Joe Foss and Terry Foley reported that it was fun getting to use our traveling train sets, which are easy to put together for two non engineers.

Terry played Santa for the Littleton Rotary Club and Buck Center. The train lasted until a couple of two year olds got to it.

Terry Foley



Bob Finch



Bob Finch



Terry Foley



Bob Finch



Bob Finch



2022 NATIONAL GARDEN RAILWAY CONVENTION

DENVER, COLORADO- JUNE 21-25 PRE-CONVENTION TOURS JUNE 19 & 20

CROWNE PLAZA HOTEL, DENVER, DIA 1-877-227-6963

DAY	TIMES	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	
SATURDAY 6/18/2022															REGISTRATION OPEN	
SUNDAY 6/19/2022		TWO ALL DAY MOTOR COACH TOURS										REGISTRATION OPEN				
	BUSES 6:30AM	#1 Cheyenne Depot Museum, Big Boy 4004 & Colorado Model Railroad Museum														
		#2 Geoegetown Loop RR, Argo Mine, and Forney Transportation Museum (Big Boy 4005)														
MONDAY 6/20/2022		6AM to11AM REGISTRATION OPEN									REGISTRATION OPEN					
		TWO ALL DAY MOTOR COACH TOURS					Clinics 1-5 PM									
	BUSES 6:30AM	#3 Leadville, Colorado& Southern RR and Tiny Town											WELCOME RECEPTION IN ATRIUM			
		#4 Pikes Peak Cog Railway and Cripple Creek and Victor 2; Narrow guage RR														
TUESDAY 6/21/2022		6AM to11AM REGISTRATION OPEN							CLINICS 2-5 PM							
	BUSES 6:30AM	LAYOUT TOURS- Metro Denver									BUSES START @ 3pm	BBQ AT COLORADO RAILROAD MUSEUM				
		VENDOR MOVE IN														
WEDNESDAY 6/22/2022		6AM to11AM REGISTRATION OPEN							CLINICS 2-4 PM							
	BUSES 6:30AM	LAYOUT TOURS- Metro Denver										ICE CREAM				
		VENDOR MOVE IN										VENDOR HALL OPEN W/Food bar				
THURSDAY 6/23/2022	BUSES 6:30AM	LAYOUT TOURS - North of Denver -NCGR Group									VENDOR HALL OPEN W/Food bar					
FRIDAY 6/24/2022	BUSES 6:30AM	LAYOUT TOURS- Metro Denver												HAPPY HOUR	BANQUET DINNER	
										VENDOR HALL OPEN W/Food bar					AFTER BANQUET FUTURE CONVENTIONS	
										Clinics 2-5 PM						
SATURDAY 6/25/2022		ALL DAY MOTOR COACH TOUR														
	BUSES 8:00AM	#5 Royal George Route Railroad														
		ENCORE LAYOUT TOURS						HAVE A SAFE TRIP HOME								
TIMES LISTED FOR BUSES ARE LOADING TIMES AND WILL DEPART IN 30 MIN.												Updated 12/12/2021				



2022 NGRC Convention Report

Resolving the online registration sales tax question was the most critical and time-consuming issue facing the committee in the last 30 days. The convention hotel is in Aurora/Adams County and the combined local and Colorado sales tax rate is 8.5%. The tax is basically applicable to meals and merchandise leaving only the layout and BBQ buses and post-convention tour as non-taxed items. When registering online, the 8.5% tax will automatically be applied to those taxable items selected. Online merchandise sales (t-shirts, hats, etc.) delivered to out-of-state locations will be charged the applicable sales tax for that location. Eventually, a special state sales tax license will have to be purchased for the convention store, but that can wait until next year.

Sarah, our Crowne Plaza contact person reports that as of December 7th, 151 room nights have already been reserved. Our commitment is for 820 room nights, which can be reduced by 20% or 164 rooms. Based on our net commitment of 556 room nights, we are nearly at 25%. The Crowne Plaza's published room rate for the weeks preceding and following the convention dates are \$180 per night, which makes the convention rate of \$145 very attractive. There are 55 other hotels/motels within 10 miles of the Crowne Plaza, but fortunately most convention goers prefer the convenience of the convention hotel. We've had several inquiries about RV parks near the hotel. Anne Loring put together a detailed list of 6 RV parks within a 15-30-minute drive of the Crowne Plaza. This list will be added to the convention website.

The convention "Schedule of Events" has been completed and will be added to the convention website and published in the current DGRS newsletter. It helps bring the myriad of events, all packed in a single week into focus. Thanks to everyone who contributed and especially to Byron Fenton for pulling it all together in a single, easy to read one-pager.

Doug Mayes



Building the M-1 Kevin Strong

While I consider myself mostly a steam guy, I do maintain a soft spot for curious and unique pieces of rolling stock no matter how they're powered. The East Broad Top Railroad's Brill Gas-electric M-1 certainly qualifies as unique. It was the only one ever built. It still runs today on the EBT. When a friend of mine traded me some power trucks off of a Bachmann 45-tonner, I began to formulate the idea of building the EBT in 1:20.3 using those power trucks. The noticeable differences between these trucks and those under the prototype were (a) the presence of the flycranks and siderods, and (b) the wheelbase was a scale 3' too short.

I had three options. The first was to lengthen the trucks. They are die-cast, so not gonna happen. The second was to just put the shorter trucks under the M-1 and hope it looked good. I opened drawings of the prototype M-1 in Photoshop and shortened the trucks by 3' in the drawings. Maybe it was my familiarity with the prototype, but it just looked awful. So that option was also out. My last option would be to shorten the body of the M-1 by a scale 6' to compensate for the missing 3' from each truck. As it turned out, I could easily remove 6' from the center baggage section of the car without adversely affecting the overall appearance.

With a plan in place, it was time to get busy. The drawings I had of the M-1 had been done originally by a friend in an effort to get a model of the M-1 produced commercially. The closest we got to that goal was getting them to Alan Friedland of the GAL Line in New Jersey who does laser-cut styrene kits, mostly in 1:29. He said he could cut the sides for us, but we never got around to developing anything formal. I asked him about tweaking the drawings to remove 6' from the baggage section, which he could easily do.

The critical part of this process with laser-cutting the sides was that I had Alan use the laser to drill the 3,000+ holes into which I would have to insert plastic "rivets." When I first started contemplating this project, I knew there was no way I was going to be able to drill those holes with any precision by hand, nor could I reasonably expect to use a press to emboss rivet detail with that level of precision, either. Alan sent me pre-cut pieces for the four sides of the car, the floor, and end steps.

The first (and easiest) part of this process was to assemble the core of the car from the pieces Alan had cut for me. This went together quickly, and gave me a sense of the overall size of the car. I test-fit the trucks underneath, and things looked well-proportioned. At this point, though, what I had amounted to a basic skeleton.

I decided once I built the basic four walls that I was going to make this car as detailed and accurate to the prototype as I possibly could. It has very large windows making it easy to see inside. That, and why take the time to scratch build something as unique as this and not want to do it right? I inquired with friends to gather as many photos of the car as I could for reference. While I was formulating how I was going to build the interior, I set about inserting over 3,000 rivets into the pre-drilled holes.

The rivets came from Tichy Train Group. They're plastic and darned near microscopic. You have to carefully cut them off of a plastic sprue, try not to shoot them across the workshop in the process, then grab them with tweezers to carefully insert them into the holes. Tedious, but I would pull up a movie on Disney+ on my tablet while working on this, and it went quickly enough. I caught up on a whole lot of movies while getting things done.

Next, I began building the interior of the car based on the photos I had gathered. I used Evergreen scribed styrene sheet for the interior floor and walls, then used some laser-cut styrene seats I had left over from another passenger car project from a few years back for the passenger seating. The gas motor for the M-1 is very visible within the forward engineer's compartment, so I knew I would have to model that as well. I bought a plastic diesel motor from inside an Aristo-Craft FA to use as a start, then added details to that based on photos of the engine in the prototype.

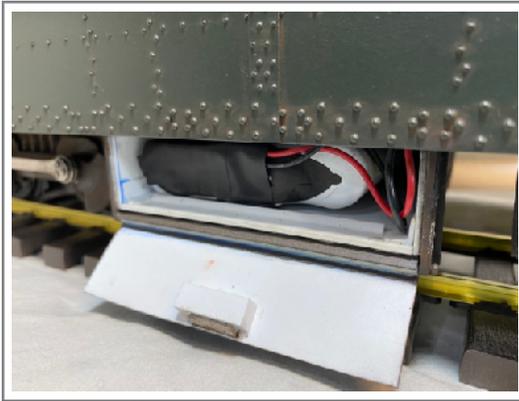
On the outside of the car, I built the radiator louvers out of styrene, and the signature cowcatcher out of brass. I added underbody details based partly on prototype photos, but also a bit of conjecture. I wasn't worried about getting the underbody 100% accurate, but did want the basic pieces to be there. The prototype had a battery box on the underside, so I decided to take that detail literally, building it large enough to hold the 14.8v Li-Ion battery pack I would use to power the model.

The biggest challenge to this process was to build the roof. Because I wanted a full, prototypical interior, I wanted the roof to have a prototypical arched appearance on the inside. For this, I turned to 3D printing. I drew up a cross section and sent it to my friend Mike Harmon, who foolishly offered his printer anytime I had a project that needed printing. I did not print the ends of the roof, opting instead to carve those out of a block of balsa wood. I then assembled the parts of the roof together, coated it in Bondo to smooth things out, then covered it with 4" wide paper tape to simulate the canvas roof on the prototype.

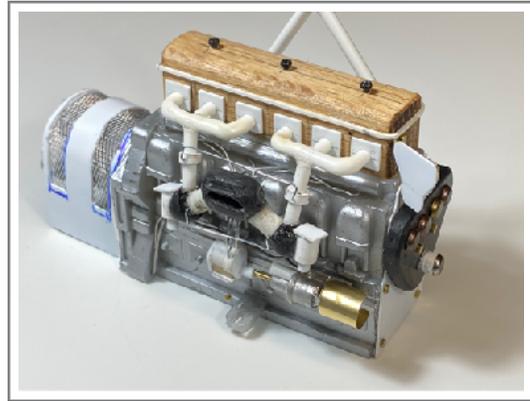
The next step was to paint the model and do final detailing before adding the control electronics for the motor, sound, and lighting. My goal in this process was to not have any visible wires or electronics anywhere in the model, except where there would have been visible wires on the prototype. I put the R/C receiver inside the plastic "motor," and the Soundtraxx Tsunami2 DCC decoder inside the electrical cabinet on the side of the wall. I used 30-gauge wires to all the lights, run along the ceiling as they are on the prototype. Wires from the battery and to the motors run under the floor out of sight. I lettered the car for my semi-fictitious Tuscarora Railroad since it's a shortened version of the EBT's car, but I kept the same number and color scheme as used on the EBT prototype.

I'm quite pleased overall with how this model turned out. I met all of my goals for it—mostly prototypical accuracy, a full visible interior, and very little that would be not prototypical visible to the viewer. It runs smoothly and sounds great. It's the perfect model to just set running on the railroad when I want some movement in the garden while relaxing at the end of the day. A detailed look at the construction of this car will appear in the 2022 issue of "Garden Trains Annual."





The prototypical battery box on the underside of the car was enlarged slightly to hold the 14,8v LI-ion battery which powers the model.



The gas engine, built up from a surplus Aristo FA motor casting.



The interior of the passenger compartment. Dollhouse conductive tape provides power for the LED lighting on the roof of the car. The post in the floor is for the rear power truck.



The inside of the cab. The author used Evergreen scribed styrene for the interior walls. The floor has yet to be installed. The speaker for the sound system will be placed behind the openings where the radiator grills are.



Completed project!

Garden Railway Club Newsletters

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

[Northern Colorado Garden Railroaders](#)



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[Puget Sound Garden Railway Society](#)



[**North Texas Garden Railroad Club**](#)



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

digital magazine

San Juan & New Mexico Express

On June 27, Susie and I along with our granddaughter, traveled to Alamosa to ride the San Juan & New Mexico Express for its inaugural run on the Cumbres & Toltec Railroad (CATS). Part of the special historic Express consisted of two restored passenger cars that dated to the early 1880s. The cars were pulled by newly refurbished Denver & Rio Grande #168. It is one of only two locomotives of its class left in the world. The other Engine, #169, is on display in Alamosa.

The #168 sat on display in Antlers Park across from the station in Colorado Springs for more than 80 years. On March 15, 2017, the Colorado Springs City council approved a lease to the CATS so the engine could be taken to Alamosa for a total rebuild.



In addition to the #168, our train consisted of RPO #65 along with coaches #265 and #292. While RPO #65 looked authentic outside, the interior consisted of a snack bar and restroom.

Both the coaches were exquisitely done total rebuilds from mere shells. Not only were the interiors restored but an authentic re-creation of the passenger car trucks was also undertaken. The Pintsch gas lamps were re-created in exacting detail and authentic to the cars. Our train was supposed to have the Tourist Sleeper but warm bearings kept it from running that day.

The trip went to Osier for the return to Alamosa. When we arrived at Osier, we had been in a rainstorm and, of course, it was time to unload for the meal in the station. Our umbrellas were in the car in Alamosa so we made the best of it, running between raindrops. Personally, I think the best picture of the day was the one taken of the consist in the rain at Osier.

I believe now that the Tourist Sleeper is also available to re-create a very authentic 1880s train. Not only did the equipment look absolutely perfect, the sound of the whistle on the #168 was exactly the one you would have anticipated. This was a never to be forgotten event that was enjoyed by all but don't forget to bring your camera. It was easy to imagine that one had gone back to the 1880s when the real San Juan Express operated. If you haven't had an opportunity to ride this particular train, I would certainly recommend it.



Wally Weart

DGRS 2022 Board

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Jlillo@msn.com

Vice President. Eric Petty

pettyhome@aol.com

Secretary. Vivian Pershing

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Treasurer Al Blount

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jimandcindydesautel@yahoo.com

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terry.foley.b670@statefarm.com

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webmaster@DenverGardenRailway.org

Publications. Cherylene Evans.

CheryleneEvans@outlook.com

Hospitality

HOLIDAY GREETINGS TO ALL !!!

The New Year will see the return of two favorite DGRS events:

On Sunday January 9th (from 1-3pm) we'll have our post-holiday gathering. The vote at our last general meeting was for something different. So we'll be at the Old Spaghetti Factory in Westminster. The RSVP process is a bit different and detailed in an e-blast sent by DGRS Webmaster Bob Finch on December 17th.

Please feel free to call/ text Michele Miller at (720)560-3165 (or email me at micdavmiller@aol.com) if any questions. NOTE: There currently is a mask mandate in place for Jefferson County for indoor spaces. While we'll be in a separate banquet room, masks are required while not eating and drinking.

February's general meeting on Tuesday the 22nd will be the return of our Winter Swap Meet and Pizza Dinner. Pizza and soda/ water will be provided by the club. Should you like to bring a favorite and easy sweet or salty something to share, also bring a few copies of your recipe (if able 😊) to swap with others. Please let me know your intentions so that we don't overbuy. As always, if you're new to the club, please introduce yourself to me and our hospitality helpers. You will find us at the back by the food.

I'm looking forward to seeing you at these events!

Michelle Miller



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](#).

Railroad 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/>



DGRS Calendar

Date	2022 Event	Details
January 8 Saturday	Hobo Brunch	8:30 am Valley Inn 1997 S. Wadsworth Blvd.
January 9 Sunday	After Holidays Party	1:00 PM Old Spaghetti Factory
February 12 Saturday	Hobo Brunch	8:30 am, Valley Inn 1997 S. Wadsworth Blvd.
February 22 Tuesday	General Meeting Swap Meet	7:00 PM Clements Community Center 1580 Yarrow St. Lakewood, CO 80214
March 12 Saturday	Hobo Brunch	8:30 am, Valley Inn 1997 S. Wadsworth Blvd.
March 29 Tuesday	General Meeting Michelle Kempema presents a program about the Colorado Model RR Museum and The UP Heritage Fleet of passenger cars	7:00 PM Clements Community Center 1580 Yarrow St. Lakewood, CO 80214
April 9 Saturday	Hobo Brunch	8:30 am Valley Inn 1997 S. Wadsworth Blvd.
April 26, Tuesday	General Meeting, Wally Weart speaks on the restoration of Denver Trolley Car .04	7:00 PM, Clements Community Center 1580 Yarrow St. Lakewood, CO 80214

2022 NATIONAL GARDEN RAILWAY CONVENTION
 JUNE 20-25 2022 ▶ DENVER CO
COME'ON ABOARD!  **REGISTERING SOON!**
 DENVER GARDEN RAILWAY SOCIETY

REGISTRATION IS ONLY WEEKS AWAY!

REGISTER ONLINE OR PRINT FOR REGISTRATION BY MAIL

SAVE THE DATE

<i>Individual Registration</i>	\$75 by March 31, 2022	\$100 thereafter
<i>Family Registration</i>	\$125 by March 31, 2022	\$150 thereafter

VISIT NGRC2022.ORG

REGISTRATION INCLUDES ▶

- Visit 40+ Layouts Scheduled for the Convention
- Access to Vendor Hall, Welcome Reception, Clinics and Convention Store
- Participation in the Convention Model Contest and Youth Model Contest
- Convention Bag, Program Book, and Commemorative Convention Pin

ADDITIONAL OPTIONS ▶

- Four Pre-Convention Bus Tours – Transportation, Admission, and Lunch
- Post-Convention Bus Tour – Includes Transportation and Admission
- Banquet, Ice cream Social and BBQ at the Colorado Railroad Museum
- Bus Transportation to Layout Tours and BBQ

PLUS ▶ Limited Edition Convention Car – Logo-branded Rio Grande Caboose available for \$98