

# 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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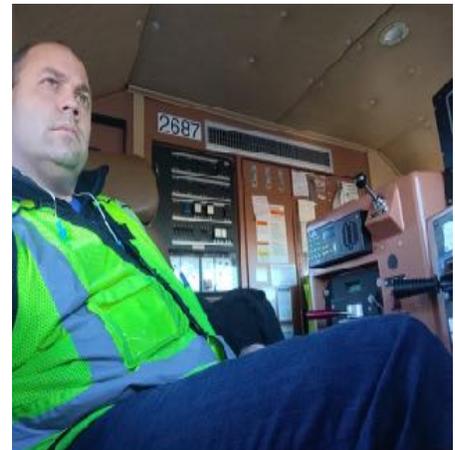
## Welcome

## New Members!

- Ian Court & Monica Hoffmann  
[lancourtpr@gmail.com](mailto:lancourtpr@gmail.com)  
[mingo23@comcast.net](mailto:mingo23@comcast.net)
- Bradford & Jennifer Payne
- Ryan & Alexander  
[4fryingwoody@gmail.com](mailto:4fryingwoody@gmail.com)

## Highball

The hot days and cool nights are upon us as fall has arrived! My trees are doing their annual leaf deposit throughout the yard and I'm in the process of shutting down the railroad for the year. I anticipate, like many of



you, that this will require sometime to roll the layout up and prepare the buildings for the upcoming winter snowfall.

As the seasons change, the club is changing as well! We are accepting nominations for officers to oversee the various portions of the club. Many of you have come forward to help, but we have many positions open that only require minimal time and effort. So, if you are able, please consider helping this club continue to be a great organization.

I would like to thank all of you that attended our club swap meet at the Colorado Railroad Museum. Many members had arms full of model trains and smiles on their faces, so I think it was another successful event. Our future president has already assured me that another member swap meet will occur at the February 2023 Meeting.

Over the next couple of months, I will be completing some initiatives that are important to me. I will complete a strategic plan, holiday card, and membership retention program that will help this club thrive into next year. I look forward to accomplishing these and more before my term has ended.

**Jeff Lillo**



## Annual Dues

### CLUB DUES FOR 2023 ARE DUE:

Family membership \$48

Individual membership \$36  
Make checks payable to  
**DGRS**

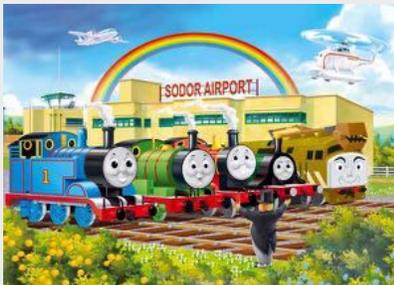
**Sorry, we are not able to take credit cards.**

Mail to :

**Denver Garden Railway Society co/Al Blount**

**6038 Iris Way**

**Arvada, CO 80004**



## Museum Happenings

The DGRS Swap Meet held on September 8th was well attended and brought in \$892.00 to the DGRS general account.

Thanks to Danielle Riebau for the use of the big tent and to Rob Kramer for the use of the Easy Go to drive DGRS members and around to and to move sale items around.

Thanks to the DGRS members that put on the event.

**Ezel Wilhoit**

**Jeff Lillo**

**Don McCullough**

**Luke Miller**

**Peter Gagnon**

**Michelle Miller**

**Eric Petty**

**David Miller**

We need operators for upcoming events during October.

October 21st, "Boulder County Free Day"

October 22nd "Harvest Haunt"

October 23rd. "Member Appreciation Day"



*THOMAS IS CROSSING THE MUSEUM ENTRANCE SEPTEMBER 25 ON ONE OF THE LAST RUNS OF THIS 3 WEEKEND EVENT*

A reminder to new members that there are a few requirements that need to be met in order to operate trains in the DGRS garden railway.

You must agree to work 8 hours a year to help maintain the railway, pass a short written test and sign a few volunteer documents.

Contact Alan [alanno@comcast.net](mailto:alanno@comcast.net) or (303-748-0957). Call or text.

**Alan Olson**

**DGRS 2022 Board**

President Jeff Lillo

[Denvergardenrailwaysociety@gmail.com](mailto:Denvergardenrailwaysociety@gmail.com)

Vice President. Eric Petty

[pettyhome@aol.com](mailto:pettyhome@aol.com)

Secretary. Vivian Pershing

[pershingsperch@q.com](mailto:pershingsperch@q.com)

Treasurer Al Blount

[a.blount@q.com](mailto:a.blount@q.com)

Past President Jim Desautel

[jimandcindydesautel@yahoo.com](mailto:jimandcindydesautel@yahoo.com)

Convention Committee Chair.

[Doug Mayes investwest@aol.com](mailto:DougMayes@investwest.aol.com)

Outreach. Terry Foley

[terry.foley.b670@statefarm.com](mailto:terry.foley.b670@statefarm.com)

Museum &amp; Club Layout Chair.

Alan Olson [alanno@comcast.net](mailto:alanno@comcast.net)

Program Chair. Ron Keiser

[ron.keiser@comcast.net](mailto:ron.keiser@comcast.net)

Summer Tours Chairman. Chris Greenwald

[cgreenwald@hotmail.com](mailto:cgreenwald@hotmail.com)

Exhibits Chair. Scott Vance

[slv50@hotmail.com](mailto:slv50@hotmail.com)

Clinics Chairman. Jim Desautel

[jimandcindydesautel@yahoo.com](mailto:jimandcindydesautel@yahoo.com)

Hospitality Chair Michele Miller

[Micdavmiller@aol.com](mailto:Micdavmiller@aol.com)

Library Chair. Keith Pershing

[pershingsperch@q.com](mailto:pershingsperch@q.com)

Web-Master

[@DenverGardenRailway.org](mailto:@DenverGardenRailway.org)

Publications. Cherylene Evans.

[CheryleneEvans@outlook.com](mailto:CheryleneEvans@outlook.com)**Hospitality Report**

We had a good showing for our September return to the Clements Center. It was a bit chilly, so I didn't miss the outdoors too much! It was nice to see more folks coming out-and also to meet some of our newer members.

Thanks to those who contributed to the variety of our snack spread-especially the fresh peaches from Jack Shelly's orchard! I took the 2 leftovers home, and they were delicious!

For our upcoming October 25th meeting, we'll have a Halloween slant for our eats. And for November...full on fall! If you love pumpkin pie, don't miss the November 29th meeting!

As we head into the holidays, we'll be making plans for our "After the New Year party" in January. If you have any suggestions as to venue and/or format, please let me know. We're always happy to do something new, and are only as good as your ideas!

Please let me know if you plan to bring something to our meetings (exactly what it is isn't important) so I can plan my baking and purchasing.

Email [micdavmiller@aol.com](mailto:micdavmiller@aol.com) or text/ call (720-560-3165).

I am looking forward to our upcoming meetings! As always, please make sure to say hi, especially if I don't see you by the snacks. That way I'll know you were there and won't pester you with a phone call!



See you soon,

**Michele Miller**

Train News

Rocky Mountain Railroad Club

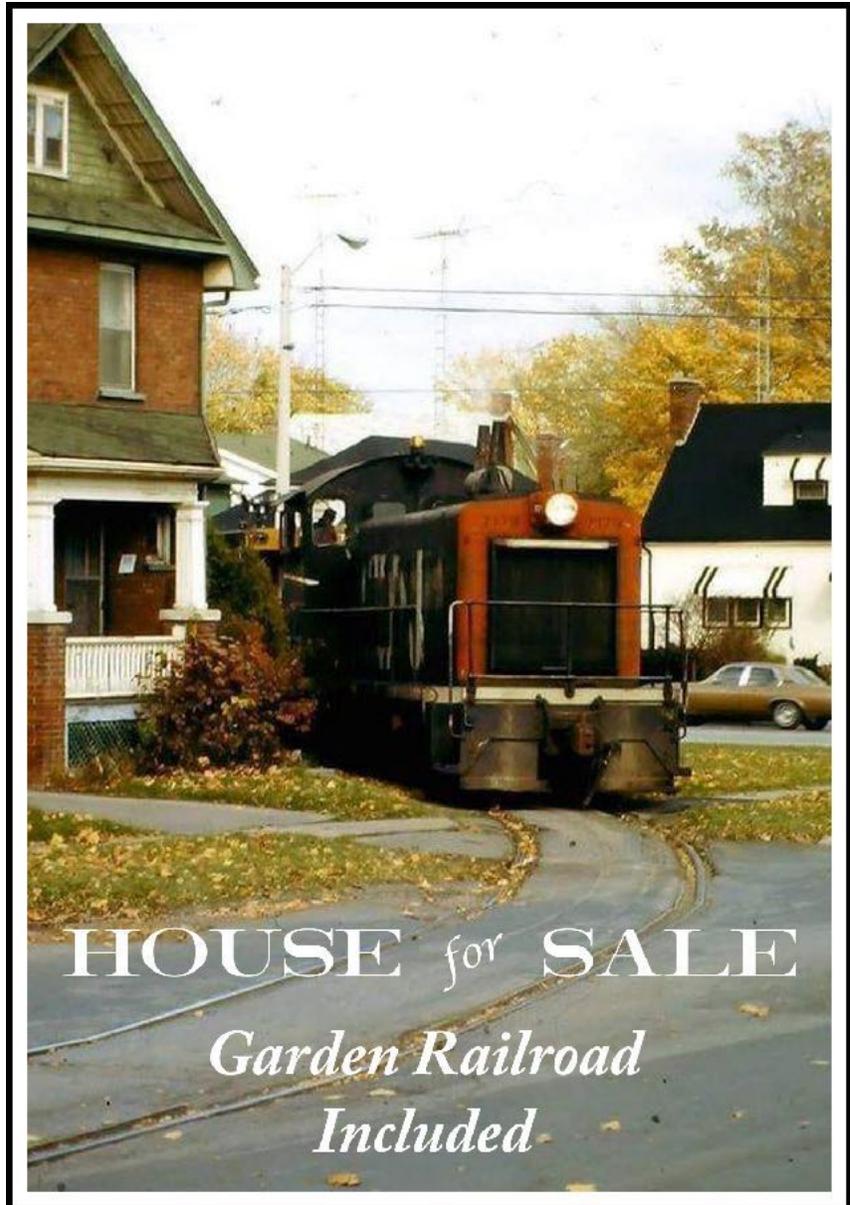
This page shows interesting railroad happenings as well as breaking railroad news. Check it often as you may learn about new events and ideas for your railroad. [Rocky Mountain News and Photos.](#)

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/>



## From Trolley to Cabin to Restoration

The history of Denver Tramway .04 is extremely interesting and if streetcars had nine lives, the .04 would have used up most of them. At the next DGRS meeting on Oct 25th, Wally will share a powerpoint with us bringing us up to date on the restoration progress. He will trace the origin of the 04 from its original construction as Denver & Intermountain 11 to twice rebuilding by Denver Tramway, it's life as the .04, a cabin in Rollinsville to its restoration for display.



Walter (Wally) Weart spent most of his career in various aspects of Supply Chain Management including trucking, logistics and manufacturing. In 2003, he decided to get his locomotive engineer's license and return to his first love, other than his wife, railroading.

Wally attended BNSF's school and qualified as an engineer and also as a supervisor of locomotive engineers and learned how to operate an RCL chest pack. His last railroad employment was as a conductor for the Georgetown loop. Wally has been an Operation Lifesaver presenter for over 20 years.

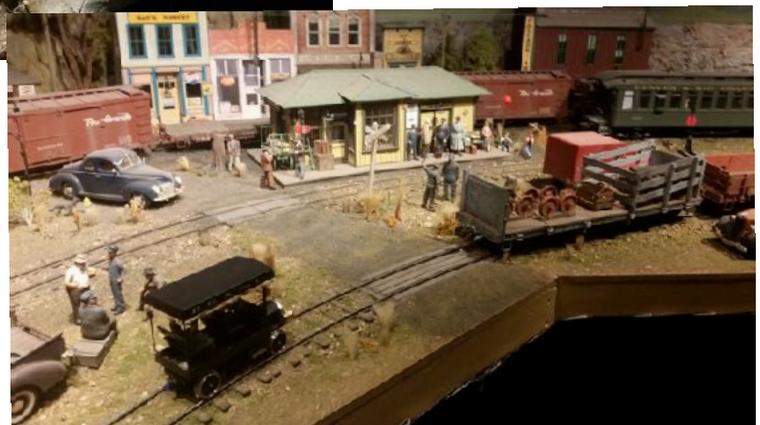
Wally and Susie, his long-suffering and very patient wife, have restored railroad equipment at several museums in the United States and Canada as well as owning an ex D&RGW caboose.

Wally is a member of the Denver Garden Railway Society and the Denver HO Club as well as the Rocky Mountain Railroad Club.

The .04 is a really capstone project for both as they were able to save the last streetcar to run from Leyden through Arvada to Denver. Denver Tramway stopped streetcar service in Denver June 3 but service on Routes 82 and 83 lasted until July 1, 1950 and just after midnight, July 2, 1950 the .04 arrived in Denver, making it the last streetcar/interurban to operate in Denver.

### Wally Weart

# Ron Keiser Creations



## Two foot gauge in Portland, ME

During a recent cruise along the Atlantic Coast, one of the shore trips was to Portland, Maine. As we were walking towards our tour bus, I saw the Maine Narrow Gauge Railroad train waiting for riders for the first trip of the day. They operate about 1 1/2 miles of 2 foot gauge utilizing the right-of-way of the old Portland Terminal line.

The locomotive in the picture is a G.E. switcher built by the Whitin Machine Shop. The line also has an ex- Monson 0-4-2 locomotive which is out of service. The rolling stock is made up of ex-Maine 2 foot gauge railroad such as the Sandy River & Rangeley Lakes and the Monson. Some of the equipment also came from Edaville as well.

The two trips that I saw seem to be reasonably crowded for the middle of a week.



This is their office, ticket office and gift shop. They had a nice selection of railroad items including books.

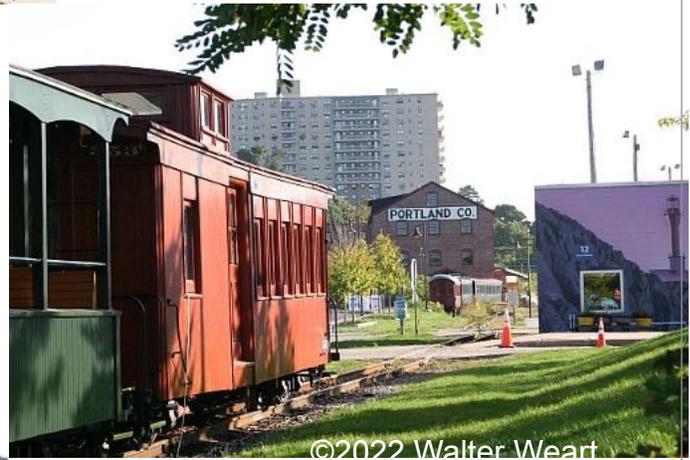
This is a side view of the G. E. Whiten diesel taking the place of their 0-4-4 Forney. The trucks remind me of a little kid with big shoes.





This view shows you how truly narrow this locomotive really is. It makes the Colorado Railroad Museum's diesels look absolutely huge in comparison.

The caboose is from the Sandy River & Rangeley Lakes and you can see some of their extra equipment stored in the background.



This is another view of the caboose and it has been restored to almost new condition.

I'm not sure of the history of this caboose but it is on display and if you notice there are steps at the rear so the public can look inside.

According to their website, they roster four steam engines, Monson Forneys No. 3, and No.4 both 0-4-4s and a Bridgton & Saco River No. 7 and No. 8, 2-4-4s. Most of their rolling stock is from the Sandy River & Rangeley Lakes with the couple of pieces from the Bridgton & Saco River. Some of the passenger cars also came from the Edaville Railroad.



**Wally Weart**

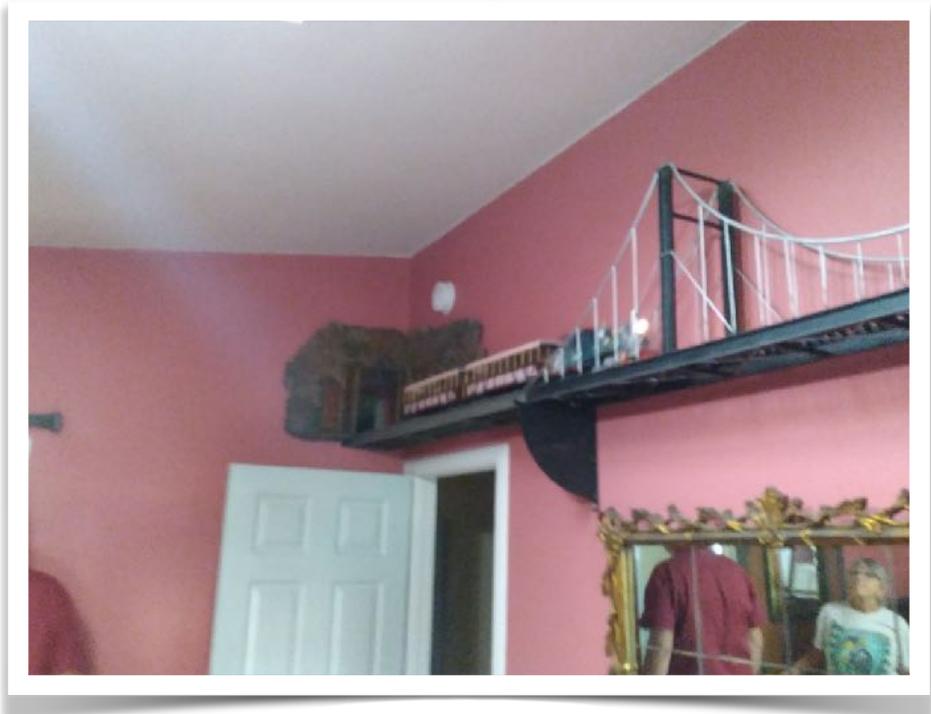
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## Visiting A Garden RR in Arizona

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During the recent National Denver convention **Dan Hoag from Eaglewings Iron Craft** came to our house during the layout tours. We mentioned we were headed to AZ at the end of Sept and would love to see his layout. Well, that was June and we reached out early Sept to see if he was still open to the idea of a visit. He was!! So, one afternoon we went to see his layout. We were interested exactly how they railroad in hot AZ. When we first arrived his lovely wife, Patience, opened their home to us. There were our answers trains all around the ceiling of their home. LITERALLY, every room of the house has trains running through it on a continuous loop. Yes, there were holes in every wall to allow the trains to pass through. There were trains over his master bedroom shower stall and toilet. We were amazed and yes, you did read that correctly. Every room had a bridge better than the next room. It all made sense. Too hot to run outside so run inside on the ceiling.





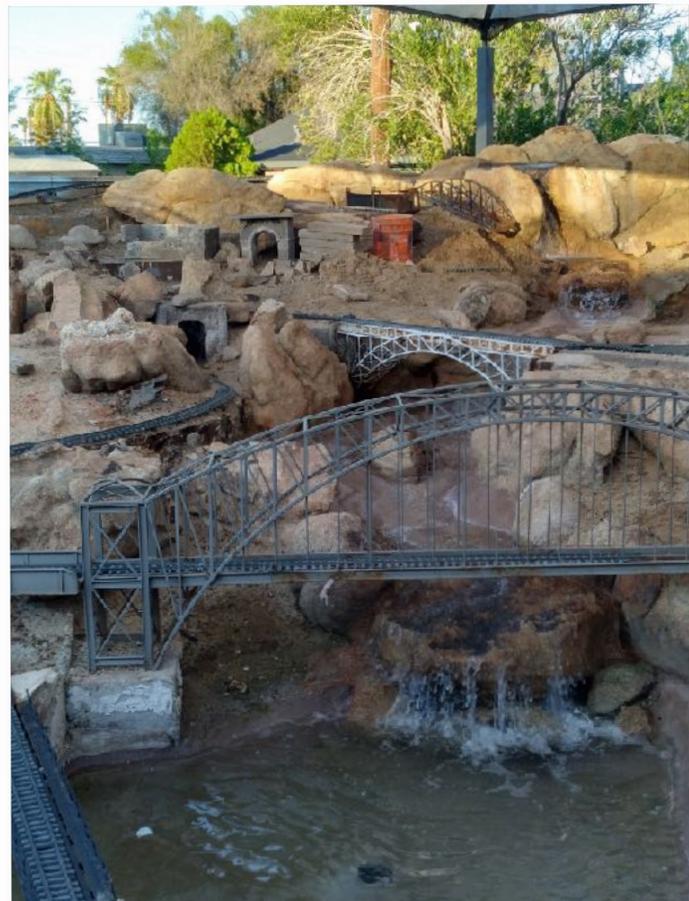
To our surprise we were wrong. His garden railroad was just as marvelous showing his awesome bridges, water feature, tool shed, fantastic metal work, and the murals on the side of his house painted by train friends.



This is what our hobby is about, sharing your layout, sharing/stealing ideas, and the camaraderie of trains no matter where you live!

If you have a nice train story to share, submit it. The newsletter always needs articles to share.

**Sara Burns**



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## Thanking a Vet

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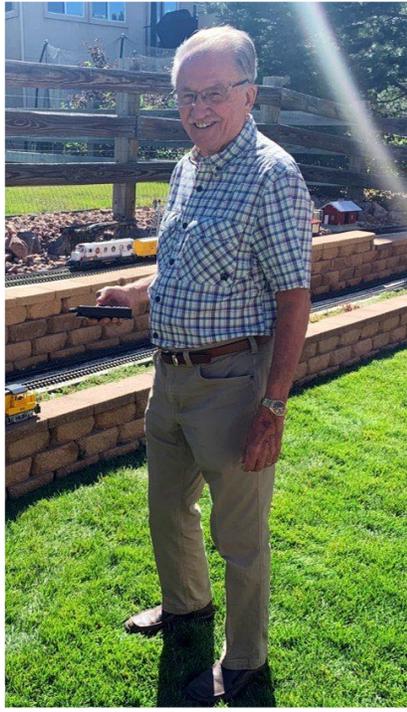
Veteran's Day is fast approaching – a day set aside to recognize the service our military personnel have provided and continue to provide to our country and our citizens. While I am sure there are many veterans in DGRS, Cindy and I wanted to recognize a specific veteran for his service to our country – Bob Poncar. Bob served in the Air Force about 6 years as an aircraft mechanic. After graduating from basic training (boot camp) and attending technical training (aircraft mechanic school), he was assigned to Amarillo AFB (near Amarillo, TX). After serving a couple of years at Amarillo AFB, he was transferred to Lowry AFB, here in Denver. That was a move that changed his life as he met the love of his life, Paulette and settled into life in Denver as a husband and father.

While Bob finished his enlistment in the Air Force, he never stopped serving our country and his community. Bob and Paulette have served their community through their church as well as the model railroad community through their volunteering with DGRS in a variety of ways, and with the Colorado Toy Train Foundation.

At the National Garden Railway Convention in Portland several years ago, Cindy and I visited one garden railroad that included a military train – a train composed of box cars dedicated to each of the military branches as well as other patriotic themes such as the Pledge of Allegiance and Women in the Military. As a military family ourselves, that train touched us deeply. A few months later, Cindy suggested we get our own military train. So, we went on-line and purchased five box cars, one for each of the Services (Army, Navy, Air Force, and Marines) plus a box car celebrating the Pledge of Allegiance. But we did not have a military locomotive to pull our new train, so I purchased a tired old Aristo U-25, replaced the motors, and painted the hand rails red, white, and blue to keep with the patriotic theme. Then I purchased decals representing the military services (including the brand-new Space Force), and asked Ron Keiser to paint the body white, and apply the decals to the white body.



Our military train was now ready to run, but something was missing so our new train remained boxed-up. It did not take long for us to realize that we needed someone special to operate the train, and it needed to be a vet. So, at our Open House in September, we invited Bob and Paulette to attend, but did not tell Bob that we wanted him to be the first operator of our military train.



After Bob and Paulette arrived and we had a chance to visit for a few minutes, I showed Bob our military train that was waiting patiently in the railyard, but eager to get running. I asked Bob if he, as a vet, would be the first engineer to run the train. He agreed. I handed Bob the Revolution Transmitter, and after a few basic instructions on how to use the transmitter to operate the train, Bob began the maiden run of our military train. The train ran flawlessly around our track, and Bob seemed very proud to be operating a train dedicated to our military services. Likewise, Cindy and I felt very proud to have our military train running on our layout, and proud that a vet who proudly service our country was at the controls.

On the left is a photo of Bob operating the transmitter for the train, and his smile says it was a special time for him. Also below is a photo of the military train itself.

As a side note, otherwise at our Open House for the Layout, about 30 people from DGRS attended and we had great visits with all. Some attended for the first time due to scheduling conflicts as our Layout

Tours are generally on the same weekend. Below are a couple of photos of our layout during the event. The photo on the left is of our Village, and the photo on the right shows the four trains we were running at the end of the day, parked and ready to be put away. The four trains include the Pink Train (created for our granddaughter's), the Tank Train, the Manifest Train, and the Coal Train.



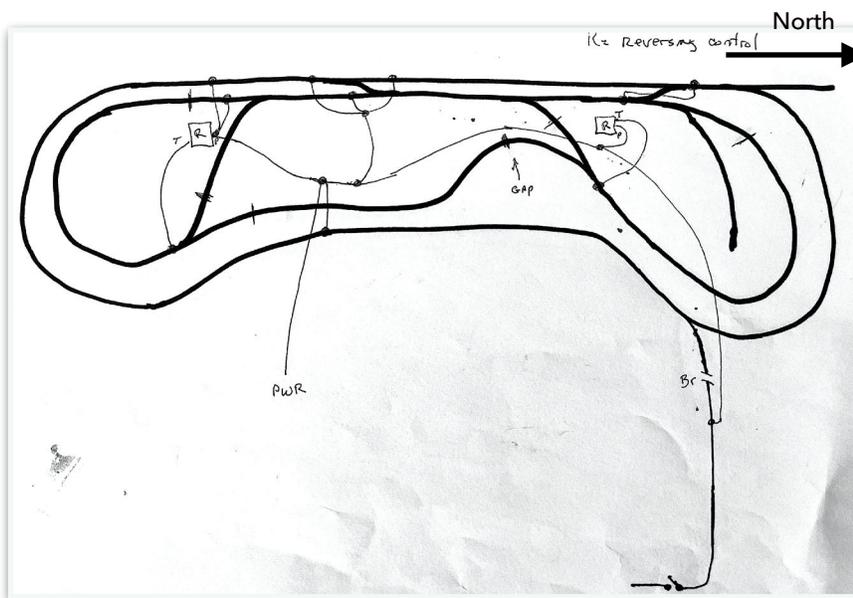
Cindy and I want to thank all the veterans in DGRS for their selfless service to our country and our community. We are very proud of each of you, and thank you from the bottom of our hearts for your service.

**Jim and Cindy Desautel**

## Turnout problem and solution

My garden layout includes 2 loops, one inside the other and I started off with 1 power supply to feed both loops. Using NCE DCC, I had no problems running 2 trains simultaneously on one of the loops or one train on each loop. To make sure I had good power to all sections of the track, I used a large low voltage wiring cable (#10 AWG) as a bus that fed each loop at different places. The image below shows the track and the original connections to the power supply.

I have had no problems with the configuration, but at the end of 2022 NGRC open house in June, I had a failure in the power supply (NCE Power Pro PB110). After having it fixed by



NCE, they suggested I separate the loops into 2 power districts with Circuit Breakers. That seemed to be no problem, so I put gaps in the crossover legs, rewired the bus feeds to the tracks with a new feed that would go to a new power supply.

To test the wiring and connections, I fed both busses from the same power supply and ran the trains. Everything worked fine on each of the loops, but when the trains would leave the inner loop to go to the outer

loop, they stopped at the North crossover switch. Looking into the issue, I found that the switch did not have power at the frog rail from the outside loop rail. A short jumper was installed to provide power to the frog rail. Everything worked fine and I used another power supply for the inside loop.

We have been very busy since September 1 when this was installed and the trains ran only once or twice. Last week (Oct 13) I decided to run some trains and bury the new bus cable underground. After burying the cable under 6 inches of dirt and stone, I put an engine on the track and turned power on. An immediate short on the outer loop power supply occurred. I thought I had cut the cable burying the cable and caused a short, so rather than digging up the cable, I checked all the other feeds. I could not find any shorted wires, nails or metal on the track, nor any other unusual condition. When I turned the power supply on, it took about 10-20 seconds for the short to show up. I disconnected all the power feeds to the rails except for 1, but the short was still there. The only thing left was to separate parts of the track to find out where the short was, so I unscrewed the rail joiners at one end, separated another rail section and checked each one for a short with an ohmmeter. It took awhile but I finally narrowed it down to the north crossover switch. There was definite short between the 2 rails.

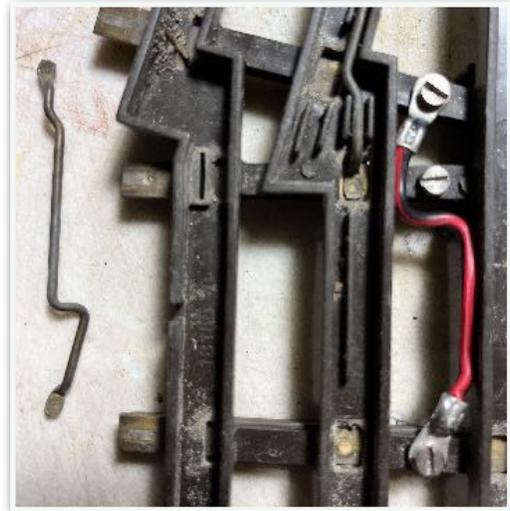
Removing the switch (an LGB 18150 LH model) and looking underneath, I could see where the spot welded rail jumper had broken off the frog rail.

But, it also was touching the rail jumper for the other rail, thus causing the short. Apparently earlier, when it was warmer, the two jumpers did not touch, but since the temperature had cooled down they touch.



So now I had to fix it.

I removed the problem jumper and added a wire with ring terminals on each end, and attached them to the rail screws. I used a black wire with a red stripe and oriented it so only the black would show from above. A little black paint on the terminals will hide it from view.



And it works great.

**Pete Hendel**



## The World of 7½” Trains

### LCRR Holds ‘Friends and Family Day’ 2022

Each year, the Larkspur Consolidated Railroad hosts a day for friends and family to come and ride trains. Just like our friends from DGRS who enjoyed our Summer Tour Day, our family and friends who do not otherwise have an opportunity to ride our trains are invited over to ‘enjoy the railroad. Enjoying the railroad is more than riding trains. While riding trains is fun for nearly everyone, ‘enjoying the railroad’ also includes seeing what new ‘artwork’ has been positioned along the tracks, what new track has been laid, what new sidings have been added, seeing any new locomotives and rolling stock that have been added, and generally watching the railroad grow and flourish.

During 2022, the LCRR crew added a few more pieces of art around the railroad. Bob added more metal ‘artwork’ he created, and Cindy added the Rock Family Reunion. The Rock Family Reunion is a grouping of rocks with names of the LCRR crew painted on them, as well as various other groupings that resemble a caterpillar, a flower, a ‘weather’ rock, books, M&M fields, singing frogs, a footprint made from small river rock, and a jack-o-lantern.

This year’s event was held the first Saturday in September, a week after the DGRS meeting was held at the LCRR. For those of you who attended the DGRS meeting at LCRR, you experienced nearly-perfect weather. Well, we were not so lucky at Friends and Family Day. Rather than clear skies and 70-degree temps, we experienced overcast skies, a little rain, and temps in the middle 40s. Although not perfect weather, the LCRR crew prepped their locomotives and riding cars. About 9 am, friends and family started arriving.

Overall, there were about 20 visitors to the LCRR. We suspect the dreary weather kept some people away. But the LCRR crew had a good time driving their trains over the 4,000 feet of track. As our guests arrived and rode the trains, they seemed to stay around and visit, which we enjoyed. Yes, it was a cool day, but everyone wore jackets and Bob Leise even brought-out a portable propane heater for those sitting around the depot area visiting. After a while, people stopped coming, so we stopped running trains. Instead, we sat around and visited with our friends and family. One friend, Craig Evans, seemed very interested in driving a train, so I offered him the opportunity to drive my train. After a little bit of instruction, we took off down the track with Craig at the controls while I sat right behind him. What I saw reminded me of Christmas morning when our children were small. Craig was excited and all smiles, but probably the best word to describe him is ‘giddy.’ While the weather was dreary, Craig’s face lit-up the area like a night-game at Mile High Stadium. See photos of Craig.





As noon approached, a young family arrived for a ride, and we took off with several trains. About half way through the ride, the rain began to fall. It was the first time we had run trains in a drizzle. After the ride ended, we took a couple of trains out for another ride to see how the rain affected the locomotives. Well, we probably will not do that again. Typically, as we start down the grades, we use the motors to limit the speed down the hill. This time, as the rails on the track got wet, the wheel on the locomotives began to slip on the wet rails, so it was difficult to keep the speed as slow as we like. While nothing bad happened, we could not maintain the positive control we prefer. When we returned to the depot, we decided the rides for the day were over, and we put the trains back into their storage containers. Then we went inside, warmed up, and had a great lunch that Glen prepared.

Yes, we were a little disappointed with the weather, but our perspective is any day to run trains is a great day. So, from our perspective, Friends and Family Day was a great day. Below are photos from the day that includes three of the LCRR Crew – Kirk, Pam, and Pete.



### Jim Desautel



# Leadville Railroad

The Denver South Park line went from Leadville to Denver via all major mining towns along the way. Stops included Climax, Robinson, Kokomo, Recen, Breckenridge, Como, Robinson, Fairplay, Kenosha and on into Denver. It was a narrow guage line converted to standard gage in 1943. Steam engines ran on the line from its beginning in 1876. The route was mostly laid by Irishmen, donkeys and hard work.



This is a boiler. Those little holes are called flues.



A delightful way to spend a fall day in Colorado's high country!

**Craig & Cherylene Evans**

# Garden Railway Clubs Links

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](#)



**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](#)



[Santa Clarita Valley Garden Railway Club](#)



[Central California Coast Garden Railroad Society](#)



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

digital magazine

## DGRS Calendar

Oct 21, 22, 23. Fri, Sat & Sun	10/21 Boulder County Free Day 10/22 Harvest Haunt, 10/23 Member Appreciation Day	Colorado Railroad Museum 17155 W 44th Ave Golden, CO
October 25 Tuesday	General Meeting Wally Weart will present a program about the last Denver Tram Car .04	7 PM, Clements Community Center 1580 Yarrow St Lakewood, CO 80214
November 12 Saturday	Hobo Brunch No reservations needed Call Byron Fenton for details 303-548-4050	8:30 AM, Valley Inn 1580 S. Wadsworth Blvd
November 2 Wednesday	DGRS Board Meeting	7 PM Doug Mayes office
November 10 Thursday	Set up for the Christmas Show	Colorado Convention Center 700 14th Street Denver, CO 80202
November 11-13 Fri, Sat, Sun	Run Trains at the Convention Center	
November 13	Teardown after the show closes	
November 29 Tuesday	Doug Junda from San Juan Models DGRS Elections	7 PM Clements Community Center
November 17	CHOO CHOO SEW Call Cherylene for more information 303-589-6230	11 AM 8061 W. Grand Ave
December 10	Hobo Brunch No reservations needed Call Byron Fenton for details 303-548-4050	8:30 AM, Valley Inn 1580 S. Wadsworth Blvd

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## DGRS Member Meeting

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### DGRS Member MEETING

September 27, 2022

Clements Community Center

#### Meeting called to order at 7:00 PM by President Jeff Lillo

**Ian Court, a new member** who is building his railroad at his home in Boulder, introduced himself.

**Al Blount, Treasurer** reported that we now have 141 members and that the financials are all in order. He is also accepting dues for 2023.

The convention expenses have been paid and refunds will be discussed by the board. A process will be formulated then a refund will be given to members who registered and volunteered.

**Vice President Eric Petty** had poster board at the back of the room where we were encouraged to attach sticky notes with our suggestions for the club over the coming years. The board will consider those suggestions and develop a strategic plan.

**Scott Vance, Exhibits Chair** needs helpers to set up, run, and take down for the Christmas Show at the Convention Center in Downtown Denver. The Set up date is November 10, Show runs on November 11 & 12, and teardown will be on November 13. Give him a call or send a message to volunteer.

Scott also presented \$238 to Treasurer Al Blount from the donations jars that are set out when we have our layout on display.

**Michele Miller, Hospitality Chair** welcomed everyone to enjoy the cobbler, icecream, peaches and cookies that were available for the break.

**Ron Keiser, Program Chair** announced that we were going to see a movie about a San Juan Excursion in the early 1960's. He told us that the program in October would be Doug Junda from San Juan Models. He is talking to a woman who has family history in Como to present a program about that railroad in November.

**Publications Chair, Cherylene Evans** asked that articles and photos be sent to her by October 15. She also announced that the November newsletter would be her last one. She is retiring to spend more time in her garden, sewing room and with her family.

**Museum Chair, Alan Olson** was unable to attend the meeting. **Don McCullough** reported that they need help running trains for the November events at the museum. 10/6 SCFD Free Admission day, 10/8 DGRS Swap Meet and Train Rides, 2 volunteers are needed to help set up the Swap Meet 10/15 Boy Scout Day and Saturday Train rides, 10/21 Boulder Free Admission Day, and 10/23 Member Appreciation Day.

### It is DGRS Election Season!

President: Eric Petty	Vice President position is open
Secretary: Marilou Hendel	Publications Pete Hendel
Clinics: Jim Desautel	Web Master/Communications Jeff Lillo
Outreach: Terry Foley & Michele Miller	Programs: Ron Keiser
Museum: Alan Olson & Don McCullough	Hospitality: position open

Part of the **Strategic Vision** will be to send holiday cards to members and reminders to pay their dues

### Share and Tell

**Devin Jones** shared an ore car that he built from a Hartford Product Kit and a log car that he was able to build.

**Ron Keiser** had a baggage car which is a model that was on display in Lake City and now is in Durango to be repaired. He removed the ends and replaced them with duck bill ends which were printed on a 3-d printer. He installed them on the car as he recovered from surgery. The car features single sash windows and Ron's outstanding modeling.

**Byron Fenton** brought a gas station which was built to be a bird house. It is amazingly detailed and he finished it off with a spray of RustOleum Sealer which is a mat clear finish. He covered the round bird hole with a round sign and has a very nice building for his layout.

**Bob Poncar** showed off his track trimmer made from a broom and a rotary tool. He says he can still get down to trim around his track, but he can't get back up. It has proven to be a very useful tool.

**Jim Desautel** has converted his very heavy Lionel G scale locomotive to battery operation using Ryobi 18 volt battery charger and finds that it runs for 4 hours pulling a 10 car load without any issues. When running on electricity it pulled too many amps to allow any other trains to run. He promises to get an article and clinic for those of us who might want to do the same.

We enjoyed a refreshment break and then sat down for a delightful movie shot by **Ron Ruhoff** in the early 1960's of the San Juan Express running from Alamosa through Chama (where it took on water and fuel and a fresh crew) before going on to Durango on day 1. The excursion continued to Silverton and back to Durango on day 2. Finally on Day 3 the train took its passengers back to Alamosa. He shot the film with his 8mm camera and took many hikes into the wilderness to get shots of the train as it made these trips. It was definitely a walk back into time. Cameras have improved so much since the early 1960s, but Ron did a great job and included music to enhance the program.

The meeting ended with door prizes for a few lucky winners.

## Cherylene Evans, Substitute Secretary