

## Denver Garden Railway Society

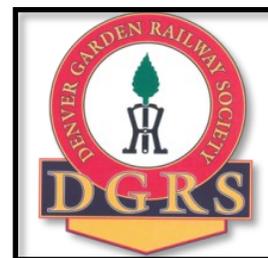
# Newsletter

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

Volume 38      Number 04

April 2021

[Denvergardenrailway.org](http://Denvergardenrailway.org)



## Highball

By Jeff Lillo

As I write this, I'm looking out the window at my backyard railway and the destruction the four foot snow drifts have caused to my bridges at either end of my layout. This spring I have a lot of work ahead of me to get my layout back up and running and I'm sure many of you do as well.

Many club members are eager to help others make their layouts shine, so if you are one of those members that needs help, please let us know because we need as many layouts open as we preview for the upcoming convention.

As restrictions ease, I have reserved our first meeting at the Clements Center. Please keep in mind that restrictions with social distancing allow only 40 guests. I intend to have the meeting in person at the center and on Zoom, so hopefully more members can attend both in person and virtually.

At the end of March, we also have our first annual spring tent sale at the CRRM. I look forward to seeing many of you come out and browse prior to the sale and hopefully purchase an item or two.

*Jeff*



## HOBO BRUNCH

The Hobo Brunch Group meets on the 2nd Saturday of every month at 8:30 a.m. The group gathers at Valley Inn. Just show up, no reservations necessary! Please contact Byron & Marta Fenton at (303) 936-0920 with questions.

## ANNUAL DUES

**Club Dues for 2021 are due:**

Family Membership - \$48

Individual Membership - \$36

Make checks payable to "DGRS."

Please Mail to:

**Denver Garden Railway Society**  
c/o Al Blount **6038 Iris Way,**  
**Arvada, CO 80004**

## NEW MEMBER

**Stephanie & Ian Serff**

**Wayne & Kathy Asbury**

**Harrison Stephens**

# Calendar

**March 27, 2021**

**Saturday, 9-12AM**

**DGRS Sale at the CRRM**

This sale will take place at the CRRM. We have to clear onsite storage of the DGRS collection to maintain storage space. **Turn to Page 7 for Details**

**March 30, 2021**

**Tuesday**

**General Meeting**

Meeting will be hosted on Zoom. ID and passcode will be emailed to members prior to the meeting. **7:00 PM Zoom.us**

**April 27, 2021**

**Tuesday**

**General Meeting—Clements Center/Zoom Limited to 40 Guests (in person)**

Meeting will be hosted Zoom. ID and passcode will be emailed to members prior to the meeting. **7:00 PM**





# Museum

Colorado  
**RAILROAD**  
Museum



**Operations:** There has been good attendance at the museum throughout the past month. As restrictions ease we may now have eight people inside the garden railway enclosure. Please remember to follow the CRRM guidelines (temp. check) prior to working out at the layout.

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, have some orientation and sign a new volunteer document with the CRRM. Call, or e-mail Don McCullough at (303-421-4879) or call, text or e-mail (alanno@comcast.net) Alan Olson for more information.



*Alan*



# 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 the following link to access from the following clubs: <http://www.denvergardenrailway.org/index.php/links-to-other-clubs/>

Northern Colorado Garden Railroaders



**Northern Colorado  
Garden Railroaders**

Mile High Garden Railway Society

**Mile High Garden Railway Society**

Rose City Garden Railway Society



Christchurch Garden Railway Group

**The Garden Whistle  
New Zealand**

Bay Area Garden Railway Society



North Texas Garden Railroad Club



Gold Coast Garden Railway Society



Puget Sound Garden Railway Society



Santa Clarita Valley Garden Railway Club



Northern Ohio Garden Railway Society



Central California Coast Garden Railroad

Society



# NGRC Conventions

2021 NGRC -Nashville - May 30-June 5, 2021



WEBSITE IS NOW ONLINE:

<https://ngrc2021.com/>

2022 NGRC - Denver - June 20-25, 2022



**DENVER GARDEN RAILWAY SOCIETY**  
proudly hosting the  
37th NGRC ★ JUNE 20-25, 2022  
VISIT [NGRC2022.COM](http://NGRC2022.COM)

WEBSITE IS NOW ONLINE:

<https://www.ngrc2022.org/>



## The Garden Railway Open Home Tours

Every summer, The Denver Garden Railway Society presents “Garden Railway Open Homes“, where members host open home tours of their Railroads and Gardens. It gives members the opportunity to share their new, existing, or “under construction” railroads and gardens, and to see the Garden Railroads of the other club members. Tours are regularly held on the second weekend of the summer months.

The tours are by invitation to members and their guests, however, membership in DGRS is generally open to anyone with an interest in Garden Railroading. There is no requirement to have or to own a Garden Railroad to belong to the club, or to attend a tour. The open house tours provide a tremendous value and a great opportunity for the enjoyment of garden railroading!

The clubs preferred tours dates and Denver area designations are assigned on a rotating basis each year. The 2021 tours are scheduled as follows:

**June 12/13 tours will be in the Northwest quadrant**, which is North of Colfax and West of Wadsworth Blvd.

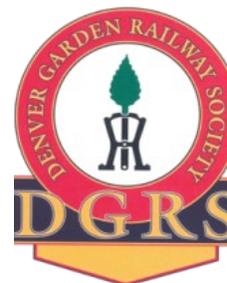
**July 10/11 tours will be in the Southwest quadrant**, which is South of Colfax and West of I-25

**August 14/15 tours will be in the Southeast quadrant**, South of Colfax and east of I-25

**September 11/12 tours will be the Northeast quadrant**, North of Colfax and East of Wadsworth.

**2022 NGRC layout tour participants should have their layouts open for the DGRS 2021 layout tours.**

As always, members are welcome to run on other dates of their own choosing. Tour details and guides are emailed to members as soon as they become available.



# Kids Corner

Museum of American Railroad

Frisco, TX

I visited the Museum of American Railroad in Frisco, Tx where I saw Big Boy 4018, the Union Pacific Centennial, the GG1 electric engine which pulled the Robert F Kennedy Funeral Train, and the Meteor steam engine. That was really exciting.

I went inside of a Pullman car setup for day and night travel. The linens on the beds were branded for Pullman. Then we saw the GG1 electric engine which pulled the Robert F Kennedy funeral train which was later converted to the Pennsylvania railroad. I was able to get on the the Centennial unit which is the largest single unit diesel electric ever made. I felt really excited standing on that engine which was introduced in 1961. The Meteor steam engine is a 4-8-4 Baldwin Locomotive Works. It ran between St Louis, Tulsa, and Oklahoma City as a night train. I got to climb up

the ladder into the cab of the Meteor. I was amazed how big the cab was and how many controls there were. I felt extra happy because my cousin was up there with me. Next we saw Big Boy 4018 which is a 4-8-8-4 wheel arrangement built by American Locomotive Works. I climbed up the very big ladder into the cab like the engineer. It was so high that the wind felt it would blow me off the ladder. Finally, I got on a Sante Fe Streamlined F-7A locomotive #274C.

They have a model train layout named Traintopia but it was closed due to Covid. They have G and O gauge trains. I was able to go inside but the trains were not running because it was closed.

I know that is not all that is there but that is all I saw.

I would encourage you to go there as well and use their guided tour because you cant see all the trains without the tour.

Joseph Trammell



Museum of the American Railroad



# DGRS Spring Sale



## Tent Sale @ CRRM

Where: The Colorado Railroad Museum

When: Saturday, March 27<sup>th</sup> 9AM-12PM

Details: Preview will occur 9-10AM

Sale will begin @ 10AM until 12PM

The sale will take place in a tent that will be open, but will only accommodate 6-8 people. Once the sale begins, we will monitor the time in the tent, so everyone has a chance to purchase items. The sale will involve many items to help clear the storage problem at the museum.

This sale complies with all state, federal, and local laws concerning tax exempt status for our 501(c)7 organization.

We look forward to seeing members take part in the sale. This is our inaugural spring sale and we hope to make it successful for future years as we hope to streamline the DGRS donation sale/process.

The layout will be open to test out your purchases!

# Red Rocks Rebuild



## Greetings from the Red Rocks Route Railroad.

By Dean Vande Berg

Lessons learned from 2015 NGRC convention, raised crossings are a snag problem, solution, people walk over tracks.

Bridge abutments and structure takes shape. A donated/recycled flagstone sign becomes the Bridge deck after a flip onto the abutment/structure. The flip took five neighbors help using straps to tug and lower into place.

Once the bridge deck was in place, the tunnel was constructed on the north abutment. Sloped approaches with retaining walls support the grade and sidewalks base. Commercial composite roofing tiles are used for the retaining structure.

Hopefully, this should solve walk way problems on the Red Rocks Railway.



# Red Rocks Route Railroad



# Creating Daylight / Midnight on my G-Scale Layout

**John Waber**

Last revised: January 31, 2021

I was scared. Looking down I could see the stage floor 40-feet below. My tiny shoes were balancing on 4-inch wide beams running parallel to the audience seats, with each beam separated by a 3-inch gap. In my 5-year old brain, I reasoned that if my shoe was narrow enough to slip through that gap then my entire body could as well. And falling to the stage from this height would hurt. We had just climbed up to the “fly grid” from the stage using a caged ladder. I anxiously watched as my dad and much older sisters ventured out further from the corner of the deck where I stood petrified with fear.

They stopped a few yards away in the center of the grid deck. He showed them how stage hands could pull on thick manila ropes to hoist curtains and scenery out of view of the audience. Those three-inch gaps in the floor of the fly deck allowed the ropes to rise from the side wall of the stage, turn 90-degrees twice as they travel through a pair of sheaves near the center of the stage, and drop back down to the top of curtains.

In some inexplicable way, that five-year-old’s fear of heights transformed into an adult’s love of heights. When combined with a love for theater, picked up from my parents’ involvement in community productions, I sought out those tasks needed to be done from tall ladders. That meant handling the theater lighting instrument, an avocation I pursued all through high school, college, and for a couple years professionally.

That love of lighting is my entry point into this hobby. We are united by our love of G-Scale trains, but our backgrounds determine what we initially focus on.

I joined the Denver Garden Railroad Society (DGRS) shortly after its 2005 convention. Since then I have had to abandon two attempts to build an outdoor railroad. The first was thwarted by a divorce and the second kiboshed when my fiancé realized that I wanted to rebuild her garden. [Note from Mary: “I was okay with his piling small dirt mounds in my garden. But he wanted to construct large concrete mountains!”] Instead, she offered me the unfinished part of the basement. Construction began in 2019.

My first step was to build the bench work. I realized quickly that if I followed that with building scenery I would have to crawl over it when mounting the lighting, possibly damaging what I would have painstakingly built. So I started planning the lighting. That’s when I started to fall overboard.

I wanted to be able to recreate the passage of time through lighting. In other words, I wanted the layout’s ambient lighting to cycle through noon-to-midnight and then back to noon again. But how could I get the lights to do that cycling? That prompted weeks of Internet searches.

Most indoor layouts are illuminated with track lights or florescent tubes, but those are not flexible enough for my intention. Using theatrical lights was the obvious solution to varying the color and light intensity. I knew the real challenge was to identify a controlling system that could slowly fade those lights up or down.

When I started in theater in the 1970’s, light intensity was controlled by large dimmers that would vary the amount of electricity going to the lamp. It was a manual process requiring skill to make the lighting transitions smooth. These days, the amount of electricity stays constant, but the controller sends a DMX (Digital

Multiplex) signal to each light telling it what brightness to produce. DMX signals can be generated by computers, and therefore can be automated.

For the last 15 years when visiting model railroad layouts, I have paid attention to how they controlled the lighting, particularly at professional installations (e.g. Carnegie Science Center). I carefully researched the few lighting options I had discovered but was disappointed. For example, one system I studied was originally designed for controlling a manufacturing process, and so was both too expensive and under supported.

I experimented with both the Philips HUE and LIFX systems. These are consumer-oriented products, available at stores such as Best Buy, that are platforms for home automation. What I loved about both the Hue and LIFX systems is that I could easily conjure up the exact colors needed to epitomize sunrise, sunset, or even midnight. And I could save each color. Unfortunately, neither system provided a way to transition through a series of those preset colors over several minutes.

I eventually discovered Pricom Layout Lighting system ([pricom.com](http://pricom.com)), which provided a comprehensive solution. Not only can it sequence lights through timed fades, but it can coordinate them with sound effects. It offers its own proprietary PNET lighting solution for small lamps, and a DMX interface for large lights. Also, the Digital Command Control (DCC) systems that some employ to control model railroads (e.g. Digitrax, NCE), can also trigger the start of a lighting & sound sequence.

Early on, I resolved that I wanted all lights to be LED, rather than incandescent. I began by mounting a 40-foot-long strip of RED-GREEN-BLUE (RGB) LEDs directly above my layout. I was pleased with how the Pricom could select the color and intensity of each set of LEDs. But when I tried to get the bright noon-day light, I was very disappointed by the weird blue-ish white produced by the RBG LEDs.

So, I mounted a strip of warm-white LEDs beside the RGB lights and although it produced the desired color light of noon, it was not nearly bright enough. I supplemented it with a second and then a third warm-white LED strip which finally produce the brightness needed for noon.

Meanwhile, to recreate the low-angle yellow/orange light of sunrise and sunset, I acquired four small Red-Green-Blue-White (RGBW) "PAR" lights. I mounted each pair from the ceiling either to the right or left of my layout. Once again, I was disappointed. In theory, the white LEDs in the light should counter-balance the otherwise blue-ish white light produced by the RBG LEDs. But the light was still too blue-ish, and not nearly bright enough.

I replaced those small PAR lights with a pair of large, warm-white 100-watt COB LED lights. To get the yellow of sunrise and the orange of sunset I taped some "gels" (actually translucent colored-plastic pages) over their fronts. As true 100-watt LEDs (not 100-watt equivalent) these lights throw plenty of light onto my layout, but are conspicuously large and their cooling fans are noisy.

For "Noon", I simply turn ON all of the warm-white LED strips. For "Sunset," I fade in the "orange" COB light on the western side of the layout, add in the red LED strips, and dim the warm-white LED strips. For "Twilight," I fade-in the RGB strip lights that dimly produce the weird blue-ish white light, while fading out the warm-white LED strip lights and the COB light.

To achieve the feel of midnight, I turn ON just the blue strip LEDs. They produce a delightful blue wash which is just bright enough to see structures but not enough to overwhelm their indoor lights. On a whim, I added two Ultra-Violet 100-watt LED flood lights and now I get spooky results when certain surfaces fluoresce. .

Producing a “Morning Twilight” and “Sunrise” is essentially a repeat of earlier steps, except that I use the eastern yellow COB light rather than the western. And “Noon” comes by fading in the warm-white strips, while fading out all of the other lights. I can initiate the day-night-day transition by pressing a single button, having it stop/start at Noon.

It took a while to figure out how to program the Pricom to produce these effects. In high school theater I had learned to dim lights using a bank of eight-inch-long handles attached to large resistors. I had withdrawn from theater long before DMX lighting standard was introduced in the 1980’s. Bob at Pricom support patiently answered my emails while I slowly wrapped my head around the new paradigm.

It took a lot of experimentation, and replacing one solution for another. And there is still a bit of tweaking needed to smooth the transitions. But I am very pleased with the result!



## 2022 NGRC Convention Report

Thanks to the rapid rollout of the COVID-19 vaccines, we are beginning to see the light at the end of the coronavirus tunnel.

There is an expectation that life will slowly return to normal or at least what is becoming the new normal and it is becoming clear that people are eager to begin travelling again. Hardly surprising given all the trips that had to be cancelled in 2020 paired with nearly 2 months of various lockdowns and stay-at-home orders. It may be too soon for the Nashville convention in June to fully benefit from this urge to travel, but it should certainly boost attendance for Denver's 2022 NGRC next year. While there is no financial upside for DGRS to fill the rooms at the Crowne Plaza, our convention host hotel, DGRS does face a sizable liability if we do not book enough rooms. This urge for domestic and international travel should help alleviate that concern.

In 2015, we sold approximately 130 vendor booths at an average cost of \$300 per booth. There was no rental fee for the vendor hall and our only expense was \$70 per booth for pipes, drapes, tables and chairs. Net profit to DGRS was approximately \$230 per booth. Our goal in 2022 is to sell 100 booths. The hotel has instituted a \$10,000 "rental charge" for the vendor hall and conference rooms, which works out to be \$100 per booth based on our target of 100 booths.

Pipes and drapes are now over \$100 per booth bringing our cost to about \$200 per booth. At the same time, vendors are looking for ways to reduce their convention related expenses for travel, lodging, food and booth rentals. We are trying to find a booth rental price that is both attractive to the vendors and profitable to the club. Some vendors have even suggested reducing the days the vendor hall is open. With this in mind, we are considering eliminating the "public day" on Saturday allowing the vendors to pack up and depart Friday night or Saturday morning. Again, we are

soliciting your input. Regarding the vendors, Nashville has requested that we do not solicit them for the 2022 convention for a couple more weeks. They have had vendors decide not to participate because they had not been vaccinated.

So far, only 3 convention car responses. Caboose got 2 votes and passenger car 1. Maybe we can have a show of hands at the next club Zoom meeting or email me at [investwest.com](mailto:investwest.com).

During the 2015 Convention, we had 36 Denver area layouts on tour and there were another 15 layouts featured in Northern Colorado. Six of the DGRS layouts are gone and we are in the process of checking the status of 12 others to see if they will be participating in 2022. Chris Greenwald has published the 2021 DGRS tour schedule and we encourage you to be on tour this summer, if you want to be on the Convention tours. Numerous layouts within a reasonable driving distance have always been a strong incentive for visitors to attend the Denver conventions.

The third and final convention deposit of \$3,900 was paid to the Crowne Plaza on March 5 bringing our total deposits to \$9,300. Michele Miller and I will be meeting with our Crowne Plaza convention coordinator later this month to review the DGRS contract.

A tentative convention schedule of events will be added to the convention website in the next couple of weeks to include pre-convention tours on Sunday and Monday and a Monday night "Welcome Party". Check [www.ngrc2022.org](http://www.ngrc2022.org).

We will continue to run free 2022 NGRC ads in GR News and a half page ad will featured in the 2021 NGRC Convention Book.

Finally, thanks to Byron and Marta Fenton for building an excel spreadsheet with the names and email addresses collected at the Atlanta and Portland conventions.

*Doug*

2022 NGRC NEWS

## Dual Power Locomotive

### Adding Battery Power to a Track Power Locomotive

In last month's DGRS Newsletter, Pete Hendel presented an article about converting a "Doosie" from track power to battery power. I found it very interesting and decided to undertake a conversion project of my own. But I was worried about taking a perfectly good locomotive and potentially making it unusable. I thought I would experiment on an old, tired locomotive. So I purchased an old, tired locomotive (a brand called 'K-Line') from an on-line auction house, on which to experiment. For \$97, I purchased a test platform and proceeded to experiment.

Much like Pete, I run a modified DCC system for my locomotives – Train Engineer Revolution. It is a radio-wave control system with a receiver in the locomotive (inserted between the power intakes from the motors to the drive mechanism in the motors). It is a relatively simple system to install by snipping the power intake wires, splicing-in wire to extend the length of the power intake feeds, connecting the receiver to those wires, then running wires from the receiver back to the motors.

To run solely on battery power, the power intake wires can be removed, or just isolated and capped. However, I thought I would try giving this locomotive dual-capability rather than just track or battery power. I secured a double-throw, double pole toggle switch into the body of the locomotive, ran the track-power intake wires to one of the poles and ran wires from the battery to the other set of poles. (See Photo 1 below.) So by flipping the toggle switch, I can run either track power or battery power, which provides greater flexibility.



Photo 1

Installing the battery was a more complex task. Since I run about 18 to 20 volts to my tracks, I chose to use 19-volt batteries that come with battery powered hand tools (drills, impact driver, small circular saw, etc.). Using one of the battery chargers for the hand tools, I copied a design from Kirk McGuire to disassemble the charger, removed the electronics, isolated the contact points to pull power from the battery, and used just the receptacle to hold the battery in place on a depressed flat car. Next, I soldered wires to the contact points and ran a connector to the front of the car that coupled to the locomotive. (See Photos 2 and 3 below.)

Photo 2



Photo 3



With the battery installed in the cradle, and power to the test track in the shop, I switched the toggle to 'battery power' and tested the locomotive. I was purely delighted and surprised when it ran fine. Next, the switch was thrown to 'track power', and tested the locomotive again. Again, I was purely delighted and surprised that it ran just fine.

With the concept proven successful to be able to incorporate dual capability to the locomotive, the final step was to construct a cover for the battery and then add paint and decals to the locomotive and battery car. (See Photos 4 and 5 below.)



Photo 4



Photo 5

One of the main reasons I wanted to try using a battery-powered locomotive was to be able to plow snow on the railway. A while back, Cindy purchased a pusher snow plow car that needed a locomotive to push it on wet track. The only solution I could think of was a battery-powered locomotive, just like Pete discussed in his article. That project is now complete with a 3-car consist of battery car, locomotive, and snow plow. See Photo 6 below.



Photo 6

As I gain experience with this dual-powered locomotive, I might try doing more with battery-powered locomotives. This project has opened several new doors for me.

*Jim Desautel*

## The World of 7½" Trains

### Logos for the Larkspur Consolidated Railroad

Names and logos are very important, not only in railroading, but in things in our everyday lives. Names and logos can help an identity become commonplace. Within railroading, some of the more common names include BNSF, Rio Grande, and UP, and several of the more common logos include the following.



In this article, we want to address the design of a new logo for the Larkspur Consolidated Railroad (LCRR).

When Bob and Glen Leise first began the LCRR, they created the following logo.



This logo depicted the Larkspur flower, and the unmistakable image of a steam locomotive. As the LCRR grew, it became more than just Bob and Glen. It included multiple people, and a need developed to create some buildings and even rolling stock. And the buildings and rolling stock needed to be labeled so visitors could identify the railroad and what belonged to the railroad. Further, both the flower and the detail of the steam locomotive made it difficult to create decals for labeling the buildings and rolling stock. So, the group decided to try and design a new logo that could be easily replicated on vinyl decals. We held a contest in which members would submit their suggestions for a new logo, something that could be

distinctive, yet simple.

A total of 17 suggestions were submitted. Out of the 17, 4 were selected as finalists, and one of Dale Underwood's suggestions was selected. Dale's winning design is shown below.



The contest judge thought the logo represented ideas important to the group. The idea of tracks disappearing around a curve said more adventure was to come. Next to the tracks on either side were simple designs of the Larkspur flower that represented the location of the railroad. Above the tracks and flowers was the lettering for railroad, and the tracks, flowers, and lettering were encircled to stress the importance of the trains venturing down the LCRR tracks. Finally, the five-sided figure represented the five couples currently involved in the railroad.

Our hope is that when the LCRR is open this summer for rides and visitors, you will all come to Larkspur and see the new expansion and will recognize the logo that should be easy to find in many locations.

**Jim Desautel**

# DGRS Proposed Budget

## 2021 DGRS Proposed Budget

	Jan - Dec 20	2020 Budget	2021 Proposed Budget
<b>Income</b>			
4000 · ***Membership Dues***	5,563.00	4,514.00	4,500
4050 · ***Direct Public Support***	472.00	0.00	0
4080 · Museum Dotation Box	260.00	0.00	100
4081 · Exhibit donation Box	64.00	0.00	5
4100 · ***Indirect Public Support***	20.00	0.00	0
4200 · Interest on Savings	6.94		5
5000 · ***Sale of Inventory***	15.00	0.00	0
	6,400.94	4,514.00	4610
	6,400.94	4,514.00	4610
<b>Expenses</b>			
5500 · Donations to Other Organization	0.00	2,000.00	500
6000 · ***Museum Supplies***	531.16	1,220.00	500
6300 · ***Exhibit Expenses***	496.04	1,270.00	500
7200 · ***Convention Expenses***	5,491.18	0.00	0
9100 · ***Admin & Gen Expenses***	764.00	2,200.00	1500
9111 · zoom	160.02		160
9195 · Memorial Plaque at Museum	23.00	0.00	0
9260 · Membershiip	0.00	200.00	100
9280 · Outreach	0.00	400.00	100
9300 · ***Layout Tour Expenses***	0.00	25.00	25
9350 · ***Hospitality Expenses***	233.54	1,500.00	750
9400 · ***Library Expenses***	0.00	100.00	0
9450 · Clinics and Workshops	0.00	100.00	100
9500 · ***Web Site Expenses***	340.00	500.00	350
9530 · Programs	75.00	300.00	300
	8,113.94	9,815.00	\$4,885
	-1,713.00	-5,301.00	\$4,610
	<b>-1,713.00</b>	<b>-5,301.00</b>	<b>(\$275)</b>

Notes

As of 2/22, we had 39 members/families not paid.

**Loss of Revenue (\$1668.00)**

**Revenue \$4610.00**

Convention expenses were not covered in 2020 budget.  
Credits at the Clements Center for future use.

**2021 Convention Budget**  
\$20,000.00  
2020 Expenses \$5491.18  
\$14,022.18

**2021 DGRS Proposed Cash Budget**  
2021 Projected Revenue \$4610  
2021 Projected Expenses \$4885  
(\$275.00)

DGRS Actual Budget  
DGRS Actual Revenue  
Profit/Loss

**DGRS Total Assests**  
**Clubs Bank Accts. \$11512.73**  
**Convention CD \$9030.75**  
**Main CD \$52341.25**  
**Money Mkt \$20633.78**  
**Convention Check \$14022.18**  
**\$107,540.69**

*I just wanted to share with the membership the club's financial picture and what our budget will be like for the upcoming year.*

*Thank You,*

*Jeff Lillo*

*DGRS President*

## **DENVER GARDEN RAILWAY SOCIETY MEETING**

Record of Proceedings

***TUESDAY, FEBRUARY 23, 2021***

### **CALL TO ORDER**

The monthly meeting of the Denver Garden Railway Society on Tuesday, Feb. 23, 2021 was called to order by President Jeff Lillo at 7:05 p.m., via Zoom with an estimate of 32 participants (26 call-ins) viewing. New members were welcomed.

### **MEETING MINUTES**

The minutes from the January 28, 2021 meeting were reviewed as posted in the newsletter and approved by membership.

### **REGULAR MONTHLY UPDATE ITEMS**

**A. Treasurer's Report** – Treasurer Al Blount reported on deposits made, current balances and membership for our 501 c (7) organization. Members were encouraged to mail 2021 membership checks to Al's home address instead of the PO Box. A report was made of the club's bank, convention, money market and CD account balances. Treasurer's report was approved by membership.

**B. Colorado Railroad Museum Report** – Alan Olsen submitted a report mentioning he has taught new members at the garden railroad layout. Railroad and monetary donations have been received for the club and the next DGRS auction to be held March 27.

**C. Programs Report** – Ron Keiser reported slide presentation programs for the club via Zoom or at the Clements Center have been lined up.

**D. Hospitality Report** – Michele Miller mentioned that she has contacted the Colorado Museum for reserving space for the club's annual picnic in June and is ready for the club to restore clinics, normal summer layout tours and face to face general meetings this year.

**E. 2022 National Convention Report** – Doug Mayes and Adam Pryce reported on current balances on the convention account and website updates to include state and surrounding state rail attractions and online store development. Members were encouraged to enter articles in the club's monthly newsletter that many railroad enthusiasts see, order a convention car and consider presenting and hosting their garden railroad layout. DGRS members attending the May 2021 Nashville convention will receive a bright t-shirt advertising the 2022 convention. The online Garden Rail News has an

advertisement promoting our convention at no charge to the club. Current and potential convention committee chairpersons will be contacted soon for event planning.

**F. Vice President's Report** – Eric Petty gave a shout-out to James MacKay for sharing his railroad video and encouraged members to view it (link was sent via email).

**G. Past President's and Clinics Report** – Jim Desautel mentioned a possible virtual clinic or program on repairing locomotives, as well as rail decals. Many clinic topics are planned for in-person clinics this year.

**H. Publications Report** – Jeff Lillo mentioned he has reviewed many other club newsletter layouts for ideas on future DGRS newsletters. He encouraged members to continue providing train related photos, input and articles for content in the monthly newsletter including rail projects, painting or building construction.

**I. Summer Garden Rail Tours Report** – Jeff said on behalf of Chris Greenwald that quadrant tour dates will be sent out via email so members can plan ahead.

**J. No Reports for Website, Exhibits, Library or Outreach committees.**

**K. Old Business** – Michele Miller reported on the collaborative planning and installation layout effort with the Northern Colorado club for the Make A Wish organization request on an Aurora backyard garden railway project.

**L. New Business** – Jeff Lillo reviewed the 2020-21 credits, revenues and expenses in the budget showing the club's situation is all to the good.

Meeting was adjourned at 8:05 p.m. for a virtual slide presentation by Stephen Peck on his train encounters and adventures working on the Georgetown and Durango railways.