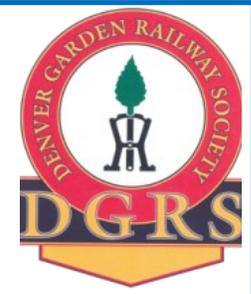


Denver Garden Railway Society

Newsletter



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

HighBall



We are half way through the winter, and we all hope that when Spring comes we can get outside to work on our layouts.

For club activities, we are still going to do our Zoom meetings until the vaccine is rolled out and the CDC/State comes out with guidelines for gatherings. I intend to begin to normalize club activities in the Spring time.

Hopefully, until then, the DGRS will remain strong and we will persevere.

Jeff Lilla

Volume 38 Number 02

February 2021

Denvergardenrailway.org



DONATION

MUSEUM

CLINICS

LCRR

CLASSIFIEDS

LANDSCAPE POND

+ MORE



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!

Location: "Valley Inn, 1997 S. Wadsworth Blvd." Please contact Byron & Marta Fenton at (303) 936-0920 with questions.

ANNUAL DUES

Club Dues for 2021 are due by the end of 2020. \$48 for Family, or \$36 for Individual Membership. Make checks payable to "DGRS." Bring your check to the meeting or mail to:

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

NEW MEMBER

Ron and Jennifer Clawson
4517 County Rd U
Wiggins CO 80654
970 441-1475
jlrlawcon77@yahoo.com



Donation

My name is Sophie and I work for Make-A-Wish Colorado. We currently have a kiddo who has a wish for a model train in their backyard! They provided your website as inspiration for what they are looking for. I am hoping you might be able to suggest some resources and ideas on the best way to make this happen. We are kind of starting from scratch here so anything you can provide would be greatly appreciated.

Thanks so much,

Sophie Updike

Make - A - Wish Colorado





Museum



Operations: TBD

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



Railway Hobby Links

RAIL SERVE Search or Browse
Over 19,000
Rail Sites!

Santa Clarita Valley Garden Railway Club



Central California Coast Garden Railroad Society



NGRC Conventions

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

2022 NGRC-Denver - June 20-25, 2022



WEBSITE IS NOW ONLINE:

<https://ngrc2021.com/>



WEBSITE IS NOW ONLINE:

<https://ngrc2022.com/>

Clinics

Here is an update on Clinics for later this year when we can assemble as a group.

Already Planned:

- Using LED lighting on our railroads
- Build your own Powerpack (15-amp capacity) for about \$100

Being Planned:

- Decaling
- Changing motors in a G-Scale diesel locomotive
- Will include periodic maintenance for your locomotives

Being Considered:

- Converting a track-powered locomotive to dual mode – both track and battery powered
- Buying used rolling stock and renovating it yourself

If any of these topics interest you or you would like to see other topics covered, please contact me at jimandcindydesautel@yahoo.com.

Jim Desautel

DGRS Clinics Chair, 2021

Calendar

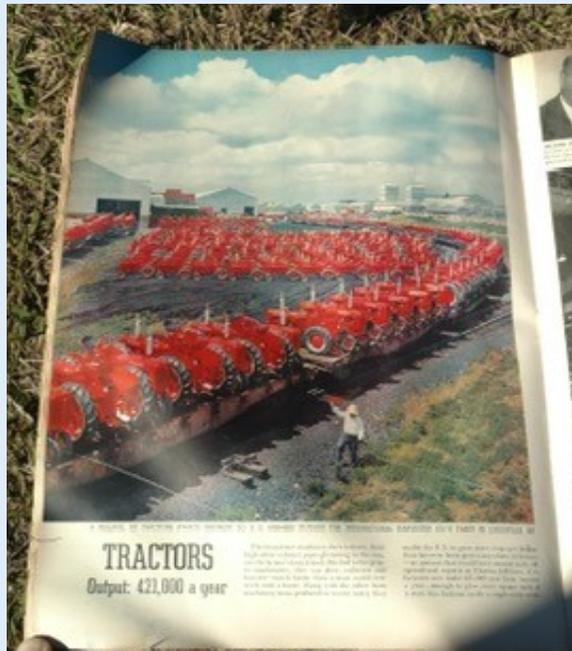
- January 26, 2020—Tuesday,
7:00PM General Meeting Zoom

As the pandemic continues, announcements regarding events will be made!

LOG ON TO ZOOM

1. Go to Zoom.com
2. Type in the Meeting ID
3. Type in the Passcode
4. Connect via Computer Audio
5. Start your video and audio
6. When meeting begins, mute your audio

Tractors Galore!



In 1948 how many Farmall tractors can you get on a flat car? Is it 9 or 10? I can't tell either. See picture. This is from a 1948 Life magazine at the flea market.

In Memoriam

DGRS Member Pete Kennemann's wife, Paulette, passed on Monday, January 4th.

Please keep him in your thoughts and prayers.

Annual Dues

Club Dues for 2021 are due. \$48 for Family, or \$36 for Individual Membership. The club membership decided on a COVID-19 Hardship Credit, please talk to Al Blount if applicable. Make checks payable to "DGRS." Mail to:

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

The World of 7½” Trains

Larkspur Consolidated Railroad

In G-Scale railroading, one question each railroader must answer is whether to run track power or battery power to operate our locomotives. In the world of 7½” trains, a similar question is asked: *“Should I use electric power, gasoline power or steam power to operate our locomotives?”* Steam is prohibited at LCRR due to fire issues. This article describes how Bob Leise, with help from Kirk McGuire, modified an EMD F7A locomotive from gasoline power to electric power, and along the way, repainted the locomotive into a Santa Fe Warbonnet paint scheme. Bob’s effort was his way of helping Jim Desautel fulfill his dream of having an F7A Santa Fe Warbonnet to run along the tracks of the Larkspur Consolidated Railroad (LCRR). While Jim paid for the locomotive and the material to convert the F7A to electric motive power, Bob donated hundreds of hours of his labor to fulfill Jim’s dreams.

The first step was to find an EMD F7A for sale. Bob found one near Bozeman, MT, so one morning Bob and Glen loaded up their pickup and the LCRR trailer, and headed for Bozeman to check-out the F7A. When Bob & Glen arrived at the seller’s home, they found the F7A, a powered B unit, and a riding car all for sale for one price. The locomotive was powered with a gasoline engine driving a hydraulic pump that fed hydraulic motors that turned the wheels. But oddly enough, due to its size, the gasoline engine and hydraulic pumps were located in the B unit, and the F7A itself was hollow. So, the B unit actually “pushed” the A unit around the tracks rather than the A unit “pulling” the B unit around the tracks – sort of unusual, but that was the way it was built. Even with this oddity, Bob & Glen purchased the three-piece set, loaded it into the LCRR trailer, and headed back to Colorado. Below are two photos, one of the original F7A paint scheme (Northern Pacific), and one showing the inside of the hollow F7A.



The second step was to remove the body, expose the framework and trucks, and begin determining how electric motors could be added to the trucks. After assessing the framework, Bob devised a way to mount the electric motors to the trucks.

Below are two photos showing Bob's ingenuity in mounting the motors to the trucks and attaching chain sprockets to each axle. While it may appear the motors were actually designed for the trucks, that is a testament to Bob's design creativity and skill in attaching brackets to secure the motors to the trucks. This allows the motors to ride 'up-and-down' with the axles.



After mounting the motors to the trucks, the third step was to mount the trucks to the frame. Unfortunately, that process didn't go very smooth as the weight of the motors and four deep-cycle 12-volt batteries were too heavy for the light frame to handle without bending. So, Bob enlisted the help of Kirk McGuire to cut a full-length ¼" steel plate to strengthen the frame. Next, Bob welded angle iron to the new frame as "holders" for the four batteries.

Below are two photos, the left showing an inverted view of the frame and dummy fuel tank mounted to the steel plate, and the right showing the holders for the four batteries (in the middle is the Genius charging mechanism for the batteries that will charge all four batteries equally at the same time when plugged into a 110-volt circuit).



After mounting the motors to the trucks, strengthening the frame, and attaching the trucks to the frame, the fourth step was to mount the horns to the front of the unit and wire the motors and batteries to a speed controller (the brain). Bob located the electronics at the rear of the locomotive, close to where the “engineer” sits on the riding car. The “engineer” has a hand held box with speed control, horn, lights, battery condition and direction controls that is tethered to the engine.



The brain for controlling the power from the batteries to the motors, to adjust the speed of the locomotive.

Voltmeter/ammeter



On/off switches for each set of two batteries (24 volts each)

Connecting plug for the device on the riding car the engineer uses to control the speed of the locomotive

Outlet receptacle to attach 110-volt cord for charging the batteries

The fifth step was to put the pieces together, add power to the whole unit and see if all the pieces worked in harmony with each other. The beta test wasn't totally successful at first and not all the pieces worked in harmony with each other, but it took just about 30 minutes to adjust some wires and Bob achieved the harmony he hoped for.

The sixth step was to sand down the paint on the body and begin to change the appearance from Great Northern to Santa Fe Warbonnet (see photos below).

The photo on the left shows the basic color of silver (1 coat of primer and 3 coats of silver automotive paint), and the photo below shows the body with the red nose.



The final step for Bob was to use the skid steer to move the 500 pound fully-operational chassis to the tracks, power it up, and drive it into the container. And then he lowered the body onto the chassis, and a spectacular locomotive was returned to service. See photos below.





The number of hours Bob spent on this project is unimaginable, but the end result was beautiful and should provide hundreds of hours of fun driving it around the LCRR, Train Mountain, or wherever it is taken to enjoy. What a beautiful piece of work from an expert craftsman. While Bob's generosity of his time and talent was very impressive, the most impressive part of the entire effort was Bob's BIG HEART – Bob's effort was intended to help keep Jim's spirits up and give him even more of a reason to keep fighting the cancer that had invaded his body. Bob's efforts were quite successful as the locomotive was finished shortly after Jim finished chemo therapy and was declared 'clean' of the cancer. But I, Jim, (the proud new owner) am confident that there are many members of DGRS who would donate their time and talent to help a fellow railroader and train hobbyist in his time of need.

Jim Desautel & Pete HENDAL

Classified & Help

This is a new section in the newsletter.

All club members can send me pictures and information on things they wish to sell/trade.

Please make sure to include contact information.

Submit all information to jlillo@msn.com

This is a new section that will apply to anyone asking for help and /or expertise in a certain area of garden railroading.

This area can also be used solicit help with certain causes related to garden railroading.

Please make sure to include contact information.

Submit all information to jlillo@msn.com

FOR SALE & WANTED

For Give-Away: Accessories for HO layout to include trestles, bridge, telephone poles, signs, track, and crossing gate. See photos below.



Want to Buy: G-Scale U25 Locomotive
G-Scale US Military Series box cars

Contact: Jim Desautel, jimandcindydesautel@yahoo.com

HELP

Please include this request for help in the future newsletter: I have an LGB 69472 power tender and need assistance on how to replace the pickup contacts.

Thanks,

Eric Petty

pettyhomeco@gmail.com

HELP

Dear DGRS,

My late father, Thomas Flynn, and I used to members of the club. We lived in Louisville, CO at the time. I have fond memories of the club. Shortly before he died, about five years ago, he sold all of his trains. Not realizing the rest of the train set was on a shelf in his basement he sold the engine to the Marklin Adler 5751 set. After his passing, I inherited the 5751 set and a lot of Marklin track. I am looking to reunite the engine with the set. I believe all his trains were sold to the same person. I was hoping somebody in the DGRS club is the person with the Adler 5751 engine or knows who might have it. I can be reached at 719-338-5817 or toflyn@aol.com. I would greatly appreciate any help I can get. Thanks for your help! Tom Flynn

Fake Rivers and Lakes

I love to see water features in G-Scale layouts as they add an element of realism and movement to the background. Some of the best water features I've seen during our DGRS Open Houses are at Bob & Poullette Poncar's, Bob & Erlene Finch's, Jerry & Mary Driver's, and Gary & Dodie Carlson's just to name a few. After visiting their layouts, I was inspired to have one in my layout. Unfortunately, mine didn't turn out very good due to a leak I could never find. So after a year of looking for the leak, I decided to fill-in the hole and try my hand at making a fake river and lake. While that effort had better results, it just isn't the same. This article describes my successes and failures in making fake water features.

Below are two photos that show the building of my actual water feature. On the left you see during construction, with the hole dug and the liner installed. On the right, Cindy is putting the finishing touches on placing small rocks in the river before the water falls over the edge into the pond.



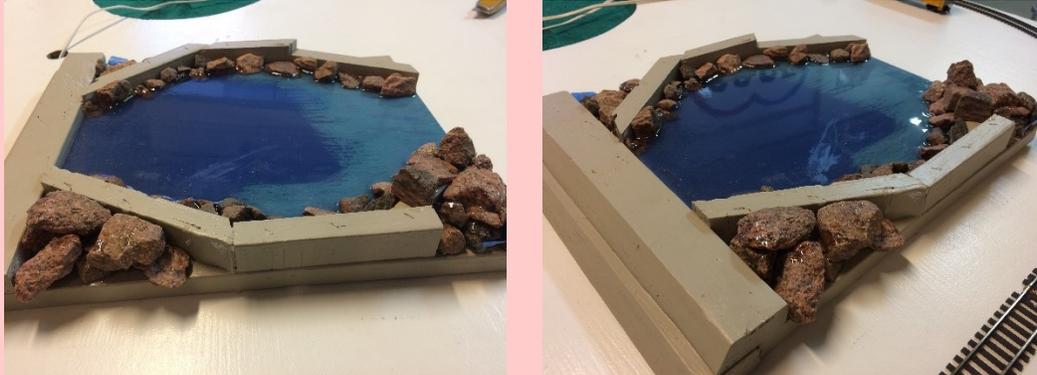
After about 2 years of operation, I noticed I was having to fill the pond more often than I thought water would evaporate, so I started looking for a leak. I completely dismantled the feature and could find no leak in the plumbing or liner, so one day after being totally frustrated with it, I removed the rocks in the pond, the liner, and the plumbing that pumped water to the top. However, I kept the structure on the short tunnel to try a different approach – fake water and lake.

I went online to try and learn more about using epoxy as fake water, and found a number of products that might work. I read the reviews of four or five products advertised to look like water in layouts, and made a choice on the one that sounded the best for my application. I then ordered the product. When it arrived, I was ready to begin making fake water.

The Base.

The directions on the bottles of epoxy indicated I needed a solid base to hold the epoxy and sides to contain the epoxy when poured. I used a $\frac{3}{4}$ " piece of plywood as the base, and scrap lumber to make barriers to contain the epoxy when poured. After building the base, I painted it the colors I wanted – tan for the shoreline, and blue at the bottom of the lake and river. Painting the bottom of the lake and river proved critical.

While the epoxy had a tint of blue, it didn't really look like water. So the blue bottom of the lake and river seemed more realistic. The photos below show the 'lake' that the 'river' flows into (shown together in later photos). The photo on the left shows the plywood base and the scrap lumber used as the shoreline for the lake. The photo on the right shows the 'dam', the two boards cut at an angle. Later this Spring, I will glue polymeric sand to the front of the dam to simulate rip rap used on earthen dams.



The Pour.

The heart of the fake water is the epoxy. As introduced above, I selected a product that sounded, based on the reviews, like it could simulate the look of water. As with any epoxy, the product had a base and a hardener. After pouring the same volume of the base and hardener into a mixing container, the mixture had to be stirred together for about 5 minutes. After mixing, the mixture was ready to pour onto the base. The directions cautioned to pour no more than $\frac{1}{4}$ " thickness onto the base, and let dry adding a second or third layer. Even just a $\frac{1}{4}$ " layer took 6 – 8 hours to set-up at 65+ degrees (any cooler and the set-up time would increase dramatically, which I later found out).

The base worked great, but my barriers did not work as the epoxy (when poured and before setting up) found all the holes and seams between the scrap lumber used for the barriers. As a result, after pouring the epoxy, it dripped off of the plywood and onto my deck (the outside space I used to mix and pour the epoxy), and it took a considerable effort using rubbing alcohol to clean the wet epoxy from the boards on my deck. To resolve the leakage problem, I put painter's tape along the perimeter of the base to contain the epoxy. That didn't work either, so again I had to clean wet epoxy off my deck. So for third and last pour, I used duct tape around the perimeter of the base to contain the epoxy, and placed a tarp underneath the base to catch any leakage. This time, no leakage.

Adding Rocks to the Epoxy. As the epoxy was setting-up, Cindy and I decided to place rocks along the shoreline so they became a permanent part of the fake water, and reduced the number of rocks that needed to be added later when the structure was installed. These rocks are seen in the two photos above, and they appear somewhat buried in the water, just as found in real life.

Final Product. Below are photos after the lake and river were installed on the railway. Dale Creek (simulated below based on the real-life Dale Creek found along Sherman Hill, between Laramie and Cheyenne WY) flows under the mainline tracks, powers the saws of Dave Parker's Lumber Company, and then flows passed the fishing cabin for the recreation enthusiasts.



Take-Aways. While I liked the sight and sound of real water in our old water feature, water features require maintenance to keep fully functional. When I could not resolve some problems that arose with my water feature, I chose to follow a different path and try using fake water. It was risky and it took effort to build, but I believe the outcome seen above was worthwhile. One of the disadvantages of epoxy water features is most epoxies do not retain their color when exposed to long periods of sunlight. Therefore, each time I place the lake and river on the railway, I need to bring them inside at the end of the day to keep it from 'yellowing.' But overall, I am pleased with the outcome and how it adds to our Desautel West Railroad.

Jim Desautel