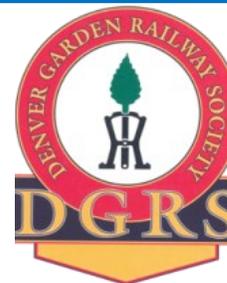


Denver Garden Railway Society

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



Happy Holidays,

Snow, snow, and more snow. As I write this, it is once again snowing and how ironic be-

cause this is the first annual snow edition of the DGRS Newsletter?

With a new year on the horizon, I would like to congratulate the club for overcoming such adversity in 2020 with the pandemic. We went through a leadership change, the continued cancelation of activities, and transition to online activities such as ZOOM. We can all say 2020 has been a year full of change and unpredictability!

The year 2021 cannot come soon enough as I look forward to the reintroduction of the clubs social events. Some things I look forward to:

In-person meetings

Running trains at the museum without restriction

Picnic and swap meets

Layout tours

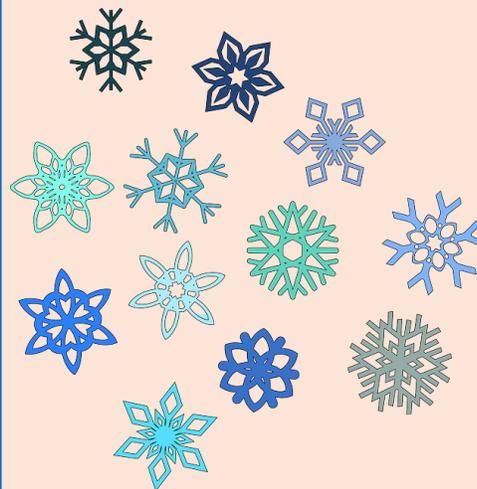
In-person clinics

Outreach events

Volume 38 Number 01

January 2021

Denvergardenrailway.org



Vandeberg

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

**Bryan Trammell & Amy
Milkavich & son Joseph
Trammell**

10029 W 82nd LN

Arvada CO 80005

303 324-3863

amymilkavich@gmail.com

As you can see, our club is truly a social club and 2021 cannot get here soon enough. I, like many others in the club, cherish what we have built and hope to continue our traditions into 2021.

One more subject that I think is important is the growth of membership. While the pandemic has caused the suspension of many club activities, we have still enjoyed a consistent growth of new members. I hope as we progress into 2021 and events recommence, we see this trend continue.

On this note, I would like to say thank you to all of you for your patience with club leadership as we navigate through these unprecedented times.

Happy Holidays,

Jeff Lillo



Annual Dues

Club Dues for 2021 are due by the end of 2020. \$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**

High/Wide Load

A couple of issues back *Garden Railways* had an Article about a flatcar load. So I thought I would make one. I was going to build a flatcar for my load but found one on eBay cheap. I also found the load and chains on eBay . I used a Tomy combine. Maybe someday you can see it run at museum layout. Here are photos of the finished load!

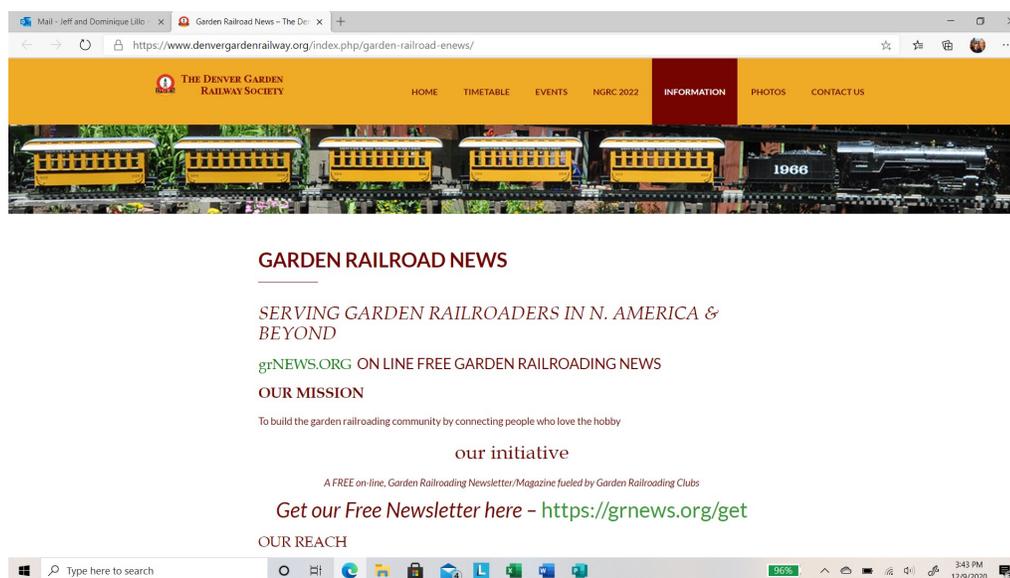


Richard Corey



The DGRS Website has a link to the new Garden Railway News

This is for members to always be able to access our hobby news and vendors!



Museum

Operations:

The garden railway now has decorations for the holidays along with the lighting. Thanks to Doug Mayes for another donation of buildings, rolling stock and a locomotive. Thanks to Larry Dorsey for donating a CB&Q caboose to pull behind the CB&Q F-3 locomotive set. The LGB C&S #7 mogul has new intermediate gears and power pickups.

A reminder that the DGRS must not run after 3pm during he Polar express event.

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



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](https://ngrc2022.com)

WEBSITE IS NOW ONLINE:

<https://ngrc2022.com/>

2022 NGRC Update:

Because the restrictions imposed to combat COVID-19 have impeded our ability to price the events, attractions, dining, transportation, etc. required to complete the convention registration package, we are focusing our efforts in other areas. The existing website will be updated and enhanced pending the release of a new, more robust, and visually appealing website around March 1st. An online registration option, like Nashville's 2021 NGRC registration package will be added to our new convention website by July 1st. Vendor solicitation for 2022 is on hold until after March 1st to eliminate any confusion as Nashville attempts to re-contract vendors for their convention in June, we are building coalitions to support our convention. The Northern Colorado Garden Railroaders and Colorado Toy Train Foundation have both expressed interest in participating in the 2022 NGRC. Our convention logo and full-page color ad have been updated. This ad should be published in the next edition of the Garden Railroad News.

Calendar

- December 29, 2020—Tuesday, 7:00PM General Meeting Zoom
- 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](https://zoom.us)
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



What Are You Doing Over the Winter?



[Welcome - The G Scale Society](#) by [GScaleAdmin](#)

Ready for Winter

G Scale locomotives and rolling stock can withstand most types of weather but like their full size versions, they can suffer delays caused by snow, ice or leaves on the track! Are you ready for winter? **Send us your pictures...**

Dark Nights

The nights are drawing in now we are entering the winter season... there are fewer opportunities to run trains, but more opportunities for finishing off construction projects! **What are you building?**

This was a snippet taken from the G Scale Society of England, and I thought it was applicable to the DGRS! Please send content to Jlillo@msn.com!

GARDEN RAILROAD NEWS

<https://grnews.org/get>

**BRINGING NEWS TO GARDEN RAILROADERS
IN THE USA & BEYOND**



Photo by John Cushman

Garden Railroading eNews No. 1 Nov/Dec 2020

Seasons Greetings and welcome to the first edition of GRNews.

Over 80 GR clubs in the US, Canada and overseas have agreed to distribute GRNews to their members. You can find a list of those clubs on our website: www.GRNews.org — If you don't see your club on the list, complete a simple form on the website to help us establish contact with your club.

The many Garden Railroaders who do not belong to a club can get GRNews from our www.GRNews.org website, and everyone can get more news on our Facebook Group at: www.facebook.com/groups/gardenrailroadingenews

GRNews is a volunteer initiative, started just five months ago. Modest operating costs will be covered by modest advertising rates as our vendors are critical to our hobby's future.

We are delighted with the support received from the GR community to date and hope you enjoy this collection of articles. Please share the GRNews and spread our hobby.

May your Holidays be joyful and safe!

...SNOW...



Hendal



Weart



Weart



Weart



Weart



Vandenberg



Vandenberg

Thank you for all the Snow photos!

The World of 7½” Trains

Larkspur Consolidated Railroad

Need More Storage?

Need more storage space? Isn't that a problem most of us have in our everyday lives? Well, we in the LCRR have the same issue. We just could not let our trains stay out in the weather, so we concluded we needed another 'transoceanic shipping container' to hold our stuff, I mean, store our very important locomotives and rolling stock. While we already had one shipping container, we ran out of storage space as we acquiring more stuff, I mean, treasures. This article gives a little background on that decision and implementation.

The first step was to find out if one was available, so our acquisition expert, Bob Leise, started making phone calls and looking on-line to places that might have them. After many attempts, Bob finally found a business that had one available and would deliver to Larkspur. A price and delivery date was agreed to, and then the work began. The primary job before delivery was to prepare a place for the container to sit on the ground. This included leveling the ground and installing concrete pads at the four corners so the container had a solid foundation on which to sit. We used a surveyor's transit to first ensure the ground was level and then to ensure the four concrete pads were level. Along the way, we needed to ensure the new container would sit the correct distance from the first container. This distance would allow an 'excess' steel structure, already on-site, to fit between the containers to create a cover for a planned work area.

The big day arrived for the second container to arrive. The truck arrived and Bob explained to the driver where the container should be unloaded.



First, the driver backed the trailer with the container into place, and then tilted the trailer so the back of the container was sitting on the rear concrete foundation pads for the container.

Next, the driver pulled the trailer forward and since the rear of the container was already sitting on the ground, the rest of the container slid-off the trailer without a problem as the driver pulled forward.



While the driver nearly placed the container exactly where needed, a few minor adjustments were needed, so he used a winch mounted on his truck to pull the container a few inches forward to align with the first container.



With the container in perfect place, Bob was happy and gave the thumbs-up signal.

And so, with Bob's approval, the containers were in place.



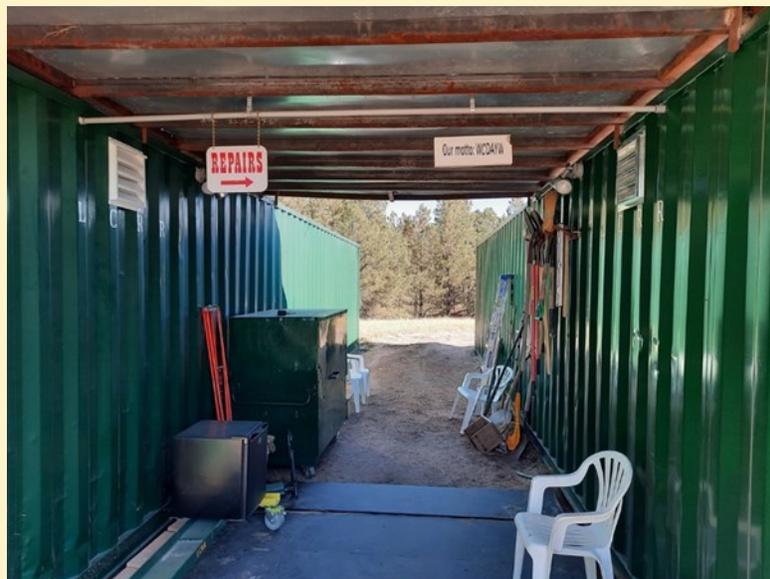
But wait, there was a problem. The new container didn't match the color of the old container, but two gallons of green paint fixed that issue.

With that problem resolved, we began working to cover the work space and provide shade while working on the rolling stock.

With the cover in place, we now had a place to work or just hang out, or what some call "bench steaming" or "BS'ing".



The completed work area with tool box, tools, refrigerator and chairs. Notice two things in the photo below. First, our motto in the LCRR is WCDWYW, or "we can do whatever you want." Second, notice the vents on the upper parts of both containers. After being in the containers for just a short period, we quickly learned it gets really hot inside. So one weekend, we installed thermostatically-controlled fans in the rear of each container, and the vents in the photo allow fresh air to be drawn into the container as the hot air is blown out the rear.



With the problem with the heat being resolved, we next turned our attention to another problem – the lack of lights and electrical outlets inside the container. We decided how many outlets we would need and where they should be located, and proceeded to ‘electrify’ the container. Below is a photo of Pete Hendel reviewing the plans for lighting and installing the outlets in the new container. Notice also that three sets of tracks were installed in the container. With these three sets plus the three sets in the first container, now each family has a set of tracks for their engines and cars, plus an extra set for those who may have more.



The photo below shows the second container with lights and outlets. The power outlets coupled with the fans allow us to charge the batteries on our locomotives without the doors being opened for proper ventilation.

The addition of the second container to the LCRR layout accomplished our main goal of increasing the space available to store our equipment when not in use. But we gained so much more. We gained a shaded spot to work on locomotives and rolling stock, the ability to safely charge batteries on our locomotives, and excess space we can use to expand our inventory of equipment to make running and riding trains even more fun. Adding the second container took concerted effort, but the work was worthwhile given the benefits we achieved.

Jim Desautel & Pete Hendal



Snow Plow Operations on the SPSR



By
Eric
Petty

Desautel West Railroad

Controlling Switches Remotely

When developing the idea of adding a railyard to our railway, deciding on the layout of the track was pretty simple, but I also needed a way turn switches without having to walk into the railyard. This aspect proved to be more difficult. I was discussing the idea with a friend (Kirk McGuire) one day, and his response was quick and simple – hide the electronics in a building. Wow, great idea Kirk!

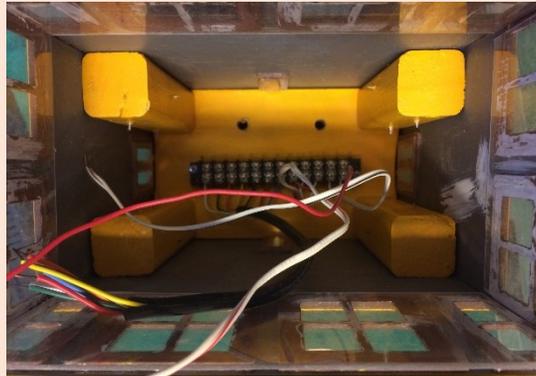
I remembered I had purchased a Switching Tower kit at one of the DGRS Swap Meets, but had not built it. I pulled out the kit and began planning the assembly. The kit went together easily enough, but the modifications needed 'house' the electronics took more planning. Below is a photo of the finished switching tower.



Below is a photo of our snow-covered railway with the Switching Tower in place.



To accomplish the goal of hiding electronics within the tower required several adjustments to the building. First, the wires to provide DC power to the electronics had to come from the track next to the building, but to 'hide' the wire meant running it underground and then through the bottom of the building. This was accomplished by installing a floor in the building, and drilling two holes – one hole for wires coming into the building for power, and the second hole for wires exiting the building and running to individual switches. To allow for periodic maintenance of the building and electronics, I installed a connector plate onto the floor for connecting wires, and then added vertical supports to hold the second floor designed for the electronic mechanism itself. The photo below is a top-down view of the inside of the building, and shows the lower floor with the connector plate.



The photo below shows the second floor (painted plywood on top of the vertical supports), on which the electronic mechanism sits. The 2 wires providing power to the mechanism come through the second floor and will be attached as shown with the arrow. The 10 wires exiting the mechanism (2 wires for each of five switches) run back down through the second floor to the connector plate, and then exit the building through the first floor and on to the five switches.



Wires out to

DC Power Input

Below is another photo of the railyard showing where power is drawn from the track for the electronic mechanism, along with a dotted line showing where wires are run underground to the five individual switches.



The tower provides an effective way to 'hide' wires needed to remotely control five switches, helps me avoid stepping into the railyard to turn switches while running trains, and provides a weather-proof housing to protect the electronics. Hidden in the snow behind the tower is a second building already used to hide other electronics used in the railyard. This first building has protected its electronics for 3 years without a problem.

Jim Desautel

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

DENVER GARDEN RAILWAY SOCIETY MEETING

Record of Proceedings

TUESDAY, NOVEMBER 24, 2020

CALL TO ORDER

The monthly meeting of the Denver Garden Railway Society on Tuesday, Nov. 24, 2020 was called to order by President Jeff Lillo at 7:10 p.m., via Zoom with an estimate of 43 members (36 call-ins) viewing. New members Rich Grant and Adam Smith were welcomed.

MEETING MINUTES & AGENDA

The minutes from the October 27, 2020 meeting were read and approved.

REGULAR MONTHLY UPDATE ITEMS

Treasurer's Report – Treasurer Al Blount reported current 2020 membership was 132, with 56 individual, 74 family and 3 honorary members. Four members have paid 2021 memberships. He reported dues and badge deposits of \$16.00 and a decrease of \$4.75 for a badge. A report was made of the club's bank, convention and CD account balances. Treasurer's report was approved by membership.

Museum Report – Alan Olsen reported holiday decorations and lighting are up for the Polar Express events. He thanked Doug Mayes for donations of recent railroad items. Look for a 191 locomotive history video by Larry Dorsey.

Hospitality Report – Michele Miller mentioned that she is enjoying calling members to increase connectivity and outreach since our club meetings have changed during the pandemic response.

Publications Report – Jeff Lillo thanked members for stepping up with train related photos, input and articles for content in the monthly newsletter.

Past President's Report – Jim Desautel expressed his interest in power point virtual clinics. Many clinic topics can be planned for in-person clinics next year.

Convention Report – Doug Mayes reported receiving comments about the convention website from a local web developer. He visited the Crowne Plaza where the 2022 Denver convention will be held and reviewed the club's financial obligations. Look for the first issue of the garden railway e-newsletter soon.

Website Report – Bob Finch reported the convention logos for 2021 and 22 are updated on the website including a new link to the Northern Ohio garden railway club. He encouraged members to view the club's Facebook page.

Programs Report – Ron Keiser mentioned he is open for program suggestions that can be presented virtually via Zoom.

No Reports for Summer Tours, Exhibits, Library or Outreach committees.

Meeting was adjourned for a virtual slide presentation by photographer Ron Ruhoff on his train adventures.