

Denver Garden Railway Society

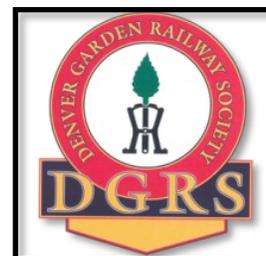
Newsletter

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 05

May 2021

Denvergardenrailway.org



Highball

By Jeff Lillo

The week of Easter brought unseasonably warm temperatures and spring seemed to be here, but as I write this, snow has once again dampened that hope. The DGRS has big plans for the spring: our first in-person meeting at the end of April, a meeting at the home of the Driver's at the end of May, layout tours around the city, and a picnic and swap meet at the end of June at the CRRM.

If you wish to be on the 2022 NGRC layout tour, please remember to have your layout up and running this summer.

Your board members are actively working on creating new and exciting events throughout the rest of the year and we look forward to seeing you all soon!

Jeff



Tim Tonge

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

Duane Brown

Calendar

Date	Event	Details
April 27, 2021 Tuesday	General Meeting Meeting will be held at the Clements Center. Currently up to 40 people allowed. Reservation required. Contact Hospitality Chair Michele Miller. Members see your newsletter for additional details.	7:00 PM Clement Center
April 28, & 29 Wednesday & Thursday	Rail Days – A Colorado Field Trip DGRS operators are needed to run trains at the CRRM for this event. Contact Alan Olson to sign up.	10:00 AM until 1:00 PM Colorado Railroad Museum
April 30, 2021 Friday	Boulder County Free Admission Day DGRS operators are needed to run trains at the CRRM for this event. Contact Alan Olson to sign up.	10:00 AM until 2:00 PM Colorado Railroad Museum
May 15, &16 Saturday & Sunday	CRRM Steam Days Triple Header Steam Days at the Colorado Railroad Museum – Operators plan to run the three steam engines, #346, #20, and #491	10:00 AM until 4:00 PM Colorado Railroad Museum
May 22, 2021 Saturday	General Meeting – Clinics – lunch At the Home of Jerry & Mary Driver – Details to follow – <i>members see your newsletters and emails for additional information.</i>	10:00 AM –
May 29, 2021 Saturday	The Dinosaur Express Train at the CRRM Rides & Activities	10:00 AM until 4:00 PM Colorado Railroad Museum
June 12 / 13, 2021 Saturday & Sunday	Summer Tours June 12/13 tours are in the Northwest quadrant, which is North of Colfax and West of Wadsworth Blvd. 2022 NGRC layout tour participants should plan to have their layouts open for the DGRS 2021 layout tours.	Times & Locations Tour guides will be sent to members via email
June 26, 2021 Saturday	DGRS Summer Picnic / Swap Meet / Auction CRRM Pavillion currently allows up to 75 people. Reservation will be required. Contact Hospitality Chair Michele Miller. Members consult your newsletter for details.	10:00 AM at the Colorado Railroad Museum



Museum



Operations: The DGRS sale had lots of really good bargains and we brought in \$1,577. We had a really good turnout by DGRS members. Branford and Rae Ann Banks and I worked on Friday picking out items and putting price stickers on them, cleaning up some of them and staging some in the Alpine Tunnel building for Saturday. Early Saturday morning we brought the rest of the goods down to the for sale tent. And of great help during the sale were Jeff Lillo and Mike Harris, official DGRS bouncers, Larry Dorsey, official cattle prod wielder and Rae Ann Banks as the banker. Don McCullough kept an eye out for wayward non DGRS people. Many DGRS members said that they enjoyed seeing in person. A big thanks to all volunteers and the many people who have donated items to the DGRS such as Doug Mayes. And thanks to Danielle Riebau and the CRRM for the use of the tent. We are planning to enable one track at the DGRS garden railway to be able to accommodate either standard DC power or DCC by the flip of a switch.

New member Adam Pryce made a request to have DCC operation available. He and another new member, Peter Gagnon, have been researching the best way to do this. I have been pushing for a simple way to accomplish this using the KISS principle. Peter has come up with a good solution to try out on one track. They have also offered to fund the equipment needed and there will not be any interruptions to normal operations.

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.

We are in need of a crew to do some repairs to the DGRS remote storage shed. It needs the fascia board above the door replaced and a gutter and downspout installed. Contact Alan for more information. call or text 303-748-0957 alanno@comcast.net.

DGRS/CRRM run days. Sign up to operate in the garden railway.

April 28,29.

Rail Days. 10am to 1pm. April 30th Boulder Free day. 9am to 5pm. May 15 &16 CRRM Triple Header with #20,#346 and #491 in operation. 10am to 3pm. May 29th Dinosaur Express Train. 10am to 3pm.

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**

Rose City Garden Railway Society



Bay Area Garden Railway Society



Gold Coast Garden Railway Society



Santa Clarita Valley Garden Railway Club



Central California Coast Garden Railroad

Society



Mile High Garden Railway Society

Mile High Garden Railway Society

Christchurch Garden Railway Group

**The Garden Whistle
New Zealand**

North Texas Garden Railroad Club



Puget Sound Garden Railway Society



Northern Ohio Garden Railway 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

WEBSITE IS NOW ONLINE:

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

Estate Collection up for bid online in New Mexico.

Auction ends 04/20/21 and shipping is available.

Browse the website as bargains abound!

NM Estate Auctions by Mesilla Valley Estate Sales



ALL ABOARD THE NEW BROADMOOR MANITOU AND PIKES PEAK COG RAILWAY!

We are thrilled to announce that ticket sales are now available! You may purchase tickets for rides starting on May 27 to October 31, 2021. This iconic railway, the highest railroad in America at 14,115 feet and the highest cog railway in the world, will climb up Pikes Peak once again!

Official World Record - Fantastic Classical Music Medley played by a Train

Model train plays record-breaking melody with 2,840 water glasses

Miniatur Wunderland, the Hamburg-based attraction that is home to the largest model train set and the largest model train set (scale length) has broken yet another record.

On 17th March 2021, the model train performed a compilation of 20 classical pieces over a 211-metre track - making the full melody 2,840 notes long!



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James Mackay, Exploring Videography in Retirement

In 1970 I was in eighth grade and learned how to develop black & white film in the kitchen sink while listening to the Moody Blues, Joe Cocker, and Rare Earth on the radio. Three chemicals were needed - with development time based upon temperature - and the tank holding the film had to be agitated every 30 seconds. Chemicals had to be mixed, stored, replenished and kept in dark brown bottles, because they deteriorated in the presence of light. I could only make contact prints: each picture was the size of the negative.

By 1971 I was in Sarasota, Florida - where Gregg & Duane Allman's mother lived - and was printing pictures with a photo enlarger in my bedroom beneath a red "safelight" when I heard the news of Duane's fatal motorcycle crash interrupting the Led Zeppelin, Delaney & Bonnie, and Leon Russell on the radio. Photographic paper back then could be purchased in five different contrast grades. The advent of poly contrast paper - using yellow or purple filters beneath the light bulb of the enlarger - allowed you to use one package of paper for all your contrast needs (after you calculated an increased-duration exposure based upon how much filtration was used.)

My first job was during Spring Break of 1972 at a Norton's Camera Center. I worked in the store, selling film, cameras and writing up film processing orders. They had the only photo processing lab in the county in the rear half of the store. The moment you opened the door to the place there was an olfactory shock wave from the sodium thiosulfate "fixer" used. One of the guys in the lab played Jethro Tull, Jeff Beck and his many bootleg Grateful Dead tapes. The Polaroid SX-70 and Kodak 110 format cameras had just been released, and then the Watergate break-in happened. By that point I had learned how to develop Ektachrome color slide film in the kitchen sink: nine chemicals and closer temperature control than B/W. After the film dried each 35mm image had to be cut, placed in a cardboard slide mount made with some adhesive, folded shut, then placed in a heated, mechanical press for the adhesive to seal it shut.

It is amazing to think back to an era when you were never sure what your pictures actually looked like until they had been processed - usually days later. Polaroid pictures didn't require a photo lab, and were more expensive. Prior to their SX-70 format, a Polaroid picture had to be yanked out of the camera to burst a chemical goo packet inside that then you waited 60 seconds to un-peel. This left you with a picture in one hand and a piece of gooey trash with scary chemicals in the other. The SX-70 format was self-contained and you didn't have to time the development. (This format had a slightly "racy" mystique as it appealed to those who didn't want their pictures viewed by people in a photo lab.)

I had the outrageous fortune of attending high school at a public school program for gifted students: Pine View, in Sarasota County. There I met Marty, a cartoonist who introduced me to guerrilla movie making with a Super 8 camera (and no permits, ever.) We would film our hijinks & mayhem, then the 3 minute, 20 second

duration cartridge had to be processed by Kodak in Atlanta, Georgia. Editing was done by manually cutting the film, grinding off a bit of the emulsion with the image, applying a dab of film cement, then pressing the two pieces of film together until the glue dried, oftentimes while listening to Pink Floyd, Robin Trower, and Savoy Brown.

Back in the 1980s I did a little bit of video via a local access TV channel. We could borrow a large, heavy video camera with cables linking them to a large, heavy 3/4" videotape recorder. Cameras of this era had tube type sensors - which were quite susceptible to glare. Just the 3/4" videocassette was the size of a large paperback book (but only provided 45 minutes.) Editing the video required immense pre-planning as you had to figure out the each of dubs from your original "source" tapes onto a "master" tape. After making a reservation for editing studio time, you, your tapes and notes could make the edit. There was an LP record player in the studio and incidental music tracks on 33 RPM records that you could use. This was "linear editing" and you had to make the master tape in EXACTLY the sequence and with the transitions that you wanted on the first try (or you could start over....)

Nine years into my retirement I have learned non-linear video editing using Apple's Final Cut. (Marty is still a cartoonist, but also writes science fiction and does arts reviews.) It is astonishing to have all manner of adjustments, effects, transitions, filters, masks, etc. at my fingertips on a laptop while editing video from my 4K video camera using solid state memory drives - with NO chemical aromas! Non-linear editing allows you to work on any portion of the overall project at any time and easily add subsequent finesse to a basic edit. If you make an edit that you don't like simply pressing Command Z immediately restores the previous version. This takes the trauma out of exploring alternative edits.

I volunteer at the Moffat Road Railroad Museum in Granby, CO and also with the Denver South Park & Pacific Railway Historical Society at the Como Project in Park County. During Covid I have created Youtube channels for both of them.

Here are links to the videos I have been making:

Moffat Road Railroad Museum:



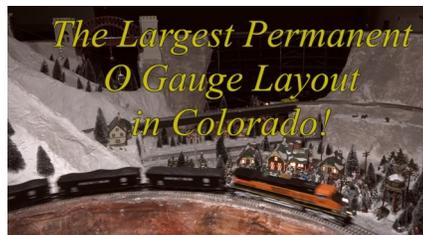
Moffat Christmas 2019 - Volunteer Recruitment video for our O gauge model railroad.

<https://youtu.be/vDQpC6z8RI8>



O Gauge Layout Helix:

<https://youtu.be/yWZxOKtQjMY>



Denver & Salt Lake Crane #10300

<https://youtu.be/UYKlPn9s2WA>

Coach Restoration

<https://youtu.be/MvSTi9RJ97Y>



Denver South Park & Pacific Historical Society:

Boreas Pass Railroad Day 2019

<https://youtu.be/n4-NHW0plv8>



Volunteer Needs for 2021

<https://youtu.be/UOE6fz2t3OE>

The 4K camera I use now weighs as much as just the battery for that old 3/4" videotape camera. My film cameras are in a display cabinet. I have scanned film from my HS days and edited it in Final Cut to show at our lively HS reunions.

While times - and technologies - have changed, my musical tastes have not needed to change because the music of the 1970s was so great. Joe Cocker, Leon Russell, Gregg Allman, Paul Rogers, Dave Mason and Patti Smith are still quite en vogue here when I edit my video.

2022 NGRC Convention Report

Last week, Michele Miller and I met with the Crowne Plaza Hotel Convention Coordinator to review the Sales Event Agreement dated 9/16/2019 and amended 6/05/2020 to change the dates from 2021 to 2022. We confirmed that all the provisions and pricing from the 2019 contract were still in effect and there wouldn't be any price adjustments. We are obligated to 820 room nights between June 18 and 27, 2022 at \$145 per night or \$118,900. At the conclusion of the convention, the room night obligation will be reduced by 20% or \$23,700 and if the number of room nights sold is less than 656, DGRS is responsible for the difference. However, I do not anticipate that this will be a problem. The Crowne Plaza vendor hall can be divided into 5 separate vendor halls and we will be utilizing 4 adjacent halls to create one large vendor hall. There are roll up doors on either end of the hall for easy access, which has been much appreciated by the vendors. The rental fee for the vendor hall and conference rooms is \$10,000. This is a fee we didn't have to pay for at previous conventions, but is now standard and is being charged by all the hotels that bid for our upcoming convention. The food and beverage minimum is very low at

\$10,000. In 2015, our minimum was \$25,000 and we easily surpassed that figure. We have paid deposits to the hotel totaling \$9,300 and there are no more deposits required. We have received one bid for providing one hundred 10X10 vendor booths at \$64 per booth and are awaiting a second bid. A caboose was the overwhelming choice as our convention car and we are in the process in getting bids from USA Trains and PIKO. The next big project is identifying and pricing all the components to be included in the registration package.

So far, I've only had responses from 13 DGRS members and 4 Northern Colorado members that they'll be attending the 2021 NGRC in Nashville. Hopefully, there will be more, but it's difficult to get people to respond in this new Covid world. I have to place our promotional tee-shirt order by 4/30 and would like to include a picture of the red tee-shirt (see attached) along with the following notification in the April newsletter. Attention Nashville Convention Attendees: If you have not ordered your free promotional tee-shirt, you must contact Doug Mayes at 303-877-9866 or investwest@aol.com by April 30. If you will not be attending, but would like to order one of these limited edition tee-shirts for \$12 contact Doug Mayes.

2022 NGRC News



Plans. Whenever “train friends” get together it seems like we always have a new plan for each railroad. A couple of years ago I certainly had plans for mine. The railroad was now over 10 years old, had been on our local tours several times and even on tour at the national convention in 2015. I definitely had “plans” for some maintenance and a few upgrades. But about three years ago my plans were suddenly derailed by a bad left hip. It also didn’t help that it was misdiagnosed as only sciatica for well over a year. This combined with the problems with my right leg caused by polio made any work down on the ground a potential 911 call.

Last spring I had the good fortune of meeting a new neighbor who I found out was “a train guy.” About a week later I happened to see a trailer in his driveway with the words “Youth in Model Railroading” on the side. Sudden-



ly thoughts of younger legs working on my railroad came to mind. This started a conversation with Larry Price about the possibility of joint venture with a couple of their club members where I would pay the boys to work which would also give them some experience with “G” scale trains and the chance to see the difference between indoor and outdoor model railroading. There happened to be two teenage brothers in their club that live really close to me. They helped with the spring cleaning, listened to my rants about building my railroad under two large pine trees, and even though they each have a indoor layout, they seemed to instinctively know what to do.

Initial Spring Cleanup

After getting the spring cleaning done and the beginning of some ballast work going, the “plan” again came to a quick halt. After receiving a big surprise on my monthly water bill, I discovered a major irrigation leak in a main pvc pipe right under the railroad. Unfortunately to find the exact location we had to tear out about 30 feet of track, wait for a sprinkler company to find and fix the problem, and still we were waiting to run trains. Luckily, it was before school started and my two train helpers came back, helped me fix the roadbeds and replace the track. Now to this spring, and it is cleanup time again. I have a new hip that will hopefully now allow me to work more on my railroad myself.

The real inspiration for writing this article was a conversation I overheard on one of our tour days about finding ways to involve younger train enthusiasts in our hobby. This is certainly one example of doing that.

Certainly there are many others. If any of you are interested in connecting with the Youth in Model Railroading Club you can contact Larry Price, mr.conductor@comcast.net. I know that he would like to consider more interaction with his young train club members and I can tell you that they were a tremendous help to me.



Paul Snell

Fixing Ballast

The World of 7½” Trains

Maricopa Live Steamers Trip

The folks at the Larkspur Consolidated Railroad, like the rest of the world, are tired of being cooped up in our houses, social distancing, masks, etc., so we decided at a board meeting at the Harvey House that we were ready to do something. Armed with our covid shots we deemed that we could venture out to visit the Maricopa Live Steamers club in Arizona and rent a house in Phoenix for a one-week adventure. This article will demonstrate that there is life and fun after the virus.

On March 19 we assembled to load the trains. The snow from the week had been pushed back and the Rio Grande trailer had been positioned. Pete and Marilou Hendel took their Galloping Goose and riding car. Bob & Glen Leise took their recently completed Dash 8, Santa Fe Warbonnet, the drop center riding car, and a gondola. Kirk McGuire took his Union Pacific GP38, that had just been converted to electric power, and a riding car. Dale and Sharon Underwood took their New York Central F7 and a riding car.



Everything was loaded in our Rio Grande trailer and hooked up to Dale's Ford F350 Diesel. We were on the road early March 20 to avoid the snow storm that was predicted for the following week. At one of our gas stops we decided to try a train trick, so we tried to double head the Ford pickups, but alas, we could not figure out how this would work out. It was still a great photo op.



The drive to Phoenix was 825 miles and was accomplished in a day and a half. All were excited to finally be in the warm climate and the trains were quickly unloaded. The Maricopa Live Steamers club has an unloading structure for removing trains from a trailer or storage enclosure.



In the following photo, Dale and Kirk are unloading a car from the trailer.



The trains are then moved to a siding and turntable as shown in the next photo.



All the engines and cars are then rotated, assembled and then shunted to a waiting siding. The assembled trains were secured and covered for the night.

At this point it is important to give you the side story about the train covers. We anticipated the usual rain showers over the nights so before the trip, the ladies, gathering in the space between the containers at the LCRR, sewed Naugahyde into custom covers. It turned out to be great fun and started to build excitement for the trip.

Next day, the time for riding the rails had finally arrived! We eagerly uncovered our trains, covered our winter white hides with sun-screen and like a bunch of giddy kids took off for a fun filled day.

The Maricopa Live Steam club is located in a flood control area that has been made into a recreation area with ball fields, golf course, a water park, golf course, go-cart race track, RC flying facility and of course a railroad park. There is a large G scale layout that is usually active on the weekends, a museum and the Maricopa Live Steamers 18 miles of 7 1/2-inch track. There is a double line of storage containers flanking the powered lift previously mentioned. Most containers have train equipment on three levels to handle 20 or 30 pieces of equipment. There is a main office, 10 elevated and covered steaming bays, and several holding yards for staging.



The club has installed a very impressive electrical switching and block control system to ensure safety for the trains and riders that visit the club. The admission to the park is for members only at this time due to the Covid but during normal winters they do offer free rides to the public. They are usually closed in the summer because it is too hot.

However, it should be noted that not all in attendance were given a ride as they were deemed socially unacceptable and incapable of safely riding the train as seen in this photo.

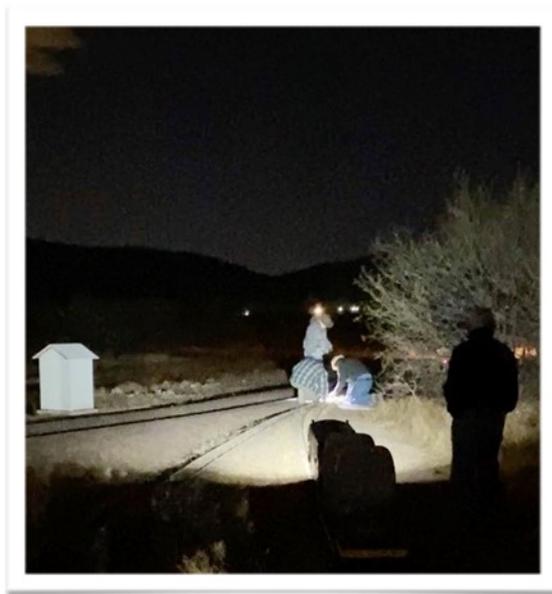


On two of the days we were there, we decided to take a picnic to the far end of one of the runs. The pavilion is named Pardee Point. The stop is a welcome respite for a lunch, drinks and of course discussion about trains, scenery, or questions like “wonder how much snow Denver is getting?” or “do you need more sun screen?”

In general, the days of riding were very relaxing with the occasional stop for re-railing, repairs, just to talk or to pose for a group picture in our green team shirts.



Since it was not very cold, we even went a night ride and found a switch that was not working correctly.



DENVER GARDEN RAILWAY SOCIETY MEETING

Record of Proceedings

TUESDAY, MARCH 30, 2021

CALL TO ORDER

The monthly meeting of the Denver Garden Railway Society on Tuesday, Mar. 30, 2021 was called to order by President Jeff Lillo at 7:00 p.m., via Zoom with an estimate of 45 participants (36 call-ins) viewing. New members were welcomed. Jeff gave a shout-out to the 40-50 attendees that took part in the successful club spring sale March 27 at the Colorado Museum to help clear onsite donation storage space. He especially thanked a member for buying a special rail item for one of our newest and youngest members.

MEETING MINUTES

The minutes from the February 23, 2021 meeting were reviewed as posted in the newsletter and approved by membership.

REGULAR MONTHLY UPDATE ITEMS

Treasurer's Report – Treasurer Al Blount reported on deposits made, current balances and membership for our 501 c (7) organization. A report was made of the club's bank, convention, money market and CD account balances which included \$1577 made at the club's sale at the Museum. 2021 Membership stands at 118. Treasurer's report was approved by membership.

Colorado Railroad Museum Report – Alan Olsen reported one loop at the garden railroad layout was set-up with the help of Adam Pryce and others to now be DCC or DC.

Programs Report – Ron Keiser reported slide presentation programs for the club via Zoom or at the Clements Center are being lined up. He showed DGRS rail decals.

Hospitality Report – Michele Miller mentioned that she has contacted the Colorado Museum to reserve space for the club's annual picnic Sat., June 26. She noted members need to call, email or text her for the April general meeting since the Clements Center is limited to 40 people. It will also be held on Zoom. She noted the collaborative planning and installation layout effort with the Northern Colorado club is moving forward. It is for the Make A Wish organization request on an Aurora backyard garden railway project.

2022 National Convention Report – Doug Mayes reported on current balances for the convention account and website updates. He noted the conference may include a Monday welcome reception with a cash bar and the vendor hall may be two days instead of three. The caboose convention car will be bid by Piko and USA. Members planning on attending the 2021 Convention in Nashville should contact Doug for t-shirt sizes for advertising our 2022 convention.

Vice President's Report – Eric Petty thanked members for setting up the club tent sale at the Museum on March 27.

Past President's and Clinics Report – Jim Desautel mentioned he's planning a LED clinic or program soon, as well as one on rail decals.

Publications Report – Jeff Lillo encouraged members to continue providing train related photos, input and articles for content in the monthly newsletter including rail projects, painting or building construction.

Summer Garden Rail Tours Report – Chris Greenwald noted quadrant tour dates were sent out in the newsletter so members can plan ahead.

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

New Business – Richard Corey suggested a rail salvage yard called United Railroad Supply at 728 S. Lipan for both new and old signal lights, cross bucks, poles and parts. Jeff Lillo reported on the Union Pacific April 15 closing of the Cheyenne yard. John Cushman inquired of safety precautions during railway open houses.

Meeting was adjourned at 7:55 p.m. for a virtual slide and movie presentation by Ron Ruhoff on his Colorado & Southern Rocky Mountain steam excursions in 1960-61. It included the freight service to Windsor and Eaton, then Denver to Longmont to Johnstown for the sugar beet line. The original soundtrack was on reel to reel and converted to video and rebuilt to include recordings of symphonic music, bluegrass and Native American music. He also included a Shay engine video he took in 2004 when he worked at the Georgetown Loop.