



# NEWSLETTER

## Denver Garden Railway Society



Pete Hendel

## July 2023 Issue

*This issue contains:*

**VIEW FROM THE CABOOSE**

**PROGRAMS**

**HOSPITALITY**

**MUSEUM HAPPENINGS**

**OUTREACH**

**CLINICS**

**SUMMER TOURS**

**CONVENTION NEWS**

**PUBLICATIONS**

**GARDEN RAILWAY CLUB NEWS**

**CALENDAR**

**MEMBERS ONLY**



## View From the Caboose

I am sure the entire DGRS 2022 NGRC Organizing Committee is relieved we did not host the convention this year in June! Between the rain and the repeated afternoon severe weather it has been challenging to operate and get work done on layouts this summer, and this may be contributing to our low participation in DGRS Summer Tours. Several DGRS members attended the 2023 NGRC in California this year, and we look forward to hearing of their experiences and hopefully members will share some photos or provide an article to the club about the convention.

On the one-year anniversary of my NGRC layout tour open house we experienced a 30-minute hailstorm with intense marble to quarter sized hail. This small town on my South Park Scenic Railway already had several abandoned buildings but the storm significantly damaged those that remained inhabited. Windows and doors were blown in and chimneys shattered. Shown in the photo are several resident casualties and one traumatized survivor.

Please attend our next DGRS General Meeting on July 25. This will be our Ice Cream Social hosted by the Miller family.



Eric Petty

**Eric Petty**

### Newsletter Contributors this Month - **Thank You**

- |                        |                          |                       |
|------------------------|--------------------------|-----------------------|
| <b>Al Blount</b>       | <b>Erlene Finch</b>      | <b>Marilou Hendel</b> |
| <b>Alan Olson</b>      | <b>Harrison Stephens</b> | <b>Michele Miller</b> |
| <b>Bob Finch</b>       | <b>James MacKay</b>      | <b>Pete Lammer</b>    |
| <b>Cherylene Evans</b> | <b>Jim Desautel</b>      |                       |
| <b>Eric Petty</b>      | <b>John Cushman</b>      |                       |

## Programs

### July 25, 2023

General meeting and Ice cream social at David & Michele Miller's home, 10123 Summit View Pointe in Highlands Ranch. Come early (anytime after 6:00PM) to hang out with your DGRS friends and watch the trains run on the Denver and Clear Creek Railroad. Meeting starts at 7:00PM with ice cream and program to follow. Bring a chair(s), and rain gear and or umbrella if needed! We have some covered space, but not enough for everyone

### August 26, Saturday, 2023

August's General Meeting on Saturday the 26th will be at the Leise farm in Larkspur. Don't forget your chairs. An RSVP is needed for this event as DGRS will be providing hot dogs and sodas / water and we want to have enough.

Refer to the Hospitality report for details.

### September 26, 2023

Our regular General Meeting will be held at the Clements Community Center. Speaker Ed Dickens head of the UP steam program, story of the Union Pacific Heritage Donation Special.

### October 24, 2023

Our regular General Meeting will be held at the Clements Community Center. Speaker will be Michelle Kempema.

### November 28, 2023

Our regular General Meeting will be held at the Clements Community Center. Speaker will be Tom Klinger on the "C & S" books.

### January 30, 2024

Our regular General Meeting will be held at the Clements Community Center. James Mackay will talk on the South Park Restoration program.

**Ron Keiser**

## Hobo Brunch

The Hobo Brunch Group meets on the **2nd Saturday** of every month at **8:30 a.m.** **Next meeting Aug 12, at Valley Inn.** Just show up, no reservations necessary!

**Location:** Valley Inn,  
**1997 S. Wadsworth Blvd. Lakewood**  
Please contact Byron & Marta Fenton with questions.



### DID YOU KNOW?

The Father of Model Railroading is Joshua Lionel Cowen. In 1901, Cowen introduced the pioneering concept of an electrically-powered model railroad, marking the advent of the first authentic model railway.

## Hospitality

Our Annual DGRS Picnic and Summer Swap Meet was a big success. The weather was beautiful and it was especially nice for me to see some of our newer members at the picnic. And rumor has it that folks were happy with their Swap Meet sales and / or purchases before...

From the picnic side, we served over 120 people between DGRS members plus CRRM staff and volunteers hard at work that day—an all time high. Thanks to our members for an amazing array of side dishes, and to our Grill Masters Steve Hahn and Dave Miller for time spent keeping things moving. And I promise, even more brats and fewer hot dogs next year 😊. A special thank you to all who helped with set up, serving, and clean up (some were there for all phases). We couldn't do it without you!

There were a few serving utensils I didn't recognize. If you're missing something, I'll have them at our July meeting. After that, they become DGRS property.

### **TUESDAY JULY 25**

JULY's GENERAL MEETING and Ice Cream Social on Tuesday the 25th will be at the Miller home. No RSVP needed.

Address: *10123 Summit View Pointe in Highlands Ranch*

Come as early as 6:00pm to view *The Denver and Deer Creek Western Railway* in operation. General Meeting will start at 7:00pm followed by ice cream sundaes (for traditionalists, root beer for floats will also be on hand) and a program.

Please bring chairs (and rain gear if weather looks questionable).

### **SATURDAY AUGUST 26**

AUGUST's GENERAL MEETING on Saturday the 26th will be at the Leise farm in Larkspur. Don't forget your chairs. An RSVP is needed for this event (see below) as DGRS will be providing hot dogs and sodas / water and we want to have enough.

The 10:00am meeting will be followed by lunch, time to chat, and train rides on the Larkspur Consolidated RR.

Please bring a side dish (by last name) to share:

**A-K:** salad (fruit or veggie item, pasta salad, beans, etc)

**L-Z:** dessert

Since there always seem to be a few requests, we encourage you to bring a copy of your recipe if indicated so folks can take a picture of it (assuming it's not a family secret)...

RSVP to Michele Miller. Last minute replies are totally fine—we just need to know.

Email: [ngrcvendor2022@gmail.com](mailto:ngrcvendor2022@gmail.com) (note different address) OR call 720.560.3165.

If no response within 1 day, please reach out again.

Hope to see you at these events as we wrap our summer up away from the Clements Center!

**Michele Miller**

## Museum Happenings

Thanks to everyone that helped out to make the swap meet successful! with \$575 coming in from the sale of donated items.

We will have the first Saturday work session on Saturday , July 15th. from 9am until 1pm. We have a tree to trim , a sprinkler head to deal with over the tunnel, rolling stock to clean, paint to scrape , weeds to pull and fence netting to repair. We have plenty of tools available but you might want bring gloves.

Some of this will curtail running trains on some track loops, but we will try to have action for visitors on tracks not affected by work.



Harrison Stephens

The live steam track will be available for operation of steamers or battery powered trains.



Michele Miller



Michele Miller

Sam Kunugi and Luke Miller have done a very nice rebuild of the Silver Plume station to have it ready for the National Narrow Gauge convention being held in Denver later this year.

**Alan Olsen**

## Train News

### Rocky Mountain Railroad Club

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

### Rail Pictures and Videos

Photos from all over the US. You can select the locomotive type, railroad, location, etc.

<http://www.railpictures.net>

### Colorado Railroads

Colorado Railroads, a site for the fans of past and present railroads serving the Centennial State.

<http://www.corailroads.com/>

### Abandoned Rails

Featuring thousands of miles of abandoned railroad routes in North America, illustrated with maps, pictures, and history.

<https://www.abandonedrails.com/>

## Outreach at the Museum

Track 7 at the DGRS layout continues to be a big draw when we have members to cover it. Aleen Carruthers would love to see people learning of the joys of garden railroading while operating on "her" rose garden loop. Whether it's the PIKO starter set, trolley, rail truck, etc, people are excited to be a part of the DGRS layout (and seem to not notice the fence after a bit)!

If you'd like to be involved with this, please contact Terry Foley, Alan Olsen, or Michele Miller for more info. To all who have jumped in and helped out with this while operating—thank you!!!

### Michele Miller



## Como Summer 2023 Update

<https://www.youtube.com/watch?v=wQk-Dmksrw>

This video features drone and closeup video of Como for Summer 2023. Our 1912 Baldwin steam locomotive Klondike Kate is receiving a comprehensive rebuild. The water tank deck is nearly done.

Open Houses include Saturdays 7/15 and 9/16 and Como Railroad Day is Saturday 8/19.

For more information visit [DSPCHS.org](https://www.dspchs.org) and [SouthPark RailSociety.org](https://www.southparkrailsociety.org)

## CLINICS

### **Final Report on the Triple Clinic, June 10th, at Jerry and Mary Driver's home.**

The Triple Clinic on June 10th was completed as planned. There were two clinics presented. The first was how to use batteries to power locomotives, and the second was how to build an inexpensive powerpack for your railway.

**Using Battery Power on Your Railway.** This presentation discussed the benefits, dangers, and approaches to using battery power on your Railway. We presented two options for 'types' of batteries. Pete Hendel presented how he uses smaller Lithium-Ion batteries (about 14 volts) to power the locomotives on his railway. These batteries are fairly easy to hide within the locomotives themselves, and Pete showed the connections and equipment needed to use this type of battery. Also, Jim Desautel presented how he uses Lithium-Ion tool batteries (like Ryobi, Milwaukee, Craftsman, DeWalt, etc.) to power his locomotives. While these batteries provide more voltage (usually around 18 volts), they are larger and more difficult to hide within a locomotive. Therefore, they usually require a car of their own to hold the battery (pulled behind the locomotive), with special wiring to connect to the locomotive. Both methods work, and if you are thinking about using battery power on your railway, you can contact Pete or Jim to learn more.

**Building an Inexpensive, Yet Powerful Powerpack for Your Railway.** This clinic was a 2-hour clinic presented by Kevin Strong, with a break half-way through for lunch. The first hour of the clinic was more academic as it discussed the anatomy of a power supply, wave forms of AC and DC power, pulse width modulation, reversing polarity, and then the approach to be used in the second hour to build a power pack. During the second hour, attendees built their own power pack using the parts that Kevin had suggested. It started with first providing power to rocker switch, that provided current to the power supply. Next, the 24 volts coming out of the power supply were sent to a throttle (to control the speed of our locomotives), and then to an ammeter to monitor the volts and amps being pushed to the locomotives. Finally, the 24 volts were sent to 'connectors' on the outside of the box so we could easily connect wires from the power pack to our track. Finally, we connected our new power packs to a locomotive and were very satisfied with the locomotive ran down the track! So, for about \$70, we built our own power packs that provided 24 volts and 10 amps of power to our track. Similar commercial power packs can cost above \$500, so we got a great deal thanks to Kevin's guidance.

The photo on the right is the power pack that I built, with great tutelage from Kevin.

While these two clinics had a fairly narrow focus (powering our locomotives), I believe they presented new options we can use rather than the



Jim Desautel

expensive commercial power packs and the typical method of powering locomotives (track power) that can be very temperamental to keep our trains running.

The clinic was well received with about 20 people attending, some of whom we have not seen at the typical business meeting. From that perspective, this clinic was a huge success as different club members attended than who usually attend.

**Bonus Activity.** But wait, there is more! Mary Driver was thinking ahead and wondered, "What if some people who come don't want to hear about power packs and batteries?" So, she created a crafting table for anyone who wanted to create one of three crafting projects. I know that my wife, Cindy, had a great time at the crafting table and created several things that she liked so much, she replicated them at home! Nice job Mary! And thank you, Mary.

**Jim Desautel**

---

## Photos from the Picnic & Swap Meet at the CRRM

---





## More Photos from the Picnic & Swap Meet



All Photos on this page by B&E Finch  
Additional photos at <https://photos.app.goo.gl/ctFPyRv8sVXXXRbd9>

## DGRS Summer Tours

### Bob Dunlap's The D&RGW Foothills Branch.

The first thing that caught my attention was the backdrop, the continental divide and Mount Evans. Bob has built his railroad on a steep slope, quite similar to what the narrow gauge railroads of Colorado had to do.

His cars are built from kits, and are masterfully constructed. What really impressed me, however, are the buildings on his layout, some of which are scratch built, using redwood he hand cut. The coal tipple and mining buildings are exceptional.

I was also impressed that Bob disassembles his track every fall, and rebuilds it every spring, to protect it from roaming elk herds. We may have to start calling him Bob "gandy dancer" Dunlap.

It truly is a wonderful little railroad.

### Harrison Stephens



Harrison Stephens



Harrison Stephens



Harrison Stephens

Additional Photos from the June 11 Tours from B&E Finch are at:

- White Pass & Yukon Route

<https://photos.app.goo.gl/mcLxEXp7vrGx224j7>

- The Burns Family RR

<https://photos.app.goo.gl/2iRdZYBPMsferaof9>

## 38<sup>th</sup> CONVENTION NEWS

We had such a wonderful time at the convention in the San Francisco Bay Area. We saw some spectacular layouts, reconnected with friends we got to know at the convention last summer in Denver, and enjoyed seeing large areas of the Bay Area that tourists rarely visit. I was surprised by the fact that most homes were on very irregular lots. It was necessary to build lots of retaining walls, and as long as that has to be done, just build a waist high berm for your railway. Need an extra enclosed area to house your rolling stock? How about a caboose, or a tiny house out back? Oh yes, add a bathroom. Want a mining theme, go rustic with redwood buildings and throw in some styrofoam and color some liquid foam and you can have a mountain. The creativity is fantastic!

Absolutely everything grows in California, however water is an issue. We saw incredible bonsai trees growing on numerous layouts and loved talking with Don Herzog, who sold plants and shipped them all over the US until he retired and turned all of his commercial garden area into 6 or maybe 8 waist high berms for railroads featuring various themes (Wild West, dinosaurs, etc). I can also report that I saw artificial grass and some of it I had to touch to know it wasn't real.

DGRS was well represented at the convention and that felt good. There was a rumor going around that Denver would be hosting again next summer. I assured anyone who asked that it was NOT true. I highly recommend you go to a garden railroad convention when you get a chance. The next convention is scheduled for 2025 in Sacramento, CA.

### Cherylene Evans



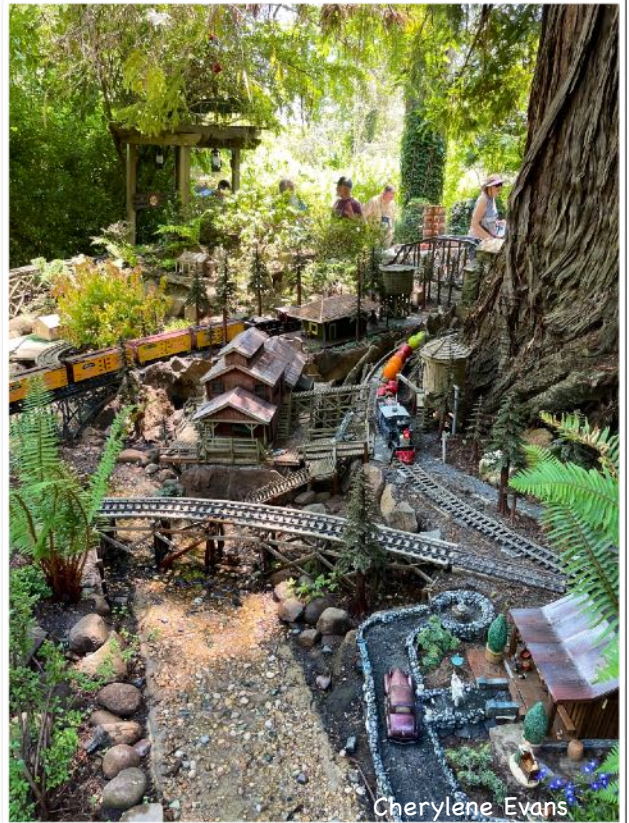
Cherylene Evans



Cherylene Evans



Cherylene Evans



Cherylene Evans



Cherylene Evans



Cherylene Evans

## The World of 7 ½ Trains

### Ballasting the New Track Near the Canyon

#### Introduction.

In the last edition of the Newsletter, we described that the plans for the LCRR (the Larkspur Consolidated Railroad) to "Conquer the Canyon" had changed this summer as it did not appear we could complete all the work we had planned. Instead, we decided to lay much of the track planned, but not build and install a 30' bridge over the Canyon. Instead, we decided to add most of the required new track (several hundred feet of track) and avoid the Canyon this summer by installing a new switch (turnout) to connect the new track to the old track. This effort significantly reduced the amount of 'two-way' track so that trains could operate more efficiently. While last month's article described laying the new track, this article describes the next step – ballasting the new track.

#### Next Steps

In ballasting the new track, Bob Leise, Pete Hendel, and Jim Desautel spent a day stabilizing the track, loading the ballast into the ballast cars (that Kirk McGuire built), spreading the ballast, and then smoothing out the ballast for a uniform foundation.

#### Stabilizing the Track

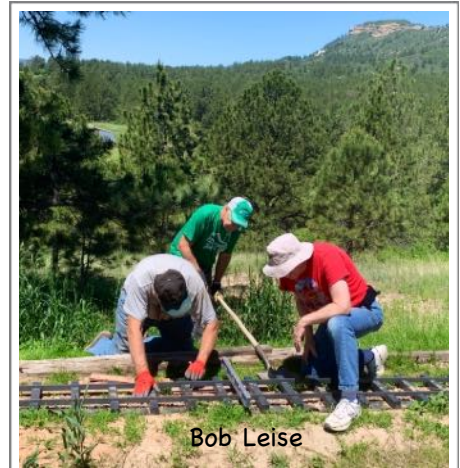
Before we could start loading the ballast into the cars and spreading the ballast, we had to move the cars to the ballast loader. That was rather tricky as in order to move the cars, we had to drive the train over the un-ballast track. At times, that was a little hairy and we could feel the track move under the weight of the cars and engine, but we managed to back the ballast cars over the several hundred feet of un-ballast track. It was a very slow trek to minimize the wobbling on the partially-stabilized track. In several places along the trek, we had to prop-up parts of the track with boards so the engine and cars could pass. And yes, we derailed a few of times, but we made it. Below is a photo of Bob working to put the locomotive back on the track (you can see the locomotive listing to the left), and carrying some boards to stabilize the track. Also included is a photo of Pete and Jim helping Bob level the track.



Jim Desautel



Jim Desautel



Bob Leise

**Loading the Ballast**

After arriving at the ballast loader over the un-ballast track, then the fun began. Bob used his skid steer to scoop-up some ballast from the ballast pile, then dump the ballast into the loader, which 'funneled' the ballast into the ballast cars. See photo below.



Next came the trip back to the un-ballast track, only this time with a much heavier load. And yes, we derailed a few more times with the heavier load.

Below are a couple of photos with Pete and Jim working to put the ballast cars back on the track.



Bob Leise



Bob Leise

Eventually, the ballast was laid onto the track, and then smoothed-out so trains could pass without problems.

**Conclusion**

While we are disappointed the long bridge over the Canyon will not be installed before the August Meeting of the DGRS, our goal of eliminating the 'two-way' track is nearly met. Adding the extra switch and several hundred feet of track has achieve 95% of that goal, and the LCRR is nearly ready to host the August meeting of DGRS and provide enjoyable rides on the LCRR for all who want to ride.

**Jim Desautel**

## Publications

The best experience of the DGRS newsletter is to read it online or download it and read it on the computer or tablet. Articles and topics provide links to photos, videos, additional information and enhanced content that supplements the article.

If you print it and read it off-line, you will miss a lot of the content. As an example, there may be links to other web sites, documents and movies that you would not be able to access if the newsletter was printed.

Any links in this newsletter were active at the time of publishing. In some cases, the web site may have ceased operation, the material was removed or expired, and it is no longer available. We have no control over these issues, but try to make sure the links are active at publication time.

The newsletter content is for DGRS members and all Garden Railroad club members. We do not share email addresses nor telephone numbers within the general part of the newsletter. For DGRS members, there is a Members Only section that is not distributed to other organizations.

If you need to contact DGRS, the following email addresses are available:

Club President: [president@denvergardenrailway.org](mailto:president@denvergardenrailway.org)

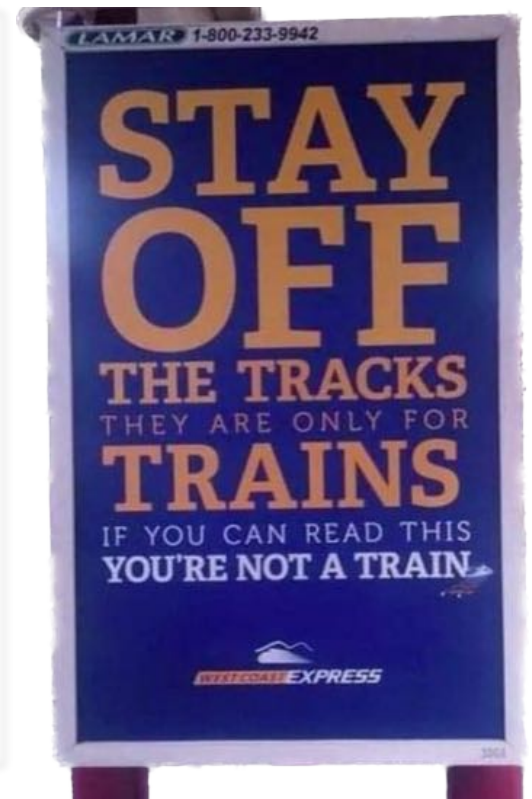
Web Site: [webmaster@DenverGardenRailway.org](mailto:webmaster@DenverGardenRailway.org)

Newsletter: [publications@denvergardenrailway.org](mailto:publications@denvergardenrailway.org)

## DGRS is selling a few extra 2023 Convention cars on

Search for "Convention Caboose" and it should display:

**Piko 30060 2022 National Garden Railway Convention D&RGW Caboose,  
G Scale**



# Garden Railway Club News

This section is an opportunity for our members to learn from the efforts, tips, techniques, and news of other garden railway clubs. Please Click on each club name below or go the following link to access all the clubs:

<https://www.denvergardenrailway.org/index.php/links-to-other-clubs/>

[Northern Colorado Garden Railroaders](#)



**Northern Colorado  
Garden Railroaders**

[Mile High Garden Railway Society](#)

**THE GARDEN WHISTLE**

[New Zealand Large Scale Newsletter](#)

[Bay Area Garden Railway Society](#)



[Puget Sound Garden Railway Society](#)



[Rose City Garden Railway Society](#)



[North Texas Garden Railroad Club](#)



[Gold Coast Garden Railway Society](#)



[Northern Ohio Garden Railway Society](#)



[Santa Clarita Valley Garden Railway Club](#)



[Central California Coast Garden Railroad Society](#)



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

digital magazine



# 2023 DGRS Calendar

| DATE                | EVENT  | DETAILS  |
|---------------------|--|--|
| July 18,<br>Tuesday | DGRS Board Meeting   | 7:00 PM, @ Doug Mayes Office. 7114 W. Jefferson Ave, Suite 210, Lakewood 80235 or via Zoom |
| July 25,<br>Tuesday | <b>DGRS General meeting and Ice Cream Social at the Millers'.</b>  | <b>5:30 PM, @ 10123 Summit View Pointe in Highlands Ranch.</b>                             |
| Aug 1<br>Tuesday    | DGRS Board Meeting   | 7:00 PM, @ Doug Mayes Office. 7114 W. Jefferson Ave, Suite 210, Lakewood 80235 or via Zoom |
| Aug 26              | <b>DGRS Meeting at the Larkspur Consolidated Railroad</b>  | <b>10 AM, Liese's farm, 10401 Spruce Mtn Rd, Larkspur</b>                                  |
| Sept 5<br>Tuesday   | DGRS Board Meeting   | 7:00 PM, @ Doug Mayes Office. 7114 W. Jefferson Ave, Suite 210, Lakewood 80235 or via Zoom |
| Sept 26             | <b>General Meeting, Speaker Ed Dickens head of the UP steam program, story of the Union Pacific Heritage Donation Special.</b> | 7:00 PM, <a href="#">Clements Community Center</a><br>1580 Yarrow St., Lakewood, CO 80214  |
| Oct 3<br>Tuesday    | DGRS Board Meeting   | 7:00 PM, @ Doug Mayes Office. 7114 W. Jefferson Ave, Suite 210, Lakewood 80235 or via Zoom |

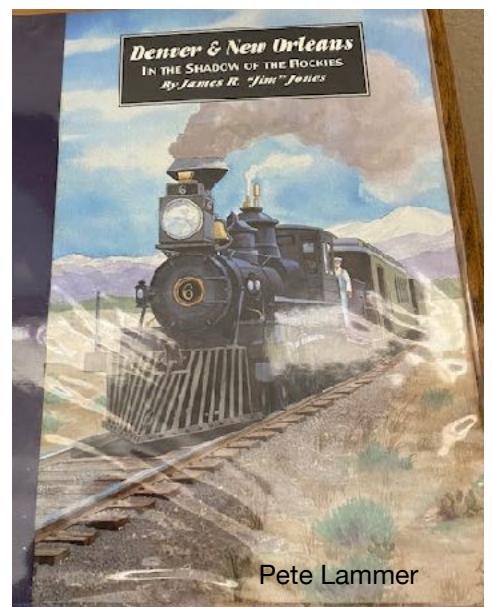
The D&NO was eventually purchased and became the Colorado and Southern.  
The book is available at the CRRM Library.



Pete Lammer



Pete Lammer



Pete Lammer