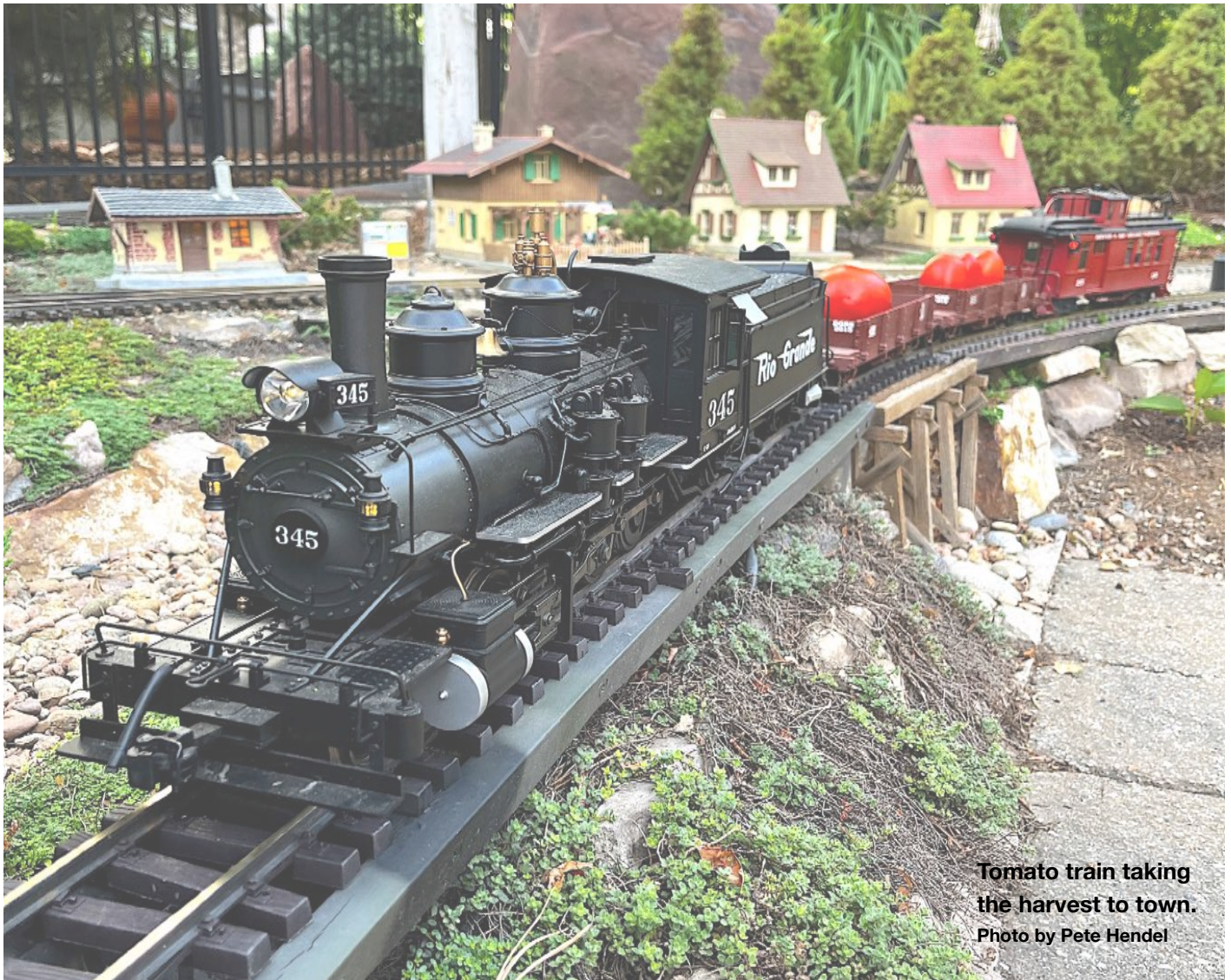




NEWSLETTER

Denver Garden Railway Society



Tomato train taking the harvest to town.
Photo by Pete Hendel

August 2023 Issue

This issue contains:

*VIEW FROM THE CABOOSE
PROGRAMS
HOSPITALITY
MUSEUM HAPPENINGS
OUTREACH*

*SUMMER TOURS
CHOO SEWING
THE WORLD OF 7 ½ TRAINS
CLINICS
PUBLICATIONS*

*CONVENTION STORIES
GARDEN RAILWAY CLUB NEWS
CALENDAR
MEMBERS ONLY*



View From the Caboose

Have you ever thought why you initially joined DGRS? Was it your passion for the hobby of Garden Railroading, or possibly the combination of Gardening and Model Trains? Maybe you needed assistance to get started in the hobby and DGRS was your only resource to develop the skills needed? Making connections with like-minded people and developing new friends might have been your motivator?

Regardless of how you arrived, as a member of DGRS you enjoy the benefits of a well-structured volunteer organization with a dedicated leadership team and a long history.

DGRS offers some amazing resources for its membership including nationally recognized leaders in the hobby with a wealth of knowledge to share, access to amazing deals during our annual swap meets and club sales, a full calendar of activities and speakers for you to enjoy.

Whether you are a founding member or joined last week, the hard truth is that there is a very small core of our membership, probably less than 20%, who actively contribute to the overall success of our organization. By this I mean taking on leadership positions, showing up to assist at club sponsored events or helping to promote DGRS by assisting with operations on our garden railway at the Colorado Railroad Museum.

I am asking you as a DGRS member to reflect on what our organization still means to you. Do you have a vested interest in our current and future success? If so, please consider offering a small amount of your time dedicated to an upcoming DGRS effort or need. Current needs are: CRRM Workday, Operate Trains at the CRRM on weekends, Day Out With Thomas and other CRRM special events, and Holiday Show, set up, operate, tear down of DGRS large display.

Hoping to see a great turn out at the meeting in Larkspur on Saturday August 26!

Eric Petty

Newsletter Contributors this Month - Thank You

Al Blount	Doug Mayes	Larry Dorsey
Alan Olson	Eric Petty	Marilou Hendel
Bob Dunlap	Jack Shelly	Michele Miller
Bob Finch	James MacKay	Pam McGuire
Cherylene Evans	Jim Desautel	Pete Lammer
Don McCullogh	Kent Crysdale	Ron Keiser

Programs

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.

February 27, 2024

Our Annual Swap Meet and Pizza night along with our regular General Meeting will be held at the Clements Community Center.

March 26, 2024

To be determined

Ron Keiser

Hobo Brunch

The Hobo Brunch Group meets on the **2nd Saturday** of every month at **8:30 a.m. Next meeting Sept 9, at Valley Inn.** Just show up, no reservations necessary!

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





Public Model Train Auction
September 9 2023
Viewing 8 am. Auction 9 am.

Radisson Hotel
4849 Bannock, Denver, Colorado
450 lots of O, G & S gauge trains

- =40+ lots of Steam & Diesel engines all sizes & eras
- =140+ lots of freight cars of all eras & sizes
- =18+ lots of passenger cars and sets, all eras
- =66 lots of track, switches and power
- =166 lots vehicles, accessories, buildings & scenery
- =Included above are G gauge engines, cars & track as well as Disney buildings, 1:24 & 1:18 Franklin Mint & Danbury vehicles with boxes. Track includes Lionel, Atlas, Fastrack & G gauge.

For **FREE** Auction List, Pictures
Go to coloradotoytrain.org

Get Registered early!!
Pizza for lunch available
For questions contact John: 303-986-9380

Hospitality

Our July Ice Cream Social was well attended with at least 55 present. It was great to see everyone, especially those I haven't seen in awhile! The brief business portion was followed by ice cream sundaes (and some root beer floats) and water wise gardening tips from David Winger. Many thanks for the extra hands that helped things along!

GENERAL MEETING will be at the Leise farm in Larkspur. Saturday, August 26th, 10 am, at 10401 Spruce Mountain Road, Larkspur, CO 80118

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. If you're living day to day like me, it's totally fine to call the evening before or even the morning of-just so we can make adjustments if needed. While I overestimate, there's a fine line between not enough and way too much.

The 10am meeting will be followed by lunch, time to chat, and train rides on the Larkspur Consolidated RR. For address and parking logistics, etc, please see Jim Desautel's latest installment of "**The World of 7 1/2" Trains**" in this newsletter.

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 (note different address) OR call /text 720.560.3165.

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

GENERAL MEETING on Tuesday September 26th at 7 pm brings us back to the Clements Center in Lakewood. We'll have cobblers (apple and Palisade peach, and maybe a blueberry if someone has a good recipe-let me know 😊) with plenty of ice cream on the side! Plus a return to our regular programming (see the Programs announcement)

We hope to see you at these events. As always, find me if we haven't talked in a while, or you're new to the DGRS. We do have a good number of new members. Please remember to wear your badge if you already have one, so we can put names together with faces. For those who have ordered badges, there are some in the DGRS layout building, waiting to be picked up. And we'll bring them to the August meeting...

Can't wait to see everyone, please reach out if you have any questions!

Michele Miller

Museum Happenings

The DGRS had a well attended work session on Saturday July 15. I We did have some last minute cancelations, but Stuart Moxley and Carmen Vincent came all the way to Golden from Ottawa just to help out!

We had a list of things to do that included trimming dead limbs from the tree that over hangs the bump out at the back of the Alpine Tunnel building, pulling, weeds, repairing the holes in the fence netting, scraping the paint off areas around the deck to prep for new paint, installing new wheels on the DGRS BBQ grill, and hand cleaning rolling stock.

Another Saturday work Session will be posted for September to get ready up coming events such as "A Day Out With Thomas" and the National Narrow Gauge Convention.



The CRRM is hosting "Gold Rush Days " on August 12th and 13th with steam Powered rides, gold panning and other demonstrations The DGRS will need operators for both days, from 10am to 4pm. Contact Alan Olson if you are available to run trains.

Zachary Bradley donated a brand new Spectrum type Bachman 4-6-0 loco motive to the DGRS for operation by during special events and when he is visiting the CRRM. To avoid damage and extend the life span of the locomotive, it will only pull Bachmann rolling stock.

Thank you Zachary!

Track 7 at the DGRS layout continues to be a big draw when we have members to cover it. Aleen Carruthers, who donated track and roses, would love to see people learning of the joys of garden railroading while operating on the 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.

A sign will be posted commemorating the "Rose Garden" layout.

Alan Olson



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.

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

DGRS Summer Tours

Summer tours on August 19 & 20 will be announced in an e-mail blast from DGRS

Also, David and JoAnn Varney will have their Garden Train and also a small Hon3 layout will be on tour **Thursday August 31st and Sat. September 2nd , 1pm-5pm both days.** This is during the week of the National Narrow Gauge Convention. Everyone is welcome. 2957 E. Euclid Pl, Centennial, CO 80121



This is a movie of a cartoon character laying G Scale track. The movie plays extremely fast, so you can not really see what is happening, but he is laying track from the box he is carrying. The screen capture below shows him taking the track out of the box and preparing to put it down. It is too fast to see this in the movie.

<https://i0.wp.com/mcusercontent.com/eb56fc1bf4f4dee86c9203799/images/573353a8-dad9-11cc-6922-9bd6e412fd04.gif?w=564&ssl=1>

Choo Choo Sew

Our July meeting was very special because Merrie Jones joined us for the first time. She is a professional long arm custom quilter and has lots of experience. She showed us some of her work and we discussed making a project that we could share with the club. We decided to make a quilt featuring some DGRS t-shirts (T-Shirt Quilt) that the club can use to raffle off, give as a door prize or for what ever purpose the club chooses. Merrie will be giving us a lesson in making t-shirt quilts at our next meeting on August 17th.

If anyone has extra DGRS t-shirts that you don't want, please donate them to us. Bring them to the next DGRS meeting and we will put them to good use.

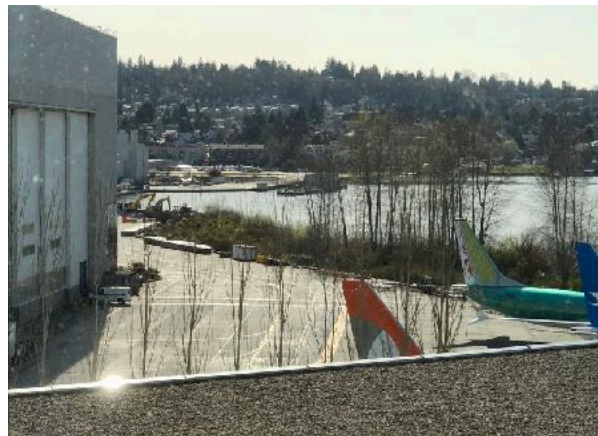
Should anyone wish to join us at our regular meeting please give me a call or send an email or text message. We meet the third Thursday of each month from 11:00 - 3:00ish. We have lunch, share ideas and sew.

Here is an example of a t-shirt quilt for those who can't imagine what they might be.

Cherylene Evans



These photos combine two of my favorite things, trains and planes! These 737 fuselages sit on a siding



waiting to go into the factory for final assembly in Renton WA. After roughly nine days on the assembly line the finished product exits out the north end of the building.

Kent Crysdale

The World of 7 ½ Trains

LCRR Hosting the Next Meeting of DGRS

Introduction.

The crew of the LCRR (the Larkspur Consolidated Railroad) will be hosting the next general business meeting of the DGRS. The meeting will be held at the home of the LCRR railroad in Larkspur, CO. The event will be held on **Saturday, August 26th, 10 am, at 10401 Spruce Mountain Road, Larkspur, CO 80118.**

RSVP Please.

If you are planning to attend, please RSVP to Michele Miller (ngrcvendor2022@gmail.com) or call 720-560-3165.

General Business Meeting:

The event will begin with the General Business Meeting, which will be held in the Trailer Barn (we call it the Party Barn or Hitching Shed). Once you enter the gate and drive down the long driveway, there will be signs or a person directing you how to get to the meeting and where to park. Please bring your own chairs.

After the meeting, the fun begins. The crew (Bob and Glen Leise, Dale and Sharon Underwood, Kirk and Pam McGuire, Ron Keiser, Pete and Marilou Hendel, Randy Schultheis, and Jim and Cindy Desautel) will then host the luncheon and provide rides on their trains (at least four, and maybe five or six trains). You can choose which to do first – ride the trains or eat lunch.

Luncheon:

Lunch will consist of hot dogs, sodas and/or water (which DGRS is providing for members), plus a variety of side dishes. If you would like to delay eating lunch, the trains will be ready to provide rides to anyone who wants to ride soon after the meeting ends. Each ride takes about 20 to 25 minutes. There will be plenty of time to eat if you want to enjoy a ride first.

Luncheon Side Dishes:

Similar to last year, we ask those who plan to eat lunch to bring a side dish. Those with last names ending in A thru K, please bring a salad, fruit or veggie item, pasta, beans, etc. Those with last names ending in L through Z, please bring dessert.

We have a new request this year – please bring a note card or piece of paper with the recipe for your side dish. We will display the recipes next to the dish so those who want can take a photo with their phone of the recipe. Last year, we received many inquiries about the recipes for specific dishes. So please help us satisfy those who want to replicate your side dish by bringing a recipe to share. This is yet another way we can all grow and learn from each other, which is what we do within DGRS every meeting, especially the clinics.

Train Rides:

The crew of LCRR loves trains. We have worked thousands of hours and spent thousands of dollars to build the bridges and track, and purchase or build the engines and riding cars to make the LCRR an enjoyable railroad. It brings us great pleasure to run our trains, but it brings us even greater pleasure to share our love of trains by offering train rides to nearly anyone who wants to ride. As mentioned above, each ride takes about 20 to 25 minutes, depending on how often the engineer stops to describe sites along the way, explain what certain things mean, and answer any questions from the passengers. Each year, more attractions, sites, and artwork are added, so if you think you've seen it all, you have not.

The LCRR crew will keep giving rides as long as someone wants to ride. It is not a "one-and-done" event. So, after you ride, you are welcome to ride again after giving the others waiting in line the opportunity to enjoy a ride. And when you are not riding, please feel free to sit around the dispatching post and visit with your good friends within DGRS. Last year, after all the rides were finished, many stayed around just to visit with their friends, including the LCRR crew, asking questions and providing suggestions. The crew really enjoys that.

In addition to riding the trains, there are other attractions at LCRR. You can visit the G-Scale layout nearby, and even explore the shipping containers we use to store our equipment. We expect it will all be open.

The only thing we ask of each person riding the trains is to sign a waiver of liability as a passenger. This is something we do each time we provide rides at special events. So we ask for your indulgence.

Caution:

We ask you to be aware that the LCRR is built on a working ranch. There are many hazards on any ranch, so we ask that you not go wandering around the ranch, but stay in those areas near the railroads (both the Ride-On and the G-Scale). We take many steps to keep everyone safe at these events, so we ask for your help in doing so.

Conclusion:

We are looking forward to hosting the meeting again this year, and hope you will come and enjoy the day. Please feel free to bring children and grandchildren since people of all ages can enjoy trains.

Jim Desautel

DGRS Photo

CLINICS

There are no clinics scheduled for the rest of the year, mainly because no one has volunteered to give a clinic and no one has requested a clinic. One of the great things about a Garden Railway Club, is that we all can learn something from other club members and other clubs.

So that we never stop learning, we will include information from past clinics, other clubs and organizations in this section of the newsletter. Hopefully, each month you should find something here that will be of interest to some of you, even if it was from years ago.

As an example, years ago, Don McCulloch created a document for converting from one scale to another. Below is the document for your use when building models to scale and the plans are in a different scale..

Thank you Don.

Working With Scale Conversions

1:20.3 = .0493" /Inch or .5911" /ft

1:22.5 = .0444" /Inch or .5333" /ft

1:24 = .0417" /Inch or .500" /ft

1: 29 = .0345" /Inch or .4138" /ft

1:32 = .0313" /Inch or .375" /ft

Formula: 1.000 divided by the Scale

Example: 1.000 divided by 24 (for 1:24 scale) = .0417" Per Inch
or .0417 X 12 = .500 Per Ft.

Example is rounded to the nearest fourth place [.04166667]

Conversion From Inch to Millimeters: 1.0 Inch = 25.4 Millimeters

Scale Plans using a copier

Drawing Published in:

HO = Enlarge to 1:32 - 272%; 1:24 - 363%; 1:22.5 - 387%

O = Enlarge to 1:32 - 150%; 1:24 - 200%; 1:22.5 - 213%

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

Web Site: webmaster@DenverGardenRailway.org

Newsletter: 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**



**YOU CAN BUILD ONE OF THESE WITH
THE CONVENTION CAR.**

NGRC Convention Stories

Growing Garden Railroad Clubs

NGRC2023 Santa Clara - Clinics Notes – Thursday, July 6, 2023

On behalf of DGRS, Joe & Dianne Foss and I, attended two clinics at the NGRC 2023 in Santa Clara that were held to discuss a problem shared by garden railroad clubs across the country, that is How to grow and maintain membership in the club. Representatives from 7 or 8 clubs attended the clinics, where we shared ideas. Without interjecting my own opinions, I have tried to recap the clinics here for you:

7PM - From In-Print to On-line: Newsletters, Websites, and Social Media

Hosted by Greg Hile, newsletter editor/website and media coordinator for BAGRS.

Discussion centered around the use of newsletters, websites, and social media for the purposes of attracting new members.

- Know your audience...
- How we absorb information...
- moving casually, minimally participating members to active and involved members.
- Multiple approaches are needed...

General Discussion:

Several clubs are experimenting with social media. Social media offers clubs broad online exposure. They attract large numbers of followers, but followers rarely turn into members or active club participants. Clubs struggle with a contingent of older members who aren't adapting to social media platforms.

Clubs rely on newsletters and email to communicate with members. That seems to be what members want from the club.

Larger clubs have websites, if they have a member with the technical skills, time, and club involvement needed to administer a website. Clubs often use their websites to provide online hosting service for newsletters and club documents. Links are sent to members via email or posted in the newsletter. Websites are minimally useful for communicating with the general membership as members look to club email and the club newsletter.

8PM - Growing Garden Railroad Clubs

Presented by BAGRS President and Convention Chairman Mick Spilsbury

Ideas were presented for growing clubs and interest in the hobby of garden railroading:

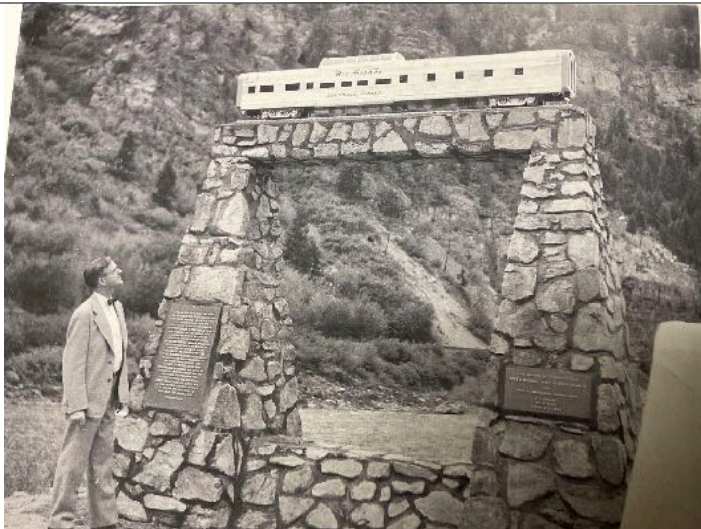
- A small track / expendable trains outside the fence that kids can play with...
- Makeup beginners train sets and give them away...
- Mentoring for new members
- Pop out layouts
- Exhibits at County Fairs

- Adult Operating Sessions
- "open" Layout tours to the public, groups, school groups, boys & girl scouts, etc.
- Front yard displays
- Operating sessions for "kids"
- Getting people in front of railroads to promote the club.
- Senior Living Center exhibits and layouts
- "Mini" conventions
- Neighborhood Layout

New Member Outreach

- Offer construction help & advice.
- Hold Swap meets.
- Offer New member "Buddies" – mentors.
- Attrition rates in clubs are high, why?
- New members are typically gone within 2 years – it's our fault.
- **Make it easier to join.** Downloading applications and snail mailing checks is cumbersome and old school. Many people today don't use check books.

Bob Finch



Plaque on the left side of the monument

IDEA FOR THE VISTA-DOME RAILROAD CAR WAS CONCEIVED ON THE DENVER & RIO GRANDE WESTERN RAILROAD ACROSS THE COLORADO RIVER FROM THIS POINT ON JULY 4 ,1944. RIDING THROUGH GLENWOOD CANYON IN THE FIREMAN'S SEAT HIGH IN THE NOSE OF A RIO GRANDE DIESEL LOCOMOTIVE BUILT BY HIS COMPANY, C.R. OSBORN, VICE PRESIDENT OF GENERAL MOTORS AND GENERAL MANAGER OF ELECTRO-MOTIVE DIVISION, WAS STRUCK WITH THE NEED FOR SOME MEANS OF GIVING PASSENGERS AN UNOBSTRUCTED VIEW OF THE INSPIRING SCENERY OVERHEAD AND ON ALL SIDES. THE IDEA OF BUILDING GLASS ENCLOSED DOMES INTO THE CARS OCCURRED TO HIM. UNLIKE SO MANY ORIGINATORS OF UNUSUAL NEW IDEAS. MR. OSBORN IN A BRIEF FIVE YEARS SAW HIS DREAM GROW INTO FULL PRACTICAL UTILIZATION. VISTA-DOME CALIFORNIA ZEPHYR TRAINS WENT INTO SERVICE MARCH 21,1949, BETWEEN SAN FRANCISCO AND CHICAGO AND NOW DAILY PASS THE SPOT WHERE THE IDEA WAS BORN.

September 14,1950

This monument was originally constructed in Glenwood Canyon in 1950 and remained there until I-70 was built in Glenwood Canyon in the 1970's. This monument now sits next to the DGRS Garden RR Layout in the Colorado Railroad Museum.

The Vista Dome car was removed several weeks ago and is now in the roundhouse waiting for restoration work. This coming spring will be the 75th year for the conception of the Vista Dome. Our goal is to replace all windows, lettering and remove tarnish. It also sits on track with rotten wooden ties. The curved glass in the upper Vista Dome will be challenging.

article provided by Bob Dunlap

Bob Poncar at the location of the monument at Grizzly Creek Rest Area before I-70 was built



NGRC Convention Stories (cont.)

One of the highlights of my trip to California for the 2023 National Garden Railway Convention was the BBQ Train Ride - not so much the BBQ, but the train ride. After visiting four spectacular layouts in Santa Cruz, we drove to the Roaring Camp Railroad in Felton, California to catch the 3:30 train.

A Shay steam locomotive with six passenger cars carrying a hundred or more train enthusiasts departed the Roaring Camp station precisely at 3:30. It was an amazing 3.25 mile roundtrip to the top of Bear Mountain and back that took about 90 minutes. Our train wove its way through groves of coastal redwood trees standing over a hundred feet tall and blocking out the sun. Our conductor/narrator was both entertaining and informative. Sharing his in-depth knowledge about the redwoods, the railroad and the Shay made the trip that much more interesting.



Roaring Camp Railroads



Photo by XL PW

There was a 15 minute rest stop at the top of Bear Mountain for the train crew to turn the Shay around for our return to the Roaring Camp station. This brief pause provided an opportunity to take close-up pictures of the 3 foot gauge, three truck Shay locomotive named "Sonara" and take a much needed bathroom break. All to soon, our conductor shouted "all aboard" and a couple of minutes later we were headed back down the mountain for our BBQ dinner and some souvenir shopping at the General Store.

The Roaring Camp Railroad has two other geared locomotives - a 42 ton, 3 truck Shay named "Dixiana" and a Heisler. All of these geared locomotives are ideally suited for traversing Bear Mountain with their unique ability to navigate steep grades and tight curves. I was intrigued by the Roaring Camp locos, and was determined to learn more about them. The three most common types of geared steam locomotives were the Shay, which had 2, 3 or 4 trucks, the Heisler and the Climax. All of these geared locomotives were unique, even odd looking, but were ideally suited for logging and mining operations. They replaced mules and oxen as the primary source of transportation between forests, mines and mills.

By far, the most popular geared locomotive was the Shay. The Lima Locomotive Works in Lima, Ohio built approximately 2,770 Shays between 1880 and 1944. Sadly, only 117 remain today, and two of those survivors are on display at the Colorado Railroad Museum in Golden.



Lorrie Hahlweg

You can find West Side Lumber Company Shays No.12 and No.14 on display behind the two yellow Union Pacific diesels. Shay No.14 had the dubious honor of being the last Shay to operate on the West Side Lumber operation before it closed in 1960. After a couple of years operating on a tourist railroad in California, No.14 was acquired by the Ashbys along with No.12, and both were moved to Colorado in 1974. It operated for several years on the Colorado Narrow Gauge Railroad in Central

City before moving to Silver Plume and the Georgetown Loop Railroad. In 2004, the Ashby's moved both Shays to the Colorado Railroad Museum for storage.

Shortly thereafter, No.14 was re-lettered and became the Argentine Central No.14. There are videos of this engine running at the museum in 2006. It has been re-lettered again to its original West Side Lumber Company with the name "Rosa" painted on the cab.



Lorrie Hahlweg



Lorrie Hahlweg

I will be running a brass 1:24 scale West Side Lumber Company No.14 for the DGRS layout tour on Sunday, August 20. See you there.

Doug Mayes



Lorrie Hahlweg

NGRC Convention Stories (cont.)

DGRS visit to NGRC 2023

by

Erlene and I took the opportunity to enjoy a summertime road trip to Santa Clara last month for the National Garden Railway Convention. Our Daughter, Kim, and granddaughter, Savannah came with us.

Quite a few DGRS members were in Santa Clara, CA. last month for the National Garden Railway Convention.



One of the highlights of the convention was the train ride and barbecue. The Roaring Camp & Big Trees Narrow Gauge Railroad is a narrow-gauge tourist railroad that starts from the Roaring Camp depot in Felton, California and runs up steep grades through redwood forests to the top of nearby Bear Mountain.



We marveled at the 200 ft. tall redwood trees that are more than 1000 years old on the 3.25 mile ride with a switchback that has over a 9% grade.

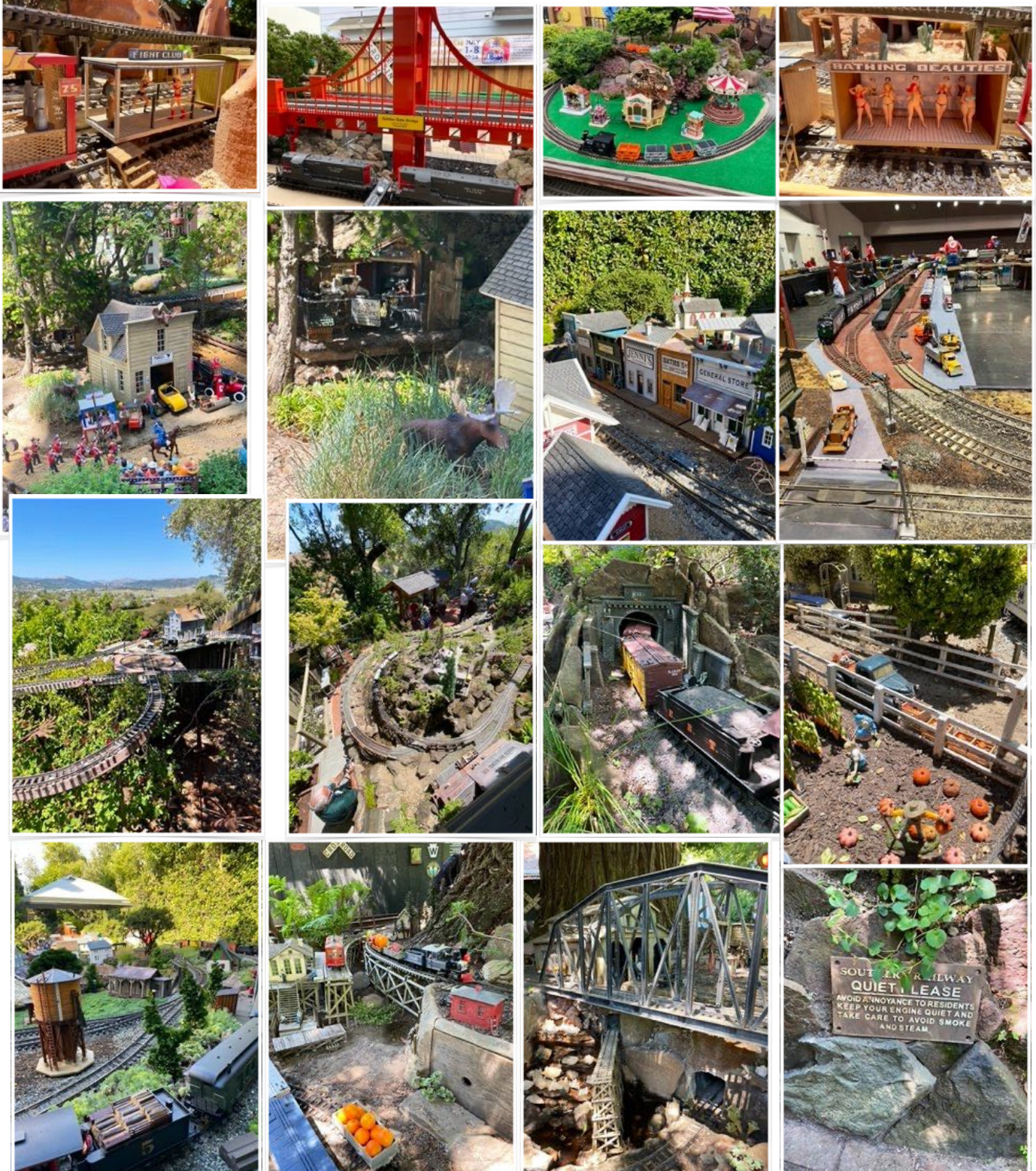


It was a great time. Our daughter and granddaughter enjoyed many of the convention railroad tours with us, a day in San Francisco, a day on the beach, and a trip to the World-Famous Aquarium in Monterey, CA. On the drive home we visited Pinnacles Peak National Park, and a day in Zion National Park

Bob Finch

NGRC Convention Photos

Photos by Cherylene Evans



Building Renovation at the DGRS Layout

by *Larry Dorsey*

While running trains at the DGRS layout at the Colorado Railroad Museum recently, I noticed a little white house nestled among the trees above track 4 in need of a paint job. Upon further investigation, I discovered a small red building in greater need of attention. So, I took the red structure home, cleaned up the body considerably, took off the ramshackle boards and sprayed liberally with sealer/preservative.

Then, using my band saw, cut new horizontal siding boards from scraps of cedar. I attached these boards and other new wood materials using waterproof glue. After that, I painted it a similar color to the original and painted the trim white.

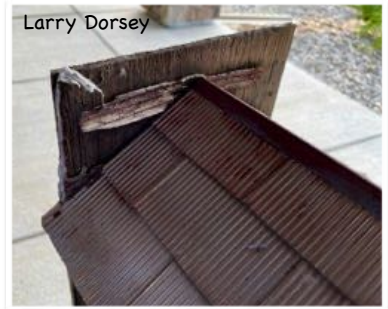


Larry Dorsey



Larry Dorsey

I chose to label it as a pool hall as an homage to what was a central gathering place in small towns of the past. I recall the old standing joke in my hometown in the form of a mock headline in the local paper: "Pool Hall Burns Down – 30 Men Left Homeless."



Larry Dorsey

After that, I went back to the white building, took it home and cleaned it up. It

was in good enough condition that I didn't need to replace any wood or rebuild parts of the building.

A good coat of paint took care of the worst areas. I decided not to cover the Coca Cola mural on the west side. I could not have replicated that classic sign.



Larry Dorsey

Now the two buildings are happily nestled on the bluff providing a nice view of track 4 and the layout train yards for the occupants.

Take a look the next time you're at the Museum.



Larry Dorsey

Harvey House – Winslow AZ

by *Jim Desautel*

Recently, Cindy and I traveled to Las Vegas, NV, to celebrate our son's 50th birthday. Along the way, we stopped near Albuquerque to pick up our cousins, Darrell and Gloria. As we traveled along I-40 in Arizona, we stopped at the Harvey House in Winslow to have lunch, both on the way to and from Las Vegas. It was a real experience that we would like to share with you.

As most of you know, the Harvey Houses were a series of eating and sleeping establishments along the route of the Atchison, Topeka and Santa Fe Railroad (ATSF) from Topeka, KS, to Los Angeles, CA. The first Harvey House was opened in Florence, KS, in 1878. In total, there were about 40 Harvey Houses built along the ATSF. The Harvey House in Winslow was built in 1930.

As lunchtime approached on our way to Las Vegas, Cindy and I suggested we stop for lunch at the Harvey House (named La Posada). Our cousins were agreeable even though they had never heard of the Harvey Houses along the ATSF. When we arrived, they were enchanted with the building structure to begin with, then the foyer area, then the gift store, and finally the restaurant. The lunch was delicious and the service was very good.



Entrance to La Posada



Walkway into the Hotel & Restaurant

After we ate, we decided to wander the grounds and enjoy the history and the gardens. While the others enjoyed exploring, I headed to the viewing area near the tracks. I found a nice chair in the shade, and sat down. Before long, the train in front of me started moving. I watched it as it left the station, and shortly after, another train arrived on another track. Within the 15 or 20 minutes I sat in the viewing area, four trains arrived from both directions, stopped, and then left again. I was captivated by the activity. Four freight trains, three of which were Intermodal Trains, arrived and left. As I was preparing to get back into the car and finish our trip to Las Vegas, I could not help but wonder how many tons of merchandise traveled through Winslow that day. The tonnage must be staggering. Just think of the millions of satisfied customers there would be from that tonnage, and to think it traveled by rail.



Train Viewing Area



Parked Train Awaiting Clearance to Leave



Looking West



Looking East

In their day, the Harvey Houses were known for their fine dining, cleanliness, and prompt service. After all, the service had to be prompt to feed passengers fast enough to reboard the train to their destination. As I thought more about travel by rail in the late 1800s and early 1900s, the site of a Harvey House right next to the track must have been a great experience for the travelers in this very desolate part of America. But that is part of capitalism and America, see a need, fulfill that need, and you can be very successful. Fred Harvey was indeed very successful. He was a stickler for enforcing very high standards, both in the product he provided and the people he hired. There are many stories of 'surprise inspections' at his facilities, his innovative approach to serving many people quickly with grace and elegance, and his tenacity in serving his customers. According to Wikipedia, Fred Harvey is credited with establishing the first restaurant chain in America.

If you ever have a chance to stop at a Fred Harvey facility, we highly encourage you to do so. It can be viewed as a travel back in time, as a place to get a wonderful meal, and especially as a place to sit and watch trains go by.

Train Mountain Adventure, Chiloquin, Oregon

by Pam McGuire

In July 2023, several of us decided to load up the 7.5 scale trains and head to Train Mountain Railroad, the world's largest miniature hobbyist railroad near Chiloquin, in Klamath County Oregon. Train Mountain is situated between Klamath Falls, Oregon (to the south) and Crater Lake National Park (to the north).

Some fun facts about Train Mountain – it sits on a 2,205-acre property. The elevation at Train Mountain varies from 4,200 feet at South Meadow, 4,293 feet at Central Station, 4,406 feet at Ward Passing Track (the highest point accessible by train), to 4,780 feet at Steiger Butte, the highest point.

In the 2004 Guinness World Records, Train Mountain is recognized as the “Longest Miniature Hobby Railroad”. At the time Train Mountain was recognized by Guinness, it was reported to have 69,900 feet of 7 1/2” gauge mainline track and 133,250 feet of total track

including yards, sidings, spurs, and connector tracks. During the following years, approximately 10 additional miles of new track has been added. You don't have to be a member to enter the facility. They give train rides daily and only ask for a donation. <https://trainmtn.org/pages/visitors-1.shtml>

We rode everyday, but as the weather was hot, we decided to ride late in the afternoon and evenings. So during one of our days before the evening ride, three of us took a break and ventured to Crater Lake National Park.

WOW!!!! Deep water in a Sleeping Volcano – truly inspires amazement... Our first impression, the water was fake – truly Gorgeous!!

Native Americans witnessed its formation 7,700 years ago, when a violent eruption triggered the collapse of a tall peak. Scientists marvel at its purity—fed by rain and snow, it's the deepest lake in the USA and one of the most pristine on Earth. Artists, photographers, and sightseers gaze in wonder at its blue water and stunning setting atop the Cascade Mountain Range. With an average snowfall of 41 ft, the park is covered by snow most of the year. In fact when we were there in July 2023, the north entrance to the park was still blocked by snow.

If ever in the Klamath, Oregon area, so many National Parks and Train memories are to be made. Highly recommended to visit both locations since they are so close together. Great Vacation.



Pam McG



Pam McG



Pam McG



Pam McG



Pam McG

Family Trip on the Grand Canyon Railroad

by Jack Shelly

I had the pleasure to "tag along" with my son and his family this past July, as they planned their trip to see the REALLY BIG HOLE in the ground (the Grand Canyon) in HOT, HOT Arizona!

Since my son is a KOA camper, we planned to visit several scenic natural wonders, along the way to Arches National Park) and from Black Canyon of the Gunnison, to the mighty and majestic Grand Canyon.

I suggested that when we got to the canyon, that we take the train from the Grand Canyon to the town of Williams, some 64 miles south, and stay overnight at the rebuilt Fray Marcus Hotel (an original Harvey House in the Williams Depot), eat an enjoyable breakfast at "the Harvey House" restaurant and return to see more of the Grand Canyon. It was a winning suggestion!

Starting in 1901, this spur, built by the Atchison, Topeka & Santa Fe R.R., to the Grand Canyon from the town of Williams was meant to encourage people to come and see this natural wonder. This worked for many years with the South Rim's Hotels doing a brisk touristy business year round.

However by 1968, ridership had fallen and the train stopped coming until the line was purchased by Max & Thelma Biegert in 1988. Ever since, they repaired and reopened the line in 1989, it has been constantly running to the delight of tourists and businesses in Williams and at the G.C. National Park.

The train offers riders a choice of several types of rail cars. I picked the coach car built by the Pullman Company in the 1920's because it had windows that opened. Other travelers selected the more modern (1950-60-70's) air conditioned coaches, vista domes or the end of train parlor car. All cars had working bathrooms & cold water. The train also provided a modern Refreshment Café Car with snacks and other foods to satisfy your railroad hunger.

What we didn't expect or prepare for were the OUTLAWS, who stopped the train and robbed us! This took some time because this was an 8 car train.

Dressed in 1880's period clothing complete with guns and riding well groomed horses, they went from car to car relieving people of their money (you offered a dollar, if you wanted to be robbed). They were nasty robbers, who smelled of sweat & horse!



The train did employ a sheriff but by the time he arrived at our car, the robbers had vanished back to their camp to enjoy the fruits of their latest robbery.

Later we found out from our conductor that they stopped this train anytime they needed more money for pizza & beer.

Many of the riders thought that the sheriff was in cahoots with the outlaws and got a "Cut of the Pie" from them back at their camp, which was not true BECAUSE.....

The next morning before the train left the Williams station for its return trip to the Grand Canyon station, we watched the sheriff confront the bushwhackers in the old (1880's) western part of Williams. He did his duty and dispatched some of these men to their just rewards but we knew that there was a whole gang of them waiting to rob the next train coming to Williams. The sheriff would be busy enforcing the law for quite some time.

The train ride was pleasant with typical western scenery both to and from the canyon station, which was refurbished by the Park Service in 2006.

Taking this train ride and staying overnight in Williams is a relaxing and entertaining way to break up your visit to the Really Big Hole in HOT, HOT Arizona.



Jack Shelly

Circa 1940s trolley on Colfax at the Ogden theater in Denver



from Pete Lammer

DSPPHS Track Work Day at Calhan -D&RGW Flatcar acquisition

https://youtu.be/XjyGi_vEzaY

James Mackay travelled to Calhan, Colorado to the preserved Chicago, Rock Island & Pacific depot to build track for the Rocky Mountain Railroad Heritage Society (rmrhs.org). In exchange, they gave us a Denver & Rio Grande Western flatcar.

Our Como workdays are Saturdays 7/29, 8/12, 9/2, 9/16 & 9/30.

Como Railroad Day is Saturday Aug 19.

Visit DSPPHS.org and Southparkrailsociety.org

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](#)

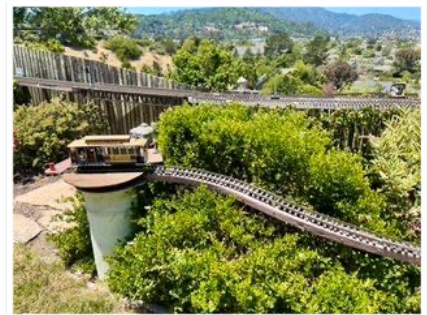
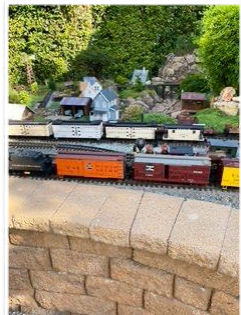


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2023 DGRS Calendar

DATE	EVENT	DETAILS
Aug 12-13, Sat & Sun	The CRRM is hosting "Gold Rush Days" with steam Powered rides, gold panning and other demonstrations	The DGRS will need operators for both days from 10am to 4pm.. Contact Alan Olson if you are available.
Aug 26, Saturday	DGRS Meeting at the Larkspur Consolidated Railroad	10 AM, Liese's farm, 10401 Spruce Mtn Rd, Larkspur
Sept 5 Tuesday	DGRS Board Meeting	7:00 PM, @ Doug Mayes Office. 7114 W. Jefferson Ave, Suite 210, Lakewood 80235 or via Zoom
September	Day out with Thomas at the CRRM for 3 weekends (September 9-10, 16-17, 23-24)	The DGRS will need operators for all days from 10am to 4pm.. Contact Alan Olson if you are available.
Sept 26, Tuesday	General Meeting. Speaker Ed Dickens head of the UP steam program, story of the Union Pacific Heritage Donation Special.	7:00 PM, Clements Community Center 1580 Yarrow St., Lakewood, CO 80214
Oct 3 Tuesday	DGRS Board Meeting	7:00 PM, @ Doug Mayes Office. 7114 W. Jefferson Ave, Suite 210, Lakewood 80235 or via Zoom
Oct 21-22, Sat & Sun	CRRM Harvest Haunt	The DGRS will need operators for both days from 10am to 4pm.. Contact Alan Olson if you are available.
Oct 24, Tuesday	General Meeting. Our regular General Meeting will be held at the Clements Community Center. Speaker will be Michelle Kempema.	7:00 PM, Clements Community Center 1580 Yarrow St., Lakewood, CO 80214
Nov 1 Wednesday	DGRS Board Meeting	7:00 PM, @ Doug Mayes Office. 7114 W. Jefferson Ave, Suite 210, Lakewood 80235 or via Zoom
Nov 28, Tuesday	General Meeting. Our regular General Meeting will be held at the Clements Community Center. Speaker will be Tom Klinger on the "C & S" books.	7:00 PM, Clements Community Center 1580 Yarrow St., Lakewood, CO 80214



Photos by Cherylene Evans