



NEWSLETTER

Denver Garden Railway Society



John Hart

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On the Cover

On the left, and belching smoke, is an 0-8-0 Rugen Steam Loco. Built between 1913 and 1925 these locomotives were famous for pulling power and agility. Two still operate on the Baltic island of Rugen on a restored scenic route.

On the right is a late 1890's 0-4-4-0 Harz Narrow Gauge Mallet. The articulated Mallet locomotive was invented by Anatole Mallet of Switzerland and was used for heavy duty service in mountainous regions. These locomotives were very reliable and could negotiate sharp curves. They featured 4 drive cylinders, with 255 horsepower and a maximum speed of 30 km/h / 19 mph. Thus, they roll slowly around our *Skyline and Scree RR*, pulling weighty "real-bottle" beer trains between the brewery and various stations and pubs:

John Hart

Newsletter Contributors this Month

- A Special Thank You to each

Al Blount	Cherylene Evans	John Hart	Ron Keiser
Anne Loring	Don McCullogh	Kay Kirelis	Terry Foley
Bob Finch	James Mackay	Marilou Hendel	WSJ
Byron Fenton	Joe & Diane Foss	Michele Miller	

Annual Dues

CLUB DUES FOR 2025 ARE DUE:

Family membership \$48

Individual membership \$36. Please make checks payable to **DGRS**

Mail to :

Denver Garden Railway Society co/Al Blount

6038 Iris Way, Arvada, CO 80004

Garden Railway Club News

This link is an opportunity for Garden Railroad enthusiasts to learn from the efforts, tips, techniques, and news of other garden railway clubs. Please Click on the following link to access all the clubs that share newsletters with DGRS:

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

View From the Caboose



DGRS has been very busy this year!

We enjoyed a fun afternoon holiday party at The Old Spaghetti Factory in early January.

Our February meeting was busy with a wheeling/dealing swap meet.

"Prizes" were presented to people who wore the "right" sort of t-shirt in April.

The Colorado Toy Train Show at the Denver Stock Show Complex was a delight.

We launched into summer with our picnic and swap meet at the Colorado Railroad Museum.

We ran Thomas Trains for every weekend during the Day Out With Thomas event in July.

Our Ice Cream meeting at the Miller's was a July high light.

Many of us opened our railroads to visitors during our Open House Weekends.

We had a grand time riding the rails at the Leise Ranch in Larkspur.

We made some revisions to our DGRS Constitution and By-Laws.

We donated money to the Trolley Museum and to the Colorado Railroad Museum to support their efforts.

We were the only train layout to be at the Christmas show in November at the Denver Stock Show Complex.

Our newsletter provided train related reading material that has been delightful and informative.

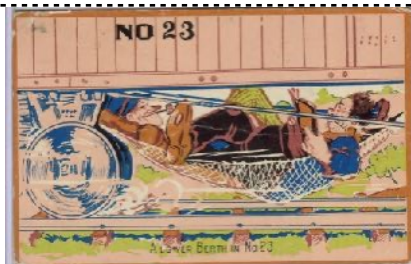
Your board of directors has much more in store for you next year. I always look forward to being with all of you train types!

Craig and I are off to visit our daughter and granddaughters on the east coast for Christmas. We will hang out there until the middle of January when Craig will be attending the Cabin Fever Expo 2024 World Class Model Engineering Show. He has been told that that is the best. He will tell you about it at a future show and tell. Some of these guys build amazing "toys". We will return home late in January. Please try to have all the major snow issues over and cleaned up while we are gone!

May your holidays be bright and I will see you in the new year!

Cherylene

Hobo Brunch

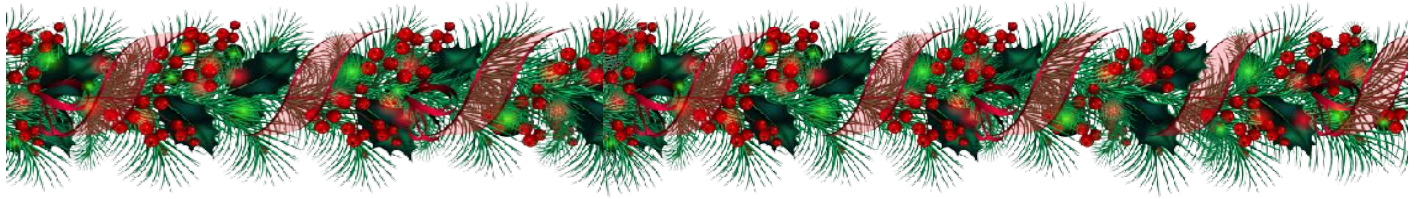


The Hobo Brunch Group meets on the 2nd Saturday of every month at 8:30 a.m. Next meeting Jan 11 at **Yanna's Cafe**. Just show up,

no reservations necessary! **NOTE LOCATION CHANGE**

Location: **Yanna's Café, 205 S Sheridan Blvd., Lakewood, CO 80226**

Programs



December - No Meeting

The Christmas Party will be held at **Cinzzetti's January 12, 2025.**

January 28, 2025

Our regular General Meeting will be held at the Clements Community Center. Lindsey and Rosa Ashby will talk about how all the equipment was moved to Silver Plume to start up the Georgetown Loop.

February 25, 2025 - Swap meet

Our regular General Meeting with Pizza will be held at the Clements Community Center.

March 25, 2025

Our regular General Meeting will be held at the Clements Community Center. Program to be given by Jeff Taylor of the Colorado Railroad Museum.

April 29, 2025

Our regular General Meeting will be held at the Clements Community Center. Bob Schoppe will talk on developments on the Como rebuild.

May 27, 2025

Our annual discussions the garden part of garden railroading. Location TBD.

Sept. 2025:

Our regular General Meeting will be held at the Clements Community Center. Wally Weart "I was an engineer At Gettysburg" He says he actually was an engineer in his earlier railroading life.

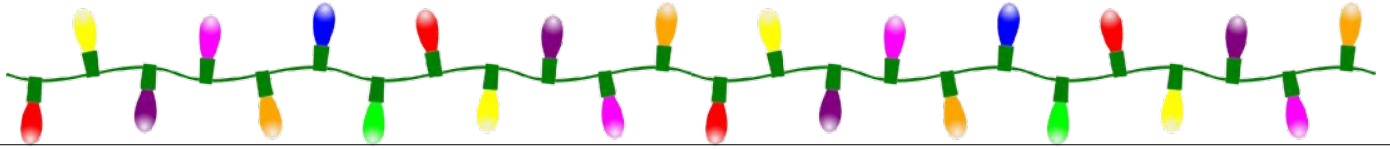
October 2025

Our regular General Meeting will be held at the Clements Community Center. Gerry Glancy: "How did we win the war in Europe, Grandpa?" A documentary on the railroads during WWII in Europe. (Gerry worked at Caboose Hobbies with me years ago.)

Ron Keiser



MUSEUM



All Rolling Stock has been repaired. 2 Engines are being repaired and will be back for the new year. The Live Steam Layout is finished, tested and members have been running. The DGRS layout grounds cleanup of leaves is basically finished, but some leaves still are still on the trees. This was an ongoing effort with many members participating.

THANKS FOR ALL THE HELP. [?]

This is a notice to parents of youth under 16.

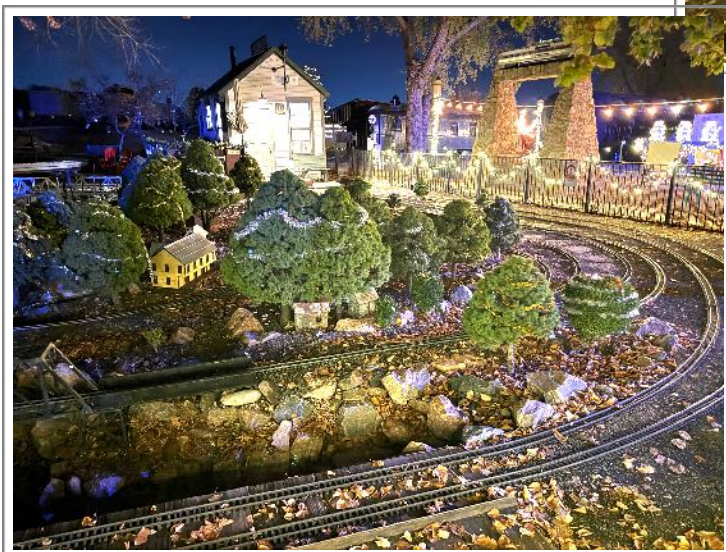
You must sign in and out when bringing youth to the DGRS layout, and you and your child must have an Identification Badge on.

The Museum is Closed December 24-25 and again December 31 - January 1, 2025

Thank You and HAPPY HOLIDAY

Don McCullough

DGRS Layout decorated for the Holidays and the Polar Express



Track Repair Work



Mike & Joe at work earlier on Nov 11

Mike Harris and Joe Foss had been waiting for weeks to visit the club layout at the Colorado RR museum. Our mission: Install the last switches on the elevated steam track. Earlier in the year they had replaced all of the track (old rail on new ties) and half the switches and throws had been installed. But every time there was an opportunity to meet at the Railroad and finish the job the weather got cold, or it snowed, or family obligations interfered with getting the job done.

So they were glad when schedules worked out with the weather at sub-arctic temperatures. They agreed to meet at 10:00 am and finish up the job, and maybe get in a run or two. Joe and his wife Dianne arrived and went through the gate.

"Guess what?" Mike said as they started to unpack their tools. "It's all done!"

"All done?" Joe replied. "You just got here and you already finished the work?"

Mike waved at the steam track. "Nope. Mark, Sam, and Luke came out and completed the work. It looks good and operates properly. This month's long project is done."

Joe looked at the track and sure enough, the switches were installed and looked great. Mike's Euki steamer came around the track and ran through the points smoothly and without mishap.

So Mike and Joe wanted to pass on the kudos to Sam and Mark Kunugi (Mark "supervised" the work and Luke Miller. Great work and good timing guys – **Thanks a bundle!**)



Completed track and switches, Dec 14



Terry, Bob Dunlop, Don & Michele working on the tunnel repair Nov 4

Mike Harris' new MABEL



Mike Harris' scratch built station



HOSPITALITY

Christmas (and the New Year) are fast approaching...which means that it's almost time for our post holiday party at Cinzzetti's on **Sunday January 12th from noon-2pm!**

Santa's DGRS elf tells me that only a third of our typical numbers have responded, so make sure to scroll through this newsletter in its entirety to the Members Only section for RSVP specifics. Good food, good company, and door prizes galore.

At our **Tuesday January 28th 7pm** meeting back at the Clements Center, please feel free to bring a favorite NEW YEARS snack or dessert with recipe to share with your DGRS buds.

Tuesday February 25th at 7pm is the much anticipated Winter Swap Meet / Pizza Party with as much pizza as the delivery person can carry! Let me know if there's a specific pizza you'd like to see and I'll do my best to make it happen. 😊

REMINDER: We have a good number of new members. Please wear your badge (or membership card in a lanyard sleeve) to all the meetings as well as at the museum layout. This helps us all put names together with faces!

Can't wait to see everyone! Stay healthy and we'll see you soon. As always, please reach out if any questions!

Michele

Train Movies

The Good Guys and the Bad Guys: 1968	The Limited Mail (1925)
Shoot Out: 1970	A Ticket to Tomahawk (1950)
Showdown: 1972	Across the Wide Missouri (1951)
Bite the Bullet: 1974	Colorado Territory (1949)
The Fortune: 1974	Ticket to Tomahawk (1950)
Missouri Breaks: 1975	Denver and Rio Grande (1952)
Butch and Sundance: The Early Years: 1978	Viva Zapata (1952)
The Legend of the Lone Ranger: 1980	Lone Hand (1953)
The Ballard of Gregorio Cortez: 1980	The Naked Spur (1953)
Where the Hell's that Gold: 1988	Three Young Texans (1954)
Indiana Jones and the Last Crusade: 1988	Run for Cover (1955)
Brotherhood of the Gun: 1991	Maverick Queen (1956)
Wyatt Earp: 1993	Around the World in 80 Days (1956)
Great American Train Rides: 1994	The Maverick Queen (1956)
Gunfighters of the West: 1998	Night Passage (1957)
Jericho: 2000	How the West Was Won (1963)

OUTREACH:

Looking for a change in tempo, Outreach Chair Terry Foley has taken the DGRS on the road as he helps Santa do good work this December. The Littleton Rotary Club was his first stop. Take a look at the following photos !!!



Terry is also negotiating with South Suburban to host a clinic on "How to Set up a Garden Railroad in Your Backyard" in January. How fun is that? Details coming in the January newsletter.

In my backyard, setting up a train for my granddaughter. Outreach can be within our ring of family and friends!



This is my granddaughter Maisie. She and her cousin Gretchen have helped Santa for 2 years.

Michele



Christmas Show 2024

We had a very nice display at the Christmas show. It was especially nice to see people slow down and sometimes stop to appreciate our display. I was thrilled to see several young people work the switches and manipulate the cars on the board that Scott created. Little kids love learning to control the trains on the starter set.

Scott Vance, DeAnn Grady, and Dale Underwood brought the trailer and material we needed to get the display set up. We had 17 members spend all day Thursday to help us to put it together. It is hard work getting all of the track together, especially when the people doing the work are retired folks. We just don't move as fast as we once did, especially when we are on our knees. But we got it done and it looked good.

Scott and DeAnn Grady arrived very early on Friday morning (and probably every morning) with little people and such to place on the display making it "come alive". We had numerous members bring trains and cars to run on the layout. Scott was kept busy "tweaking" the track to keep the trains from derailing all day.

Saturday was a busy day, as people were off work, kids were out of school, and the weather was good. It was a crowded event!

Sunday was also busy. At 10 AM the 4 lines to get in were 30 people deep! We were busy all day with visitors who just wanted to enjoy the trains. DeAnn very quietly began to gather the little people and some of the decorations at about 4 PM and when the show closed an hour later, all of us were busy taking decor down. It was so good to have several members show up just to help us with the take down. The young men were great help especially when it was time to push the heavy track boxes up the ramp into the trailer. As we were taking down and putting away, DeAnn was making plans for how we would improve the Christmas display next year. They had new "snow" for us to lay the track on this year. Next year will be even better.

I left before we had everything loaded into the trailer and it was 9 PM when I got home. I'm sure that Dale Underwood, Scott & DeAnn were not home before 10 PM. I know I was absolutely exhausted! I stayed home on Saturday, but Scott, DeAnn, and Dale were there all 4 days!

We owe those 3 people our gratitude. They are our Exhibits Committee and they are Super Stars!

Cherylene



DGRS Shines at Denver Christmas Show

Those of you who may not be up on Christmas shopping may have missed the 2024 Denver Christmas Show, where some 25,000 to 30,000 avid Christmas shoppers descended on the National Western Complex November 22-24th. DGRS was there! What would a Christmas show be without trains?

In recent years, our DGRS Exhibits Committee, led by Chair Scott Vance, has set up and run impressive train layouts twice a year – in the spring at the Rocky Mountain Train Show and in November at the Denver Christmas Show. These are huge undertakings.

On Thursday, November 21st, Scott and DeAnn Vance and Dale Underwood were up early and brought the club’s trailer to the National Western Complex at 8AM where they and 14 other club members spent over nine hours setting up the massive layout. They unloaded tools; tubs of trees, trestles, and supplies; bags of Christmas garlands and decorations; big rolls of “snow” to cover the floor; pipe, rope, stands, and cinder blocks for the “fence” around the layout; and finally the big, heavy, wheeled metal cases of track for the layout.



Anne Loring

They rolled out the snow floor covering and then began laying track, six tracks for six trains – ultimately three large ovals, a dog-bone, a raised oval entirely on trestles, and a raised oval on a mountain.



Anne Loring



Anne Loring

That uses a lot of split-jaw clamps and is rather tough on the knees!



Anne Loring



Anne Loring

Meanwhile, others have to fluff trees – three tubs and two bags of trees whose branches need to be pulled down and arranged one by one. There are enough trees for a G-scale national forest!

Garlands and decorations mask the ropes that keep adoring fans separate from the trains!



Anne Loring

Once all the track is laid, and all the decorations put up, and all the trees fluffed, what do you do with the tubs, bags, and those big, heavy, wheeled metal cases for track? Why, Scott and the crew build a mountain, of course.



Anne Loring



Anne Loring

Trees and buildings are set out. A decorated Christmas tree is carefully set on top of the mountain. Fluffy snow is added around the town and mountain for effect. Then the crew raises the banner to tell all the visitors who is responsible for this stunning layout.



Anne Loring



Anne Loring

Set up is finally done.

The crew are exhausted. It's time to go home. Scott, DeAnn, Dale, and more club members will be there Friday, Saturday, and Sunday to run trains, help kids at the Kids Corner run two little trains, and talk with visitors. Then when the show closes on Sunday evening, Scott and his crew take it all down, load up the trailer, and head home.



Anne Loring

The work of Scott and the Exhibits Committee is mainly concentrated into seven days each year. It is exhausting but rewarding because we reach so many people and share our enjoyment of our hobby. This is a key part of our outreach to the community and our efforts to further garden railroading.

Thank you, Scott, DeAnn, Dale, and all the club volunteers for a wonderful job at the Denver Christmas Show. For all our other club members, come join the crew next year!

Anne Loring



Anne Loring



Anne Loring



Anne Loring



Anne Loring



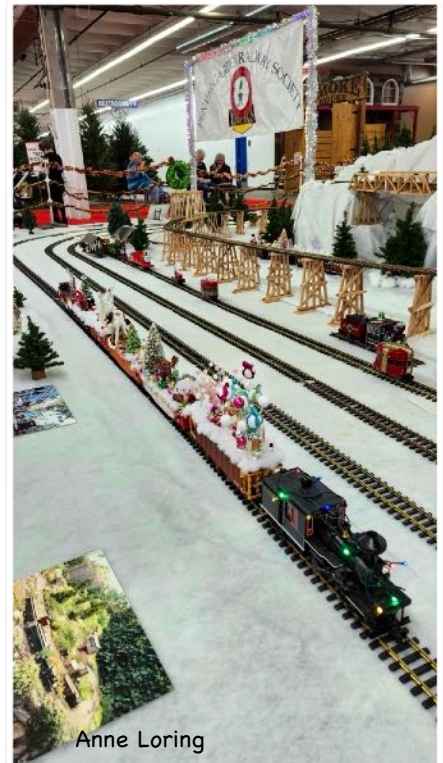
Anne Loring



Anne Loring



Anne Loring



Anne Loring

Additional photos from the DGRS Christmas Show at the National Western Complex





Thanks to everyone in DGRS who helped with the setup, running trains and wrapping up!

Publications

Publications

This part of the newsletter contains articles and photos provided by club members. Part of the enjoyment of Garden Trains is to see other layouts, engines and rolling stock, thus it helps the hobby if club members, or readers of the newsletter provide photos and stories for the DGRS newsletter, which is sent to clubs all over the world.

To submit an article, you can include the text in a Microsoft Word document, Apple Pages document, plain text or just in an email. Photos can be sent by email also. It is best if the photos are sent separately so the quality is not lost. PDF files are difficult to edit/format, so they are not preferred. Thanks for your contributions.

Pete Hendel pbhendel@gmail.com

This is an update to Joe Foss's article on China's trains.

https://www.wsj.com/world/china/xi-high-speed-trains-china-3ef4d7f0?st=7M6dbT&reflink=desktopwebshare_permalink



China Is Building 30,000 Miles of High-Speed Rail—That It Might Not Need

Garden Trains on Facebook and YouTube

Facebook has Public and Private Groups.

A Public group on FaceBook allows anyone to see who's in the group and what they post. It is visible to anyone.

A Private Group allows only members to see who's in the group and what they post.

Most Groups are visible and anyone can find the group. When you join Facebook, you do not have to provide any information that you do not want to share with others.

This is a **Public Group**: [GRNews on Facebook](#), and you do not need a Facebook account to view.

The following are **Private Groups**, and you need a Facebook account and join the group to see what is posted.

DGRS has a Private group page (Denver Garden Railway Society). Videos of the operations and others are posted there.

<https://www.facebook.com/groups/970224199655068/>

These are other Private Groups:

G Scale Trains: <https://www.facebook.com/groups/248809748503280/>

LGB Train fans: <https://www.facebook.com/groups/52647946993/>

LGB Train Sales & Trades: <https://www.facebook.com/groups/316404888778962/>

GScale.Net: <https://www.facebook.com/groups/gscale/>

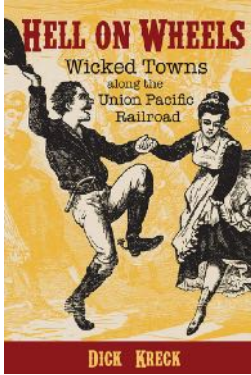
G-Scale- Garden Trains: <https://www.facebook.com/groups/268889036532980/>

Rocky Mountain Railroad Club: <https://www.facebook.com/groups/rockymtnrclub>

There are many other groups on Facebook that have similar interests.

In Memoriam – Dick Kreck 12-4-2024

At our DGRS General Meeting April 29, 2014, then Program Chairman, Erlene Finch, invited columnist and author, Dick Kreck, to present his book "Hell on Wheels".

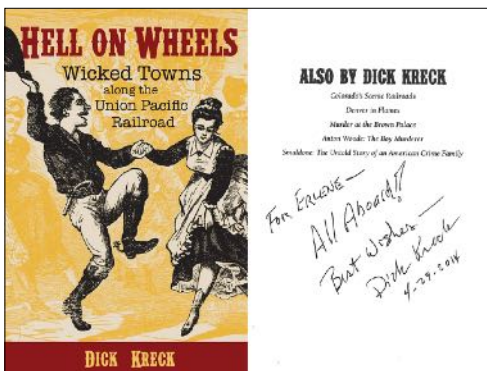


Dick regaled us with the epic story of westward expansion, from the great wagon trails to the tracklayers and those "Hell on Wheels" towns along the Union Pacific Railroad, where the west was at its wildest. Overnight settlements, better known as "Hell on Wheels," sprang up as the transcontinental railroad crossed Nebraska and Wyoming. They brought opportunity not only for legitimate business but also for gamblers, land speculators, prostitutes, and thugs. Dick Kreck told us their stories along with the heroic individuals who managed, finally, to create permanent towns in the interior West.

Dick Kreck's obituary article was published in the December 6, 2024, issue of The Denver Post. The Post noted that Dick Kreck was "perhaps best known for coining the phrase "LoDo" and that "Kreck was key in promoting Hickenlooper's brewpub, Wynkoop Brewing Co., when it opened in 1988 on Wazee Street". Coincidentally, our DGRS 2009 Convention Box Car bears the title "Wynkoop Brewing Company Denver, Colorado". Perhaps someone in the club longer than I can shed light on what connection DGRS may have had with John Hickenlooper and the Wynkoop Brewing Company?



Erlene has an autographed book that Dick Kreck signed for her at the program that night, and no doubt other club members still have theirs too!



Dick Kreck passed away Wednesday, December 4, 2024.

<https://www.denverpost.com/2024/12/06/dick-kreck-obituary-denver-post-columnist-author-colorado/>

Bob Finch

Letters from an American

Reprinted from [Heather Cox Richardson](#)

Nov 17, 2024

Tonight is a break from the craziness of the news.

I often say that 1883 is my favorite year in history because of all that happened in that pivotal year, and one of those things is the way modernity swept across the United States of America in a way that was shocking at the time but that is now so much a part of our world we rarely even think of it....

Until November 18, 1883, railroads across the United States operated under 53 different time schedules, differentiated on railroad maps by a complicated system of colors. For travelers, time shifts meant constant confusion and, frequently, missed trains. And then, at noon on Sunday, November 18, 1883, railroads across the North American continent shifted their schedules to conform to a new standard time. Under the new system, North America would have just five time zones.

Fifteen minutes before the time of the shift, the telegraph company Western Union shut down all telegraph lines for anything but the declaration of the new time. It identified the moment the new time went into effect in telegraph messages to local railroad offices and to the jewelers known in cities for keeping time. In offices that got the message, men had their timepieces in their hands and ready to reset when the chief operator shouted, "twelve o'clock!"

In Boston the change meant that the clocks would move forward about 16 minutes; in New York City, clocks were set back about four minutes. For Baltimore the time would move forward six minutes and twenty-eight seconds; in Atlanta it went back 22 minutes.

The system was a dramatic wrench for the rural United States, bringing it into the modern world. Uniform time zones had been proposed by pioneering meteorologist Cleveland Abbe, who developed the U.S. system of weather forecasting. Having joined the United States Weather Bureau as chief meteorologist in 1871, he recognized that predicting the weather required a nationally coordinated team and worked with Western Union to collect information about temperature, wind direction, precipitation, and sunset times from across the country.

Coordinating that information required keeping time across all the stations he had set up. To do so, Abbe divided the United States into four time zones, each one hour apart, and in 1879 he suggested those zones might smooth out the chaos of the railroad systems, each trying to coordinate schedules across a patchwork of local times. Railroad executives, who were concerned that if they didn't do something, the government would, listened to Abbe, and by 1883 they had concluded to put his new system in place.

Members of the new professional class who traveled by train from city to city were on board because they thought the need to regularize train schedules was imperative. But standard time was controversial. In the United States, people had operated entirely by the rhythms of the sun until the establishment of factories in New England in the 1830s, and most people still lived by those rhythms, their local time adjusting to solar time according to their geographical location.

Telling the time by sundial and history not only was custom, but also was understood as following God's time. The idea of overriding traditional timekeeping because of the needs of the modern world seemed positively sacrilegious. "People...must eat, sleep and work...by railroad time," wrote a contributor to the Indianapolis Daily Sentinel. "People will have to marry by railroad time.... Ministers will be required to preach by railroad time.... Banks will open and close by railroad time; notes will be paid or protested by railroad time."

The mayor of Bangor, Maine, vetoed an ordinance in favor of standard time, saying it was unconstitutional, that it changed the immutable law of God, that the people didn't want it, and that it was hard on the working men because it changed day into night. Those planning for a switch to standard time tried to ease fears by providing that Americans would operate on both local time and standard time, with both times represented on clocks.

On November 18, no one quite knew what the dramatic wrench into the future might mean.

What did it mean to gain or lose time? Many people expected "a sensation, a stoppage of business, and some sort of a disaster, the nature of which could not be exactly ascertained," a New York Times reporter recorded. As the great moment approached, people crowded the streets in front of jewelers to see the "great transformation."

They were disappointed when, after all the buildup, the future arrived quietly.

The New York Times explained: "When the reader of THE TIMES consults his paper at 8 o'clock this morning at his breakfast table it will be 9 o'clock in St. John, New Brunswick, 7 o'clock in Chicago, or rather in St. Louis—for Chicago authorities have refused to adopt the standard time, perhaps because the Chicago meridian was not selected as the one on which all time must be based—6 o'clock in Denver, Col. and 5 o'clock in San Francisco. That is the whole story in a nut-shell."

Notes:

Chicago Daily Tribune, "At Noon today Most of the Railroads Will Discard the Old and Adopt the New," November 18, 1883, p. 12.

Boston Daily Globe, "Modern Joshuas: They Make Clocks, If Not the Sun, Stand Still," November 19, 1883, p. 5.

Boston Daily Globe, "At the Railroad Stations, At the Churches," November 19, 1883, p. 5.

Washington Post, "New Time in Other Cities," November 18, 1883, p. 1.

Chicago Daily Tribune, "Standard Time," November 19, 1883, p. 1.

Indianapolis Daily Sentinel, November 21, 1883, p. 4, Quoted in Ian R. Bartky, *Selling the True Time: Nineteenth-Century Timekeeping in America* (Stanford: Stanford University Press, 2000), p. 144.

New York Times, "Time's Backward Flight," November 18, 1883, p. 3. <https://historymatters.gmu.edu/d/5748>

Robert E. Riegel, "Standard Time in the United States," *American Historical Review* 33 (October 1927): 84–89.

Heather Cox Richardson (born October 8, 1962) is an American historian. She is a professor of history at Boston College, where she teaches courses on the American Civil War, the Reconstruction Era, the American West, and the Plains Indians. She previously taught history at MIT and the University of Massachusetts Amherst.



ARISTO F UNIT KADEE COUPLER CONVERSION

Items you will need: For each loco

One pair of Kadee medium offset couplers, # 787 or 908 G scale couplers.

Some 0.060 sheet plastic. PVC or ABS preferred. I used the gray sheets from Evergreen.

Some 1/16 diameter rod, brass or wire, you will need about 1/2" for each coupler.

Screws, 2 for each loco same as original, but longer, about 1/2 inch long, I do not know the specs on these screws, I happened to have a bunch of them which are longer, and cut them shorter.

A set of numbered drill bits 0 to 60 is helpful This picture Shows the installed coupler with the Kadee coupler gauge.

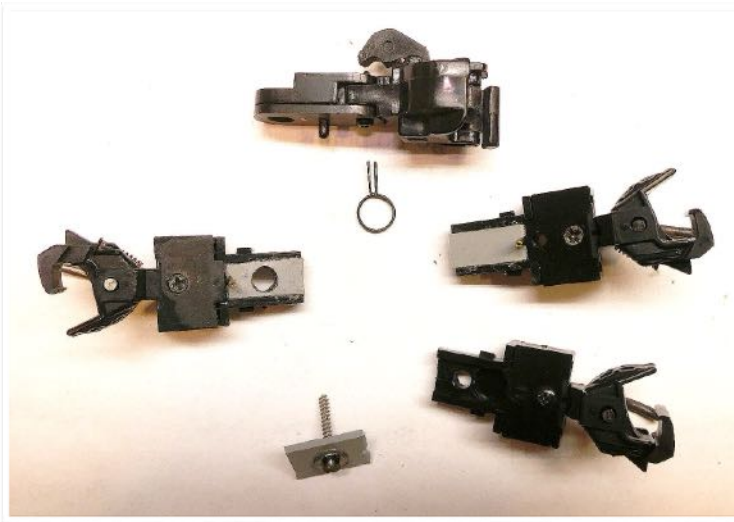


Photo 1

**Top coupler is the original Aristo coupler
Below that is the centering spring**

To the left is a modified Kadee medium offset coupler modified to replace the original

To the right is a modified coupler that has not had the hole enlarged

At the bottom is a plate with a new screw to install the modified coupler



Photo 2

This picture Shows the installed coupler with the Kadee coupler gauge.

First you need to remove the old couplers, you may notice when removing that these couplers flop up and down a great deal and are mounted higher to compensate for this (poor design). Be sure to retain the centering spring, please note how this is placed, this will be reused.

You need to cut one .060 x .313 x approx..625 long plastic for each coupler. This is to be glued to the top of the coupler in the recessed area. I believe the plastic is Delrin and very hard to glue. I used ACE All Purpose Adhesive, similar to Goop but easier to use. You can use Goop or anything similar. Nothing I know of really sticks to this, once installed it will stay.

The 1/16" rod 1/2 "long goes directly behind the coupler box, requires drilling a hole slightly smaller for a press fit. Another alternative, would be installing this in the mounting hole at the back of the coupler box, since this hole is larger would require some additional work. The pin should be near level with the bottom of the coupler box and stick up about 1/8" above the coupler box.

You can drill and install the pin first or install it after putting the cover piece in. The pieces installed in the recess will need to be notched for the pin.

You will need to enlarge the mounting hole in the coupler shank to fit the mounting post on the loco. This requires a #1 (or 15/64")drill; I recommend starting with a much smaller drill of about #25 and working up 2 or 3 drill sizes at a time to be sure you maintain a vertical and round hole. A drill press and a vise are helpful.

Also included with your couplers are 2 rectangular plates that fit over the bottom of the coupler shank, you will use these as a washer to support the coupler and keep it level. You will need to make a notch for the pin and drill a hole for the mounting screw.

Now to install the coupler; place the centering spring in position, be sure the spring prongs are over the pin on the coupler post. Place the washer plate with the screw and original washer in position with the pin on the coupler positioned between the straight wires on the centering spring and tighten the screw with the coupler at angle from straight. Now loosen the screw a little until coupler straightens out, move it side to side to be sure it recenters. The rear coupler comes out very small amount lower than the front coupler, this is OK.

If it works correctly, you are done.

Byron Fenton

Any questions you can call or email.
byron@mhgrs.com, 303-548-4050



Craig Evans is machining journals which will go on the wheels he has made for the locomotive he is building.

CTTF's next O & G Gauge Auction will be Saturday January 11, 2025.

Please join us this coming Saturday, Jan 11th, for our next Toy Train Auction. The auction will be held at the
American Legion Post # 161,

630 West 60th Avenue, Arvada, CO.

This auction will be Saturday January 11, 2025.

Viewing starts at 8 a.m. and bidding at 9 a.m.

Auction Summary

The Colorado Toy Train Foundation is holding another one-day, O & G Gauge auction on January 11, 2025, at the American Legion Post 161, 6230 W 60th Avenue, Arvada, CO 80003. Viewing begins at 8:00 a.m. and the auction will begin at 9:00 a.m.

This 425-lot event features more than 57 lots of G gauge and over 270 lots of O gauge equipment. Everyone will find something to like, including passenger cars, freight cars, Steam & Diesel engines of all sizes, track switches, accessories, buildings, and more. G gauge manufacturers include LGB, Bachman, Aristocraft, Kalamazoo, and others. O gauge manufacturers include Lionel, Weaver, MTH, Menards, and Marx. For those looking to enhance their layouts, there are plenty of accessories, layout vehicles, track and G & O gauge buildings. For those that like railroadians, there are prints, books, lanterns, signs, and more.

All the details are available in the auction list which can be downloaded free (click below). A registration form and selected photos are also available. Questions can be emailed to Tony at coloradotoytrains@msn.com or by calling him at (609) 865-276

Auction Photos


<https://coloradotoytraingroup.smugmug.com/CTTF-2025-Jan-11-Auction-Photos>

Auction List

<https://img1.wsimg.com/blobby/go/3f7568a3-30f2-4fd3-b181-a76467a9a35e/downloads/fade52a7-9b65-4012-9d6c-dc25033f634b/Auction%20List%20Jan%2011%2C%202025%20O-G%20Gauge.pdf?ver=1733866489614>



2024/2025 DGRS Calendar

DATE	EVENT	DETAILS
<i>Dec 25, Weds</i>	MERRY CHRISTMAS	
<i>January 1, 2025</i>	HAPPY NEW YEAR	
Jan 12, 2025	Holiday Party: Sunday January 12 2025 from noon-2pm at Cinzetti's in Northglenn. All the wonderful food you can eat and great conversation with your DGRS friends (plus tasty gelato!).	Cinzetti's 281 W. 104th Ave. Northglenn, CO 80234
Jan 25, 2025	Handover Crew Change Meeting: Handing operations over to the newly elected DGRS	Anne Loring's home, 5:00 pm
Jan 28,	General Meeting. Our regular General Meeting will be held at the Clements Community Center. Lindsey and Rosa Ashby will talk about how all the equipment was moved to Silver Plume to startup the Georgetown Loop.	7:00 PM, <u>Clements Community Center</u> 1580 Yarrow St., Lakewood, CO 80214
Feb 4	DGRS Board Meeting	7:00 PM, @ Doug Mayes Office. 7114 W. Jefferson Ave, Suite 210, Lakewood 80235
Feb 25,	General Meeting. Our regular General Meeting & Swap Meet will be held at the Clements Community Center. Free PIZZA and stuff.	7:00 PM, <u>Clements Community Center</u> 1580 Yarrow St., Lakewood, CO 80214