



DENVER GARDEN RAILWAY SOCIETY

NEWSLETTER

The Denver Garden Railway Society is a non-profit organization dedicated to the education, promotion and enjoyment of all aspects of garden railroading.

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Upcoming Events and Activities

August 28

General meeting & train rides on the LCRR in Larkspur

Sept 11-12

Railroad Tours: NE Quadrant

Sept 28

General Meeting 7:00 PM
Clement Center, Pizza and Swap meet

Highball

The month of September happens to be my favorite month because it brings a change in the weather from the warmth of August to cool evenings. I think it's the best month to be outside on your garden railroad, whether you're perfecting the modeling of a certain scene or simply running your layout. I know many people will host tours this month, and I hope many are able to attend. The tours will complement the many others that have had their layouts open throughout the summer. We encourage members to open their layouts because this will help the planning of tours for the NGRC 2022.



We have once again taken in a large donation of large-scale items, which has presented us with a storage problem at the museum. Because many enthusiasts are exiting the hobby, we are going to become the recipient of some of these collections.

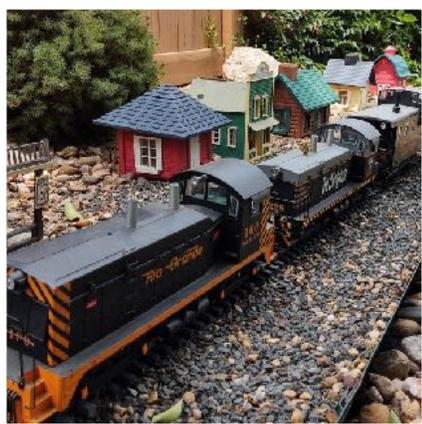
In the next month, I will embark on a sustainable plan to help deal with the donations and establish a framework for the club to make each donation useful to the membership.

The influx of donations has allowed the club to endow other nonprofits in their railroad projects. As many of you have heard the DGRS swap meet and auction was very successful. The club is now able to meet its non-profit goal of being able to help many railroad projects throughout the state. I have reached out to all the organizations that the membership has suggested or those that have

Hobo Brunch

The Hobo Brunch Group meets on the **2nd Saturday** of every month at 8:30 a.m. Next meeting **Sept. 11** at Valley Inn. Just show up, no reservations necessary!

Location: "Valley Inn, 1997 S. Wadsworth Blvd." Please contact Byron & Marta Fenton at 303 936-0920 with questions.



like-minded goals and directed them to apply for our grant program through the website.

Finally, I'm very excited to feature our next general meeting at the Larkspur Consolidated Railroad. Please make sure to read all the club emails for details.

Looking forward to seeing you at our next meeting!

Jeff Lillo



The monthly DGRS meeting will be held at the **Larkspur Consolidated Railroad.**
SATURDAY August 28 at 10:00 AM

Meeting, followed by bag lunch you bring. The DGRS will supply water and cookies or whatever you care to share. **Bring a chair.**

After the meeting we will demonstrate some of the 7 1/2 inch track laying, ballasting, turn out design, storage, transportation, and then give TRAIN RIDES.

Port-a-john's are provided. Kids will enjoy the experience and are welcome but no pets please.

10401 Spruce Mountain Road
Larkspur CO

Bob Leise cell 303-947-3407

Rocky Mountain Railroad Club

This page shows interesting local Colorado railroad happenings as well as breaking railroad news. Aug. 2021 Happenings with the Big Boy, photo's of the damage to Klondike Kate in Como, and much more. Check it often as you may learn about new events and get ideas for your railroad. [Rocky Mountain News and Photos.](http://www.corailroads.com/)

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



Photo by Chip Sherman

Perennials That Bloom the Last Half of June

After our presentation at the Ice Cream Social many of you asked for a list of the plants which David Winger listed because they were blooming the last half of June this year. Here is that list.



Angelina Stonecrop



Roses



Knockout Rose Miniature
Roses are good too



Walkers Low Catmint



Japanese Spirea



Cheyenne Mock Orange



Mexican Coneflower

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Jeff Lilo JLillo@msn.com

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Outreach

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cheryleneevans@outlook.com

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Cashmere Sage



Geranium Johnson's Blue



Annual Larkspur



Red Rocks Penstemon



Pineleaf Penstemon



Platinum Sage



Blue Avena Grass



Winecups

Books that you might find helpful and that David Winger suggested are:

Xeriscape Colorado by Connie Lockhart Ellefson and David Winger

Durable Plants for the Garden A plant Select Guide

Xeriscape Color Guide Edited by David Winger

Remember that annuals can also help to add color and pizzazz to your layout. Many of these plants are available now at local garden centers. You can plant them now but baby them through the heat. They will have a head start for next year.

Happy Gardening!

Cherylene Evans

G Scale Railroading and Kids

Every year as we get ready for our train layout open house, I bombard Jim with lots of ideas to stimulate interest in our railway and the hobby itself. He is usually only mildly interested in my ideas, especially if he doesn't need to be actively involved. So, he has supported my scavenger hunts, various raffles, and my treats. However, this year as I nervously suggested raffling "an afternoon with Engineer Jim" learning to operate a layout, I thought he would say NO! Well, he did not say NO, and I was mildly suspicious.

As the day for our open house approached, I worried there would be little, if any, interest in learning how to run trains with Engineer Jim. But it did not turn out that way – at the end of our open house, eight people signed up for the raffle, one of them being an adult who wants to join the hobby! It was an awesome response and a week later Jim hosted his first winner, Austin, a 7-year-old (see Photo 1 below). He brought his grandma and his three cousins as well (see Photo 2 below*). They all learned to use the controller and manage several trains running concurrently.



Photo 1, Austin and Jim



Photo 2, Austin's Cousins and Jim

Jim was surprised how quickly the kids became comfortable with the hand-held controller (transmitter), but he shouldn't have been surprised since his 5-year-old granddaughter uses an I-Pad to watch cooking shows. Jim started the lesson by showing Austin how to use the transmitter to start a train, increase and decrease the train's speed, stopping the train, and moving the train in reverse. After controlling the train for a few loops around the track, Jim then showed Austin how to ring the bell, blow the horn, and give the train the sound of a real diesel locomotive.

After about an hour of running the trains, Austin's three cousins arrived (Luke 6, Hallie 6, and Quinn 9), and Jim also showed them how to use the transmitter to control the movement of the train. It did not take very long for these kids (even the 6-year-olds) to also become comfortable using the transmitter, so Jim added a train onto the second loop of the layout. Before long, the

kids were having lots of fun following the trains around the loops and even doing some ‘racing’ between the trains. As they gained even more experience, Jim added a second train to one of the loops, and sure enough the kids were able to monitor the two trains on the one loop without a problem.

After about another hour their time was up and the kids had to leave, yet the kids wanted to stay longer. But Grandma and Mom decided it was time they left. On the way to their car, Mom joked that she could just hear the question for Dad when he came home that night, “Dad, can we put a train in our backyard?” While we are not sure we sparked a lasting interest in model railroading, we took the opportunity to share our hobby! It truly was a very good idea, and definitely a worthwhile experience for Jim. We both enjoyed it very much.

Cindy Desautel

* Permission granted by legal guardian for use of photos.



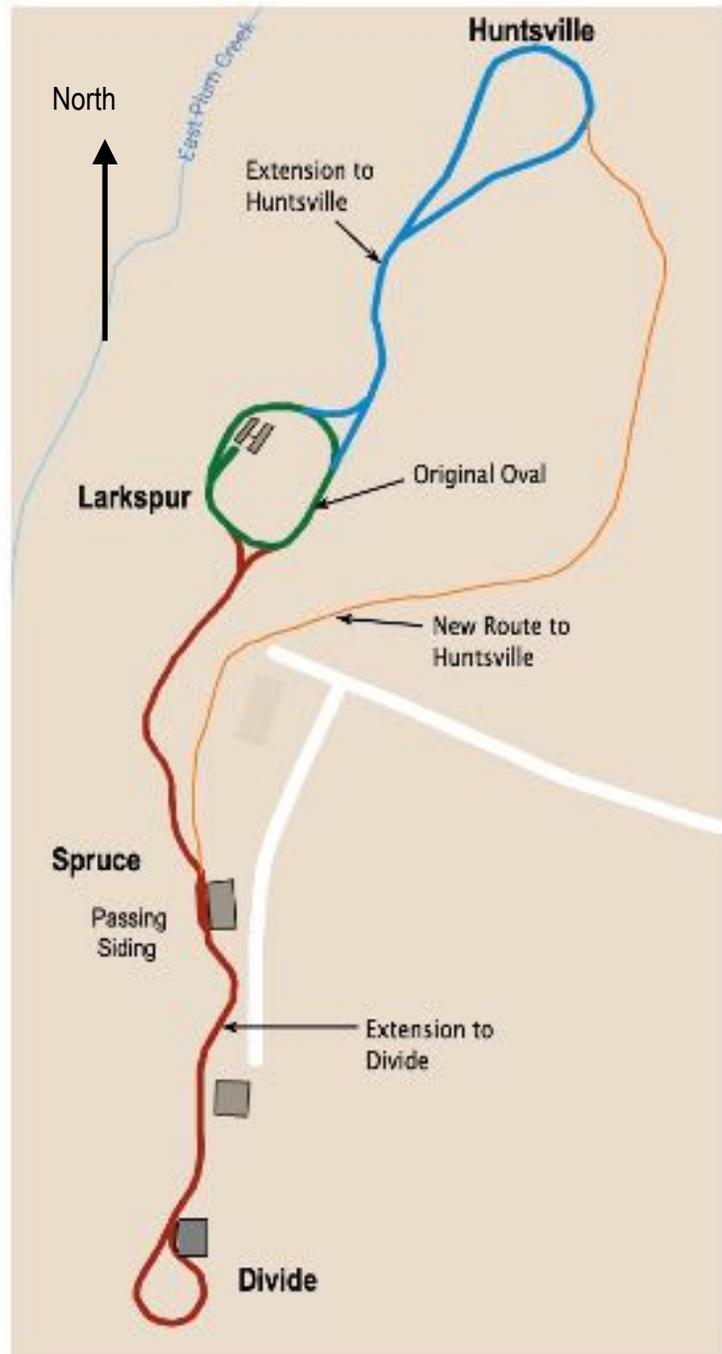
The World of 7½" Trains

The Greenland Connector – A New Path with Art

Introduction:

In the DGRS Newsletter published in November 2020, we described how the layout of the Larkspur Consolidated Railroad (LCRR) had expanded from its original oval, to a reversing loop to the North (we called Huntsville), and then to another reversing loop to the South (we called Divide). We also described the next planned expansion (Phase 4) was to add a connector between Divide and Huntsville, an expansion of nearly 2,000 feet of track. This article tells the story of that expansion and the added capability it provides for running trains along the LCRR.

As a refresher, in that earlier article, we described building the original oval (see the green design oval in Figure 1), building Phase 2 by expanding the layout to Huntsville (see blue design in Figure 1), building Phase 3 to Divide (see red design in Figure 1), and were planning Phase 4 to add another route to travel between Divide and Huntsville (see orange design in Figure 1). Phases 1 and 2 included about 2,000 feet of track, and Phase 3 added another 1,500 feet. We believe Phase 4 will add another 1,500 to 2,000 feet of track, bringing the total layout to around 5,500 feet of track, or just over a mile.



To begin our pictorial travel along the Connector, we will start on the South side at a location we call Spruce, near Milepost 15. Below is a photo (Photo 1) of the connector departing to the right of the main line, followed by Photo 2 showing the Connector on the right of the main line that is climbing the hill.



Photo 1



Photo 2

Next, the Connector is routed behind the Station Master's house (Photo 3), and over a bridge built by the LCRR crew (Photo 4). If you look to the right of the bridge, you can see a Troll (artwork crafted by the Station Master, Bob Leise), which is why we call this the Troll Bridge.



Photo 3



Photo 4

After passing the Troll Bridge, the Connector goes around the driveway, and over the crossing that leads to the Passenger Station and Service Center (shipping containers for storing the rolling stock). After passing the crossing (Photo 5), the next stop is a pair of sidings – one where the ballast pile is stored, and another for charging the batteries of the locomotives (Photo 6).



Photo 5



Photo 6

We call these sidings “Watts Up” (Photo 7) since we added two 20 amp circuits for charging the locomotives, in addition to the ballast pile and loader (Photo 8).



Photo 7



Photo 8

After passing Watts-Up, we make a make a bend to the right, go over the crossing and down the hill (Photo 9), and then make a 90 degree turn to the left as we reach the bottom of the hill (Photo 10).



Photo 9



Photo 10

As we finish the bend to the left, what is waiting to greet us? None other than more art work from the Station Master used to mark drainage culverts (Photos 11 and 12). These pieces of yard art were creatively crafted from old garden tools and various parts from farming equipment.



Photo 11



Photo 12

As we leave the yard art, we enter a long straightaway, around a bend to the left, and followed by another long straightaway through the forest.



Photo 13



Photo 14

Within the forest, you never know what might be lurking behind the trees. It could even be a black bear (Photo 15), or a wood cut-out of a black bear (also from the Station Master). The bear likes to stand at the top of the hill and watch the trains travel through the Grand Canyon of the Connector, a canyon created to level the grade approaching the switch to reenter the main line.



Photo 15



Photo 16

As we approach the main line, we are reminded of modern times with a cell tower. But this cell tower is a little different. While it is a tower, it doesn't transmit any signals. Instead, it is a place to hang old cell phones that are no longer in use. If you look closely in the photo below, you can see the phones hanging on the tower.



The Greenland Connector added about 1,600 feet of track to the LCRR, but added so much more capability and capacity. Specifically, the Connector added a location for loading ballast into the ballast cars, added a location to charge up to four battery-operated locomotives at a time, and allowed the LCRR crew to take passengers on a new scenic view of the property. The Connector also increased our capacity as it reduced by more than half the amount of two-way track needed to run trains between Larkspur and Divide. Reducing the two-way track also reduced the complexity of operating four or more trains at once on the LCRR. But this Connector did not just happen, it took hundreds of hours of labor to level the ground, prepare the rails, lay the rails, insert ties, ballast the track, and then level the finished track.

We hope that all of the above photos and descriptions pique your interest to come to the August 28th DGRS meeting at the LCRR in Larkspur and ride the trains, to include trips through the new Connector.

Jim Desautel

RR

Maintenance Worker Terms

CROSSOVER A track connection between two sets of tracks.

CROSS TIE A wood beam on which the rails are laid.

DATE NAIL. A numbered nail driven into a cross tie to record the year it was installed.

DOG'S DICK. A short spike puller.

DOLLY Switch stand.

GANDY DANCER. Track laborer.

GAUGE The distance between rails measured from inside head to inside head. Standard gauge is four foot six and one half inch.

GAUGER A machine which sets the proper gauge of new laid rail then spikes it in place at intervals

GEOMETRY CAR. A car equipped to detect misalignments, etc. in track.

INSULATED JOINT. A rail joint insulated in order to provide isolation between blocks.

JORDAN SPREADER A ballast



spreader pushed by a locomotive. Can also be used to clear snow from tracks.

KING SNIPE. Forman in charge of a section gang or any gang of track laborers.

Museum Happenings

The DGRS needs operators for the Day Out With Thomas event on 9/11, 9/12, 9/18, 9/19, 9/25, 9/26. To sign up or for more information contact Alan at 303-748-0957, call or text, email alanno@comcast.net.

The DGRS received a large donation of large scale rolling stock, structures and track from Roger Rydberg. Another donation of buildings and structures was given to the DGRS by Barb Wagoner. Charles Cannon and Laurie Baxter donated a collection of LGB rolling stock and track. These items and many more will be listed on line in the future for DGRS members.

Several DGRS members have been busy getting the museum garden railway ready for the Thomas event. This includes pulling weeds, raking leaves and cotton wads, pruning trees, hand watering plants, repairing locomotives, track work and our favorite task.....cleaning out the pond and ditch plus cutting down the high grass in our water feature. A big thanks to all that have helped out!

Alan Olson



DGRS Members enjoying Boreas Pass Railroad Day in Como

Convention Report: August 2021

Welcome aboard Eric Petty. I'm excited to announce that Eric has volunteered to serve as Vice Chairman of the 2022 National Railway Convention. Michele Miller and I will be meeting with Eric in the next couple of days to provide an update on the overall convention status and determine where he can have the most immediate impact.

Registration: The 2022 NGRC website, [NGRC2022.ORG](https://www.ngrc2022.org) was created by Adam Pryce using @IX, a cloud-based web development service. Our convention attendees will have the option of registering online through a WIX e-store application or downloading a registration form to complete and mail in with their payment. Nashville reported that nearly 100% of their attendees opted for online registration. Almost all the 315 separate registration items have been priced and are ready to be added to the e-store inventory. As soon as @IX approves our e-store application, we'll be ready to start accepting registrations and sell merchandise.

Registration for DGRS and Northern Colorado Garden Railroaders: It has been proposed that DGRS and NCGR members should register if they want to attend and participate in the Convention activities. We are projecting that a Family registration will be \$125 and an individual registration \$75. It is also proposed that if the Convention is profitable, members may qualify to receive up to a 100% refund of their registration expense by having their layout on tour or volunteering a minimum number of hours (yet to be determined).

Vendors: Slowly, but surely, Michele is filling up the vendor hall. While some vendors were anxious to commit early and secure prime booth locations, others have been reluctant due to the recent surge of Delta variant cases. Some vendors are going to wait until next Spring before deciding. Also, several major manufacturers verbally committed at the last convention but haven't returned their contracts or deposits. **If you have some favorite Large-Scale companies that you'd like to have participate as a 2022 NGRC vendor, please contact Michele Miller, our Vendor Chair**. Next month we'll publish a list of the vendors that have signed up.

Blast E-mail Program: We'll be implementing a weekly blast email program beginning this month to update attendees of the Portland and Nashville conventions that provided their names and email addresses. Thanks to the Fenton's who input the contact information into an Excel spreadsheet. Adam and I will be creating the content to be delivered weekly. A sample of the initial email will be sent to all DGRS members shortly.

Crowne Plaza: Michele and I met with our new event coordinator and while she made some helpful suggestions, the decision-making process can take days as the hotel general manager must approve all requests. We were informed that the hotel registration for the convention rate would be available in the Next 30 days. They expect to have the shuttle service to DIA and between other airport hotels running again prior to the convention.

Convention Car: We have until the first week in September to finalize our order with PIKO for the convention car, a Rio Grande caboose. There isn't an option to order additional cars if the demand is higher than anticipated. A 50% deposit is due with the order.

All Aboard !!

Doug Mayes

Garden Railway Club Newsletters

This section is an opportunity for our members to learn from the efforts, tips, techniques, and news of other garden railway clubs. Please Click on the following link to access from the following clubs: <http://www.denvergardenrailway.org/index.php/links-to-other-clubs/>

Northern Colorado Garden Railroaders



**Northern Colorado
Garden Railroaders**



Mile High Garden Railway Society
www.mhgrs.com

Rose City Garden Railway Society



Christchurch Garden Railway Group
The Garden Whistle New Zealand

Bay Area Garden Railway Society



North Texas Garden Railroad Club



Gold Coast Garden Railway Society



Pugent Sound Garden Railway Society



Santa Clarita Valley Garden Railway Club



Northern Ohio Garden Railway Society



Central California Coast Garden Railroad Society

Union Pacific Gas Turbine Locomotives

Union Pacific was the only railroad in the United States to own and operate gas turbine electric locomotives or GTELs. The turbine, rather than an internal combustion diesel engine, drove an alternator/generator to supply electricity to electric motors mounted on the axles. Union Pacific's gas turbine fleet totaled 55 locomotives and were used extensively in the fifties and sixties.



Locomotive 55 is a first generation GTEL

The first turbine, number 50 was built by Alco-GE in 1948 and was thoroughly tested by the UP in 1949. Although it was painted in the Union Pacific colors, the railroad never owned this engine, but it paved the way for the GE turbine fleet which followed. The first ten UP turbines, numbers 51-60, packing 4,500 horsepower each, were delivered to the UP by GE in 1952. Fifteen more of these "first generation" GTELS were ordered in 1954 and numbered 61-75. They were nicknamed "Veranda" because of their external walkways. These 4,500 horsepower units could replace on a one-to-one basis UP's massive steam locomotives, the 4-8-8-4 Big Boy. Also, these first

generation GTELs had three times the horsepower of diesel electric locomotives of that era. Thirty units of the larger "second generation" model, numbered 1-30 were delivered between 1958 and 1961. All these units had at least 8,500 horsepower while some had up to 10,000 horsepower. These last 30 units were the largest locomotives ever built.

The UP-turbine fleet pulled freight trains between Council Bluffs, Iowa and Ogden, Utah. Although tested on the Salt Lake City to Los Angeles run, their tremendously loud noise quickly made them unpopular in California. The second generation GTEL locomotives were nicknamed "Big Blows" for their deafening jet engine exhaust noise. These huge locomotives, with their big appetite for fuel oil (up to 800 gallons per hour at top speed), eventually fell victim to the more fuel efficient diesels, and in 1970 the turbines ran their last miles.



The fuel tender was kit bashed by Ron Keiser from a Bachmann coal tender

Although Union Pacific never donated any turbines directly to museums, two of the locomotives did survive and are now on display. Number 18 is on display at the Illinois Railway Museum in Union, Illinois and number 26/26B is displayed at Union Station in Ogden, Utah.



75 is a Veranda model

Doug Mayes

Big Boy Scheduled Stops in Colorado

Sunday, September 5	
Sharon Springs, Kansas	Depart 8:00 AM
Kit Carson, Colorado Young Street Crossing	Arrive 9:45 AM Depart 10:15 AM
Hugo, Colorado 4th Ave. Crossing	Arrival 11:45 AM Depart 12:15 PM
Deer Trail, Colorado Burton St. Crossing	Arrival. 2:15 PM Depart. 2:45 PM
Strasburg, Colorado Monroe St Crossing	Arrival 3:30 PM Depart 3:45 PM
Denver, Colorado 39th and Wynkoop St Monday, Sept. 6	Arrival. 6:30 PM On Display 9:00AM- 3:00 PM
Tuesday, Sept. 7	Depart. 8:00 AM
La Salle, Colorado 1st Ave. Crossing	Arrival. 10:40 AM Depart. 10:55 AM
Greeley, Colorado 10th St Crossing	Arrival. 11:25 AM Depart. 12:10 PM
Cheyenne, WY Steam Shop	Arrival. 1:45 PM



Picture by Chip Sherman