

## 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.

## Contents

Highball  
 Museum Happenings  
 DGRS Board Members  
 Layouts on the NGRC website  
 Train Happenings  
 Repurposing Lionel Accessories  
 Photo's from Members Layouts  
 Something Unique  
 World of 7 1/2" Trains  
 Choo Choo Sew  
 Railway Club Links  
 DGRS Calendar  
 Convention Report  
 Update on Clinics  
 Volunteers Needed  
 DGRS History  
 Convention Schedule  
 Tour Schedule  
 DGRS Meeting Minutes

## Welcome New Members!

Harry Wynns

[marj.Harry@yahoo.com](mailto:marj.Harry@yahoo.com)

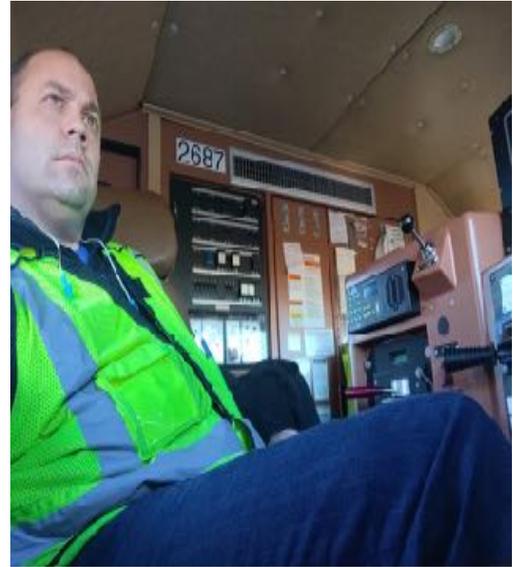
## Annual Dues

## Highball

I write this month's column during what I hope is the last cold and winter storm for the Denver metro area. I'm excited for it to warm up, so I can get back out in the yard and tinker with my railroad. I am looking forward to adding more buildings that I have acquired throughout the winter and tidying up the rails for the impending convention.

I was very encouraged to see the turnout for the annual sale and swap at the end of February despite the fact the weather would not cooperate. There was a broad selection of rolling stock, buildings, and various miscellaneous items that many thought suitable to add to their collection. I would like to thank all the vendors and the membership that were able to make it a success.

I also wanted to take a chance to share with you that for the DGRS in 2022, the budget will remain identical to that of 2021. When I analyzed last years budget, the budget was pretty much in line with the club needs. One of the highlights of last year's budget were proceeds from sales that we turned around to use as charitable donations to help other railroad organizations. This year we will not do that as we will have a wait and see approach with convention expenditures for the NGRC.



**CLUB DUES FOR 2022 ARE MONTHS OVER DUE! No more newsletters for those who have not paid.**

Family membership \$48

Individual membership \$36  
Make checks payable to  
**DGRS**

Mail to :

**Denver Garden Railway  
Society co/Al Blount**

**6038 Iris Way**

**Arvada, CO 80004**

## Publisher Note

Thanks to the members who contributed to this issue of the newsletter. It is a pleasure to put together a publication when I have lots of material.

The next deadline is April 15th. **WARNING!** That is Good Friday. If you have events with family and friends you may want to submit material to me earlier. I can accept it any time!

As the weather gets warmer and you can enjoy getting outside, you may want to submit pictures of your garden railway coming back to life. It may make for a fun addition to the next issue of this newsletter.

You will find *Something Unique About Our Railway* in this issue. I hope you can all submit something to keep that theme going for a while.

[Cherylneevans@outlook.com](mailto:Cherylneevans@outlook.com)

The month of events will start with a general meeting at the end of March featuring a presentation by Michelle Kempema. This will be followed by the TCA Train show in early April, which I'm sure many of you are looking to attending and/or maybe volunteering on behalf of the club. The month of April will end with a general meeting presentation by Wally Weart on trollies.

I look forward to seeing all of you at one of our club events or out at the museum in the coming month!

**Jeff Lillo**

## Museum Happenings

It is getting close to the time of year when little green sprouts start to remind us about the garden part go garden railroading.

This is the part of our hobby that separates us from traditional model railroading and gives life to our outdoor train operations. Just like the wide variety of types of trains that we operate there are many different approaches to how gardens are used to enhance the setting of our railways. Some integrate the garden closely with the railroad and others use the garden as a pleasant background for their railway.

The DGRS uses a variety of plants, annuals and perennials with both Coniferous and Deciduous trees in place along with many popular "scale like" ground covers.



## DGRS 2022 Board

President Jeff Lilo

[Denvergardenrailwaysociety@gmail.com](mailto:Denvergardenrailwaysociety@gmail.com)

Vice President. Eric Petty

[pettyhome@aol.com](mailto:pettyhome@aol.com)

Secretary. Vivian Pershing

[pershingsperch@q.com](mailto:pershingsperch@q.com)

Treasurer Al Blount

[a.blount@q.com](mailto:a.blount@q.com)

Past President Jim Desautel

[jimandcindydesautel@yahoo.com](mailto:jimandcindydesautel@yahoo.com)

Convention Committee Chair.

Doug Mayes [investwest@aol.com](mailto:investwest@aol.com)

Outreach. Terry Foley

[terry.foley.b670@statefarm.com](mailto:terry.foley.b670@statefarm.com)

Museum & Club Layout Chair.

Alan Olson [alanno@comcast.net](mailto:alanno@comcast.net)

Program Chair. Ron Keiser

[ron.keiser@comcast.net](mailto:ron.keiser@comcast.net)

Summer Tours Chairman. Chris

Greenwald

[cgreenwald@hotmail.com](mailto:cgreenwald@hotmail.com)

Exhibits Chair. Scott Vance

[slv50@hotmail.com](mailto:slv50@hotmail.com)

Clinics Chairman. Jim Desautel

[jimandcindydesautel@yahoo.com](mailto:jimandcindydesautel@yahoo.com)

Hospitality Chair Michele Miller

[Micdavmiller@aol.com](mailto:Micdavmiller@aol.com)

Library Chair. Keith Pershing

[pershingsperch@q.com](mailto:pershingsperch@q.com)

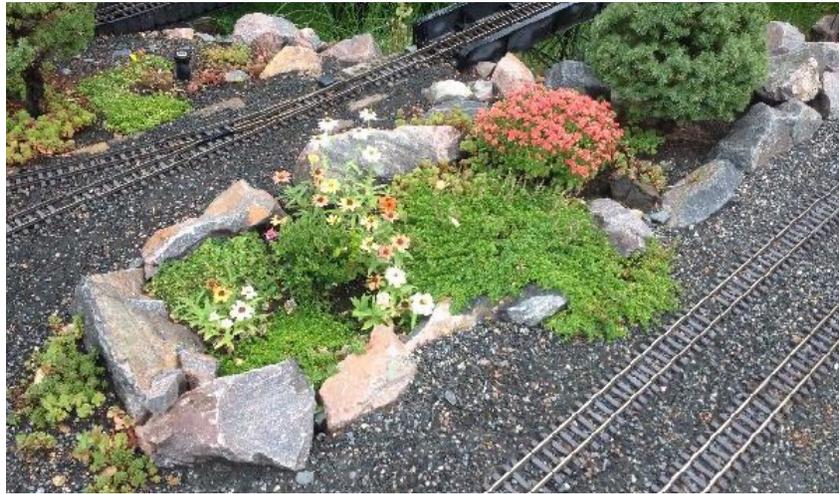
Web-Master

[@DenverGardenRailway.org](mailto:@DenverGardenRailway.org)

Publications. Cherylene Evans.

[CheryleneEvans@outlook.com](mailto:CheryleneEvans@outlook.com)

All of **these** need **hands-on** attention from basic watering with the sprinkler system and hand watering to trimming and weeding. All of this is done by DGRS members.



With the upcoming group of visitors to the DGRS Garden Railway by convention attendees we will want to put our best foot forward. We would like those of you that use the garden railway on a regular basis, to help with garden maintenance. If you are new to **gardening** we can show you what needs to be done and how to do it properly.

A reminder to new members that there are a few requirements that need to be met in order to operate trains in the DGRS garden railway.

You must agree to work 8 hours a year to help maintain the railway, pass a short written test and sign a few volunteer documents.

Contact Don McCullough for more information at (303-421-4879) or Alan Olson [alanno@comcast.net](mailto:alanno@comcast.net) or (303-748-0957). Call or text.

**Alan Olson**

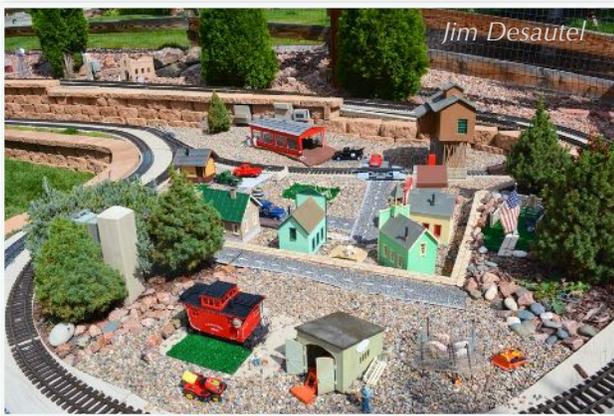
## Layouts on the NGRC 2022 Web site

The NGRC 2022 website (<https://www.ngrc2022.org/local-layouts>) has a large number of photos taken of some of the DGRS member's layouts, which will be on tour for the Convention. A few of the layouts shown on the website have descriptions, but not all of them. Since some of the potential visitors to the 2022 Convention have access to the DGRS newsletter, this will give them more information.

### Desautel West Railroad (DWRR)

**CINDY & JIM DESAUTEL**

My wife (Cindy) and I opened our railroad, the Desautel West Railroad (DWRR), in 2014 for visitors. The actual construction started the year before, and we have come a long way since the 2015 NGRC.

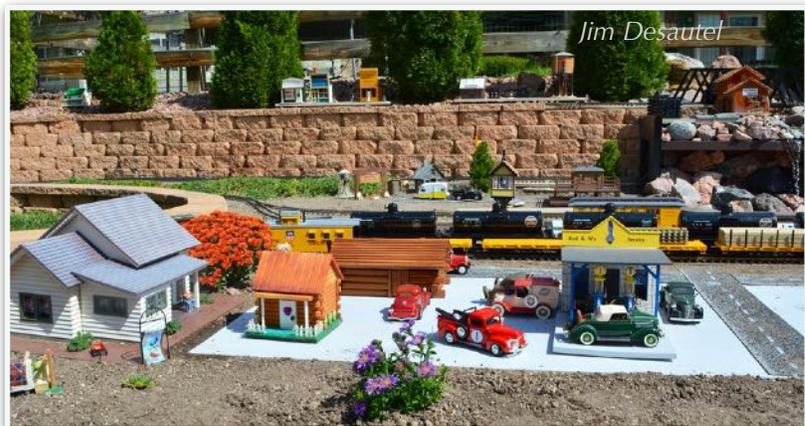


Our railroad crosses several timeframes to couple our love for the Santa Fe Super Chief, the Union Pacific Railroad in Southeast Wyoming; and the narrow-gauge railways of Colorado (most notably the Colorado and Southern, on which Cindy's dad worked as a gandy dancer).

Since the last Convention, the DWRR has grown from about 300' of track to over 800'.

We've added a complete double loop around our folded dog-bone configuration, plus a rail-yard with four pass-through tracks and three sidings. Our railway includes a change in elevation of 24" between the upper level and lower level, which provide different vantage points for viewing the trains.

We have 14 trains we can run, but find it difficult to run more than five trains at a time. The remaining trains are parked along sidings waiting their turn to enter the main line, while others are parked in the rail-yard. The one train we are very proud of is our Military Train, as we are retired military. The train consists of cars that represent the different branches of the military, including the new U. S. Space Force.



## Haystack Mountain Railway

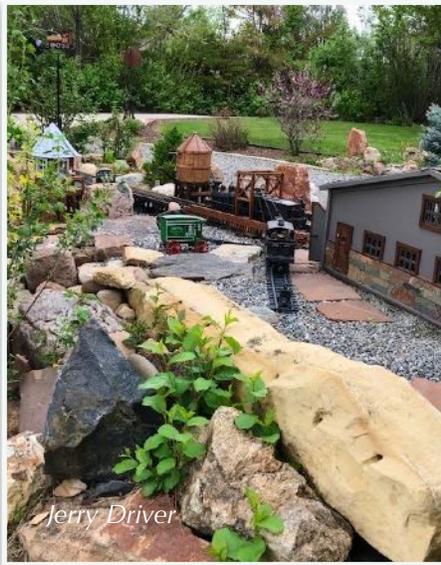
MARY & JERRY DRIVER

Haystack Mountain Railway construction was started in 2010, and it is so named because of its close proximity to Haystack Mountain, a prominent Boulder County landmark. There is a mainline track of approximately 180 feet in a dog bone configuration. The landscaping includes dwarf Alberta spruce, together with various ground covers, flowers, and shrubs. The entire layout is located in the front yard of our home, which has a view of the Boulder flatirons and foothills.



The area

is ADA accessible via a gravel area and a lawn area.



Construction of an elevated portion at the east end of the mainline was accomplished using a section of trampoline frame in order to get the elevation and the correct radius. The remainder of the line is also elevated using numerous large boulders and fill dirt. There is a spur off the mainline to a rail yard in which there is a scratch-built, 3-stall roundhouse, and a working turntable. There are several other scratch-built buildings, including a grist mill with a working water wheel, a watch tower, a two-spout water tower, and a lumber mill with a log loader. Various other small

buildings are located throughout the railway. In 2014 a waterfall was built, and a railroad bridge spans the waterfall. The railway is modeled after Colorado narrow gauge railways, and most of the rolling stock is 1.20.3 scale.



[Click on the link to see the Haystack Mountain Snow Plow](#)

## Colorado & Northern Pass Railroad

ERLENE & BOB FINCH

The Colorado & Northern Pass Railroad was established in 2011.

An ore train loops around the western mining town of Moss Rock on an elevated track, traveling behind the waterfall. It continues around Aunt Em's farmhouse where characters from the Wizard of Oz walk down the yellow brick road on their way to Emerald City.



Bob Finch

The mainline runs through a tunnel in Moss Rock Mountain, under the waterfall, and continues

behind a raised garden wall. It emerges on a long trestle around the east end of the yard and along the front of the patio.

The loop continues a second time around the yard through the raised garden, along Mainstreet, in a town that never progressed past 1950.



Bob Finch



Bob Finch

A San Francisco trolley slowly circles around the town moving residents and tourists from place to place. Scenes populate the town and railroad mainline, including a fairy garden, golf course, Jurassic Park, and a circus. The railroad is track powered with three loops. Rolling stock includes steam, diesels, freight, and passenger trains.

## Photos and Videos of Train Happenings

Send you videos and photos to Cherylene Evans

### Cumbres & Toltec

Photos taken of trip to Chama NM for a ride on the Cumbres & Toltec Scenic Railway July 27, 2019 .



#### VIDEO AT 2ND ROAD CROSSING

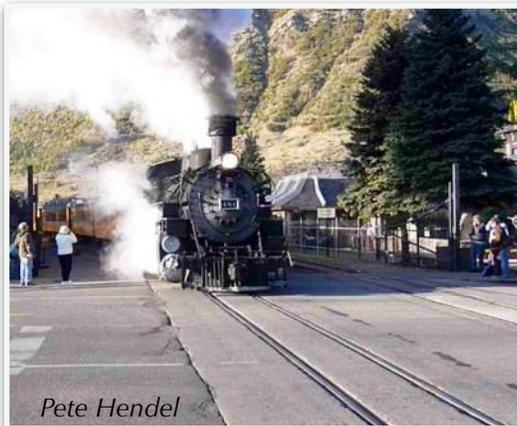
[https://drive.google.com/file/d/1G4pwnCalXrMSBXoSnj0aKDXiRWd\\_Hw8H/view?usp=sharing](https://drive.google.com/file/d/1G4pwnCalXrMSBXoSnj0aKDXiRWd_Hw8H/view?usp=sharing)

### Chasing 844, July 2017

[Closeup Video of 844 at 60 MPH](#)



### Durango & Silverton



#### START OF THE TRIP.

<https://drive.google.com/file/d/1XGRVodgS1qm8e71Tp8LiFufZEF2WjHIS/view?usp=sharing>

#### RECENT VIDEO OF FLANGER IN ACTION

<https://drive.google.com/file/d/1U1L9UoTJxM9dRZG8a66NhXyalZbb4mMO/view?usp=sharing>

## Repurposing Lionel Accessories To G-Scale



My first model train was a Lionel O-gauge layout built in 1990. My son was 6, and after photographing wildlife in Africa for many years, I decided to build the Zambezi RR (Classic Toy Trains, May, 1994). There was a game park, Victoria Falls, and many operating accessories like a corral where the horses became zebras awaiting transfer to the national park.





In 1995, when we first built the outdoor G-scale Skyline and Scree, I wanted to feature as many operating accessories as possible. So now there is an ascending-descending hot air balloon, a cable car, a burning brewery, a model layout (Z-scale) that is watched by G-scale people, and RC-cranes that load beer cans and gravel. It occurred to me that some of the oversized Lionel parts might work too. Below is a shot of the Lionel crossing gate and a Lionel car.



Obviously the gate is way too big. But, it's just about right for G-scale! Below is a comparison of a Lionel block signal (right) with an original LGB one.

**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/>

**GR News**

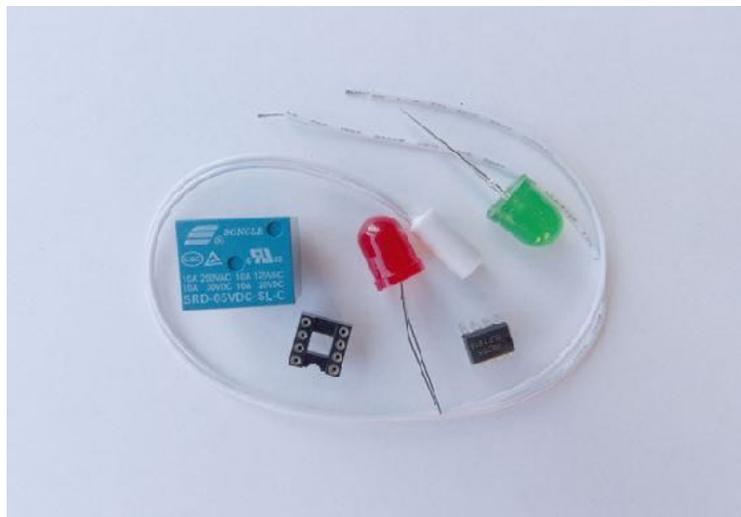
[GRNews.org](http://GRNews.org)  
[GRNews on Facebook](#)  
[GR News on Instagram](#)

Don't cheat yourself, check it out and enjoy the stories!



In 1996 The Zambezi RR was retired, with engines sold off. But several block signals and operating crossing gates were saved (these can also occasionally be found cheap on ebay). To use these on our G-scale layout, I trigger them with magnetic reed-switches mounted between the ties. I replaced the very old incandescent lamps with bright 10mm LED's, and built a circuit with a 555 timer and a relay to hold the gate down (or the stop signal on) for a specified period of time after the engine (with a trigger magnet glued underneath) crosses over the sensor.

Critical parts (from Amazon): 5V relay, 555 timer, reed switch, LED's





Here are the repurposed accessories in action. The bright LED bulbs, and the gates closing realistically in advance for every on-coming train is fantastic.



Although the signals are pretty robust (e.g. in high wind), I put them, along with the other electric accessories on the layout, in the shed when not running



John Hart

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## Photos From Members Layouts

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Photo taken on the D&RGW Foothills Branch of #360 taking on water before the climb out of the foothills heading west.

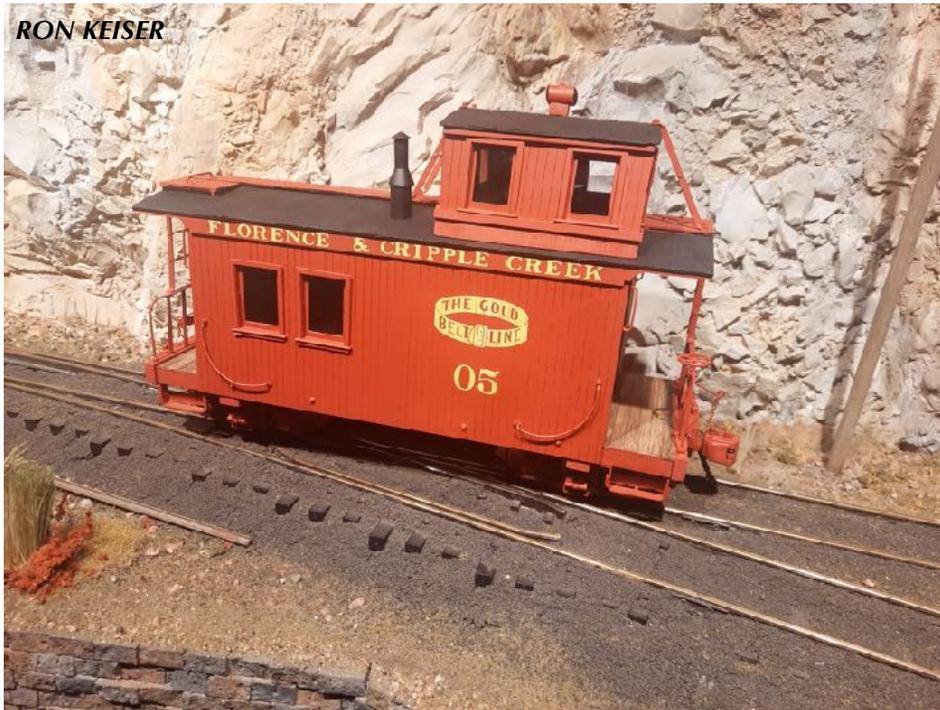


Photo taken on the D&RGW Foothills Branch loading RGS Goose #7 at the Ophir Station.

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## Ron Keiser Creations

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Ron's latest project



This car is totally scratch built!

## Something Unique About Our Railway

Something unique about our railway (the Desautel West Railroad) is that much of it tries to incorporate the unique aspects of the Gang Plank (the name for the Union Pacific route from Laramie to Cheyenne, WY). We've assembled buildings representing the town of Sherman, WY, which was the highest point on the Union Pacific RR). One element we added was Bromley's Tie Shop. As a young man, a good friend (Joe Bromley) felled trees and sawed them into ties, which he then drove the heavy loads using an old truck down the mountain to sell the ties to the railroad.

**Jim & Cindy Desautel**

### The Backstory About Something on our Railway

In our railway, we've built a baseball diamond. Our diamond represents the current Dodger Stadium in Los Angeles. Having grown-up in Los Angeles around the time the Dodgers moved from Brooklyn to LA, I've been a Dodger fan for a long time. One of the storied rivalries in Major League Baseball is the Giants and Dodgers, who actually began their rivalry while both were still in New York.

My formative years were spent listening to Vin Scully call the Dodger games on the radio, and following the games while trying to focus on homework. On one particular night, the Dodgers were playing the Giants, and Sandy Koufax was pitching against Juan Marichal of the Giants – two of the greatest pitchers of that era. On this particular night, it was an epic Dodger/Giant game. In the bottom of the first inning, the



Dodgers scored a typical Dodger run as Maury Wills walked, stole second base, Jim Gilliam bunted him to third, and Willie Davis hit a sacrifice fly to score Wills from third. As it turned out, that was all that Koufax needed that night as he pitched a no-hitter against the Giants, and the Dodgers won the game 3 to 0.

We've tried to replicate the iconic six-sided scoreboard at Dodger Stadium in our baseball diamond to show the scoreboard of that night. While I may not have the exact details of that night totally correct, that is how I remember

it that night. That is my story, and I'm sticking to it!!!

**Jim Desautel**

## The World of 7½" Trains

### Conquering the Canyon

In the DGRS Newsletter published in September 2021, 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), then to another reversing loop to the South (we called Divide), and finally the Greenland Connector (which connected the Divide reversing loop to the Huntsville reversing loop). At that time, we had no plans to expand the layout further, but after running four trains through the 100 yards of single-track on the way to Divide, we realized those 100 yards of single track were a major bottleneck in continuously operating our ride-on trains. So, after the DGRS Meeting at the LCRR in August, we began discussing how to eliminate the single-track and add a particularly interesting feature – a 30' bridge over a ravine (we called the Canyon). We decided that 'Conquering the Canyon' would be Phase 5. This article describes our plans to conquer the canyon that should provide us about 1 mile of a continuous loop of track without having to wait on a 'higher-priority' train to pass. While Phase 5 will increase the efficiency of our operation, it will also provide a very scenic trek over a canyon in the middle of a pine forest.

As a refresher, in the article describing the Greenland Connector, 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 adding Phase 4 (the Greenland Connector) 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. Phase 4 added another 1,600 feet of track, bringing the total layout to around 5,500 feet of track, or just over a mile. While Phase 5 will only add about 300 feet of track, it will be our most challenging Phase as we build abutments and bridges in the middle of a pine forest, realign several curves, and reposition a switch.

To give you an overall perspective of Phase 5, below is an enlarged view of the entire layout with Phase 5 identified near the bottom (see Figure 2 below).

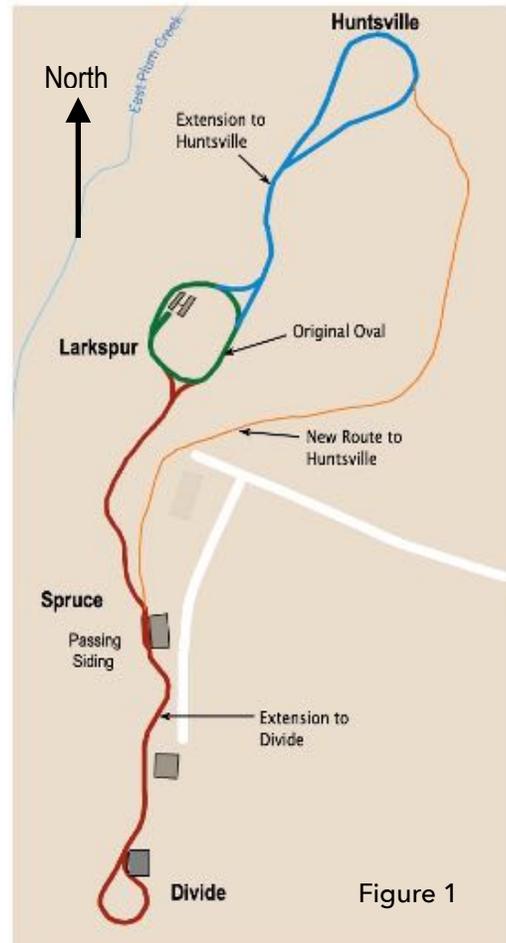


Figure 1

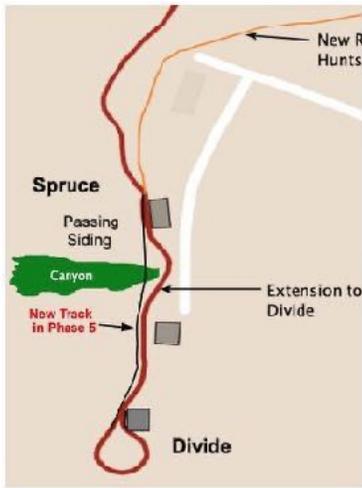


Figure 2

As you can see in Figure 2, while we are adding about 340 feet of track, only a small part crosses the canyon. While only a small part, it will require significant effort to build the 30-foot bridge with abutments on each side to allow for grading to the bridge.

To start our pictorial description of crossing the canyon, we will begin on the north end where we will branch-off from the main line to approach the canyon. See Figure 3 below.

As we exit the main line, we make a direct path toward the canyon. As we approach the edge of the canyon, the abutment on the south side becomes apparent in Figure 4.

A similar abutment will be built on the north side, but we did not get it built before winter arrived. But at least we got one abutment installed with dirt back-filled to settle over the winter.



Figure 3

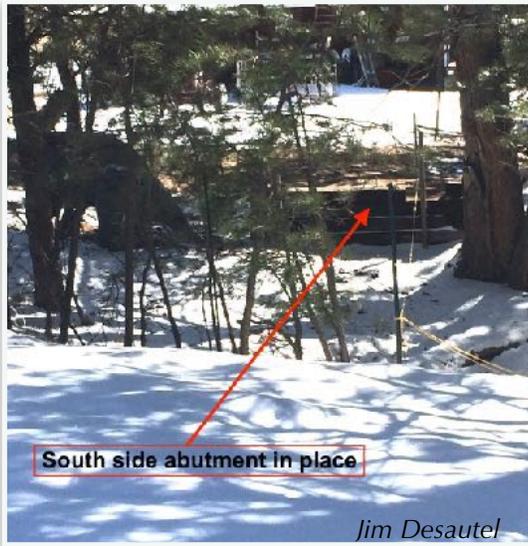


Figure 4

When spring arrives, we will add the north abutment near the large tree in Figure 5, then back fill with dirt behind the abutment to the edge of the canyon, and let the dirt settle while construction begins on the steel bridge spanning the 30 feet between the two abutments.



Figure 5

In Figure 6, we see Bob Leise standing on the ground of the canyon where the bridge will cross, and is holding a string line stretched between the north and south sides of the canyon. The string line is about at Bob's neck level, so we estimate the drop between the bridge and the ground will be about 5 feet where the bridge crosses the canyon. In the foreground of Figure 6, you can see the back fill of dirt behind the south abutment.

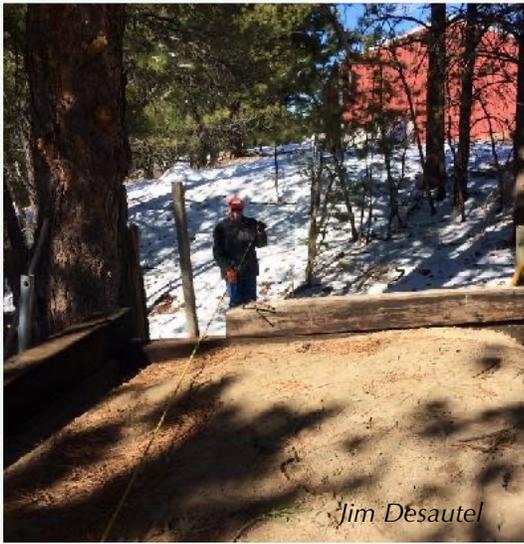


Figure 6

After the north abutment is constructed, secured, and back-filled with dirt, then the difficult part begins – building the steel bridge. Figure 7 below is a photo of the steel from which the bridge will be built. A generous company from Denver purchased a new manufacturing machine that was shipped in various packages using this steel. They had no need for the excess steel, so they donated it to LCRR so we could build the bridge.

While the bridge has not yet begun to take shape, the first step is to cut-away the steel that will be needed. From those pieces, the bridge will be welded into shape and then moved into place between the two abutments. Once in place, it will be secured and then track can be laid over the canyon. And once the track spans the canyon, then it won't take much to finish Phase 5 and connect the bridge on both sides to the mainline. And as mentioned before, when finished, Phase 5 will give us the capability to ride over a mile of track without worrying about a section of single track needing to carry two-way traffic.



Figure 7

We hope the above photos and descriptions pique your interest to come to the August 27th DGRS meeting at the LCRR in Larkspur and ride the trains including trips over the new bridge with a beautiful view of a forested canyon.

**Jim Desautel, Bob Leise, and Pete Hendel**

## Choo Choo Sew



**Bet you thought you knew what a yo yo was...these are many fabric yo yo's sewn together**



Sew much needle work to do! Enjoying friends and visiting while finishing a quilt started by the late wife of a G-Scale friend. We sew, share information and have fun! If you want to join us, call Cherylene for our next sewing date! (303-589-6230).

## Garden Railway Clubs Links

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

### [Northern Colorado Garden](#)



**Northern Colorado  
Garden Railroaders**

### [Bay Area Garden Railway](#)



### [Rose City Garden Railway Society](#)



### [Gold Coast Garden Railway](#)



### [Santa Clarita Valley Garden Railway](#)



### [Mile High Garden Railway Society](#)

THE GARDEN WHISTLE

[New Zealand Large Scale  
Newsletter](#)

### [Puget Sound Garden Railway Society](#)



### [North Texas Garden Railroad Club](#)



### [Northern Ohio Garden Railway Society](#)



### [Central California Coast Garden Railroad Society](#)



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

digital magazine

## DGRS Calendar

Date	2022 Event	Details
March 29 Tuesday	General Meeting Michelle Kempema presents a program about the Colorado Model RR Museum and The UP Heritage Fleet of passenger cars	7:00 PM <a href="#">Clements Community Center</a> 1580 Yarrow St. Lakewood, CO 80214
April 2-3 Sat. & Sun.	TCA Train Show	National Western Complex in Denver
April 9, Saturday	Hobo Brunch	8:30 am, Valley Inn 1997 S. Wadsworth Blvd
April 26 Tuesday	General Meeting Wally Weart speaks on the restoration of Denver Trolley Car .04	7:00 PM, <a href="#">Clements Community Center</a> 1580 Yarrow St.
May 14 Saturday	Hobo Brunch	8:30 am, Valley Inn 1997 S. Wadsworth Blvd.
May 31 Tuesday	General Meeting at Jeff Lillo's Layout Program will include ways to make your layout "shine" for the convention.	7 PM 6475 Parfet St Arvada. Bring a chair
June 20-25 Mon.- Sat.	37th National Garden Railway Convention Hosted by the Denver Garden Railway Society.	Crowne Plaza Denver Airport Convention Center



**Visitors enjoy both the garden and the railroad at the Railroad Museum**

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## Convention Report

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The Convention Committee has been meeting twice a month and there is daily interaction between many of the committee members. Volunteers are a key component in making our convention a success and I am proud to announce that Anne Loring will be our volunteer coordinator. She will be contacting all the convention chairpersons for their volunteer requirements and then contacting those members who have already volunteered and those who haven't volunteered to fill those positions. **Please remember, it is our intention reimburse conventions registration fees for layout tour hosts, convention committee members and volunteers.** If you haven't already volunteered or are unsure, you can contact Anne at [akloring@aol.com](mailto:akloring@aol.com) or call 720-625-8098. We will have a volunteer sign-up booth at all the remaining DGRS general meetings.

Pricing on several convention registration items will be adjusted to include sales tax. These adjustments will apply to both the online and print reservation options. On March 7th Michele Miller and I met with our event coordinator, vendor booth and electrical providers at the Crowne Plaza to coordinate the setup and layout of unleaded Salon E for additional vendors, steam track, DGRS layout and model contest displays and are negotiating with the hotel for the added space. As of March 7th convention attendees had booked 629 room nights at the Crowne Plaza and we are nearing our required 663 room nights.

Soon to be released advertising will hopefully increase the flow of registrations. Next week GR News will release their March issue that will feature a full-page color ad and a layout preview of DGRS and NCGR layouts. This same format will be repeated in the mid-may issue. GR News has a readership base of over 5,000 and social media following of 3,000 plus. Also, the Garden Trains Annual issue will be available shortly and will feature a NGRC 2022 article and ad. A blast email will be going out with an alert that registration fees will increase after March 31. This price increase usually motivates the procrastinators, and we see a bump up in registrations. Also, we will be distributing promotional flyers to the local hobby shops.

Chris and Byron have the layout tours well in hand. In addition to the layout tour signage, we will be providing orange "Homer" buckets for bus and handicap signs and a case of water for each layout tour host. If you are on tour and haven't updated your layout descriptions, please contact Chris or Byron..

Vendor activity continues to be strong and keeping Michele very busy. Currently, we have 36 vendors occupying a total of 74 booths with many more vendors committed but haven't returned their contracts or deposits. Michele and I are very optimistic that we will fit the vendor hall with some of your old favorites and some new and exciting ones too.

**Doug Mayes**

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## Update on Convention Clinics

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While the Schedule of Clinics for the Convention is not yet complete, we are making good progress and are nearly where we want to be. We began our quest with two primary goals:

Our first goal was to offer 40 to 50 clinics to attendees that ranged from beginner, through intermediate, and on to advance. Thus far, we have 36 clinics scheduled for the Convention, so we are nearing our informal goal of around 40.

Our second goal was to offer a robust and well-rounded set of clinics that address multiple aspects of garden railroading. We established 11 different attributes of garden railroading (such as track, locomotives, rolling stock, gardening, power, etc.), and along the way added a few more (such as live-steam and historical perspectives). Again, we are nearing that goal as well. The clinics established thus far address multiple skill-levels for 9 of the 11 original attributes, but limited skill-levels for the attributes that were added (such as live-steam).

We are hoping to update the website later this week with the schedule thus far so attendees can plan which clinics to attend, and reserve their seats for several of the clinics with limited seating.

Once the schedule is posted, if you would like to see a clinic on a topic not included, please let me know at [jimandcindydesautel@yahoo.com](mailto:jimandcindydesautel@yahoo.com). Better yet, if you would like to give a clinic on a particular topic, please let me know as well.

**Jim Desautel**

**Bob Finch found this link 10 years ago and published it in the Newsletter. Does anybody remember it?**

<https://www.miniatur-wunderland.com/exchange/about/image-film-wunderland/>

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## Convention Volunteers Needed

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The 2022 Convention is less than 3 months away. Our success in hosting previous conventions has always depended on our clubs many volunteers who have made our guests feel warmly welcomed. This year will be no exception.

Whatever your schedule and interests, there is a volunteer spot waiting for you.

If you are free on the 3 weekend days of the convention, you could be a bus host for one or more of the 5 pre and post convention tours.

During the 5 weekdays of the convention, you could be a bus host for the layout tours Tuesday through Friday. If you prefer to help on one or more afternoons, we need clinic hosts to introduce clinic speakers on Monday through Friday for 2 to 4 hours, depending on the day. For those who can help in the evenings, we need folks to help in the vendor hall on Wednesday through Friday and folks to help with the social events on Monday, Tuesday, Wednesday, and Friday.

Helpers will also be needed for the Convention Store, Information Desk, and other tasks.

Please contact Anne Loring, Volunteer Coordinator, if you can help [akloring@aol.com](mailto:akloring@aol.com), or by phone 720-625-8098 (evenings best). Let me know what days you would like to help.

**Anne Loring**

### TECH HELP NEEDED NOW FOR THE CONVENTION

Our convention webmaster needs a couple of volunteers with tech expertise to help now. There are two tasks. One is to assist with responding to inquiries via the convention website.

The second task is to assemble photo collages for the Local Layouts section of the convention website. We have received photos from the Northern Colorado club members who will be on tour during the convention. The helper would assemble them into collages like the ones already on the Local Layouts section of the website.

Both tasks can be done on your own computer from home.

If you can help, please contact Anne Loring, Volunteer Coordinator at 720-625-8098 or [akloring@aol.com](mailto:akloring@aol.com) as soon as possible.

# Denver Garden Railway Society History

Year	President	Membership
1981 thru 1984	Al Kincaid, Membership	Started at 3 people.
1985	Al Kincaid, Marc Horovitz & John Newell	
1986	Steve Shoe	59
1987	Earl Thorne	67
1988	Dick Schafer	82
1989	Bob Carlson	87
1990	Byron Fenton	97
1991	Etzel Willhoit	109
1992	Chris Greenwald	113
1993	Tom Simco	121
1994	Dennis Mahoney	124
1995	Charles Snyder	118
1996	Aleen Caruthers	92
1997	Alan Olson	85
1998	Kelvin Harr	94
1999	Lee Brown	101
2000	Mike Harris	118
2001	Ray Broscovak	136
2002	Jim Webster	148
2003	Gordon Calahan	163
2004	Scott Major	172
2005	Al Blount	168
2006	Sally Hooks	187
2007	David Outteridge & Al Blount	214
2008	Doug Mayes	199
2009	Gordon Calahan	192
2010	Tom Stoffer	184
2011	Doug Mayes	174
2012	Mike Harris	175
2013	Bob Leise	193
2014	Mark Knugi	204
2015	Mike Harris	184
2016	Joe Foss	180
2017	Deann Vance	173
2018	Jim Rippey	159
2019	Jim Desautel	147
2020	Guy Mason & Jeff Lillo	133
2021	Jeff Lillo	142
2022	Jeff Lilo	94 paid, 51 have not paid

**Note: We had 184 members in 2015 and 192 members in 2009. Where are the paid members for 2022?**



## RAILROADS TO BE ON NGRC 2022 TOURS

No.	Bus	TOUR DAY	LAST NAME	FIRST NAME	HCA	No.	Bus	TOUR DAY	LAST NAME	FIRST NAME	HCA
0		6/21/2022	<b>TUESDAY TOURS NORTH OF I-70</b>					6/24/2022	<b>FRIDAY TOURS SOUTH Metro</b>		
1	Yes	6/21/2022	Hickman	Reg & Barbra Stewart	YES	39a		6/24/2022	<b>Denver, Castle Rock, Larkspur,</b>		
2	Yes	6/21/2022	McGuire	Kirk& Pam	YES	40	Yes	6/24/2022	Jones	Devin & Marie	
3	Yes	6/21/2022	Poncar	Bob & Paulette	YES	41	NO	6/24/2022	Strong	Kevin	YES
4	Yes	6/21/2022	Cushman	John	YES	42	Yes	6/24/2022	Wilcox	Tom	YES
5	Yes	6/21/2022	Burrous	David		43	Yes	6/24/2022	Gross	Dave and Jean	YES
6	Yes	6/21/2022	Driver	Jerry&Mary	YES	44	Yes	6/24/2022	Varney	Dave & JoAnn	HCA-L
7	Yes	6/21/2022	Hart	John		45	Yes	6/24/2022	Finch	Bob & Erlene	
8	Yes	6/21/2022	Waszak	Joel & Martha Miller	YES	46	Yes	6/24/2022	McCrumb	J.D.	YES
9	Yes	6/21/2022	Vande Berg	Dean	YES	47	YES	6/24/2022	Miller	Dave & Michele	
10	NO	6/21/2022	Keiser	Ron	YES	48	Yes	6/24/2022	Waber	Johm	YES
11	Yes	6/21/2022	Wear	Walter & Susan	YES	49	NO	6/24/2022	Leise	Bob & Glenn	HCA-L
12	Yes	6/21/2022	Burns	Michael & Sara		50	NO	6/24/2022	Desautel	Jim & Cindy	YES
13	Yes	6/21/2022	Lillo	Jeff, James & Dominique	YES	35	Yes	EXTRA	Kirsch	Kevin & Mary	YES
14	Yes	6/21/2022	Colorado RR Museum		YES	<b>SATURDAY ENCORE TOURS</b>					
26	NO	EXTRA	Dunlap	Bob & Connie	NO	No.		TOUR DAY	LAST NAME	FIRST NAME	
14a		6/22/2022	<b>WEDNESDAY TOURS SOUTH OF I-70</b>			28	Yes	6/25/2022	Hoppes	Ray	YES
15	Yes	6/22/2022	Greenwald	Chris & Nola	HCA-L	35	Yes	6/25/2022	Kirsch	Kevin & Mary	YES
16		6/22/2022	Dietz	Rick		4	Yes	6/25/2022	Cushman	John	YES
17	Yes	6/22/2022	Bertram	D.A.	YES	39	Yes	6/25/2022	Reid	Chris 10-4	YES
18	Yes	6/22/2022	Bigard	Randy	YES	51	NO	6/25/2022	Petty	Eric & Weston	
19	Yes	6/22/2022	Calahan	Gordon	HCA-L	24	Yes	6/25/2022	Evans	Craig & Cherylene	HCA-L
20	Yes	6/22/2022	Mayes	Doug	HCA-L	5	Yes	6/25/2022	Burrous	David	
21	Yes	6/22/2022	Fenton	Byron & Marta	HCA-L	#REF!	NO	6/25/2022	Dunlap	Bob & Connie	NO
22	Yes	6/22/2022	Foley	Terry & Patti	YES	<b>* HCA-L Limited Handicap access see description for</b>					
23	Yes	6/22/2022	Foos	Larry & Barbara	HCA-L						
24	Yes	6/22/2022	Evans	Craig & Cherylene	HCA-L						
25	NO	6/22/2022	Hendel	Pete & Marilou	HCA-L						
26	NO	6/22/2022	Dunlap	Bob & Connie	NO						
27	NO	6/22/2022	Vatuyl	Ken	HCA-L						
5	Yes	EXTRA	Burrous	David							
27a		6/23/2022	<b>THURSDAY TOURS NORTH AREA - Lyons, Loveland, Estes Park, Windsor,</b>								
28	Yes	6/23/2022	Hoppes	Ray	YES						
29	NO	6/23/2022	Haskew	Anne & Steve	NO						
30	NO	6/23/2022	Andersen	Steve	NO						
31	Yes	6/23/2022	Rysavy	Ron	YES						
32	Yes	6/23/2022	Perry	Mike	YES						
33	Yes	6/23/2022	Elworthy	Shawn	YES						
34	NO	6/23/2022	Mann	Sheilah	YES						
35	Yes	6/23/2022	Kirsch	Kevin & Mary	YES						
36	Yes	6/23/2022	Sears	Mark	YES						
37	Yes	6/23/2022	Linton	Robert	YES						
38	Yes	6/23/2022	Maxwell	Bruce & Nancy	YES						
39	Yes	6/23/2022	Reid	Chris	YES						

To see complete list with all the details (Google Sheets), go to:

[https://docs.google.com/spreadsheets/d/1tuyYYeVyGRe2Xqmri9UuANrMTOv8Q\\_dQ/edit?usp=sharing&oid=114319862563693770573&rtpof=true&sd=true](https://docs.google.com/spreadsheets/d/1tuyYYeVyGRe2Xqmri9UuANrMTOv8Q_dQ/edit?usp=sharing&oid=114319862563693770573&rtpof=true&sd=true)

Contact Byron Fenton if you need to change the information ([byron@mhgrs.com](mailto:byron@mhgrs.com))

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## DGRS General Meeting February 22, 2022

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The monthly meeting of the Denver Garden Railway Society on Tuesday, Feb. 22, 2022 was called to order by President Jeff Lillo at 7:00 p.m. at the Lakewood Clements Center.

A summary of the General meeting minutes from Nov. 30, 2021 were reviewed and approved by membership.

### REGULAR MONTHLY UPDATE ITEMS

- **Treasurer's Report** – Al Blount reported on deposits made, current balances and membership. A report was made of the club's bank, convention, money market and CD account balances. 2021 Membership was 142. 76 have paid dues for 2022 which includes 26 individual and 48 family, 2 honorary. Motion by Byron Fenton and second by Keith Pershing to approve the Treasurer's report. Membership approved.
- **Hospitality Report** – Michele Miller complimented everyone for the winter and holiday-themed food items for the meeting to go with the pizza. Next month the food theme will be for St. Patrick's Day and Easter.
- **2022 National Convention Report** -Doug Mayes reported the convention committee met recently. Byron and Chris did a layout spreadsheet. The convention cars are completed and being shipped. Full ads will be in the GR News plus the Garden Trains magazine. Blast emails will be coming every other week. Registration and hotel information with the complete package is available on the website; prices go up March 31. 20-35 railroad layouts including 10-12 in Northern Colorado are being scheduled. Michele Miller gave an update on 30 registered vendors with other prospects.
- **Museum Report** – Alan Olson reported the museum garden railway has been running amongst the snow. He noted RaeAnn is retiring after many years.
- **Library Report** – Keith Pershing invited members to check out and view many DVDs for garden railway projects or rail fan tours.
- **Publications Report** – Cherylene Evans encouraged members to continue providing train related photos, input and articles for content in the monthly newsletter including rail projects, painting or building construction.
- **Exhibits Report** -Scott Vance reported the annual Train Show will be held at the Western Stock Show Complex Apr. 1-3. He encouraged members to help with set-up, running trains and take down.
- **Website Report** – Jeff Lillo noted there is a new email address for the club as listed in the newsletter

- **Summer Tours Report** – Chris Greenwald reported there will be many layout tours this summer separate from the June convention.  
**No Reports** for Programs, Clinics or Vice President.

Meeting was adjourned at 7:30 pm followed by the Swap Meet and Pizza Party.

## Vivian Pershing

