

# GEORGE BOOTH'S COLORADO & SOUTHERN

Photos by Dave Zamzow and Bob Sobol

George Booth opened his fantastic 1000 square foot C&S for the January layout tour. Turnout was excellent, so good that the crowds made layout photography a real challenge. Many guests stayed there all afternoon as there was plenty to see. George was a gracious host and patiently answered numerous detailed questions about trackwork, scenery and operation.

George's layout models the 1960's C&S along the front range from Denver to Fort Collins. Hidden staging serves Pueblo and Cheyenne. This part of the layout operates with Rail Command throttles and decoders.

A recently-rebuilt Great Western closely matches prototype tracks from Loveland to Windsor, Johnstown and Milliken. Although the GW interchanges with the C&S at Loveland, it operates independently with DC throttles.

The C&S is built for operation, and last year hosted two groups during RockyOp, an event coordinated by MMR Doug Geiger for OpSig, the Operations Special Interest Group. During this event OpSig members came from across the country to operate fine layouts along the Colorado Front Range. George's layout was one of two in Northern Colorado to share this honor (David Stewart's A&O was the other.)

George operates the C&S according to the timetable and with a fast clock. Train orders are issued by two dispatchers and relayed by station agents. Waybills are color-coded tab-on-car (actually painted steel washers) held in



George stands by the Denver yard just after the tour closed.  
Bob Sobol photo..



Dispatcher's desk, fast clock and staging yard controls. Bob Sobol photo

place by thin diameter wires. Colors on the tabs match color-coded town name plates mounted on the fascia.

Just like the prototype, operation on the Great Western proceeds at a less frantic pace, for the most part unfettered by dispatchers and train orders.

For more information about the C&S, view the C&S web site at [www.frii.com/~gbooth](http://www.frii.com/~gbooth). Turn to the following pages for more photos of this great layout.

Thanks, George, for a great and long overdue layout tour!



Regular C&S operator John Atkinson explains switching in Longmont to Dallas Williams. Bob Sobol photo.



Switching Denver yard. Bob Sobol photo



One of the less-crowded moments. Bob Sobol photo.



Denver engine terminal. Dave Zamzow photo.



Regular operator Dave Zamzow switches the GW. Bob Sobol photo



First Interstate bank hides a support column. Dave Zamzow photo.



This part of the hidden staging yard folds up when not in use. Bob Sobol photo.



GW's Loveland yard. Dave Zamzow photo



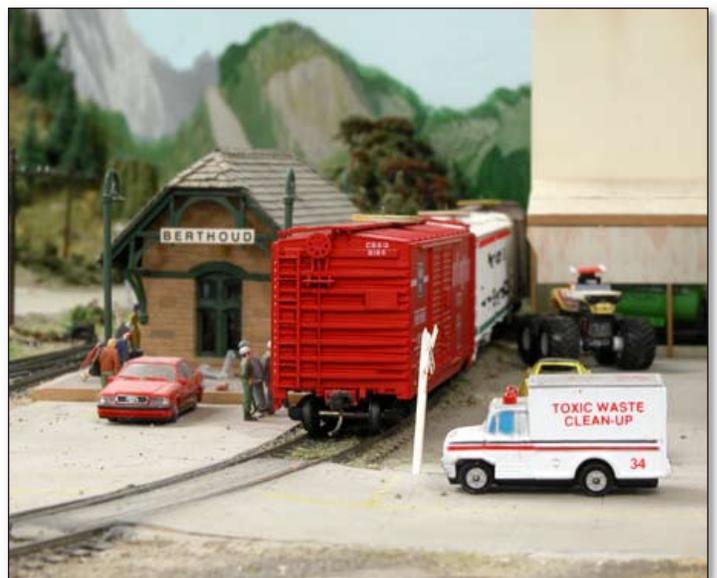
Helix and Officer Junction on the GW. Bob Sobol photo



Advertising. Dave Zamzow photo



Denver engine terminal. Bob Sobol photo



Berthod. Bob Sobol photo