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INSIDE THE OC&E

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2015 in Review

By David Trussell

It's become fairly common knowledge around Colorado Model Railroad Museum insiders that January 2016 will most probably usher in the museum's 100,000th visitor. And, after seven years of hosting model railroad fans we posted the largest annual attendance in 2015: more than 20,000. Simply put, it means our museum is attracting more interest and visitors than even when it first opened. We wonder just how many other non-profit Front Range museums can lay claim to a statement like that.

railroad was under construction. What is the secret of success? Having a friendly volunteer staff on hand helps. Having special events and promotions doesn't hurt, either. Then, of course, there's that model railroad that has been featured on the cover of no less than four nationally circulated magazines. Maybe you've seen it a couple of times.

Jake informs us that, added up, those hours would equal more than a hundred years of full time, 40-hour-per-week work



During 2015, a big change in operational policy allowed volunteers to bring their own equipment on both Fridays and Saturdays. This provides for more variety and reduces the wear and tear on Museum owned equipment. On Decem-

ber 30, 2015 visitors had the opportunity to watch a (scale) 5,550' long train led by modern Union Pacific and Rio Grande locomotives (left), along with a 1950's era freight train led by a Pennsylvania Railroad 2-8-2 steam engine (right).

But that's not the whole story by a long shot. Noooo way. Each week volunteer Jake Reese tallies up a fistful of handwritten time cards and enters them into our volunteers' computer database. The volume has now become quite impressive. Note: 217,739 hours have gone into the books since our founders started keeping records of such things beginning back in 2009. And, that does not include the five and a half years the

effort if one individual had to do it. Technically, however, Jake is quick to point out only about 9% could seriously be considered "work." The rest? Well, let's just call it what it really is: pure, unadulterated fun.

2016 Project Plans

The Colorado Model Railroad Museum has some exciting projects in the works for 2016. Along with routine upkeep and maintenance tasks, there are many projects that will be keeping our volunteers busy behind the scenes throughout the year.

Electrical Department

Darrel Ellis heads up most of the work on the OC&E layout that involves electricity. A continuing project will be to install lighting in most of the buildings on the layout; over the past year, streetlights have been installed in downtown Klamath Falls. Next up will be more building lights in Lakeview.

Animated subjects such as the forest fire and fireworks factory have proven to be popular with our visitors, and there are plans to improve the existing displays and add more.

Darrel wants to replace the current incandescent “rope lighting” under the layout’s upper deck with LED strips. There are approximately 300-10 watt light bulbs currently used that overall consume 3 KW of electricity; using LED’s should pay back the investment fairly quickly.

Rolling Stock Department

Dutch Cook maintains the layout’s rolling stock, and on a weekly basis he repairs and cleans the layout’s cars as needed. The museum has a set of cars available for use in “personal trains,” and in 2016, he would like to add to that pool. If you run just your personal locomotives and would like a particular set of cars to be available for your train, let him know.

Layout Department

Steve Palmer is the Layout Manager, and his team’s responsibilities include maintaining the track and scenery on the layout. Keith Woolf is building a church for the village of Dairy, that will include a wedding scene. There will be some new buildings on Main Street in Lakeview, while others will have details added. The area around the Lakeview station and the doodlebug car shop will be enhanced. Any automobiles of lesser quality on the layout will be changed out as better examples for the 1975 time period are found.

Some of the track projects include adding a switch in Coos Bay to improve operations there, and replacing the truss bridge near Quartz mountain (read Bob Pilk’s article on page 5 for more details on that project).



The village of Dairy will be getting a church in 2016.

Building Maintenance

Several volunteers help with general maintenance of the Museum building, the new warehouse, and parking lot. Light bulbs and air filters get replaced on a regular basis. The parking lot has developed some cracks that will need to be fixed, and new lighting along the east and south sides of the warehouse building will be installed.

Computer Department

Randy Palmer is our resident computer expert, and as the author of the Docent Mode computer program, he has a number of enhancements he’d like to make. The program runs up to 8 trains on the layout concurrently, and he plans to improve the program’s error handling to handle unexpected situations better.

The CTC Mode program, that is used when trains are manually operated will have some minor improvements and Randy hopes to add graphics that show the layout’s track occupancy, switch positions, and signal indications on a computer monitor in the Dispatcher’s office.

And there’s the routine administrative work needed on the various computers used by the Museum staff; Windows 10 installations, backups, and application upgrades always take more time than they should.

Mechanical Department

Gene Frank leads the Mechanical Department and reports that four SD40 units have been acquired and are on their way to Morrison-Knudsen in Boise, ID for refurbishing and painting. MK recently returned three General Electric U25B

units in the yellow Weyerhaeuser paint, and they have been dubbed “The banana’s” by the shop crews. They will be doing some test runs, then will be put in service on the Docent log train.

The restoration of the Union Pacific “Big Boy” 4014 is almost complete, and it will be going into perishable service on the Docent reefer train. The public relations department is coordinating with the Southern Pacific, Cotton Belt, and Western Pacific railroads to have more red, white, and blue locomotives present on the railroad for the patriotic holidays in 2016.

Museum Artifacts and Exhibits

Susan Kuznik is spearheading the cataloging of Museum artifacts as well as improving displays on the mezzanine. She is in charge of donated items and determining if they stay in collection or go to sale. If it’s something that doesn’t fit the Museum’s charter, then Keith Woolf will determine the best way to sell it. Along with producing Museum videos for sale, Bill Rogers is recording Dave Trussell’s stories of how the various items in the Museum were acquired and the significance of each. These sessions will be used to create a video inventory, a database inventory, and finally the permanent collection catalog. Susan is also putting together a small display of railroad china that is on long-term loan from Allen E. Hovey. This exhibit should be ready by mid-January.

Other Activities in 2016

A highly anticipated event this spring or summer will be the “Sea Trials” of the Museum’s model ships at a local pond. Darrel Ellis will be planning this activity if the ice ever melts!

Stan Bohner has been heading up the team who maintains the “Thomas” Children’s Layout. And please don’t forget the “Monday Morning Crew” that comes in each week to clean and repair the OC&E layout and anything else in the Museum that needs work.

And finally, the Newsletter Committee will continue producing the monthly newsletter, as well as the 2017 calendar. Contributions of articles and photographs are always welcome. Off-hour photographic sessions for the calendar’s photographs will begin soon, and any photographers interested in participating should contact the newsletter editor.

The Semi-Annual CMRM Sale of donated items will be held at the museum on February 26th and 27th, during regular museum hours.



The Museum features many exhibited artifacts; but to get visitors to return, the Museum must always have something new to show.



The Museum’s model of the H.M.S. Norfolk could sail again this spring or summer. For more information on the Museum’s ships and their builder, Dick Marshall, see the January 2012 issue of *Inside the OC&E*.



The Klamath Falls Fireworks factory “fire sequence” is slated to be upgraded to an Arduino micro controller.

The Brakeman's Club

Facebook Response by Sally Jane

During December, a question was raised on the Museum's Facebook page regarding the wooden brake club that is on display inside the Museum's caboose. A very insightful response was written by one of the Museum's "Friends" which is reprinted below.

The wooden, baseball bat-like device found above the exit door of the Chicago, Burlington and Quincy caboose is known as a "brakeman's club" or sometimes just "brake club", depending upon the railroad. In the early days of railroading, before the advent of automatic, or "air brakes", the role of a train's brakemen was to manually operate hand brakes, one of which was found at the top of each railroad car, in the form of a horizontal wheel-like device. Long trains would require multiple brakeman, located at the front, back, and sometimes middle of the train to control train speed, taking cues from an engineer's signal by locomotive whistle.

A brakeman would turn and tighten the ratcheted wheel, which in turn, pulled linkage attached to the railcar's brake shoes, pressing against the wheels of the railcar. The brakeman would travel car to car, via roof walks, setting and releasing brakes. Aside from the danger of running atop a moving train, as one might imagine, turning the wheel took a bit of strength and after a few railcars, one's arms would begin to fatigue. The brakeman's club was a device used by the brakeman to gain mechanical leverage on the brake wheel, inserting the club through the wheel and rotating against the center post. Another hazard however, arose when the hand brake was released with the club still in the wheel, as the spinning brake wheel and club sometimes knocked a brakeman off the moving train.

After train air brakes came into widespread use in the late 1800's and were operated by the locomotive engineer, the need for brakemen to run across the top of the cars diminished; but there were still scenarios where brakemen rode and spotted railcars set in motion to yard or siding tracks, and thus brakeman's clubs were still in use. After the 1920's hand brakes were developed with pulley-like linkages, with 3:1 or 4:1 mechanical advantages, that required only one-hand to operate and were mounted vertically on railcars. Today's railcars have their hand brakes located lower on the car and no longer have roof walks.



Museum volunteer Rick Inglis demonstrates the use of the Brake Club. Note that one end is squared off to give a better grip against the round brake staff.

Lake County Residents Allowed to Return After Train Derailment

Twelve cars derailed after truck struck east of Quartz

By Special Correspondent Bob Pilk

KLAMATH FALLS, Ore. (Fictional) – Crews continued to work into Tuesday evening to clear freight cars at a remote site where twelve cars of a Utah bound freight train struck a logging truck and derailed east of Quartz Monday morning,

pretty remote area, and it looks like some model railroad cars scattered about,” Mathers said. The rail car appears to have struck and damaged one section of the bridge, raising additional concerns for clearing the site. “A thorough investiga-



and officials said nearby residents are being allowed to return to their homes following evacuation.

The derailment early Monday morning prompted evacuation of workers at the nearby Weyerhaeuser loading facility and a hundred area residents in a two-mile radius. Jerry Mathers, a spokesman for the Lake County Sheriff's Office, said the driver of the logging truck appears to have escaped serious injury; but one of the train crew and workers from the nearby load out were admitted to the hospital following the incident and one was still there by late afternoon for evaluation, State police Trooper David Carlson said.

At a late afternoon news conference in Sycan, Mathers said emergency workers were initially held back Monday from a damaged tank car on the bridge due to vapor from spilled



tion will take place. It could take a while, but right now we are trying to keep a bad situation from getting worse; However, no rail cars appear to be in imminent danger of falling off the bridge” Mathers said.

The damaged car was carrying 20,000 gallons of hydrochloric acid, is owned by the Department of Defense and was destined for the US Army Proving Grounds in Utah. Hydrochloric acid can cause respiratory problems and skin and eye irritation, as well as being highly corrosive, Mathers said. Crews were able to remove content from the cars Tuesday morning; however, how much acid may have already spilled into a nearby creek below is not yet known.

Blake Keenan, a spokesman for the Oregon, California and Eastern Railway, which operates the train, said the company started its investigation Monday afternoon and will turn over results of the probe to the Federal Railroad Administration. “While we are not sure of all the specifics of exactly how the derailment occurred and actions by the crew, we understand they placed the train into emergency braking before striking the truck,” Keenan said. He said the train of 54 cars had four locomotives, none of which derailed, and the track speed limit there is 20 miles per hour.

“We’ve got our people already looking at the bridge and will evaluate repairs. This line is a vital link for our company and our customers”, Keenan said. Up to 14 trains a day use the rail line transporting lumber, mineral and chemical products.



Above: The railroad’s “Big Hook” was called out to speed the cleanup of the derailment. **Below:** The damage to the bridge was extensive, and the railroad quickly made plans to replace the old truss bridge.



Rio Grande Locomotive passes by the Museum

On Tuesday, January 5, 2016, the local railfan community was alerted that Union Pacific heritage locomotive, 1989, was leading a North Platte, Nebraska to La Salle, Colorado manifest train. This locomotive honors the Denver and Rio Grande Railroad with a special paint scheme.

Museum volunteer, W. Kirk Orndorff, was able to catch the train several times between Ault and La Salle, and despite an increased speed limit for the train through Greeley, was able to take a photograph of the train passing by the Museum.



More Coos Bay Photos

Photos by John Erdkamp

Editor's Note: Ever since John sent me his photographs from his speeder trip on the Coos Bay Rail Link line, I have been fascinated by the scenery and the vast difference between what you'll see along the Oregon Coast and the western part of the state where the Oregon, California and Eastern Railroad is located.

Our layout features "the Coos Bay Branch", but much of that is hidden trackage. This is what an HO scale engineer would see

as he runs his train from Klamath Falls to Coos Bay; perhaps we should post some of these pictures on the walls near the Coos Bay terminal so we can imagine what the scenery is like.

The Museum's Fairmont Speeder could be used on these trips if there was ever another North American Railcar Operators Association excursion on the line; all we'd have to do is join and have the proper qualifications. But towing the speeder 1,335 miles to Oregon is probably out of the question. Or is it?



Southern portal to tunnel 15 (2143') at milepost 721.5.



Milepost 726.5, Bridge near the station of Canary.



Milepost 731.4 looking south at the Tahkenitch Lake.



Milepost 731.8 looking north. Where are all the powerboats and skiers? The primary recreation here is fishing and camping.



Milepost 733 view from inside of cab



"Ghost" Locomotives at milepost 738.8, Gardner Jct. These appear to be CBR 2470 and CBR 2446, both ex-Santa Fe GP30u locomotives.



MP 739.6, the Reedsport Drawbridge crossing the Umpqua River.



The northern approach to Reedsport Drawbridge at milepost 739.5.



Milepost 742. Note that throughout the trip the motorcars stay a consistent distance apart.



Milepost 750.7, another long trestle crossing North Tenmile Lake.



Milepost 758.0, the northern yard limits of Hauser,



Milepost 761.8, near the Oregon coast at Rodgers.



Lumber loading siding (2980') at Hauser, milepost 759.4. The rectangular frame is not a tell-tale for tunnel clearance; the cable running between two frames is a tie-in point for a worker in a body harness with lanyard. This is an approved method of fall prevention when walking across the tops of cars, something still allowed while loading and unloading.

Right: At milepost 727.9 is the southern portal of Tunnel 17, which is 1,200' long.



Milepost 763. The Pacific Ocean is just a few hundred yards away and sand dunes sometimes bury the tracks here.



December Visitor Counts

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---------------|-------|-------|-------|-------|-------|-------|
| Week 1 | 146 | 126 | 137 | 534 | 184 | 167 |
| Week 2 | 119 | 162 | 168 | 89 | 174 | 271 |
| Week 3 | 131 | 163 | 225 | 158 | 361 | 521 |
| Week 4 | - | 262 | 472 | 360 | 663 | 632 |
| Week 5 | | 666 | 982 | 1339 | 176 | 532 |
| Totals | 396 | 1379 | 1984 | 2480 | 1558 | 2123 |
| YTD | 11151 | 16049 | 18084 | 17775 | 17275 | 20111 |

Inside the OC&E

Inside the OC&E is the official newsletter of the Colorado Model Railroad Museum. Its purpose is to communicate news and information to museum volunteers and others interested in the museum.

The February issue **PUBLICATION DEADLINE: Tuesday, February 2, at 5:00 PM.** Send submissions to drwg0579@comcast.net.

Bill Kepner, Editor.
Ed Hurtubis and Bob Owens, Associate Editors

Union Pacific Historic Depot Legacy Brick Campaign

From the Greeley Chamber of Commerce December 7, 2015 newsletter

It was the early 1920's when Greeley Chamber of Commerce President, Thomas Welsh, initiated efforts to have a new Union Pacific Depot built downtown. Many Greeley residents believed a larger facility was needed to replace the small stone building that had served travelers faithfully for more than 40 years. After 4 years of negotiations with Union Pacific, a nationally known architect, Gilbert Stanley Underwood, was hired. Construction began on May 20, 1930, and dedication of the new depot occurred on October 9, 1930.

Today the Depot still holds this wonderful historic ambiance and significance. The brick patios in the front and the rear of the building are used as great gathering places. The first phase of the brick campaign took place in 1996 that was very successful.

We encourage you to become part of phase II and become a

permanent part of Greeley's historic Union Pacific Depot with the purchase of a commemorative brick.

For \$100, your personalized commemorative brick becomes part of the patio at the Union Pacific Depot to be enjoyed by Depot visitors for years to come.

You can choose to inscribe your commemorative brick with your name, family name, business name, or the name of someone you wish to honor. Call the Chamber at 970-352-3566 or visit us at greeleychamber.com and find the link to purchase on line.

Below: The Depot has special engravings above the main doorways, making it very unique on the Union Pacific system.
Below left: When Amtrak stopped, the Depot was the gateway to the city.

