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# INSIDE THE OC&E

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## CMRM Partners with University of Colorado-Colorado Springs

In the last several issues of *Inside the OC&E* we have reported on some exciting plans and opportunities for the Colorado Model Railroad Museum. A key ingredient will be the ability of the Museum to raise money to pay for them.

As a non-profit IRS recognized 501(c)(3) organization, the Museum is eligible for grant funding from many foundations and organizations that help other museums like us. But getting those grants is a very competitive process and our efforts need to focus on grantors who appreciate the positive experiences we provide for our visitors and the local community.

We've accomplished a lot in our relatively short existence without needing to raise money from external sources. That is a tribute to our benefactors, staff, and volunteers. But that also means we didn't have to develop the institutional knowledge to compete with other non-profits for this funding.

The Colorado Model Railroad Museum has recently joined with a diverse group of students from the University of Colorado - Colorado Springs (UCCS) through the Bachelor of Innovation™ degree. The Bachelor of Innovation™ is a new and unique field composed of an emphasis major, innovative core, and cross-discipline core tailored to better meet

the growing demands of today's employers. This group of students is currently creating innovative ways to help expand and develop the CMRM's goals to increase funding for future projects, including building expansion and offering educational opportunities to young railroaders and the community.

The team plans to grow their understanding of this challenge by attending train shows and contacting like museums. They will then make a series of recommendations on how the Museum's Board of Directors can best proceed with the fund raising.



**Museum Volunteers Jim Wittenburg and David Todd along with Museum Director Michelle Kempema are working with this outstanding team of students. Pictured left to right, Jim Wittenburg, John Banko, Ryan Murri, Janet Atkins, Stephen Deetman, Stephanie Morton, Michelle Kempema, and David Todd.**

UCCS's website (<http://innovation.uccs.edu/>) describes the program. UCCS is the first university to offer a bachelor's degree with a core of innovation. Innovation, the transformation of ideas into impact, is a process that can be taught. It is a process that involves not just creativity (that is invention), but also the skills to work with others to

move that idea forward and implement it for business and/or social impact.

The UCCS Student Team will gain some valuable experiences in working with our museum on this project. Understanding the dynamics of raising money is an experience that should prove to be very valuable when they graduate.

# The Edmund Fitzgerald at CMRM

It doesn't exactly take a model railroad purist to determine that a model of the Edmund Fitzgerald is somewhat out of place on an accurately detailed miniature reproduction of a Pacific Northwest logging railroad. The Fitzgerald's 729-foot HO scale frame cannot be ignored by viewers, even if it is tucked in an out-of-way space on the expansive HO scale railroad empire on the Colorado Model Railroad Museum's 5,500 square foot Oregon, California and Eastern Railway.

The model's actual length, over eight feet, is reason enough for just about every visitor to the Museum to give it notice. So, why, on an authentically detailed creation like the OC&E is such an out-of-place item like this Fitzgerald model tucked in around a corner of the layout's Coos Bay Branch?

"Because I thought a model of the Fitz would create a bit of interest and maybe I might have liked to tweak my nose at the purists. You know, just so they knew I didn't take detail modeling all that seriously," Dave Trussell, the model's builder and the designer/builder of the Museum's massive layout, said. "It certainly has created a great deal of interest for sure."

So what piqued Trussell's interest in the big boat in the first place?

"I heard what I thought was an 1800s sea chanty on the radio several years ago, and I liked it. It really had a haunting melody.

Then, somewhere in the lyrics, this guy sang something about 'Cleveland', and I started thinking 'a sea song about Cleveland? So I paid closer attention to it the next time I heard it, and that started my interest in the story of the sinking of the Edmund Fitzgerald."

Trussell went on to explain that the song, written and sung by Gordon Lightfoot, has helped make the boat's loss one of the most famous shipwrecks in the annals of American Maritime history. He then decided to research as much as he could about the tragedy and the events leading up to it.

During that time he and his wife, Micke, belonged to an evening discussion club named the Greeley Social Science Circle, the oldest, continuously meeting organization in the region dating back to the 1800s. The purpose of the club was to

meet in members' homes on a monthly basis during winters with a club member presenting a research "paper" on topics of general interest.

"I decided to do a paper and a presentation on the Fitz," he said.

At about that time a small, one-man model-making company came up with a limited run of 50 kits of the full size Fitzgerald, and Trussell snapped up kit no. 1. He then added some details to the model, put it into a diorama that included having the boat berthed at an ore dock and made his presentation back in about 2001. Since that time he has presented the 40-minute talk to several service club meetings, high school history classes, and gatherings at the Museum.

He received quite a jolt before one of those meetings. It occurred at the Downtown Greeley Rotary Club when a man walked up to him, stared him intently in the eye and said, "I'm going to be really interested in what you have to say today," turned around and walked away.



**Dave Trussell presents the Edmund Fitzgerald story for a *Greeley History Brown Bag* to a "standing room only" audience at CMRM on February 18, 2016.**

"Immediately, I thought, 'oh boy', we have a relative of someone who was lost that night on the Fitz here."

"Sure enough," Trussell continued, "the guy came up after the presentation and told me not to change a thing. He seemed pleased with what he had heard."

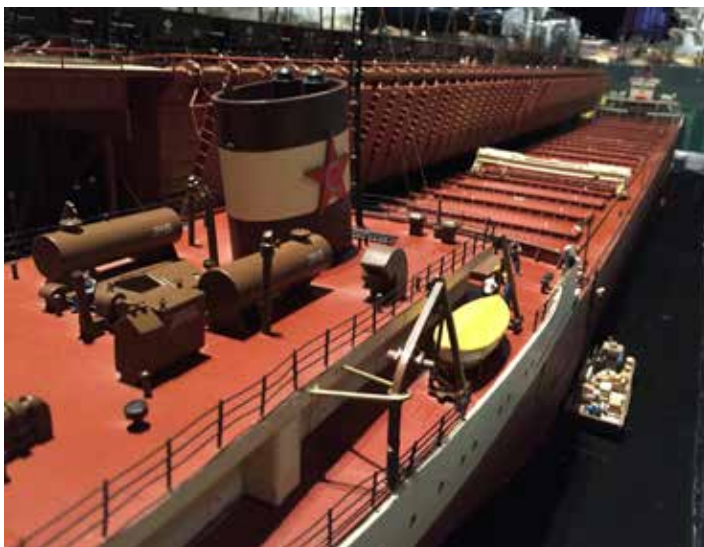
Trussell asked the fellow point blank, "pardon me, I have to ask, did you happen to know someone on board that night?"

Then the gentleman told an interesting story. He said he shipped out on the Fitzgerald that very season in 1975 along with his cousin. After a few trips he decided that being a deckhand wasn't his kind of work and left to go into a railroad career. His cousin remained on board and was lost, along with 28 others, when the Fitz sank in that now-famous storm on November 10, 1975.

Today, Trussell has indicated he doesn't expect to tell the Fitzgerald story any more, saying the process has run its course. So the Fitz, in model form, now sits patiently at a dock in Coos Bay, Oregon, of all places, waiting to take the Rocky Mountain Canal from the Oregon Coast to Lake Superior to meet her date with destiny. Don't be surprised if you walk

into the Museum some day and find her missing. She will have finally sailed. Look for what's left of her in a 530-foot ice water grave on the bottom of Lake Superior, just 15 miles short of White Fish Bay and safety.

May she and her crew rest in peace.



# A New Set of “Frogs”

*Photos by William E. Botkin*

The OC&E has taken delivery of a second set of U25B locomotives. The original set, in the first OC&E green paint scheme earned the nickname “Frogs.” We’re not sure how these will be called, most likely not “Canaries.” Bananas?

After the Weyerhaeuser Corporation took possession of the OC&E on January 1, 1975, they tried using ALCO road switchers purchased from the Southern Pacific. About a year and a half later, they obtained seven remanufactured locomotives from Morrison-Knudson. Five were repowered with EMD 567 prime movers, while the other two did not have diesel motors,

but instead used electrical power from the mother units, that are sometimes called “road slugs.” They all arrived in the green paint scheme as was previously modeled.

After several years, the prototype units were painted in this bright yellow scheme that Weyerhaeuser used at the time.

Bill Botkin gave them a light weathering before putting them into service on the layout. Look for them to be used on the log trains from Klamath Falls to the load outs near Quartz Mountain.



# Modeling Ideas from Coos Bay

*Photos by John Erdkamp*

John Erdkamp has provided more photographs from the NARCOA speeder trip he attended last September. This set is from the Coos Bay area and shows many details of the railroad operations as well as some of the marine activities.

These could be useful for volunteers who help enhance the scenery and operations of the OC&E model railroad. John notes that the current railroad operator, Coos Bay Rail Link, expects to start hauling logs into Coos Bay for trans-loading onto ocean going ships, and a similar operation could be modeled at CMRM. Perhaps if the OC&E ore business ends, those facilities in Coos Bay can load logs.

Coos Bay can accommodate some very large ships, although as Dave Trussell always said, “not quite to the scale depicted at the Museum. “



**Southern Pacific developed an extensive set of yards and facilities in Coos Bay, now operated by Coos Bay Rail Link, a subsidiary of the Port of Coos Bay.**



**These two photos show finished lumber storage and loading areas in Coos Bay. Note that the center beam flat car is used almost exclusively to ship forest products now. There’s not a box car to be seen. When loading lumber on center beam**



**flat cars by forklift, care needs to be taken to alternate sides as the wood is loaded. Otherwise the car could flip over. That’s why the loading areas are usually in an outside open area instead of a dock or inside a building.**



**Modern sawmills have a lot of exposed machinery, even in a wet climate like the Oregon Coast. Note that the logs have been debarked.**



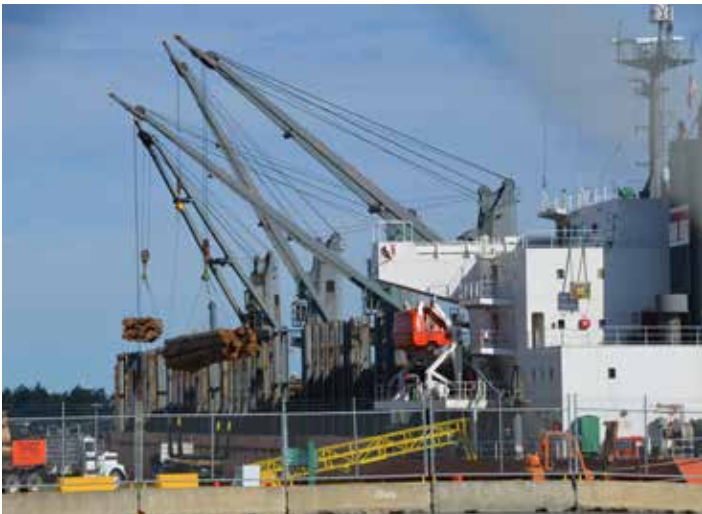
**Is it real or a model? The real mill scenes look a lot like the scenes modeled on the OC&E.**



Every 200-300 feet in lumber loading areas, there is a red painted fire hose & hydrant shack along the rails. Each one is just slightly larger than an outhouse.



This is a "Log Bronco" once used in Coos Bay. For more information see "Log Broncos on the OC&E" in the July 2015 issue of *Inside the OC&E*.



The *MV Super Sarah* loads logs being trucked to the port from Oregon forests. This 575 foot long ship is classified as a Bulk Carrier sailing under the Panamanian flag and makes periodic voyages from Japan to the west coast of the US and Canada.



The Titan is one of original Sause Brothers tugboats and can be viewed on the boardwalk in Coos Bay.



**Left:** A side view of the long bridge across Coos Bay; a view from the deck was in the January issue. **Above:** Logs are moved from truck to yard, then yard to ship. The CBL track is nearby, and plans are being worked out to transload logs from the train in the future, as was done in the past.



Four miles south of Coos Bay Yard, near the location of Hayden, are the remains of a spur that ran on a woodpile trestle into the west side of Isthmus Slough. This may be the location of the Powrie Log Dump that featured an A-Frame structure to dump logs off of log cars into the water. The C. A. Smith Logging Company had a large sawmill on the east side of the slough.



There are several copyrighted historic photographs on the Internet that may be of this location. In addition, the book *Coos Country*, published by Arcadia Publications would be a good resource for anyone interested in the history of logging in this area.

Google "Isthmus Slough Log Dump" for more information about this location.

The images from Google Maps clearly show the existing piles as well as other debris in the area.



## CMRM and Speeder Operations

The Museum has a speeder (motorcar) that could be operated on events organized by the North American Railcar Operators Association (NARCOA). Alfred Rodi performed an extensive restoration on MW01 a year ago, and it is stored in the South Warehouse. The February 2015 issue of *Inside the OC&E* newsletter describes all the work that he performed.

The NARCOA website, at this writing, lists several planned excursions in Colorado during 2016. These include the Denver and Rio Grande (Creede Branch), Durango and Silverton Narrow Gauge, Cumbres and Toltec Scenic Railroad (both narrow gauge), San Luis and Rio Grande, and San Luis Central. The Leadville, Colorado and Southern is another possibility. The trips are always popular, so if the Museum's speeder was to be used, a group would need to first be organized; you would need to join NARCOA, become a certified operator, and arrange for insurance.

The editor of this newsletter doesn't need another hobby, but would like to see this become a Museum activity. If



During the NARCOA trip, the speeders had street running in Coos Bay, with the only one gasoline stop for the 30 speeders on the 250-mile round-trip. Each motorcar has a 5 or 6-gallon tank and gets about 30 miles per gallon.

you have any interest in these events contact him at [drwgw0579@comcast.net](mailto:drwgw0579@comcast.net), especially if you would like to help organize these activities!

# It's Done!

By Bill Kepner

In the February 2015 issue of *Inside the OC&E*, we reported on an ambitious project planned by the Great Western Railway and the Union Pacific Railroad to rebuild GW's branch from Windsor to Greeley and to reestablish an interchange with the UP at Greeley.

Great Western's share of the work was mostly completed last fall, and UP's track crew has been busy in the last couple months rebuilding a new wye configuration just south of their Greeley Siding, several blocks north of the museum.

In early February, the connection was placed into service; now any Windsor-bound traffic coming from the UP is interchanged at a new yard at 35th Avenue.



This view from the shoulder of Highway 85 looks to the northeast and is roughly the same angle as was shown in "The Day Amtrak Got Turned Around in Greeley" in the December 2015 newsletter issue. Note that this track construction used conventional wood ties instead of concrete as was used 20 years ago when the other end of the line was rebuilt at the BNSF interchange in Fort Collins.



This is the view looking east from 9th Avenue. Note the power switch and power "derail," both with switch heaters. The track curving to the left, while still fairly sharp, is somewhat gentler than the original wye. The sign on the relay box reads "CP 5952 Greeley Jct." The area is under CTC control with the interlocking signal at the photographer's back.



When might you see a train on the new connection? On Saturday morning, February 27, 2016, right before the OC&E crew meeting, a short train from LaSalle passed by the Museum northbound and took the south leg of the wye, headed for the interchange. It returned about 90 minutes later with about 40 cars from the Great Western. Power: three EMD SD70M locomotives. The Great Western picks up during the late afternoon/early evening.



**Left:** What happened to the GW track that connects with the spur that passes on the west side of the museum? It is barely visible in the weeds and dead ends at the highway, with no provision to be connected to the rest of the Great Western system.



### February Visitor Counts

	2012	2013	2014	2015	2016
<b>Week 1</b>	151	239	160	273	198
<b>Week 2</b>	216	311	209	285	239
<b>Week 3</b>	436	397	404	273	274
<b>Week 4</b>	287	269	283	175	252
<b>Totals</b>	1090	1216	1056	1006	963
<b>YTD</b>	2533	2619	2373	2515	2197

### 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 April issue **PUBLICATION DEADLINE: Tuesday, March 29, at 5:00 PM.** Send submissions to **drwg0579@comcast.net.**

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

## Upcoming Events

**March 18 - 19:** BNSF Days - Volunteers with new trains need to make sure they are pre-certified prior to the weekend of the event.

**March 26:** Museum event - Street Artist mural painting on the South Building at 4 PM.

April 1 - 2: Extreme Trains

**May 7:** National Train Day Celebration

**May 13 - 14:** Union Pacific Days

## Newsletter Back Issues

Back issues of Inside the OC&E are available on the Museum's web site: <http://cmrm.org> under the "Museum Info" tab.



The SS Yaquina Bay is ready to sail from Coos Bay with a load of finished lumber. Photo by Bill Kepner