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INSIDE THE *OC&E* Union Pacific Days

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Perhaps the most popular special event for our volunteers is "Union Pacific Days." Scheduled early each May to acknowledge the anniversary of the completion of the Transcontinental Railroad, we try to run mostly trains powered with Union Pacific locomotives. Retired UP employees also gain free admission to the museum that weekend.

Union Pacific is famous for using the biggest steam and diesel locomotives produced, so it is no surprise that many railfans and model railroaders are attracted to the railroad. There may have not been as many DD40AX powered trains this year, but the U50's, the ALCO PA's, and the Big Boys made up for that.

Perhaps next year we will see many Gas Turbines, even if they would have been completely out of place on a mountain railroad like the OC&E.

Top: Model Railroaders aren't afraid to run locomotives that may not have been as successful as the railroads would have liked; the General Electric U50's and ALCO C630's didn't last long on the UP, but who cares!

Bottom: Double headed UP steam on a unit coal train? Why not?





We found the crew of this train had uncoupled the lead DD40AX locomotive and were running it across the high bridge by itself. There was some concern that weight restrictions called for this action.



An A-B-B-A set of ALCO passenger units leads a UP train through the canyon.



Another DD40AX powered freight is approaching the defect detector near Dog Lake.



While this matched set of GP9's is on the museum's roster, they fit right in during the weekend.



UP DC-3 was a Detector Car that the railroad would use to check for rail defects and other track problems. UP bought it in the mid-1950's and used it for 30 years. It has been modified externally several times.



The famous M-10000 made an appearance on the OC&E. The prototype was the first internal combustion engine streamlined locomotive in the US. It was delivered to UP in February 1934 at the cost of \$230,997.

Who is on the CMRM Board?

Last month we introduced several of the CMRM board members; this month we continue that effort.

Norm Wolstein

Norm was born and raised in southern California. He spent five years in the US Navy prior to obtaining an engineering degree and beginning his career in business. He began as a manufacturing engineer building rocket engines for the Space Shuttle. He finished his career as a Vice-President and General Manager of an electronics manufacturing company in Tennessee. One of his favorite customers while in business was General Electric Transportation to whom his company supplied electronics for the operation of their locomotives. He enjoyed traveling to their factory in Pennsylvania and supporting their manufacturing. Norm has enjoyed model railroading since his teens and has visited model train museums/layouts across the country.

Norm retired from the manufacturing business in 2012. Wanting to give back to his community, Norm volunteered for a non-profit organization in Alabama providing services to seriously ill and disabled senior citizens. He started driving a wheel chair van for patients requiring transportation to medical appointments. He enjoyed the relationships he developed with the Board and the patients they supported. He served on the Board helping them develop a new Strategic Plan for the organization's growth and expansion of services for their clients.

In 2015, Norm and his wife relocated to Longmont, Colorado to enjoy the majesty of the Rocky Mountains. In a discussion with a new friend, Norm expressed his interest in trains and his new friend told him about the CMRM in Greeley. Norm was excited when he visited the museum and couldn't wait to get involved and became a volunteer. He enjoys all phases of support including operating the trains and the maintenance of the museum. He is very excited and honored to have joined the board in May and is looking forward to supporting the museum's expansion and, in particular, helping involve youth is exploring the model train hobby.

Tim McMahon Board President

Tim McMahon grew up in the New Jersey suburbs of New York City. Both the New York Susquehanna & Western ("Susie-Q") and the Erie railroads ran within a few blocks of his home in Hackensack. After-school and summertime activities seemed to center around both sets of tracks, and in the late afternoons he'd watch a couple local freights pass while waiting to meet his Dad's train at the Prospect Avenue station.

His first train set was a Marx Brothers Alco S-1 with a couple cars on an oval with passing track, but it was all he needed.

He was introduced to model railroading by his "uncle Ed" who lived nearby and who had a large American Flyer layout in his basement. Uncle Ed would take his son, Tim, and Tim's brother on periodic railfan trips in the region. Trains, railroading and model railroading have been his primary hobbies since then.

He claims he left "Jersey" when he "reached the age of reason" and attended college at Quincy College (now Quincy University) in Quincy, Illinois earning his BA in History and Political Science. He enlisted in the Air Force after graduation in 1970 and was subsequently commissioned in 1971. He was assigned to FE Warren Air Force Base in Cheyenne in October 1971 and became friends with fellow CMRM board member Wayne Hansen.

During his 32-year active duty career, he specialized in space and ballistic missile operations. He commanded a Missile Warning Squadron in Alaska where he also became proficient in operating the installation's GE 80 ton locomotive and acquired a six-axle Alco MRS 1 from the Alaska RR. Both engines remain in service today. He returned to FE Warren in May 2000 to command 20th Air Force. In this command, he was responsible for the nation's Intercontinental Ballistic Missile Force and its 15,000 personnel.

Upon his retirement from active duty, he moved to Colorado Springs where he became Northrop Grumman Corporation's Vice President for Strategic Programs. In March 2009, Tim was brought out of military retirement to serve as the Air Force Senior Advisor for Nuclear Operations. He resigned from that position in October 2014.

Tim became a volunteer at CMRM in 2011 and has logged over 2000 volunteer hours. He was elected to the CMRM Board of Directors and became Vice President in September 2014. He's chaired the Board's Strategic Planning and Expansion Committees and was elected President replacing Dave Trussell on April 1st of this year.

"There simply is no better place or opportunity to enjoy this hobby, while providing exceptional hospitality to visitors, than here in this exceptional museum! Dave and Micke Trussell's extraordinary vision, generosity and hard work made all of this possible. It's our responsibility on the Board, along with our Executive Director to sustain and improve it. We're well positioned to do that, and we have exciting prospects for both facility and program expansion. Our key challenge will be to acquire and retain the volunteer talent and financial resources to make that possible. I look forward to working with our board, staff, volunteers, members, and potential donors."

Great Western Reception

On Thursday, May 12, 2016, the Great Western Railway and the Union Pacific Railroad celebrated the opening of the new wye in Greeley with a formal reception. Guests were allowed

to tour the *Yellowstone*, a private car owned by OmniTRAX, the parent company of the Great Western Railway.



The Great Western Railway acquired the *Yellowstone* from Burlington Northern in 1986. When it arrived; it was painted in BN's maintenance of way "red" paint.

Then GW president J. "Pete" Ascher had the car painted green and began to restore it to its former glory. He had Art Mitchell strip the many layers of paint from Observation Room. In the years since, it has been upgraded significantly, with the windows being altered and the roof rebuilt in the 1990's.

The car was built by Pullman in 1898 by the Northern Pacific Railroad for NP's president as their business car "8". Soon after it was named *Yellowstone*. Originally a wood car with truss rods, it was rebuilt in 1921 with steel bolsters, end platforms, and steel sheathing. New 6-wheel trucks replaced the original wood ones. However in 1924, it was replaced as the president's car, also named the *Yellowstone*.

The car was downgraded to a division superintendent's car, #1909. The car was apparently removed from service in 1954 to be sold, but no buyer was found. It was converted to supply train Diner-Dormitory Car X-589, then redesignated supply car X-143 in 1959.

When it arrived on the GW, there was still evidence of the sandwich bar that had a counter that ran almost the length of the dining room. There were also marks from the rotating stools similar to those found at soda fountains along the counter.

Since it still has plain-bearing trucks, the *Yellowstone* can't be interchanged with other railroads and is probably always going to be captive to the Great Western in northern Colorado.



Above: GW had amassed a number of passenger cars in the mid-1980's, but only the *Yellowstone* (1st car) remained on the railroad. **Below:** The *Yellowstone* is crossing the Missouri River on its way back to Loveland on May 14, 2016.



UP 8444 in Greeley

Photos by Jim Hinkhouse unless noted.

It's always fun to look at old photographs of Greeley, especially the area around the museum. It's even more fun when the subjects are big steam locomotives, especially those operated by Union Pacific. Jim Hinkhouse lived in Fort Morgan from 1971 to 1980 and got to see UP 8444 several times when it traveled between Cheyenne and Denver. Back in the 1970s, excursions in Colorado seemed pretty common and even occasionally extended up the Sterling branch. Jim now lives in Texas and has graciously agreed to allow the presentation of his photos in our newsletter.

Originally the UP 844, the locomotive was renumbered in 1962 with the addition of a "4", when new GP30 diesels arrived that needed to be in the 800 number series. It would be renumbered back to #844 in 1989 when the diesel #844 was retired.

Top: Union Pacific 4-8-4 #8444 is waiting at the Greeley passenger station in February 1975. It appears the diesels are Amtrak E-Units. A little research on the internet acknowledges that #8444 pulled Amtrak's San Francisco Zephyr from Denver, Colorado to Cheyenne, Wyoming on February 14 with a pair of EMD SDP40Fs. Was this the southbound trip the day before?

If anyone knows the details of this appearance, we would love to have that documented.

Right: This is probably the same train as above leaving the Greeley station. You can barely make out the loading dock of the museum's south warehouse on the left. Parts of the switch in the foreground are still visible on the track that the museum's boxcar is spotted.





In January 1972, the #8444 had made another trip through Greeley in the frigid cold. Looks like everyone parked right where our museum building is now. This is possibly the special train for the 1972 National Western Stock Show in Denver.





Another excursion in February 1973. This time there's sunshine in the morning and folks pose for photos.



The date is unknown in this photo as the UP 8444 is leaving the mainline at LaSalle, and proceeding down the Dent Branch.



Here is 8444 northbound passing the UP station on October 3, 1987 with an NRHS special. *Photo by William E. Botkin*



UP 8444 and motorcade approach the south switch at La Salle in June 1985. The locomotive had been on display at Denver Union Station. *Photo by Bill Kepner*

May Visitor Counts

	2012	2013	2014	2015	2016
Week 1	258	219	157	186	351
Week 2	276	236	283	395	202
Week 3	331	358	431	210	223
Week 4	343	259	268	427	312
Week 5				418	312
Totals	1208	1072	1139	1636	1400
Avg	302	268	285	327	280
YTD	6253	6495	6092	6750	5660

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 July issue **PUBLICATION DEADLINE: Tuesday, July 5, at 5:00 PM.** Send submissions to drgw0579@comcast.net.

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

Summer Hours

Summer hours start Wednesday June 1st.

Wednesday and Thursday operating hours are 10 AM to 4 PM and are Docent Operations, where trains are run by computer. Volunteers are needed to help these days. Contact Michelle if you are interested in volunteering.

Operations Friday-Sunday are the same as the rest of the year.

Help Needed!

We occasionally run low on material for the newsletter. If you have any interest in writing an article or serving as a correspondent for the museum over the summer, we would all appreciate your efforts. While we don't normally solicit "editorials" or personal modeling projects, most subjects related to the museum and its activities would be appreciated.

The editor would also like feedback on what you like or dislike about the newsletter content. Send him email at drgw0579@comcast.net.

737's Fly on the OC&E

On May 14, 2016, railfans spotted a "Boeing Train" moving westbound on the OC&E. The crew was being careful; even though the railroad has a fantastic safety record, they didn't want have an unanticipated rock slide derail the train and cause the 737 fuselages end up in the river.



2017 is Now Available

In time for the summer holidays, the 2017 calendar is now on sale in the museum's gift shop.

