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INSIDE THE OC&E

Trinidad Benham Corporation Becomes Major CMRM Donor

By Bill Kepner

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On a Monday morning in early January, “Dutch” Cook was interrupted from his weekly OC&E maintenance routine by a knock on the front door. Charlie Lewie, the local manager of Trinidad Benham Corporation’s two Greeley properties introduced Dutch to Corporate Vice Chairman Linda Walmsley and other members of the company’s executive team who stated that they wanted to discuss CMRM’s possible interest in accepting, as a donation, the company’s grain elevator and property just across the Union Pacific tracks from the museum. Dutch took contact information from the visitors and promptly notified CMRM Executive Director Michelle Kempema and (then CMRM Vice-President) Tim McMahon.

The next day, Tim contacted Ms. Walmsley and suggested a meeting where we could discuss CMRM’s developing expansion plans. On Jan 27th, Tim, along with CMRM Board Secretary Wayne Hansen and Michelle met with Carl Hartman, Trinidad Benham Corporation’s Chairman/CEO, Linda Walmsley, and other company executives to review CMRM’s expansion plans and financial posture.

Tim explained that CMRM’s long-term expansion plans involved the development of a campus-like design to the south and that CMRM did not have the resources to convert Trinidad Benham’s property to meet our needs. Tim explained that doing so, would require CMRM to absorb considerable debt. McMahon asked the Trinidad Benham team if they would instead consider making a donation to CMRM with proceeds from a potential sale of their property. The Trini-

dad team responded that they would favorably consider the approach. Within the next few weeks, Trinidad Benham’s property across the tracks from CMRM was available for sale.



CMRM’s Board President, Tim McMahon (center), with Trinidad Benham’s Chairman/CEO, Carl Hartman (left), and Corporate Vice Chairman, Linda Walmsley (right)

McMahon and Ms. Walmsley remained in frequent contact over the following weeks. On May 19th, Walmsley informed McMahon that a sale of their property was underway and when completed, that Trinidad Benham would make a donation to CMRM with the intent of supporting CMRM’s programs and facilities expansion plans.

On July 26th, McMahon met with Carl Hartman and Linda Walmsley at their Denver office and updated them on CMRM’s plans to improve our South property acquired last year

through a very generous donation from CMRM’s long-term supporter, Mr. Norm Lyster. Hartman stated that Trinidad Benham was entering their centennial year in business and was donating \$25,000 to CMRM to help celebrate the occasion, and to underwrite their support for our community-oriented mission.

McMahon expressed deep thanks on behalf of CMRM’s Board of Directors, Staff, Members, future guests and dedicated volunteers. He promised that each of the company’s donated dollars would be carefully managed, and that that he would consult with Hartman and Walmsley as CMRM’s “Capital Campaign” proceeded.

Ms. Walmsley will be an honored guest at CMRM’s Hobo Stew event on August 11th.

Best Practices for OC&E Train Operators

By Bill Kepner

A real railroad's "Rule Book" cites hundreds of rules that train crews **MUST** follow during the course of their daily work. Most of these rules were put in place because of an unfortunate event and violations are not tolerated.

At the Colorado Model Railroad Museum, we really don't want to follow the prototype's strict work environment. We're here to provide our guests a memorable experience, but we also are here for our pleasure. But we must follow some basic procedures to ensure our operations run smoothly and to provide a realistic railroad experience.

Some of the "Best Practices" that follow (**in Bold**) are rules that museum volunteers must follow. The others are strong suggestions that should be followed whenever possible. Consult the "New OC&E Crew Orientation", "OC&E Signal Rules", and "OC&E Radio Rules" documents for additional information.

In General

1. Wear your museum shirt and name badge when operating trains or accessing areas not available to the public. You will be recognized as being part of the museum staff.



2. When there is not a crew caller on duty, you should register your train on the status board next to the Dispatcher's office. This lets other train crews know what trains are available.

3. Pick up your train orders (instruction cards) from the Dispatcher's office before leaving your initial terminal. This avoids confusion when the Dispatcher routes you into a yard and you ask yourself "What am I supposed to do now?"

4. Operating your train from the upper level (mezzanine) is not permitted; if you have a problem with the train, you would not be able to get to it quickly.

5. Follow the OC&E Radio Rules. When initiating a call on the radio, first say who you are, then whom you are calling. For example, "This is train 212 calling the Dispatcher." You will find that if everyone is consistent with how the radio is used, there is a lot less unnecessary chatter and your ears won't hurt when you get home.

6. 10-4 language is for truck drivers, not railroad crews! If you want to be a truck driver, see Jim or Rick Inglis and they will train you for the *OC&E Highway Operations*.

7. Don't attempt to listen to radio chatter that is not addressed to you. You should not be concerned with the Dispatcher's interactions for any other train, only your own.

8. Use your knowledge of normal operations to be suspicious of anything out of the ordinary. For instance, if you think you have a "Yellow Signal" when you were only expecting a green, you should question why that happened. Maybe you were only imagining it was yellow, when in fact it was actually red.

9. If you find yourself having a bad day and making multiple mistakes, do yourself and the other operators around you a favor by voluntarily taking yourself out of service. On the OC&E there is no penalty for doing so and you will avoid causing any additional problems.



10. When you need to handle a museum locomotive that is not yours, do it securely, but gently! Try to limit where you touch painted surfaces; usually the fuel tank is the best area to grasp on a diesel locomotive, as most HO handrails are fragile and easily broken. For a steam locomotive, you have to pick up the engine and tender together by the drivers on the locomotive in one hand and the trucks of the tender with the other.

11. You should not handle or operate anyone else's equipment without their explicit permission. If there is any question of the ownership of equipment on the layout, please consult one of the layout managers or other staff.

Running the Train on the Mainline

1. **When on the mainline, don't reverse directions without permission from the dispatcher.** There may be a train in the block immediately behind you.

2. Unless instructed otherwise, when stopping in a siding, pull up to within one engine length of the interlocking signal. This will allow the Dispatcher to possibly put another train in the siding.

3. When you have stopped in a siding and are waiting for an opposing train, turn off your headlight.

3. When you have stopped on the mainline and are waiting for an opposing train to enter the siding, dim your headlight (if so equipped).



4. When waiting at Lakeview or Klamath Falls, hold clear of the grade crossings unless you know you will be leaving town soon.

5. When passing a stopped train or any location where there may be men on the ground, sound your warning bell while passing the stopped train.

6. Permission to proceed on the mainline is only given by signal indication or verbal authority from the Dispatcher.

7. Use horn and bell when approaching any active passenger station.

8. Sound horn when approaching any long bridge.

9. Sound your horn at all grade crossings. You must continue sounding the horn until the crossing is completely blocked by your train.

10. **If there is a short circuit and your train loses power, immediately turn down the throttle.** Only after you are sure power is restored, should you attempt to proceed. This will reduce the electrical surge when the circuit breaker is cleared.

11. Do not lose track of where you are. If the Dispatcher or other train crew calls you and asks you where you are, you should be able to indicate that without any hesitation.

12. On locomotive consists so equipped, use your dynamic brakes when descending any significant grades (press F5).

13. Experienced train crews will know where all the signals are on the mainline. Once you have determined the aspect for your next signal, you don't need to watch it continuously; you should periodically watch your train for other issues such as a derailed wheel or shifted load.

14. When starting your train, sound the bell and two long horn blasts to signal that the train is about to move. Once you are moving, you can turn off the bell.

15. **A flashing red signal indicates you have permission to proceed past the signal once you have stopped.** Proceed at restricted speed prepared to stop within one-half your sight distance looking out for trains, open switches, equipment, and other obstructions on the track.

16. **Train speed limit is 20-scale mph for freight trains.** The only exceptions are the Railblazer piggyback trains and light engine movements. Maximum speed for piggyback and passenger trains is 30 smph.

17. If you are in a tunnel and unsure if your train is moving, sound your horn. If you hear the horn, you will have some idea where the train is and that it has power.

18. When running long trains with short cars, especially the Glow Worms and the Ore Train, verify that all couplers are mating correctly. The short cars are more susceptible to coming uncoupled at the worst possible time.

19. When waiting in a siding where you have a good view of the track (e.g. Dog Lake, Lakeview, Klamath Falls). Do a roll-by inspection of any trains passing your location. Watch for shifted loads, dragging equipment, or misaligned couplers. Once the opposing train has passed, call it and tell the engineer "Good Roll By," or if there is a problem, tell him how far back in the train the problem is.

20. If you are waiting for a meet, and you believe you will be there for a while, turn off your throttle to save battery power and to avoid inadvertently moving your train.

Yards and Staging Tracks

1. When leaving the staging yards, have your rear end crew align all switches to normal position (stop the train so they don't have to jump off and jump back on the moving train!)
2. When entering the yards, watch for the position of the switches ahead of your train and stop short of any that need re-aligned. It will be embarrassing to have to call the Dispatcher to ask permission to back out onto the main.

At the west end of Lakeview yard, there is a switch immediately on the yard lead which is not Dispatcher controlled. Before leaving the mainline check the switch and align as necessary.

Also when entering Klamath Falls Yard eastbound through switch 13, verify that the yard ladder is lined for the Arrival-Departure track, not the other ladder tracks.

3. Before moving your train at your initial terminal, perform a "brake test" to ensure all your cars are coupled, then call the Dispatcher to see if you can move your train to the entrance to the mainline.
4. The staging yards are governed by Yard Limit rules, and your speed should not exceed your ability to stop in half the distance to another train or misaligned switch.



5. When you have terminated your train, set the locomotive speed on your throttle to 0. If you aren't going to run another train immediately, turn the throttle off by pressing EXPN and 1.

Also and importantly, "zero" out your Primary address and Recall address!

6. Before moving your train from the staging yard, note the train length and make it available to the dispatcher. Knowing the length will help him decide where he can set up meets.

7. At the completion of your run, notify the Dispatcher if you intend to run another train, "go for beans", or take a short break.

8. **Before you leave the staging area, verify that all of your locomotives are running and not being dragged or pushed along by the others.** We have had instances of flattened wheels, just like the real thing! Most museum locomotives have a series of white dots painted on the wheels to help you see them turning. If this occurs, stop your train, enter "66" to reset the consist and start again. If the locomotive didn't respond, contact the Dispatcher before proceeding.

Periodically review the Rules

The procedures in the "New OC&E Crew Orientation" should be periodically reviewed by all operators regardless of how experienced they think they are. Items change and memories fade and it's important that everybody does things in the same manner.

Thanks to William E. Botkin, Steve Palmer, Cameron MacArthur, and several other CMRM volunteers for contributing to this article.

Did you know ?

The switch position indicators on the layout fascia are color-coded; those that are white are the lower level. Those that are yellow are the upper level.



Sisters

By Wayne Hansen

Did you know Greeley has a sister city in central Japan? It is Moriya, in the Ibaraki Prefecture. Like Greeley, it's a railroad town.

Like Greeley, Moriya has high school students. The Sister City Student Exchange Program is an opportunity for students from both cities to explore each other's country and learn more about their cultures, traditions and way of life. Every even year a dozen Moriyans visit Greeley for a week. Every odd year Greeley students visit Moriya. This is the 23rd year of the exchange.

So what does this have to do with our museum? The first stop this year for the Moriyans was...wait for it... the Colorado Model Railroad Museum. Why? The organizers wanted a comfortable, first-class environment for the visiting students to get to know their host families and relax before they begin their busy week.

Our museum seeks as many ways as possible to share our one-of-a-kind treasure with the world. How can you take advantage of what our museum can offer your family, friends, club, company, or group? Call us at (970) 392-2934 to explore the possibilities.



A visiting railfan would see the Tsukuba Express in Moriya.



Pizza works its friend-making magic just outside Lakeview.



Greeley family hosts introduce Juni to Klamath Falls yard.



Greeley host Dana Gamblin and her new Moriya friend show what they think of CMRM.

Introductions

Dennis Hagen

Dennis began volunteering at CMRM earlier this year and he brings a wealth of experience in western history. He has been a model railroader for over 50 years and currently has a large Sn3 model railroad.



Dennis served in the U.S. Air Force in Vietnam as a captain and won a Bronze Star. Later on he served as an intelligence officer for the 90th Strategic Missile Wing near Cheyenne, Wyoming.

He received a B.A. in political science from the University of North Dakota and a M.A. in History from Colorado State University. While he obtained a teacher certification and taught at Aurora's Hinkley High School, he found that restaurant management was more financially rewarding. He managed Taco Bell restaurants and his own submarine sandwich franchise. Then, for 15 years, he became the national sales director for a small company that supported the computerized embroidery industry.

He changed careers to become an Archivist with the Denver Public Library's Western History and Genealogy Department. He managed the *World War II 10th Mountain Division* Archive and processed the Denver and Rio Grande Western Railroad records. Dennis has published more than 20 articles on the 10th Mountain Division, many book reviews, and served four years as chair of the Denver Public Library's Bancroft History Prize committee.

Dennis has served the Denver Westerners as Sheriff (2012) and the current Archivist and as Keeper of the Possible Bag Images. He continues to work at DPL as a volunteer.

Need "Museum Hours?"

Volunteers at the Colorado Model Railroad Museum have many privileges once they have contributed 100 "Museum Hours." Museum Hours can be any museum activity besides OC&E operations. Some of the common projects include layout and equipment maintenance, gardening (pulling weeds), and Docent Operations.

The newsletter team can also use some additional help, and these activities also qualify. In the previous issue a number of suggestions were listed for articles that could be written at any time.

There is also a need for a "Newsletter Correspondent" that is available during normal museum hours to gather information for publication. Sometimes events needing this attention are planned ahead; sometimes they are not. An example is Wayne Hanson's "Sisters" article in this issue.

Often during the daily briefing before starting operations, there are situations discussed that may be published in the newsletter. Your job is not necessarily to write an article for each item, but to provide the information to the editorial staff so they can document the topic.

If you might be interested in helping out in this manner, contact the newsletter editor at drwgw0579@comcast.net.

844 Is Back!

Photos by Bill Kepner

On July 23, 2016 Union Pacific #844 led the Cheyenne Frontier Days Special train through Greeley.

The train arrived from Denver slightly early Saturday morning, and the crew performed a routine inspection and servicing before blasting up the hill out of town (photo right). By the time it reached the top of the hill at JBS, it was doing a very respectable speed.

On the return trip that afternoon, it also arrived in Greeley a little early. After a stop by the museum, it headed on to Denver, crossing the South Platte River just north of LaSalle (below).



July Visitor Counts

	2012	2013	2014	2015	2016
Week 1	641	498	538	468	617
Week 2	601	483	442	606	540
Week 3	555	713	508	834	396
Week 4	704	453	709	824	985
Week 5	525				
Totals	3026	2147	2197	2732	2538
Avg	605	537	549	683	635
YTD	10908	10395	10332	11976	10469

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 September issue **PUBLICATION DEADLINE: Monday, August 29, at 5:00 PM.** Send submissions to **drgw0579@comcast.net.**

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

