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# INSIDE THE OC&E

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## Another Summer in the Books!

Labor Day weekend marks the end of the museum's five-day-a-week summer schedule and the return to the shorter winter hours. It was a good summer, and while the attendance didn't match 2015's exceptional growth, we broke the single day attendance records, not just once, but we did it twice. On June 10, the first day of "Dinosaur Days", we had 418 guests pass through the door. But on July 30th we had 496 visitors for Star Wars Day. At times during the day, the line to enter the museum reached out the door to the sidewalk!

What do these events have to do with model railroading? We got some younger folks in the door. This may be the first time these guests have been exposed to our hobby. Dinosaur Days attracted younger children, while Star Wars was mainly teenagers. Perhaps they will be back again, tell their neighbors and friends about us, or just maybe they become interested in the hobby and join us as a volunteer when they grow up. So even though it takes a fair amount of effort to plan these events, the museum staff feels they are very worth while.

Senior Weekend over the August 19-21 weekend offered discounts for our older guests. As part of that promotion, Executive Director Michelle Kempema was interviewed on the KFKA

"Gail" show, hosted by local radio personality, Gail Fallen.

These weren't the only special events; we also participated in Greeley's *AgriCulture: Fest and Feast* on August 27 that was held across the street at the UP Depot. During the weekend we ran trains that transported agriculture products.

One of museum founder Dave Trussell's principles for creating the museum was to work with the City of Greeley to promote tourism. In the six years since the museum opened, we figure the museum has contributed significantly to the area's tourism economic impact, helping it achieve an increase of \$10 million per year. This number is calculated by

multiplying the visitors who come to Greeley for the day by \$71 and those who stay overnight by \$125. Clearly you can see why it is advantageous for the museum and the city to work together to promote tourism!

While our Hobo Stew event and the dedication of Trussell Junction on August 11 was covered extensively in last month's newsletter, we continue to get compliments on how well the event was received by our supporters. We are very thankful for the significant donations from Trinidad Benham Corporation and Mineral Resources.

The museum has received an AED (Automatic External Defibrillator), and many museum volunteers have

been trained to use it.



*NMRA President Charlie Getz, along with his wife Margaret, visited CMRM on October 5, 2016. From left to right, Steven Palmer, Tim McMahon, Darrel Ellis, Margaret Getz, Charlie Getz, and Michelle Kempema.*

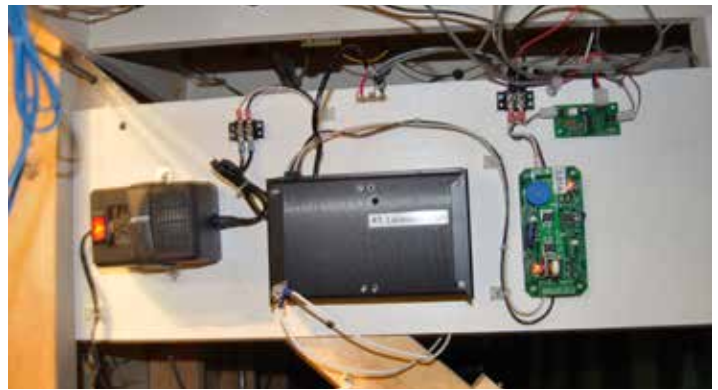
On October 5, Charlie Getz, the President of the National Model Railroad Association, visited the museum. Since this was a Wednesday and the museum would normally be closed, a special operating session was held to show Charlie how we present model railroading to the general public. Many CMRM volunteers assisted and ran a full schedule of trains.

The visit will help build a new relationship with the NMRA. We have found that our respective organizations' objectives are very similar; a closer relationship can only help to improve our community outreach and increase the promotion of the hobby.

One of the great pleasures of volunteering at the museum is meeting guests that come from a long distance, especially from Europe. In August, Dieter Bertelsmann from Ehrenkirchen, Germany, visited the museum. Dieter is the builder of a very well executed model railroad that depicts the Black Forest area of southwestern Germany and has prepared this video:

[https://www.youtube.com/watch?v=CuC\\_LPDG6uw](https://www.youtube.com/watch?v=CuC_LPDG6uw)

Photos of some additional museum events from over the summer follow.



**Darrel Ellis has started a project to install circuit breakers on every DCC booster on the OC&E layout.**



**CMRM had a booth at the Greeley Stampede outside the main arena to publicize the museum.**



Last month we reported on the closing of the Caboose Hobbies (They actually closed on September 11, 2016, earlier than originally planned). The museum is creating an exhibit marking the contributions made by the store and its owners Duane and Joanna Miller made to the local hobby. They have donated several artifacts from the store, including the sign from the Guinness World Records documenting the "Worlds Largest Model Train Store". We will present Duane and Joanna a lifetime membership to the museum.



**We still have dinosaurs roaming the layout and they could be hiding behind any tree!**





The museum hosts the Northern Colorado Model Railroad Club meetings four times a year. The July meeting features the club picnic and museum volunteers pitch in to cook and



prepare the meal. Keith Kempema (right) does a fantastic job cooking burgers, dogs, and brats!



Michelle is promoting the museum on the radio.



Above: Union Pacific #844 visited Greeley several times in July; CMRM volunteer Jim Leonard (left) was a crewmember on one of the trips.



Left: Brent Milota carefully throttles up his special 140-car coal train as he starts up the grade out of Klamath Falls. He has control of the 6 units on the head end, and his brother Brian is operating another six units on the mid train helper. Over the past year they have been gradually adding cars and now the train length is 98 real feet which in HO scale would be over a mile and a half long. There are nine Rio Grande SD40T-2 units, 2-Rio Grande SD45 units, and one Missouri Pacific SD50 on the train representing 43,000 total horse-power!

Two videos demonstrate their efforts:  
<https://www.facebook.com/ColoradoModelRailroadMuseum/videos/1109792729090615/>  
<https://www.youtube.com/watch?v=mfYPGI06SfY>

# What is Dave Trussell Doing These Days?

By Bill Kepner

We received a few comments about last month's Hobo Stew article regarding Dave Trussell living in Pennsylvania. The museum hasn't made a big deal about it, but Dave and his wife Micke moved to Lancaster County, Pennsylvania several years ago to be closer to their grandchildren. They still travel to Colorado fairly frequently, so in some sense, they are still around.

Dave commented that when they first talked about moving to the East, he was afraid "houses would be stacked on top of each other." But they found several acres of rural property tucked between Amish farmland and the Pequea (PECK-way) Creek about 15 minutes south of Lancaster.

The famous Strasburg Railroad is about two or three miles away, and Dave says that on a still day they can hear the whistle of ex-Great Western 2-10-0 #90.

The first thing Dave will want to do when long time friends arrive is take them for a ride around the place in his golf cart. Don't expect a short trip down the paved driveway. He'll take you on a dirt path and at some point you might be looking for the seat belts (and roll bar) as he climbs the steep hill in back of the house. Does this thing have 4-wheel drive, Dave?

As he takes you towards the creek, he points out the small field where he's raising soybeans. Last year it was corn, and they figured they did more to feed the local deer population than contribute to the end of world hunger. Once they counted at least 50 head of deer in the field.

The Pequea Creek (or crick as

locals call creeks) is about 20 yards wide here. Just across the creek is a traditional Amish farm and Dave and Micke have befriended the family that lives there. There is a nice area in the trees by the water where after a long day, they love to sit in the evening and relax.

Anyone who knows Dave knows he isn't about to sit at home and waste the time away. He's made a lot of friends and found various social activities to keep him busy.

The area is quite historic with numerous Revolutionary war-era sites close by. Lancaster can claim to be the capital of the 13 colonies during the war (for one day).

While there is no longer a main-line freight railroad near by, there are many historic railroad sites in the county. Amtrak's Keystone Line isn't far away, and of course the Strasburg Railroad is one of the busiest tourist railroads in the country. The Railroad Museum of Pennsylvania is next door to it and is a mecca for the Pennsy fans among us.

Dave is in particularly fascinated with some of the local trolley and interurban lines that ran between the small towns outside Lancaster in the past century.

With all of this going on, you might wonder when there is time for building a model railroad. Well, there isn't, and Dave doesn't think he'll ever be interested in doing that. There is a space in the barn about 20' x 30' where one could be built. But he's already built one of the best model railroads in existence. Why would he be satisfied with anything less?



**Top:** If you are coming from the west, you'll pass through Neff's Mill Covered Bridge, one of the 29 covered bridges in the county. So those of you driving your motor home, it won't fit! **Bottom:** Their house is about a 1/3 of a mile south of the county road, and a narrow tongue of land gives them access.





*We're not in Colorado! The farm in the top left may be small compared to what we have out west, but even with a lack of modern equipment, the Amish find a way to be very productive. The Pequea Creek is just beyond the willow tree and before the cornfield. To call it a "meandering waterway" might be an understatement.*

*In the top right photo, Dave shows off one of his most cherished possessions, the OC&E on four magazine covers (we need to get him the Cow Catcher issue). **Right:** Call it a "man cave", studio, or just the Barn, but he's got a nice place to sit and entertain guests. **Bottom left:** The barn, to the left and house in the background. **Bottom right:** Dave does some 1:1 scenery work; when the editor visited they were installing a backup generator and a little bit of excavation produced this nice set of limestone rocks.*





# Building Pile Trestles

By Bill Kepner

Those of us who have spent some time running trains on the OC&E model railroad have probably noted that the mainline has four large timber trestles, but no small pile trestles. When Gus Dobyns upgraded the mainline in the 1960's all of the smaller wooden bridges were replaced with either steel bridges or filled in with rock and earth.

The Sycan Branch, still features a number of simple trestles constructed of wood.

These trestles get most of their strength from the long piles that are driven into the ground. Four or five will be set in place in a row perpendicular to the track (sometimes called a "bent"). Long timbers can then be laid between the abutments of the bridge, creating a simple but very strong structure that could be quickly erected during the initial construction of the railroad.

Most model railroaders probably understand that a pile driver was used during the construction, but few can really comprehend what a marvelous machine it actually is. While modern pile drivers are normally based on cranes or road construction equipment and use hydraulics, the original railroad construction would have used a rail car with a steam-powered hoist to lift and drop the hammer, pounding the "pile" into the ground.

There aren't many oper-

able steam powered pile drivers in the country. The Cumbres and Toltec Scenic Railroad possesses Denver and Rio Grande Western OB, a narrow gauge pile driver that was restored several years ago by the Friends of the Cumbres and Toltec Scenic Railroad. While most railroads upgraded machinery like this over the years, the D&RGW didn't want to invest any money in these lines, so the old equipment wasn't replaced. When the C&TS was formed in 1970, the D&RGW was happy to include the obsolete equipment in the sale to the tourist line.

By the time the restoration was started in 1990, most of the wood on the OB had deteriorated to the point where it would need to be completely replaced. There wasn't a good place in Chama to do this, so it was decided to move the OB to Colorado Springs where a local group could work on it a couple times a month.

In 2008, OB returned to the railroad, and since then has performed several demonstrations to show how it would be used to construct a trestle.

The pile driver consists of a sturdy base unit that is not unlike a flatcar, the hoist house and boom/hoist are mounted on a separate platform that rotates on the base. Most of the larger pile drivers did not have any means to move down



**Top:** There are 7 pile trestles on the OC&E's Sycan Branch; this is the largest one, both in length and height. As they were built in the 1920's they probably needed most of the exposed wood replaced at least once during that time. **Bottom:** On Sunday, August 28, 2016, the Cumbres and Toltec Scenic Railroad provided a demonstration of Pile Driver #OB on the tail of the wye at Cumbres Pass. The Durango Railroad Historical Society restored D&RG #315, a 2-8-0 built in 1895 and it provided the power for the pile driver, and members of the Friends of the Cumbres and Toltec Scenic Railroad operated OB. *Drone photo by Roger Hogan*



the track on their own.

When not in use, the boom folds down and the platform is locked in place, allowing the pile driver to be transported to the work site (photo 3).

The OB doesn't have its own boiler; it uses steam from an external source, usually the steam engine that also moves



**Photo 3**

it back and forth as it works. So the first order of business when it arrives at the work site is to connect a flexible steam pipe to a connection on the locomotive's steam dome. The



**Photo 4**

steam dome is a vessel fitted to the top of the boiler where steam exits the boiler (photo 4). Once steam is available the boom can be pivoted up into place. A "Snatch block" (a large pulley) is chained to the rails in front of the boom (photo 5), and then a cable is used to raise the boom up so it can be locked into place.

Now the pile driver can be moved to the location where the piles will be driven (photo 6). Depending where the piles that



**Photo 5**



**Photo 6**

you will use are located near the track, they can be hoisted onto the boom and carried to the work area.

In the hoist house, a 2-cylinder engine (Photo 7) powered by steam from the accompanying locomotive turns the two cable drums. Each has a control handle that activates a clutch



**Photo 7**



photo 8

photo by Roger Hogan

which allows the operator to maneuver the cable; There is also a safety brake to stop the drum and prevent the cable from un-spooling.

When driving a pile, the operator in the hoist house controls the operation is a 1-2-3 process in fast succession, pull the weight up, set the foot brake, release the handle, and then release the foot brake to drop the weight (photo 8).

Since some piles may be driven outside the track gauge, the platform rotates on the base car so it can reach to the side (Photo 9). A lever on the front platform where the crewmember can see the pile position and judge the best location for the boom.

A skilled crew could have probably driven several piles every hour. During the demonstration at Cumbres, it was noted that the driving procedure caused the entire unit to rock and bounce as the pile was pounded into the ground. The surface there was mostly dirt. Imagine what it would be like to work on rocky ground.

How would you build a completely new trestle? As the historic photo to the right shows (photo 10), the pile driver works its way out across the ravine, one bent at a time. OB weighs a little over 34 tons and it needs a steam engine immediately behind it, so we would hope the partial trestle is sturdy enough to handle that combined weight.

Hopefully this description of how a pile driver works will help us create a more plausible scene. These pile trestles would be mostly found in a streambed or other area that was mostly dirt. If the surface is rock, you probably aren't going to drive any piles into the ground, at least not very far. What is more likely is that you will build a platform for them and erect the piles on that.



photo 9



photo 10



### September Visitor Counts

	2012	2013	2014	2015	2016
Week 1	378	228	211	384	358
Week 2	292	146	212	239	209
Week 3	185	192	237	223	218
Week 4	206	267	203	204	233
<b>Totals</b>	<b>1061</b>	<b>833</b>	<b>863</b>	<b>1050</b>	<b>1018</b>
<b>Avg</b>	<b>265</b>	<b>208</b>	<b>216</b>	<b>263</b>	<b>255</b>
<b>YTD</b>	<b>13992</b>	<b>13777</b>	<b>13369</b>	<b>15548</b>	<b>14094</b>

### 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 November issue **PUBLICATION DEADLINE: Tuesday, November 1, at 5:00 PM.** Send submissions to [drwgw0579@comcast.net](mailto:drwgw0579@comcast.net).

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

### Upcoming Museum Events

October 7-8: Rio Grande Weekend

October 14-15: Super Train Weekend

October 22: Rocky Mountain Train Show  
The Ranch Complex, First National Bank  
Exhibition Hall  
Larimer County Fairgrounds  
5280 Arena Circle  
Loveland, CO 80538  
(I-25 at Exit 259 East)



*A fairly new General Electric ET44AC locomotive leads a train by the museum on September 24, 2016*