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INSIDE THE OC&E

Time to Buy CMMR Calendars for 2017

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2017 marks the 8th year the Colorado Model Railroad Museum has produced a calendar featuring photographs of the Oregon, California and Eastern model railroad, and the calendars are now on sale in the museum gift shop for \$9.95.

Four photographers supplied images for this year's edition. We tried very hard to find subjects that we haven't featured before. But even on a layout as large as the OC&E, that is getting a bit challenging. But we hope you feel the extra effort was worth it.

Pictured here are five of the 13 new images in the calendar. Most are in new locations. One was taken from the cupola of the C&S caboose. A tradition we have continued is to include the best photo from the previous year as the 14th image.

This year, there aren't any hidden dinosaurs, but there are some hidden details that will make you smile. What are they? You'll have to buy the calendar to find out.

We often get questions asking how much these images are "photoshopped." Without giving away too many secrets we can admit that every image will have some minor adjustments made, usually with brightness and contrast. A few more may have moderate work performed, for instance, a steam engine with no smoke is usually a dead giveaway that the picture is of a model, not the real thing. So we usually clone some smoke from a real locomotive into the photo. Sometimes, that smoke is from the same prototype locomotive. There may be other details added, but the main subjects in the picture are always real and not illusions.



Production of the 2018 calendar will start after January 1st. If there are museum members or volunteers who would like to contribute to the calendar, we can always use some fresh ideas. Several after hours photo sessions will be planned to allow unrestricted access to the layout. If interested, contact Bill Kepner at: drwg0579@comcast.net



Here' are three of the 2017 calendar photos. In the top left, Kirk Orndorff captured a rare Allegheny Midland SD40-2 leading a train down the valley. The top right is a photo of the Railblazer on top of the Quartz Mountain Loops, taken by W. Kirk Orndorff. The photo below by Bill Kepner is a shot of the eastbound Glow Worm, along Gerber Reservoir as the train climbs to Quartz Mountain Summit.

White River Productions 2017 Calendar

White River Productions, the publisher for *Railroad Model Craftsman*, *Railfan*, *Passenger Train Journal*, and other railroad-related books and magazines, has selected an OC&E photo by Bill Botkin for their 2017 model railroad calendar. The image of the page is shown on the right:

If you are interested in purchasing this, follow the link at:

<https://shop.whiteriverproductions.com/products/mrc17>



A New Way to Railfan in Denver

By Bill Kepner

It is likely that in the past, many of the museum's out of state guests also combined their visit to the museum with a visit to Caboose Hobbies. We know Caboose will be back, but what can the railfan do in Denver that they can't do any place else?

The first time I visited Denver, I arrived by train and spent most of the day wandering around "Lower Downtown" when there were several different yards and four class one railroads to see. I still treasure those photographs and remember those times well.

But if you visit "LoDo" today, you may see just as many trains, but there are very few open places you could just sit and wait for them to go by. The growth in the area is phenomenal and has forced most of the yards and many of the neat rail-served industries out of the downtown area. But there is now a fun way to travel around the metro area and see some current and historic railroad sites. Most of the RTD rail lines follow existing railroad right of ways and open up new locations to view the railroad action.

The A Line

The Airport Line that runs from Denver Union Station to the DIA airport follows Union Pacific tracks from downtown to where Pena Boulevard connects to Interstate 70. Leaving Union Station, you will see the 36th Street Yard, UP's Intermodal facility, and the industrial areas past the Stapleton area. The last third of the trip doesn't follow existing tracks, but it does have several long viaducts and enters the airport station under the new airport hotel.

B-Line

The B Line, which some day might actually make it to Boulder and Longmont, currently runs nine miles from Union Station to Westminster. This line follows BNSF's Front Range Subdivision, and you will see Rennick Yard, the BNSF intermodal facility, and RTD's maintenance shops. You may also see part of UP's North Yard. The station at 41st and Fox has a pedestrian overpass that spans both BNSF and UP tracks; I plan to take a photo of the Ski Train from there this winter.

C and D Lines

These lines run beside the BNSF/UP Joint Line between what we once called South Denver (Alameda Station) to Littleton. There are several stations that have good views of the railroad action, both from the platforms and overpasses nearby. BNSF runs frequent coal trains along here and frequently parks



The RTD Lines themselves are also interesting to photograph and watch especially if you like urban backdrops. This light rail train is leaving the Convention Center Station at Stout and 14th Streets.

them between South Denver and Littleton.

G Line

The G Line (for "it wishes it could go to downtown Golden"), which will open later this year, splits from the B-Line just south of I-76 and Pecos Street, and follows the ex-Rio Grande Moffat Line to Sheridan Road. It then follows the BNSF Golden Branch to Ward Road. You might see the BNSF Beer Local waiting to enter UP tracks, along with the sights along the B Line.

Lines Along I-25 and I-225

You won't see any freight railroads from these trains, but old timers know that the E and F lines follow the route of the Colorado and Southern railway for several miles between South Denver and Evans Avenue. We just wish RTD would have been able to keep the old C&S bridge across I-25, for pedestrians.

W Line

The W Line, which runs west from downtown Denver, follows the route of the Denver and Intermountain Railroad, (and after 1953, Associated Railways) 6.5 miles to the Federal Center. Again, you won't see any trains, but riding it made me wish I would had paid attention to this line when it was still operating.

Union Station

Most of RTD’s rail lines start at Union Station. Yes, the area isn’t the same musty, rundown place with the great model railroads in the basement that we remember in the 80’s. But I get a smile on my face when I see all the people appreciating the facility now, that will serve for ages to come. There are nine station tracks, seven for RTD’s trains, and two reserved for Amtrak’s daily California Zephyr, and special trains like the Ski Train. Expect to see the electric MU’s coming and going on a frequent basis.

Riding RTD

Check RTD’s website <http://www.rtd-denver.com> for information on fares and passes. Currently a Day Pass is available for \$9.00 (\$4.50 for Seniors) and allows travel in all fare zones. Parking? Fees depend on whether your car is registered within the RTD boundaries and the location where you want to park. A few of the lots, such the Alameda Station

across from the old Caboose Hobbies location, are free. RTD occasionally has free-ride days when they open a new line, but you might be surprised how many riders take them up on the offer.

Future Lines

The N Line will follow the route of UP’s Dent branch and is planned to eventually reach 13 miles to a point north of E-470. This should be one of the more scenic lines of the system, with a long bridge crossing the South Platte River. If the Dent branch were still intact, it would be easy to continue from there to Fort Collins and Greeley.

The original FasTracks proposal also included a line that would follow the BNSF Front Range Subdivision to Longmont, but money needs to be found to accomplish that.

Try railfanning by RTD sometime, I think you will be impressed.



Above left: The new high-level station platforms for RTD trains make loading and unloading very efficient. We’ll see how well the platform roofs handle heavy snow. **Above right:** The light rail station for Union Station is two blocks from the main station building. On the far left, you can see

the tracks of the Joint Line and there is a pedestrian bridge nearby where good photos can be taken. **Below:** Union Pacific’s 36th Street yard is next to the 38th and Blake station and the pedestrian bridge crosses over where UP usually parks their locomotives.





Above left: An airport train arrives at the DIA station. These trains currently run every 20 minutes, but punctuality has been a problem. While you can expect TSA to patrol the platforms, they didn't appear to have a problem with tourists photographing the trains. **Above right:** The two center tracks at Union Station are reserved for Amtrak and other

conventional trains, as they have low platforms. Since Amtrak usually backs into the station, there's not a good spot to photograph the locomotives before the train leaves; a better location is from the Park Avenue bridge about 1/4 mile away. **Left:** RTD purchased 66 of these cars from Hyundai Rotem of Korea, and final assembly occurred in Philadelphia, Pennsylvania. Pennsy fans might be happy to know that they are similar to the cars that SEPTA uses on the ex-PRR and Reading lines (and hopes to have back in service soon). **Below left:** The 10th and Osage Station is next to the former site of Burnham Shops. Unfortunately Union Pacific closed the facility in February 2016 and is quickly dismantling everything. **Below right:** On December 11, 1992, Union Pacific ran a special train from Union Station out to the industrial spur east of Stapleton Airport. Apparently RTD planners were riding the train to look at possible routes to DIA. In the photo below, the train has passed through the airport tunnel (which would still be used for another 26 months) and is slowing to head north on the spur that serves the industrial park north of I-70. Instead of following that spur, the A Line continues along the main line for several more miles.



Rails Along the Rio Grande Comes Again to Albuquerque

Rocky Mountain Region Division 6 of the National Model Railroad Association is excited to be hosting another train show this year – *Rails Along the Rio Grande 2016* (RARG). The show will be held on Saturday, November 19, from 9 AM to 5 PM and Sunday, November 20, from 9 AM to 4 PM. Set up will be on Friday, November 18. The venue will be a new facility, the Sid Cutter Pilots Pavilion, at the world famous Balloon Fiesta Park in Albuquerque. The cost is \$5 for adults, children under 12 are free, and there is plenty of free parking.

The show will feature 7 operating layouts covering N, HO, HO_n3, O, and Lego trains, as well as 20 vendors featuring a wide variety of new and used model train equipment. A list of vendors can be found at www.railsalongtheriogrande.org. A highlight of the show will be a 20 ft. N-scale model of Disneyland with a large number of operating rides. Also, a special “seek and search” activity with great prizes will be available for the young folks. Two of Albuquerque’s outstanding food trucks will be on hand to satisfy your hunger including, of course, New Mexico’s famous green and red chile.

The idea for the RARG Train Shows grew out of the successful RMR Convention and Train Show held in Albuquerque in 2013. Al Hovey, general chair of the convention and show, proposed to the membership of Division 6 that we do another train show in 2014, and that we aim to make this an annual event. RARG 2014 was held at the National Guard Armory in Albuquerque in November 2014. It was a very successful event with a total attendance of about 2300 people.



This motivated Al and his team to plan for RARG 2015, again to be held at the National Guard Armory in November 2015. Unfortunately, only a few weeks before the show, the Guard notified us that it could no longer make the facility available for general public use. Due to the short notice, there was insufficient time to locate another venue, and the show had to be cancelled. Undeterred, Al and his team began looking for another site for a possible RARG show in 2016.

Fortunately, a new state-of-the-art facility was located, the City of Albuquerque’s Sid Cutter Pilots Pavilion, and arrangements were made to host RARG 2016. The Pavilion has 12,000 square feet of open space, easy access for loading and unloading, lots of natural lighting and modern audio/video equipment. It is located at the field that hosts the International Balloon Fiesta each year in Albuquerque and has easy access off of I-25.



It takes a team to put on a train show, starting with Division 6’s superintendent – Buzz Lenander. Al and Charlie Baker have served as train show co-chairs the last two years. They are assisted by Sandy Savage (treasurer), Pat Hepburn.

Tour the Union Pacific Steam Shop in Cheyenne

Take advantage of this rare opportunity, available only in Cheyenne! Now is your chance to visit the Union Pacific Steam Shop where Big Boy #4014 is undergoing restoration to operating condition, with the goal of running the rails once again!

You'll receive:

- Tour of UP steam shop
- Trolley transport to steam shop
- Admission to Cheyenne Depot Museum (an \$8 value)

The cost is \$20/person. Tours begin at the Cheyenne Depot Museum and will start at 12:30 PM. Because you are entering an industrial area, safety precautions must be followed. Hard hats will be provided. You must wear sensible closed-toe shoes. Liability forms must be signed before touring.

2016
Fridays, November 4, 11 and 18

2017
Fridays, January 6, 13 and 20
Saturday, January 28

Fridays, February 3, 10 and 17
Saturday, February 25

Fridays, March 3, 10 and 17
Saturday, March 25



Note: Union Pacific does not charge for the tour and allows the Cheyenne Street Railway and Cheyenne Depot Museum to offer this as a fund raising activity. Phone 307-778-3133 for tickets or email brady@cheyenne.org

The aerial photo below shows the shops and the depot across the tracks. For additional information on the tours, visit the web site at:

<http://www.cheyenne.org/listing/union-pacific-steam-shop-tours/1223/>



LIGHT UP YOUR HOLIDAY

ANNUAL GREELEY LIGHTS THE NIGHT PARADE

**November 26th 2016
5:30PM-7PM**

Twenty-first annual parade with over sixty entires

The parade starts on 9th Avenue and 15th Street and goes all the way to Lincoln Park for the park lighting ceremony

Military Appreciation Weekend

Free admission to all past and present military personnel

Friday and Saturday, November 11th & 12th: 10am-4pm

Sunday, November 13th: 1pm-4pm



Featuring a Model of the 1976 Freedom Train



680 10th Street, Greeley, CO
www.cmr.org

Santa is Coming!

Watch the museum's website at www.cmr.org or the Museum's Facebook group for up to date information on the holiday activities.



September Visitor Counts

	2012	2013	2014	2015	2016
Week 1	176	220	211	384	350
Week 2	292	140	212	259	209
Week 3	185	192	237	223	218
Week 4	206	267	203	204	233
Totals	1061	833	863	1050	1018
Avg	265	208	216	263	255
YTD	13992	13777	13369	15548	14094

October's numbers will be published next month!

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.

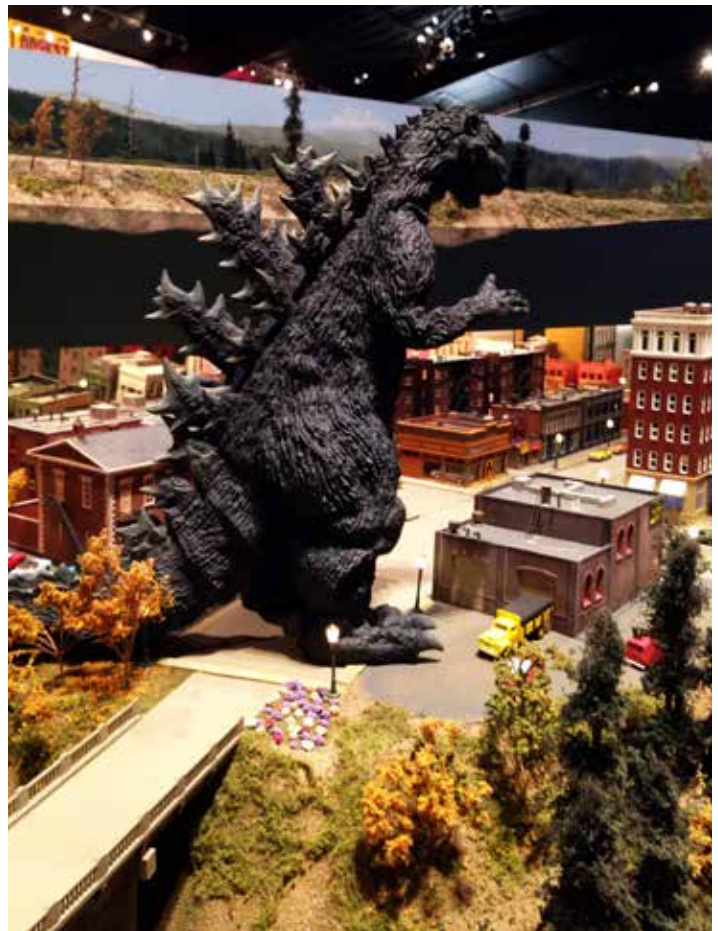
The December issue **PUBLICATION DEADLINE:** Wednesday, **November 30, at 5:00 PM.** Send submissions to **drgw0579@comcast.net.**

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

Caboose Hobbies Will Return

At press time, the details were not yet finalized, but Caboose Hobbies is now under new ownership and plans to open a retail store in the Denver area, probably on the west side of the metro area. *(The rumor at press time is that it will be at Alameda and Oak near the Federal Center)*

While the new store will probably be smaller, the intention is to have just as much inventory as the old store did. They will honor all previous reservations and hope to also expand their Internet presence.



Michelle, looks like you really do need that Super Heros week-end