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INSIDE THE OC&E

CMRM Youth Activities and Programs

*By Norm Wolstein,
Youth Programs Committee Chairman*

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Railroad Museum
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The CMRM Board of Directors has organized the Youth Programs Committee that focuses on fulfilling our Mission and Vision for the future. The Mission of the Colorado Model Railroad Museum is to provide a model railroading experience that educates, inspires, and brings joy to all ages. The Vision for the future of the museum is to use model railroading as an avenue for human creativity.

Last year, our Board Members witnessed the NMRA Rio Grande Division 6's development of the Rio Grande Model Railroad Club for children that shares many of the same goals and objectives stated in our mission and vision statements.

Two of their leaders, Al Hovey and Lynn Garrison, and several of their club members shared their activities and provided their "lessons learned." As a result, we have scheduled a series of clinics in mid-2017 that will focus on building a "rail-road pizza layout" over a series of five to six months.

A "pizza layout" is a model railway laid out as a circle of the smallest workable radius of curve as if it would fit into a pizza box. It is not intended to develop prototypical skills; rather it is intended to engage youth in the hobby. The Youth Program Committee has identified a growing group of volunteers eager to support the Pizza Layout Clinics. We also have a list of children ages 8 through 18, who will participate in the initial clinics.

Our mission is to provide a model railroading experience that educates, inspires, and brings joy to all ages. Our vision is to share and expand model railroading experiences as an avenue for human creativity.

During my next update, I'll cover activities and initiatives within our other committees. My deep thanks to our staff, donors, members, guests, and loyal volunteers, including our board members!

Left: The Rio Grande Model Railroad Club Pizza layouts.



The museum needs your support to overcome the current constraints on modeling. There are three primary constraints on modeling for all of us: We are helping to address these constraints by supporting these clinics.

Space: Even though houses are getting bigger than decades ago, unfinished basements (or their equivalent) are rarely available. We are planning on conducting our clinics in Weld County libraries or other public locations until our museum expansion is ready to host the clinics on site at the CMRM.

Time: Parents today often “over schedule” their children with all kinds of extra-curricular activities. The clinics will be held on one Saturday morning once every three to four weeks lasting approximately two hours.

Money: While most manufacturers are trying to promote two lines – budget conscious and high-end, the high-end stuff is way out of reach of allowances, and the budget conscious stuff is limited. The CMRM Board has allocated money to support the startup of this project, but we are happy to have donations or sponsors to sustain the program and help us grow. Please contact Michelle Kempema at 970-392-2934 or access our website at cmrm.org to make donations.

Our clinics will help teach children leadership skills and model railroading expertise necessary to overcome these constraints. Families with kids are downloading the apps on their smart phones and running the trains themselves. These are young families with kids, and just the target audience the model railroading hobby is trying to reach. Please contact the museum to provide your ideas and support for our children's future.



The “campfire” being held prior to clinic.



Girls LOVE trains too!



Woodland Scenic Clinic Kits that will be used to support the Pizza Layout.

Volunteer Awards

Volunteer hours are important to the museum as that work is being done that the museum would otherwise have to pay for. There is a national standard for a value that can be applied to a volunteer hour to find out how much the work done by volunteers would have cost the museum.

The national average "in kind" hourly rate is \$23.56/hour. This takes into account costs like FICA and employee benefits. Since opening in 2009 until December 31, 2016 the museum has received 230,873 volunteer hours which when applied to the rate of \$23.56/hour comes to a whopping total of \$5,439,367.00! Almost 5-1/2 Million Dollars! Thank you to the volunteers who make the Colorado Model Railroad Museum possible!

While many of these hours have been recorded during the hours the museum is open as we present the OC&E model railroad to our guests, we always will have the need for volunteers to contribute their time for our Monday maintenance sessions, Docent Operations on Sundays (and Wednesdays and Thursdays during the summer), newsletter articles, and the many other tasks necessary to keep us going beyond running trains.

But, as you all know, the real value of volunteer time culminates in the experience we provide to our visitors, and that's not statistically measurable!

We routinely acknowledge the time our volunteers have contributed by awarding the following items:

Hours	Award
50	Flashlight
100	Museum Ball Cap
500	Tan Shirt with name
1000	Vest
1500	Jacket or additional shirt
2000	Shirt of choice
3000	Box car for layout and home

Shirt of choice for every additional 1000 hours.



Awards since January

Certified Docent Manager Shirts

Carl Debo

50 Hour Certification Lights

Daniel Levine

100 Hour Hats

Eric Lundberg*

Ed Hunter*

Scott Warren*

Leonard Murray*

500 Hour Shirts:

Joel Naegele

Juke Brendsel

Norm Wolstein*

Carl Debo*

Ed Hurtubis

1500 Hour Jacket

Craig Zimmerman

Steve Watrous*

2000 Hour Shirt

Bob Wandel

3000 Hour Box Cars

Bill Capozella

Tim McMahon

4000 Hour Shirt

Edward Hozian

Jerry Hutchison

Gene Frank

7000 Hour Shirt

Darrel Ellis*

*These volunteers will receive their shirts/hats at the next awards ceremony to be scheduled once the next order arrives.

Left: Shift Manager Bill Capozella and Executive Director Michelle Kempema present a 500-hour shirt to Tom Carlson during the awards presentation in December 2016.

Former Union Pacific Dispatchers Show How it is Done

By Cameron MacArthur

Saturday, March 18, 2017 marked a unique day for the Colorado Model Railroad Museum. For the first time, the museum had two former real-life Union Pacific Train Dispatchers man the museum's CTC panel on one day. Museum volunteers Jim Leonard and Cameron MacArthur tag-teamed their way through the day's operations and brought over 75 combined years of railroad experience to the operation that day.

Over those 75-plus years on five railroads, the two former Dispatchers reunited a combo that last worked together on the Union Pacific in 1979.



At that time, the UP still had Dispatcher's offices scattered across the system; including North Platte, Cheyenne, Pocatello, and Salt Lake City. The Cheyenne office, located in the building just east of the Cheyenne Depot, contained five "trick" jobs and two Chief Dispatcher positions. Leonard and MacArthur at that time held down second-trick positions side-by-side with Leonard controlling Cheyenne to Dale Junction, and MacArthur working the Dale Junction to Rawlins segment. Cheyenne to Laramie was triple-track CTC, while Laramie to Rawlins was double-track CTC. Business was brisk in those days, to say the least. It was not uncommon to "handle" 30 to 40 trains in that shift; sometimes even a few more. Both former Dispatchers were qualified on and had at one time worked all the jobs in the Cheyenne office, which controlled the entire Wyoming Division from Ogden, Utah to Cheyenne, and from Speer to Denver, as well as the "Julesburg" line from there to LaSalle.

Leonard actually began his career in Julesburg, Colorado, working first as a train order operator-telegrapher at Julesburg in 1964. By 1969, he transferred to Cheyenne to the old "Tower A" near the west end of the Cheyenne Yard complex. He was then promoted to Dispatcher that same year at Cheyenne. By 1979 he saw new opportunity with the Southern Pacific and took a position in Tucson, Arizona as a Dispatcher. In 1985, Jim "jumped ship" again, and this time landed in Billings, Montana with the Burlington Northern. After four years in Billings, he rejoined the SP in Denver and when the SP-UP merged, ended up in Omaha at the Hariman Dispatching Center where he retired in 2004.

MacArthur began his railroading adventure in Detroit, Michigan in 1971 as a "summer job" with the Norfolk and Western Railway while attending college. Working as a relief "T-L" (telegrapher-leverman) he spent most of the summer filling in at the River Rouge interlocking/drawbridge.

After another summer job with the BN in 1972, and another back with the N&W in 1974, he took the advice of many and "went west, young man" where he hired out with the UP in 1975. After five years in the Cheyenne Dispatchers office, he decided engine service was his next target, and he worked various Wyoming division jobs until the SP merger, when he transferred to Denver and worked four directions out of that point. He ended his career



with ten years as an MOP (Manager Operating Practices/aka Road Foreman of Engines) at Yuma, Arizona and retired in 2011.

Needless to say, both of these former railroaders somehow got railroading “in their blood,” and continue to enjoy the industry both as a vocation and an avocation. Thankfully, both have the Colorado Model Railroad Museum as a place to continue to ply their trade, skills, and enjoyment of trains after more than 40 years.

Fortunately, most of the basics of Dispatching haven’t changed too much over those 40-plus years, or for the past century or so. Even “old-head” Dispatchers can still get the job done. CTC is and has been the favored method of moving trains, whether a person actually makes the calls or a computer makes the decisions as with CAD (Computer-Aided Dispatching) and other similar systems. When these guys started however, the methods of actually authorizing train movements were different. In certain territories (as described in employee timetables) trains were authorized to operate by “timetable and train orders,” or in block signal territory by use of a “clearance card,” and in more modern times by Track Warrants all transmitted verbally. And while there were still telegraph keys at some of the stations these guys worked, they were seldom if ever used by the 1960’s. In CTC as we have in the museum, trains are authorized by signal indication or verbal authority of the control operator (the Dispatcher). Regardless of the system used, the job of the Dispatcher has always been about the safe and efficient movement of trains.

Dispatching has changed in other ways across Wyoming. In the past, UP would have a set of trains, nicknamed “Shooters” that had priority over the slower ones that were nicknamed “dogs.” While they still have trains that could be classified that way, the trend is to power everything more equally. Currently most trains get around 2 to 2.5 HP/ton except bulk commodity trains that get by with much less. The UPS trains still get powered up, but not like before.



Dale Junction, where Leonard and MacArther handed off trains to each other, was normally a busy place, and on this date on June 17, 1989, Union Pacific is running a railfan excursion with 4-6-6-4 #3985 over Sherman Hill. A “Shooter”, a train with a high ratio of power to tonnage, has climbed over the hill on track 2 and is running at track speed towards Hermosa Tunnel, while 3985 is waiting on track 3 for it to pass so it can follow it to Laramie.

Originally the switch for the junction was approximately where the diesel locomotives are; that location often saw drifting snow that clogged the switches. Sometime in the early 80’s the switch was moved west about half a mile and included a full set of crossovers so the Dispatcher has a lot of flexibility in routing trains down the hill into Laramie. It turned out that location, being in a cut, gets even more snow! Photo by Bill Kepner

In the ‘70’s and ‘80’s the SuperVan, Bay Area SuperVan, LAX, and BAX trains usually had 6 HP/ton! This was about equivalent to Amtrak, and actually required “backing off” going up Sherman Hill for the 45 MPH curves! Lesser hot-shots got 3 or 4 HP/ton, while drags or dogs got as low as .8 HP/ton as in the case of GRX soda ash trains and coal, grain, and ore trains. The difference now is not so much the horsepower, but the tractive effort, which is the truer measure of how much tonnage a given locomotive can handle. Current AC-type locomotives are getting almost twice the tractive effort to the rail compared to the old standard SD-40-2/C30-7, 160,000 pounds versus 85,000-90,000 continuous.

As for speedy runs, Wyoming was in fact a racetrack. A fast train could make it from Ogden to Green River in three hours flat—really tough with all the slow curves west of Evanston. Green River to Rawlins could be done in under two hours with the right engineer; and Rawlins to Cheyenne also could be made in three hours.



Inside Cheyenne

In UP's Cheyenne Dispatching Office, Third Subdivision Dispatcher Art Crawford is getting ready to make a move at East Green River, Wyoming.

The standard US&S CTC machine Art is working came from the old Green River office, along with its counterpart that handled Green River to Ogden. On the far left of the desk is the train graph that functions like an event recorder for activity at each "OS" point. *Photo by Rick Erben, former UP Dispatcher, used with his permission.*

A Special Thanks to Our Donors!

The following museum supporters generously donated cash gifts to the Museum's **Christmas Wish List**:

Wayne and Edith Huddleston
Harry and Ruth Owen
Steve and Patricia Watrous
Dave and Micke Trussell
Al and Marjorie Hovey
Stephen and Sue Armstead
Thomas and Susan Walker
David and Erin Stacy Ritsema
Lois and Wayne Hansen

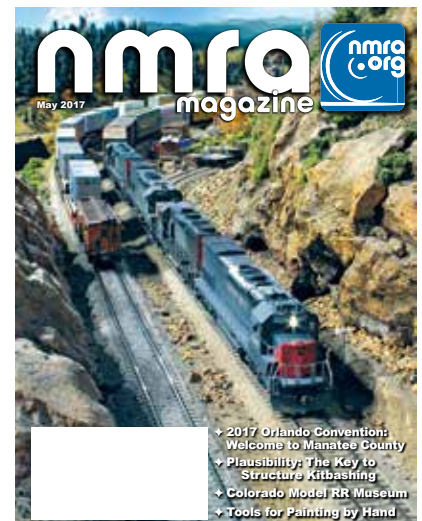
The following people also generously donated cash gifts to the Museum outside of Christmas:

Wayne and Edith Huddleston
Bob and Gloria Hayden
Ellen Stewart in honor of Donald Vancil
Larry Dinkelman
Captain D.C. Anderson
Radford Walker
Linda Cox
Mark and Heather Kieschnik

The OC&E Snags Another Cover

The May issue of the **NMRA Magazine**, published by the National Model Railroad Association, will feature a 12-page article and accompanying cover about the museum's OC&E model railroad. Written by volunteer William E. Botkin, the first part of the article describes what an OC&E engineer running the #212 Mississippi Merchaniser on an eastbound train will experience on a typical day. The second part is an overview of the history and construction of the layout, as well as some of the unique features we have to show our visitors.

Normally the **NMRA Magazine** is available to the organization's members, so if you ever were thinking of joining, this is a great reason to join. For more information see their website at <http://www.nmra.org>.



CMRM's Youngest Volunteer

By Tim McMahon

When a Pre-School or Elementary School-age child walks into the Colorado Model Railroad Museum (CMRM) for the first time what is it that they see and what might they imagine?

Among the first visitors to the museum after we opened to the public in May 2009 was our now Executive Director Michelle Kempema, and her daughter Anna. As they were departing Michelle clearly recalls Anna commenting, "Mom, I love this place! Can we volunteer here?" Anna was eight years old then, and she became the museum's youngest volunteer at that time. Over a short period of time, she accumulated over 100 volunteer hours!

One of the great joys of volunteering at the CMRM is that it gives each of us countless opportunities to watch children have their senses overwhelmed as they try to "take in" the hundreds of scenes and sounds that make up the OC&E, the artifact collection or gifts they hope become theirs as they leave the "Little Shop that Could." For most preschoolers, the CMRM is a magical, fun place! For school age children it's much the same, but they also seem to understand that there's a unique sophistication and realism in what they see; and, like Anna eight years ago, a few become interested or determined to become a part of the museum, usually as family members, but on rare occasion as a volunteer.

When Sherelle Escobido joined our staff as Michelle's assistant, life changed for her nine year old daughter Johnnae.

Like Anna, Johnnae, a fourth grader who turns 10 on April 17th, immediately recognized our museum is a magical place, and she's now our youngest volunteer!

In just a few months, Johnnae has become a skilled and enthusiastic guest greeter and an escort for visiting youth groups. Guests comment that they love the warm hospitality Johnnae extends to them! Over the past several weeks she's been busy helping Sherelle complete a total inventory of the gift shop's inventory and uploading inventory data into the museum's new digital "Point of Sale" system.

During the last weekend of May we'll celebrate our eighth year of welcoming the public. Johnnae and the Escobido family are well along in their planning of museum events for

that weekend. While Sherelle will be greeting and admitting our guests, Johnnae is organizing and will run a CMRM Bake Sale on Saturday, May 27th; so please stop by and show your appreciation and support for her and the museum.

At the same time, Johnnae's Dad, Roberto will be hosting guests at CMRM's first Car Show!

There's a limit to what any of us can do for our museum, but Sherelle, Roberto, and Johnnae are raising the bar on the limits of volunteer spirit! As you get to know Sherelle and Johnnae, you can only hope, like me, that they will continue to be a very important part of the CMRM team for years to come, and I can easily imagine Johnnae as a future CMRM Executive Director. I hope so!!

Below: Sherelle Escobido and her daughter, Johnnae, pose in front of Union Pacific #844 as it stopped in Greeley for servicing in July 2016.



The Museum Speeder Meets the Leadville, Colorado and Southern Railroad

By Alfred Rodi

After a short hiatus from our last run, the museum's motorcar, MW01, was again brought out into the daylight for a three-day excursion during the middle of September. Starting at Leadville, Colorado, and climbing 11 miles on a 4% grade, we reached 11,500 feet above sea level, just below the Climax Mine.

Starting early in the morning at the LC&S engine house, we loaded, prepared, and warmed our motorcars. Before departing the yard, we had our requisite safety meeting where the EC (excursion coordinator) explained the rules of the host railroad, and reminded us of the NARCOA operational rules to ensure a safe excursion. After backing out of the yard, we switched on to the main and started up the mountain.

Traveling through the forest, we were greeted by colorful aspen groves just changing to fall colors of red, orange, and gold. When there was a break in the groves, we were presented with impressive sights of the valley below. The track clings to the side of the mountain, and the track follows a shelf carved into the mountain with a shear face on one side and a drop off on the other.

We were glad we had seat belts and armrests! As we continued across the "Talus Slope/Devil's Tail Tangent," we were afforded views of the Climax Mine and the mountain behind that has been carved away for the valuable Molybdenum mineral once heavily mined and transported by this very railroad. As we continued toward the mine, we could see where the track continues up toward the mine eventually stopping next to it, just short of Colorado Highway 91. While the track is still intact, the excursion was limited to just below the mine at Stork Curve.

On the return trip we were surprised by a military aircraft flying up the valley almost low enough to make you want to duck. We were able to make a total of four trips up to Stork Curve and back over the three days, and while it's not one of the longest runs, it is one of the most scenic.

For more information about the motorcar hobby, see: <http://www.narcoa.org> and the <http://www.railspeeders.com> websites. You can learn more about the LC&S, by visiting <http://www.leadville-train.com>





Photos above and previous page: Scenes from the excursion that was held on September 16-19, 2016. *Photos by Alfred Rodi.* **Right:** The Leadville, Colorado and Southern runs daily excursion trains from Memorial Day into October. On the return trip a stop is made at French Gulch Water Tank and passengers can take photos of the train. *Photo by Bill Kepner*



Super Train Weekend

The weekend of March 31-April 1 was Super Train weekend, where volunteers could bring their own long trains to run.

Super Trains would be those between 3825 to 5655 scale feet, and there was a limit of 4 on the railroad at one time.



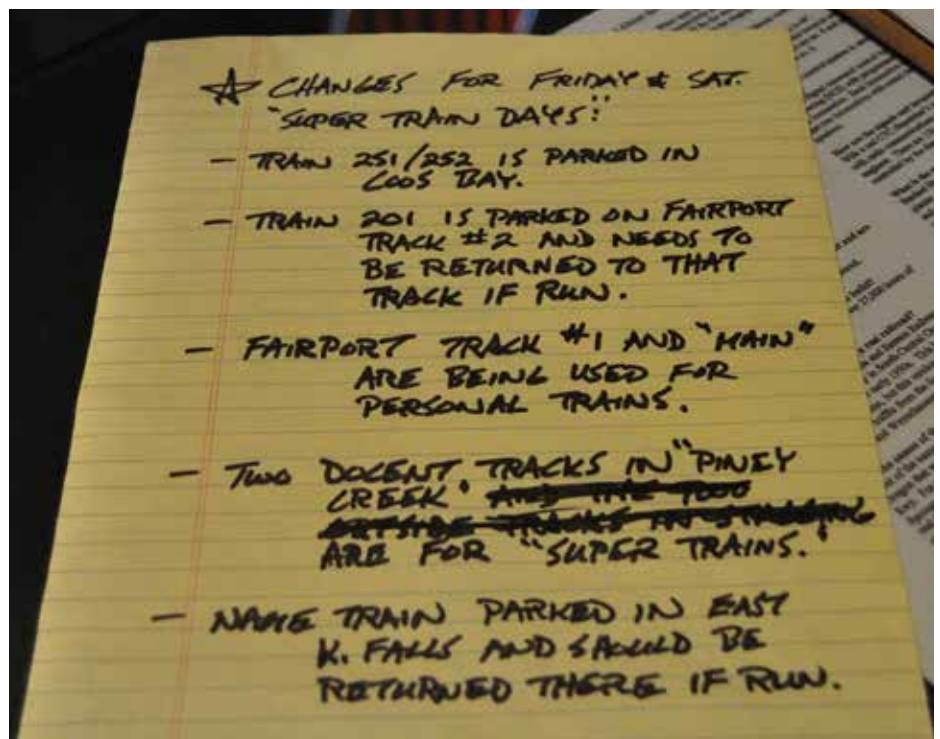
Above: Luke Brensdel's tank train was on the short side of being a Super Train at approximately 4000 scale feet, but we found that it barely fit into some of the sidings.

Left: Dispatching the railroad during these times takes significantly more attention than usual. Here Bob Pilk (standing) is overseeing things and serving as the Chief Dispatcher, while Trick Dispatcher Cameron MacArthur (on right) and Dispatcher Trainee John Krueger (on left) have 10 trains on the railroad. At this point most of them were moving thanks to their diligence.

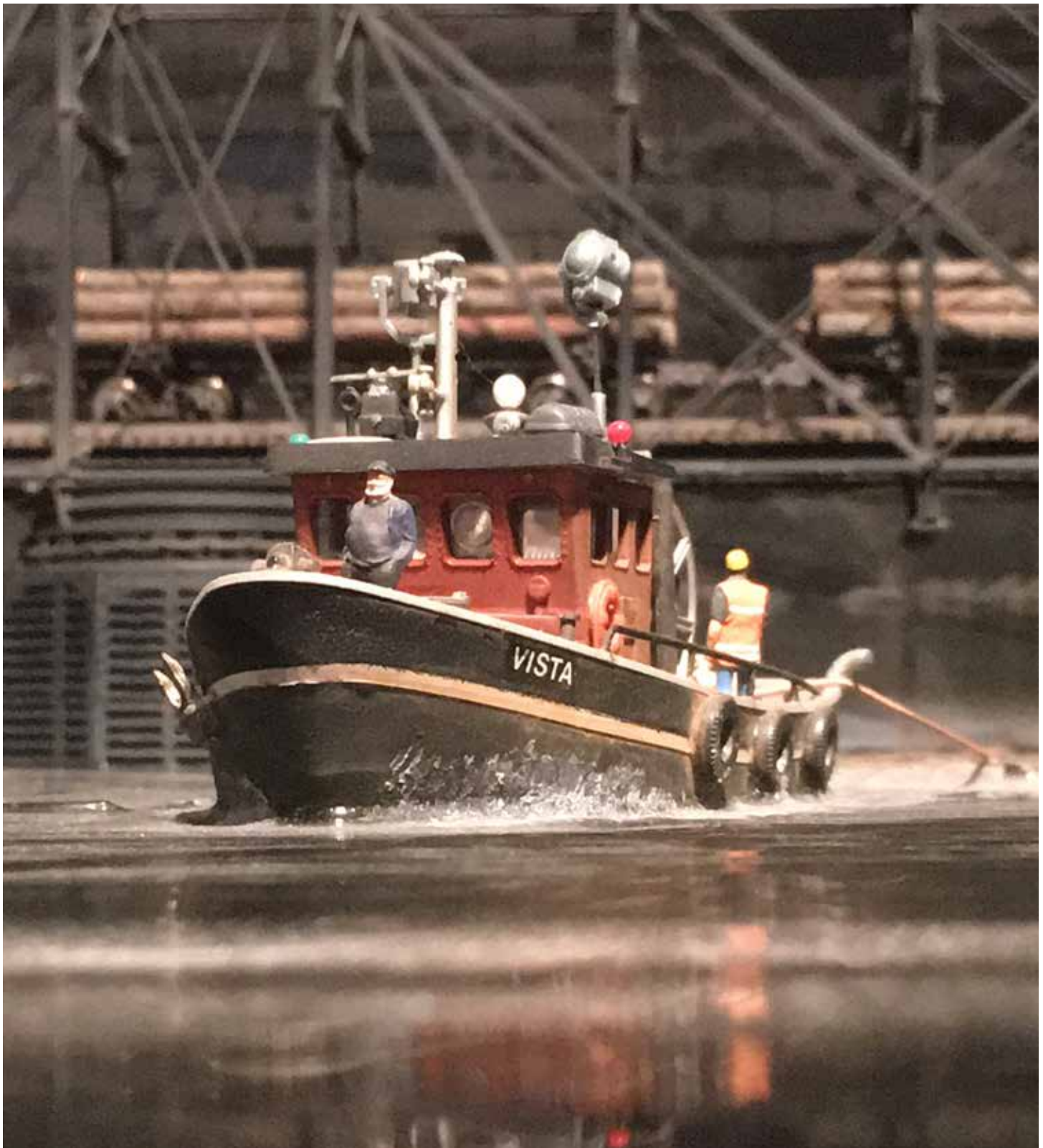


Above: Early in the shift trains were being "fleeted" across the railroad, meaning that two or three would be running the same direction together, each running on the previous train's blocks. As a result several trains ended up in the same area at once. There are three eastbound trains climbing the hill to Quarts Mountain Summit, while a fourth waits in the siding at the top.

Right: Brent Milota organized this special event and communicated several changes in the weekend operation to the crews.



In Lakeview Harbor



Dave Trussel sent this photo to the editor wondering if it would make a good calendar picture. Unfortunately it wouldn't because calendars need to be in "Landscape Ori-

tation." But it does make an excellent newsletter photograph! By the way, he took it with his iPhone. *Photo by Dave Trussell*



The real Oregon, California & Eastern's westbound Bly Turn climbs Dairy Hill in June 1988 (above) and is rolling along the Sprague River on a sunny spring day on April 5, 1986 (below).

Photos by Greg Brown, Washougal, Washington, and used with his permission.



December Visitor Counts

	2012	2013	2014	2015	2016
Week 1	137	534	184	167	179
Week 2	168	89	174	271	124
Week 3	225	158	361	521	987
Week 4	472	360	663	632	513
Week 5	982	1339	176	532	
Totals	1984	2480	1558	2123	1803
YTD	18084	17775	17275	20111	21330

January Visitor Counts

	2012	2013	2014	2015	2016	2017
Week 1	294	373	440	632	352	307
Week 2	302	190	228	201	244	266
Week 3	310	407	226	313	222	1046
Week 4	537	433	423	363	155	294
Week 5					261	
Totals	1443	1403	1317	1509	1234	1913

February Visitor Counts

	2012	2013	2014	2015	2016	2017
Week 1	151	239	160	273	198	215
Week 2	216	311	209	285	239	226
Week 3	436	397	404	273	274	272
Week 4	287	269	283	175	252	260
Totals	1090	1216	1056	1006	963	973
YTD	2533	2619	2373	2515	2197	2886
	7745					

March Visitor Counts

	2012	2013	2014	2015	2016	2017
Week 1	255	413	171	278	196	211
Week 2	295	240	225	322	179	277
Week 3	315	278	307	177	328	263
Week 4	272	238	345	272	317	332
Week 5	188	365	328	285		
Totals	1325	1534	1376	1334	1020	1083
YTD	3858	4153	3749	3849	3217	3969

Yearly Totals

2012	2013	2014	2015	2016
18084	17775	17275	20111	21330

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: Wednesday, July 5, 2017 at 5:00 PM.** Send submissions to **drgw0579@comcast.net**.

Bill Kepner, Editor.

Ed Hurtubis and Bob Owens, Associate Editors

Newsletter to be Quarterly Publication

Due to changing personal lives, the newsletter staff has found it difficult to produce a regularly scheduled monthly newsletter. So we will try to do this on a quarterly basis with the next issue expected in July.

Notices of special events and museum schedules will be published via Facebook and e-mail in the future.