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INSIDE THE OC&E

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Summer 2017 at CMRRM



Summer means entertaining the kids and planting the seeds of the enjoyment of model railroading. Some of the activities held already this summer included the first Youth Clinics (left top), Star Wars Days (left bottom) and Dino Days (below).

All of these events were very well received with the community, and made very good impressions on the younger generations. The museum staff and volunteers should be proud of these accomplishments!



Ryleigh, age 4 and his mother, Alison

Dino Days 2017

By Mia Paredes

The Colorado Model Railroad Museum hosted its annual Dino Days on June 9th and 10th of this year. It was a great event that attracted many families and children to enjoy the endless wonders and creativity the museum has to offer. Parents and grandparents had a good time bringing their families to see the model railroad as well as all of the Dinosaur themed activities.

Over the course of Friday and Saturday, the museum had over 500 guests in attendance, with 309 on Friday and 231 on



Saturday. This is one of the largest and well-known special events that the museum holds.

Parents and the kids were able to experience a range of activities around the museum. This included a fossil dig, where the young ones would dig in the sand and explore for shells and dinosaur fossils.

Mia is our high school summer intern



Second Annual Fundraiser Event



Hobo Stew Fundraising September 27, 6PM

This will be a fun family event for everyone out at the railroad; it will also be significant to our continued success as a local non-profit. We ask that you please consider becoming a sponsor or plan to attending our event. All proceeds will be going towards developing new exhibits and our youth program.

There will be a raffle, hobo symbol eye spy, and a bluegrass Band for entertainment while eating.

Guests will go out to the "fire" and be served dinner out of the big Dutch oven pot. Dinner will be stew with cornbread, biscuits and pie. You may keep your cup as a souvenir.

We will also have our youth members join us at this event to showcase their creations.

Tickets \$35.00 (3 and under, Free)

Donations

We would like to take the time to thank the people that have recently made generous donations to the museum. James Mackay sent us his kind words about our Travel Channel segment along with a box of dinosaurs to add to our collection. Captain D.C. Anderson sent us a contribution of \$50.00.

Larry Price from The Train Shoppe, a Walther's dealer at 3975 W. 73rd Ave. Westminster, Colorado, has offered to give our members and volunteers a 20% discount on all purchases. Jennifer, a manager at Honey Baked Ham Greeley provided sample lunches for our staff, volunteers, and summer interns.

We appreciate any and all donations, large or small. As a non-profit organization, we stay in business because of donations and our daily admission income. We are very thankful and like to recognize those who make a contribution to CMRM.

An Update From CMRM's Board of Directors

By Tim McMahon, Board President

We're now well into our busy summer season that we began on Memorial Day weekend by marking our eighth anniversary of greeting our visitors. Since then, over 126,000 folks have entered the museum and our volunteers have contributed nearly 250,000 hours of service to the museum and our guests. I'll start by thanking you all for your interest, encouragement, and support! We've worked hard over those eight years to build the museum's reputation for an exceptional visitor experience. Our seven volunteer board members are sharply focused on providing oversight of CMRM's expanding current operations, while also planning for a secure, productive future of service to the community. I'd like to give you a very quick update on key projects we have underway.

Strategic Planning and Financial Management

In early February, we completed and approved CMRM's second Strategic Plan. This plan addresses the fiscal years 2017-2022 and identifies problems, risks, initiatives, and opportunities impacting CMRM, our mission, and our guests. It is the basis on which we develop and manage our 73 line item budget. The budget is balanced, and we monitor and manage it daily to keep it that way.

Last year we completed our first independent "Financial Review" of our financial management processes. Last month we began our first full independent audit. Our objective is to be able to ensure our members, supporters, the community, and potential donors that our governance and financial management practices are fully compliant with the law and public policies affecting IRS and State-designated Non-Profit organizations, which of course, we are.

Youth Activities and Programs

After a year of careful planning, we initiated our Youth Activities Program with two model railroading events. This program has our highest priority for program and facility expansion because encouraging and developing the creative interests and skills of the community's youth is at the core of our mission and vision. Please see Norm Wolstein's separate article in this edition of the newsletter. We warmly welcome your interest, participation, and support of this effort!

Capital Improvements

While we're only eight years old, we've prioritized a growing list of projects for maintaining our facilities and grounds.

We've contracted for work to update our exterior signage and to re-landscape the East side of the main building. We've also acquired a software system commonly used by museums across the country to digitally archive the museum's collection of over 1000 artifacts.

Changes in Board Membership

Following our May meeting, Darwin Vander Pol resigned for professional reasons, and we thank Darwin for his strong advocacy of CMRM!

John Krueger joined the Board in June. John was a career pilot in the US Air Force and now flies as a Denver-based Captain for Southwest Airlines. Southwest is a supporter of the museum as a result of John's more than 2,000 hours of volunteer service. John lives in Windsor and assumes new responsibilities for the marketing and publicity of CMRM and we're grateful to have him "on board"!



John Krueger



Linda Winter

Linda Winter also joined us in June. Linda is a Greeley business owner, widely recognized community advocate, and also serves as an officer on the Board of the Greeley Philharmonic Orchestra. Linda will lead our efforts on donor development and manage our upcoming Capital Campaign. The objective of the Capital Campaign is to raise funds for an endowment and for program and facility expansion.

CMRM's 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. It's the board's responsibility to ensure that CMRM's staff and volunteers provide the policies, structure, and resources necessary to accomplish the mission—that's why we exist. As a non-profit we're critically dependent on guest admissions, our supporters, the generosity of our donors, and our volunteers. On behalf of my fellow board members, I thank each of our guests, supporters, donors, staff, and volunteers for all they do to make CMRM the very exceptional place it is!

NCC 1701 Tested

Local railfans noted that the OC&E was testing a new acquisition recently. NCC 1701 was spotted in the Lakeview yard. Perhaps it will lead a train during Sci-Fi Days the weekend of July 27-28.



U18B Locomotives at Quartz

A three-some of U18B units handles a OC&E work train at Quartz. The cars will be set out on the wye track and the

railroad's maintenance of way forces will tackle some track projects in the area. *Photo by W. Kirk Orndorff*



CMRM Youth Activities and Programs

*By Norm Wolstein,
Youth Programs Committee Chairman*

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.

In June, the Youth Programs Committee and the museum staff conducted two youth clinics for kids ranging from 5 to 12 years old. The kids clinic started with a “behind the scenes layout tour” (photo below), before the museum was opened to the public, conducted by Michelle Kempema, our executive director. The kids were given an opportunity to study the variety of colors and textures of the rocks, mountains, and scenery existing on the layout to give them ideas for their own clinic creation.



After the tour, the kids along with the volunteers began the modeling of a Woodland Scenic Clinic Kit teaching the kids how to paint and apply ground cover and scenery for their layout.

This beginning modeling clinic provides the participants with a creative and enjoyable experience that they will be able to apply when building a model railroad layout, diorama or other project. The clinic taught the kids to apply different earth tones to simulate the rocky surface followed by the application of undercoats of green and earth tones for earth turf areas.



They were taught the “leopard spot” technique where spots of various colors of washes are randomly placed on the rock castings then blended together with an overcoat of a dominant rock color. The next step was landscaping which included grasses, bushes, and trees. The products were mixed and blended to realistically recreate each participant’s individual view of the side of a mountain.



The kids finished their “wedge” and then had the opportunity to share their results with the museum’s founder, Dave Trussell.

The Youth Program Committee has two more clinics scheduled in August that will focus on building a “railroad pizza layout” as shown in the picture below to the right. 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 while building their self-confidence and self-esteem.

The Youth Program Committee has added a growing group of volunteer modelers eager to support the Pizza Layout Clinics. Longtime museum volunteer Duane Fields supplied the bases for the layouts with track laid and ready for the kids. Larry Scovil has assumed the responsibility as the project engineer for the Volunteer Committee and will provide the leadership for the next two clinics. Two new volunteers, Phil White and Ed Endres along with museum staff personnel, are supporting him.

During my next update, I’ll cover activities that we are developing to teach kids how to build model layouts large enough for realistic towns and scenery. We were very fortunate to have a large HO layout donated to the museum by the Stockhouse family of Greeley. We are now planning clinics that will



Left: Before the clinic ended the kids were given the opportunity to run some HO and G Scale trains.

Below: Larry Scovil, our project engineer, are shown below providing guidance and support to the kids.



help the kids learn how to learn to build a larger layout using the donated materials. We are also beginning to work with the local Boy Scout Troops to engage them in modeling and to obtain their Boy Scout Railroad Merit Badge and working on Boy Scout Eagle Projects.

Over the next couple of months we will be providing information and dates for additional clinics to be held at the museum in the fall and winter months. Please watch for announcements on our website and Facebook pages. Our deepest thanks to our staff, donors, members, guests, and loyal volunteers, including our board members for supporting our program!

There are more photos on the following two pages.







Safety Caboose Donation



Ray and Mary Markel of R-M Discount Model Trains, Garland, Texas, donated to the museum a CSX Operation Life Saver caboose with custom LED marker lights. The caboose will be featured during the museum's Railroad Safety Weekend at the end of October.

New Museum Exhibits



Norm Wolstein (pictured) donated the G scale train. All of the cars have interior lights and the Challenger type locomotive has a sound system. Robert Mies designed and built the display ledge, and Robert and Duane Fields installed the display ledge.



Bill Kepner also donated a 1950s/60s-era American Flyer layout with two trains that are now on display on the ledge over Coos Bay/South wall.



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New Mexico Rail RunNers Bring Disneyland to CMRM

Roughly twice a year, the New Mexico Railrunners Club journeys from the Albuquerque area to spend the weekend running trains on the Colorado Model Railroad Museum's layout. This year, on May 5th and 6th, they brought their

Disneyland display layout and set it up in the lobby area of the museum. Also in attendance on Saturday were Disney Princess characters Ana, Elsa, Rapunzel, and Flynn Rider to meet and have a photo opportunity.



Upcoming Museum Events

July 29	Sci-Fi Day
August 18-20	Senior Weekend (1940s trains)
August 26	Monster Day
September 15-16	Agriculture Trains
September 27	Hobo Stew
September 30	Safety Weekend
October 6-7	Rio Grande Days

The Monday Maintenance Team Gets It Done!

Part 1: Checking and Cleaning track, locomotives, and all cars on the layout

Article and photos by Keith Woolf

Every Monday just before 8:00 AM, the front door of the Colorado Model Railroad Museum is unlocked and opened allowing a short blast of natural morning sun, the alarm is disarmed, and another day of maintenance begins. There is the usual myriad of maintenance duties to be completed before the end of the day way too much work for just one person.

Within the next few minutes, other members of the Monday Maintenance Team come in sharing morning greetings with all. The day has started much earlier for most of these volunteers with a drive to Greeley from out-lying communities (as far as 100 miles away).

The lights are turned on, and the layout control system computer is set for "play mode" and the work can begin.

Over the years a team of dedicated volunteers has worked together every Monday to keep one of the best model railroads in the world in good operating order and visually presentable.

The purpose of this team of skilled volunteers is to ensure that the many visitors can have a superb experience with model railroading at its very best. All the trains and locomotives must be ready for flawless operation for the next "show time." The scenery on the layout needs to be on par with the train operations. The spectacular scenery needs to be kept dust free and looking as fresh as the day it was new.



CMRM Monday Maintenance Schedule

Every Monday:

Thomas 3-Rail : Clean Track , Locos , and Cars + Inspect All

Clean + Inspect All Locomotives on the layout (including Docent Trains)

Clean Track: Ladders + Leads in K-Falls, Lakeview, Coos Bay, Staging
A/D Tracks and #1 Yard Tracks. at K-Falls and Lake View
Clean Track from K-Falls to Coos Bay ; Vacuum Main + Sidings

As Scheduled : Train and Track in Staging & Docent + Yard Trks:

Clean Wheels + Track + Inspect Couplers + Check Rolling + Dust-Off Clean + Vacuum

6-5-17 F-6 #271 Regional + C-1 #272 Regional Coos Bay + Sycan

F-7 #141 Railblazer + C-6 #142 Railblazer + EB Docent

4 @ 10 P-Ups / Set-outs Train #271/#272 at Lake View / K-Falls
Reefers and TOFC's at K-Falls and Lakeview

6-12 F-2 #251 Ore Train + C-2 #262 Portland Intchge + WB Docent
Ore Cars at Coos Bay + 40 Set-outs for Train #262 + Pier 4

6-19 F-3 #231 Californian + C-3 #222 Rocky + EB Docent K-Falls
Skeleton Log Cars at Lakeview + Sycan + Log Camp

6-26 F-4 #211 + C-4 #212 Miss. Merchants + WB Docent Coos Bay + Sycan
(Air Filters) At K-Falls: Scrap Gons + on W. Trk #4 + Coos Bay Turn Cars

7-3 F-5 #221 Rocky + C-5 #232 Californian + WB Docent LakeView
Ore Cars at Sycan + Lakeview + Lucky Lass Mine

7-10 F-1 #201 Glow Worm + C-7 #202 Glow Worm + EB Docent K-Falls

7-17 Sp Trns: CoP + 844 + Fdm Trn + Amtrak + WB Docent C.Bay + Sycan
Weyerhaeuser Log Cars (Loads + Empties)

At first glance, the maintenance of such an immense, vast, sprawling model railroad would seem to be a daunting task. Cleaning track, inspection and cleaning of locomotives and rolling stock, inspection and cleaning of The Thomas the Train (Three Rail) Layout, replacing light bulbs, dusting and cleaning of the details on the layout, and any broken details to repair.

"Oh, where to start what to do on this Monday?"

All of this work cannot be done every Monday, so the maintenance work has been placed on a rotation. As the years have passed, a concise schedule of needed tasks has been developed: The Monday Maintenance Schedule, as shown above.

The team members check the schedule to see what needs to be done on that particular Monday before heading off to perform their maintenance magic. There is a routine and each

team member has come to know all the necessary chores that need to be completed before the end of the day.

Each member has their “usual” chores that they do every Monday, but these job preferences are certainly not set in stone. Because each of the team members cannot be there every Monday, they have all become accustomed to stepping in to do the job that another member usually does. The team members prefer this consistency as it ensures a continuity of quality maintenance procedures from week to week. Other museum volunteers are encouraged to come any Monday to help, as there is plenty of work maintaining the layout to go around!

Locomotives in Staging

There is much to be done back in the staging area. There are eighteen Museum Trains that have been operated to various degrees over the past few days. They need to be inspected and cleaned. A member of the team works on each end of the staging yard. Usually the skills of Wayne Kosek, Craig Zimmerman, and/or Skip Herbert are diligently at work for a couple hours.

A fleet of well maintained locomotives is needed to reliably pull the heavy trains over the grades of the OC&E. All locomotives on the trains in staging are inspected and cleaned every Monday. The procedure is extensive and thorough.

Each locomotive consist is uncoupled from its train and run out to a convenient spot. Each locomotive is carefully removed from the track. Then each locomotive is cleaned and inspected separately. Couplers are inspected for swing and return to center, knuckle springs, and relative height. Headlights, bell, and horn/whistle functions are checked for proper operation. Next the wheels of each locomotive to be cleaned are run over a paper towel saturated in denatured alcohol.

As the locomotive is carefully held by its fuel tank, (great care must be taken with the handrails and other details), the speed is increased to high speed to turn the wheelsets. As the wheel sets revolve, the locomotive is held in place with one truck over the towel that has been cut the width of one truck. The truck that is over the towel is moved slightly from side to side to clean the entire tread of each wheel. While holding the running locomotive, the other truck is run up on the towel and again that truck is moved slightly from side to side. The result is two parallel black lines on the paper towel.

The towel is then moved perpendicular to the track to provide a clean path for the wheels and a few more drops of denatured alcohol applied. The direction of the locomotive is changed and the procedure is repeated with the wheelsets spinning in the opposite direction.



Top: Skip Herbert prepares to clean the locomotives of the City of Portland. **Right:** Great care must be taken when using denatured alcohol as it will damage and/or remove the paint from locomotives if it comes in direct contact. **Bottom:** Cleaning locomotive wheels takes just the right amount of pressure on the paper towels; too little and the gunk won't come off; too much and the paper towel will tear.



Checking Each Locomotive's Electrical Pickup

We have roughly 200 locomotives to check whether all wheels are picking up the DCC signals and electrical current from the rails. If the contact is marginal, the locomotive consist (set) may run roughly over turnouts, or worst case stall on the steep grades. How can you quickly check them all?

The Monday Team uses an ingenious process, where one of the yard tracks is set up with tape insulating the track at certain intervals. A consist is split up and run at a constant speed across the track. If there is one truck that isn't picking up current, when the other truck runs across the double insulated section the engine will stall, indicating a problem.

Two different patterns are used; the first is where the tape is placed on both rails for a distance of at least the length of the locomotives' trucks, this will test whether both trucks of the locomotive are picking up the DCC signal; if one truck isn't picking up, the locomotive will stop when the other truck runs onto the dead spot covered with tape.

But what if just one side of a truck isn't picking up? By arranging the tape on alternating rails approximately the length of the distance the trucks are apart, the locomotive will stop when the working side runs onto the tape. By testing both conditions at once, both types of prob-

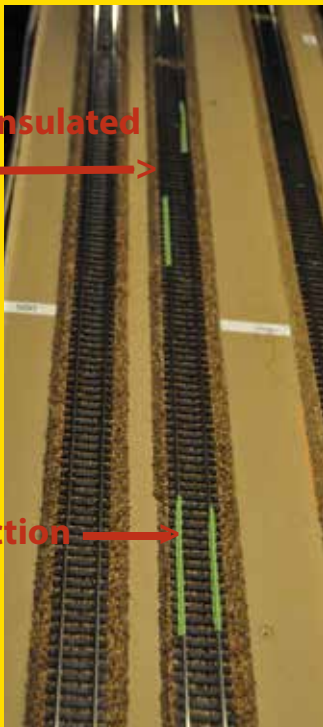
lems are discovered. Locomotives failing the test can be written up for the Locomotive Team to further test and fix if necessary. And if one locomotive catches up to the next on the test track, that indicates a problem that the speed matching isn't set right.

The test area is usually set up on the "personal trains setup track" as these tracks should be unoccupied on Monday mornings. Two or more operators can work together, one runs the engines from the trains onto this track, with the other operator uncoupling them and spreading them apart so they can observe any individual locomotive with problems.



Alternating Insulated Section →

Double Insulated Section →



If the locomotive does not run when one of the trucks is on the paper towel, the indication is that the truck on the rails is not picking up power. The locomotive is then written up to be checked out by the locomotive team.

When each locomotive is carefully removed from the track it is turned over to inspect the trucks for any lint or debris that may have been picked up during operation. The cleaned locomotive is then set aside off the track. Then the next locomotive in the consist is placed on the track and the wheel cleaning procedure repeated on each locomotive until all the units in the consist have been cleaned.

After all the locomotive wheelsets in the consist have been cleaned, all the locomotives are put back on the track spaced about 18" apart. Great care must be taken to be sure that the locomotives are placed in the correct order and running direction. With the locomotives apart, they are run up to track speed to check for the matched speed of the individual units. If there is a great variance in the speeds of the units, the locomotive consist is written up to be checked out by the Locomotive Team.

When John Kruger, the Locomotive Team Leader, is at the Museum on Mondays, he can immediately take care of problems with locomotives.

Problems commonly found with the locomotive inspections may include: trucks not picking-up electricity, coupler droop, growling noises, speed variations of individual units, broken handrails, and missing details.

With cleaning and inspection completed, the reassembled locomotive consist is then dusted with a fine brush and checked for "wheel marks." These marks allow the operators to more easily check if the wheels are turning after each start up during operating sessions. Finally, the consist is backed and coupled on to its train ready for another week of reliable operation over the OC&E.

Layout Locomotives

While the locomotives in staging are being readied, Carl Debo is busy out on the layout with the same inspection and cleaning procedures on all of the locomotives that are in the yards. This cleaning is critical as the smaller, lighter switch engines need to have really clean wheels to ensure that they



will start and not stall with the numerous required starts when switching.

Track Cleaning

Clean locomotives must have clean track to run reliably!

A long time ago, it had been decided that the OC&E track would be cleaned without abrasives. The track is cleaned with denatured alcohol as it cleans effectively without leaving a residue and does not readily leave a stain on roadbed.

There are three major yards that require routine track maintenance. All the ladders and leads in the yards are thoroughly cleaned every week along with the arrival/departure tracks and #1 Yard Tracks in K-Falls and Lakeview. The yard tracks in K-Falls, Lakeview, and Coos Bay/Sycan are on a three week rotation for thorough cleaning.

Norm Wolstein and Keith Woolf usually tackle the cleaning of the yard tracks. To clear the yard tracks for cleaning, all the cars in the particular yard are simply rolled out and set aside on other tracks out of the way. The cars are given a cursory inspection as they are rolled out of the yard over a saturated paper towel.

Each yard track is then thoroughly cleaned by wiping the rails with denatured alcohol on a cloth. The turnouts in the yard are carefully wiped with denatured alcohol and inspected for debris in the frogs, guard rails, and points and good contact of the points.



The vacuum car will then be run over the entire yard to clean-up any lint and fuzz. The cars from the yard are then rolled back into the appropriate tracks.

Carl Debo and Jerry Hutchison are usually in charge of the track cleaning train (bottom previous page). Every week the mainline, sidings, and the track to Coos Bay are cleaned with a special pair of locomotives assigned to this maintenance duty. This is only a four-car train, but it is heavy with lots of drag created by the wipers. The train's consist includes two special brass tank cars dripping denatured alcohol onto a "wet wiper" floating cloth pad to wipe and loosen any residual material on the rails, followed by two heavy cars with brass rollers wrapped with cloth to pick up any gunk loosened by the "wet wiper" cars.



After the mainline tracks are cleaned with denatured alcohol, the vacuum car is taken over the layout to pick-up the lint and dust that collects between the rails.

Rolling Stock

Wayne Kosek, Craig Zimmerman, and Skip Herbert are still working in the staging area. They have started inspecting and cleaning the cars on the train that is scheduled for maintenance.

The rolling stock is cleaned and inspected in each train on a seven week rotation as per the Monday Maintenance Schedule. If the particular train of the week has assigned cars out in the yards to be switched, those cars are also cleaned and inspected that week.



Each train is pulled out of its staging track. The track for that train is then cleaned by wiping it with denatured alcohol on a cloth. Each car is then separated from the train for inspection and wheel cleaning. Pushing the car back and forth over a paper towel saturated in denatured alcohol cleans the wheels. With a slight downward pressure the car is gently moved from side to side to clean the full width of the wheel tread as it rolls across the towel. After the wheels are clean the couplers are inspected for swing and return to center, knuckle springs, and relative height. The car is then gently pushed down the assigned staging track to check if it rolls freely without drag. The car is then dusted with a fine brush and coupled back on to the train.



If the car does not pass inspection, a defect report is written up listing the necessary repairs for the Rolling Stock Team to attend to. When Dutch Cook, the Rolling Stock Team Leader, is at the Museum on that day, he can take care of the rolling stock problems immediately.

Top: The Vacuum Cleaner Train is run across the mainline to pick up dirt and anything else on the tracks. **Middle:** Periodically, it is emptied, and a surprising amount of dirt is gathered each week (**Below**).

Thomas the Tank Engine (Three Rail) Layout

Around 9:30 AM Stan Boehner has started on the weekly inspection and cleaning of The Thomas the Tank Engine (Three Rail) layout. The locomotives and cars are inspected and then cleaned with the same procedure used on the OC&E locomotives and cars using paper towels saturated with denatured alcohol.

All the track is cleaned by wiping it with alcohol on a cloth, then the layout is dusted and inspected for anything that might be out of place.



The Thomas The Tank Engine-Layout also needs attention every week, in addition to cleaning each "locomotive", like the Fort Collins Trolley (above), and all the track (below), all the animated accessories need to be checked out.

It is important that all the action accessories be properly working for the enjoyment of the younger visitors. Each accessory is carefully checked and any needed adjustments or repairs made. Dutch Cook usually makes any necessary repairs to the Thomas layout equipment.

After a busy morning, it is now time for lunch. The team members gather in the loft for a little social time to share the friendship of a productive team.

After lunch there will be other maintenance chores to be completed. Stay tuned for more next time!

Volunteer Awards

Museum volunteers continue accumulate hours. In the last three months, the following milestones have been achieved.

100 Hour Hat:

Johnnae Escobedo
(Currently our youngest volunteer)
Bill Nagel
Edward Sargent
Scott Warren
Doug Gary
Daniel Levine

500 Hour Shirt:

Michael Baur
Carl Debo

1000 Hour Vest:

Wayne Kosek

1500 Hour Jacket:

Steve Watrous
Jim Leonard

2000 Hours:

Duane Fields
John Krueger

4000 Hours:

Carl Lindeen
Jake Reese

5000 Hours:

Robert Meis
Wayne Hansen

7000 Hours:

Darrel Ellis

8000 Hours:

Dutch Cook

Leaving Town

Union Pacific #844 leads the Cheyenne Frontiers Day Train as it leaves Greeley on Saturday July 22, 2017 at 6:45 PM. The rumor is that the big 4-8-4 Northern will stay home as much as possible in the next year so that the UP Steam Crew can concentrate on the restoration of Big Boy #4014.



April Visitor Counts

	2012	2013	2014	2015	2016	2017
Week 1	345	306	383	256	425	439
Week 2	266	219	334	193	287	117
Week 3	361	336	193	422	159	145
Week 4	215	409	294	394	172	206
Totals	1187	1270	1204	1265	1043	907
YTD	5045	5423	4953	5114	7014	9735

May Visitor Counts

	2012	2013	2014	2015	2016	2017
Week 1	258	219	157	186	351	304
Week 2	276	236	283	395	202	145
Week 3	331	358	431	210	223	238
Week 4	343	259	268	427	312	356
Week 5				418	312	
Totals	1208	1072	1139	1636	1400	1043
YTD	6253	6495	6092	6750	8414	10778

June Visitor Counts

	2012	2013	2014	2015	2016	2017
Week 1	324	259	294	371	387	235
Week 2	387	346	333	881	958	718
Week 3	525	362	462	515	481	441
Week 4	393	416	496	727	445	358
Totals	1629	1753	2043	2494	2271	1752
YTD	407	351	409	624	568	438

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 October issue **PUBLICATION DEADLINE: Wednesday, October 6, 2017 at 5:00 PM.** Send submissions to drgw0579@comcast.net.

Bill Kepner, Editor.

Ed Hurtubis and Bob Owens, Associate Editors



CMRM Goes Wild!

On June 3rd we went into the wild, and set up a display at The Wild Animal Sanctuary. The Wild Animal Sanctuary is situated on 720 acres of rolling grassland near Keenesburg, Colorado. The Sanctuary's two primary missions involve rescuing and caring for animals - and educating people about the Captive Wildlife Crisis.

<http://www.wildanimalsanctuary.org/>

The Wild Animal Sanctuary
2999 County Road 53
Keenesburg, CO 80643

Newsletter to be Quarterly Publication

Due to changing personal lives, the newsletter staff has found it difficult to produce a regularly scheduled monthly newsletter. Notices of special events and museum schedules will be published via Facebook and e-mail in the future.