



Spring 2018
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Issue 2

INSIDE THE

OC&E

OC&E Tests

Mystery Locomotive

Photos by Kirk Orndorff, story by Bill Kepner

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Railroad Museum
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www.cmrmm.org

Several photos were recently uncovered from Gus Doby's estate that were in a folder labeled "GP10 Trial - 1977". You might remember from the "revised history" of the OC&E documented in the November 2010 through the March 2011 issues of this newsletter (available on the museum website), that Gus had obtained ownership of the railroad in the 1920's and ran it for many years.

No other description of the photos was found. This was puzzling for OC&E historians as no other records had ever indicated that the railroad had a GP10.

Several "old heads" were visited and they also had no recollection of any units that might have been leased or borrowed during that time.

After several months of chasing down leads, the story began to unfold. Because there were apparently no official records retained by the railroad, there is a suspicion that something wasn't completely on the "up and up." What follows is purely speculation, but given what is now known, is highly probable.

Electro Motive Division (EMD) GP9s were originally built between 1954 and 1959 and by the 1970's most were worn out. The Illinois Central Railroad had dieselized relatively late compared to most railroads, so the majority of their diesels

were GP9s. The railroad didn't have a lot of money to invest in an all new locomotive fleet, so they decided to rebuild their GP9s to newer specifications.

The Illinois Central Railroad (and its successor, the Illinois Central Gulf) began rebuilding their worn out GP9s at their Paducah, Kentucky shops in the early 1970's. Usually the high short hood of the GP9 was chopped for better visibility, a new air cleaner system was installed, and the diesel engine was upgraded to 1800 HP. Later on, they would purchase units from outside sources and sell the rebuilds to other railroads and industrial customers.

You may remember that the 1970's were a time of high interest

rates and high inflation. The IC wasn't the only railroad that wanted to rebuild their locomotives; several others had expressed interest, but lacked the resources to do the work themselves.

At the time, the OC&E's shop crews in Lakeview and Klamath Falls were experiencing a lull in activity. The majority of the through OC&E trains were "run-throughs" using locomotives from connecting roads and rarely needed work performed by the OC&E. The OC&E owned several GP40s and U18Bs for



ADMX 0700 switches the Lakeview Yard. We believe this locomotive was originally the Southern Pacific 5837, although official Internet sources report this unit had been rebuilt as the IC 8107.

local service, and these were still fairly new and didn't require much maintenance. The Road Foreman of Engines, Dave Cimbura, called the U18Bs "Model T's" because they sounded like his Grandpa's 1925 Model T. They weren't requiring much maintenance, and the crews liked to use them for switching.

Gus Dobyns was concerned about the idle shops and came up with a brilliant idea, at least so he thought. Maybe his shop crews could earn some extra money for the railroad by rebuilding GP9s in the railroad's shops.

Now the story gets a little murky. As we know, the OC&E never had any of their own 1st generation EMD locomotives. Neighbor SP had a large number that they were considering rebuilding, but hadn't completely decided how they would do that. Gus was trying to work out a deal where the OC&E crews would perform the work for the SP.

One day an SP GP9 was set out at the Lakeview interchange track. The shop foreman in Lakeview immediately assumed this was a unit that SP wanted rebuilt. Gus had discussed the proposal with the shop crews on both ends of the railroad, so it was naturally assumed he had negotiated a deal to start the work.



It just so happened Gus had taken one of his rare vacations to go visit his daughter in Michigan's Upper Peninsula. In the time before cell phones, business executives could actually disappear for a while and let their subordinates make all the decisions for once.

The shop crews in Lakeview quickly got to work on the overhaul. They chopped the nose, upgraded the locomotive's prime mover, and gave the engine a coat of gray primer paint. It was almost identical to the units rebuilt in Paducah. Once Gus got back, he was immediately preoccupied with some serious business matters; a large lumber forest products com-



pany wanted to buy the railroad.

For tax purposes, SP was thinking of selling the completed units to another entity and leasing them back; therefore the locomotive was lettered “ADMX 0700”.

The work was quickly completed and OC&E crews used it in local service for a couple weeks to test out the modifications. It performed extremely well.

Then one day, Gus was asked, “When does SP want their new GP10?”

That’s the last anyone will say about this project. Use your imagination of what happened next!



Update from the Museum Board of Directors

By Tim McMahon

April 1st marks the beginning of the Colorado Model Railroad Museum's Fiscal Year 2018, so we thought this would be a good time to update our members, supporters, and visitors on our progress over the past few months. I'd also like to share some thoughts on challenges we face and a few of our priorities for moving forward. First, a quick review of key strengths and positive trends.

Thank You!

Like many non-profit organizations, we are critically dependent on donors, supporters, and sponsors to keep our museum open and in good repair. We wish to publicly thank each of you who were able to provide us that support through this past year! We also want to assure you that donor funds are very strictly managed. When funds are designated for a specific purpose, every penny is applied to meet the donor's intent.

CMRM is essentially a volunteer organization. Since we opened to the public in 2009, our volunteers have contributed over 260,000 hours to all facets of museum operations, programs, and support. That represents an "in-kind value" of over \$6,000,000! Most of our volunteers are from Northern Colorado communities, but we have supporters from all over the country. The primary responsibility of each of our volunteers is the safety of our guests, and to ensure each guest has an exceptional visitor experience. New volunteers are always welcomed. While model railroading experience is beneficial, it is not necessary. CMRM provides outstanding opportunities for volunteer service in support of the community; and, we have critical needs for many skills including electrical engineering, carpentry, youth programs, IT support, and artifact archiving. If you're interested, please stop by and speak with any volunteer or staff member, or call Michelle at (970) 392-2934.

Mission and Vision

Our mission is "to provide a model railroading experience that educates, inspires, and brings joy to all ages." This is why we exist as a non-profit museum and it is what we seek to do. Every decision we make as a board is based on how it supports our mission. Our vision is "to share and expand model railroading experiences as an avenue for human creativity." Both our mission and vision are foundational to assessing our performance, managing operations, and for setting goals and priorities. Our objective is to give every visitor a memorable experience consistent with the mission and vision.

Governance of CMRM

We are approaching our ninth anniversary as an IRS and State of Colorado registered non-profit 501(c)(3) organization. Our volunteer Board of Directors is comprised of six voting Directors and two non-voting (ex-officio) members, including our Director, Michelle Kempema. We manage CMRM under by-laws determined as legally sufficient by the State of Colorado.

The board meets eleven times per year to review work and to consider recommendations made by our seven standing committees (Strategic Planning, Finance, Youth Programs, Marketing & Publicity, Expansion, Grant Writing, and Donor Cultivation & Capital Campaign). Each board member serves on at least two committees and committee meetings are frequent. We welcome member, guest and volunteer questions and suggestions regarding any aspect of CMRM operations, management, and planning!

Financial Management

Our financial processes are essential, strong, and evolving. Through ten months of FY 2017 we are performing within our budget primarily by maintaining tight control on our expenses. We completed our first full independent audit this year and the accounting firm found that our financial transactions, accounting methods, and documents are in accordance with standard modified cash basis methods. We completed this audit as both an internal governance matter, and, in order to provide our members, supporters, and potential donors the assurance that their fees and donations are properly managed. Along with the audit, the accounting firm also completed and submitted our annual tax return (IRS Form 990). We are current on our federal, state and local tax responsibilities. We fully expect to complete FY 2017 with the budget balanced.

The museum's Fiscal Year 2018 Budget (April 1, 2018 through March 31, 2019) is completed after three months of work and was approved by our board on March 1st. It is also balanced and with critical donor support, we intend to remain debt free. Continued development of our Youth Programs remains a very high priority for us!

As of March 1, CMRM has hosted over 138,000 visitors! Our annual economic impact on the City of Greeley exceeds \$1,225,000. Additionally, we provided over \$10,000 in free passes and discounted admissions this year

Facility and Program Expansion

Planning for the expansion of CMRM into a campus-like setting continues. We're working closely with City of Greeley planning officials to create a single sub-division for four adjoining parcels and we expect this process to be complete very soon. We've also completed a draft long-term lease with the owners of the railroad right-of-way to the west and south of our current property lines. With the final lease review and approval, and, the exchange of completed survey documents, we hope to have this process completed within the next couple months.

Our primary objective in expansion is to provide additional space for youth programs and activities and the display of special exhibits, artifacts and donated collections.

Annual Election of Officers

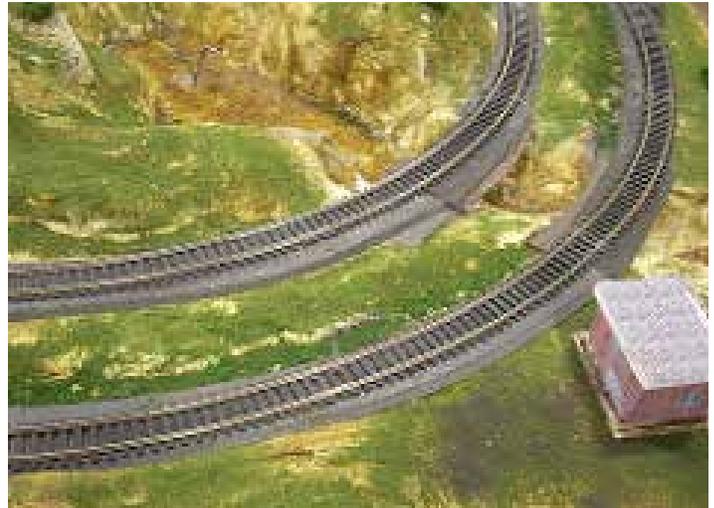
Our by-laws require that the Board's officers are elected each year and that's done in conjunction with the end of each fiscal year. This year, Norm Wolstein was elected Vice President succeeding Joel Rothman, who remains on the board as Treasurer. Norm served in the US Navy before joining Teledyne Engineering becoming a General Manager and Vice President. Norm has led the board's Strategic Planning and Youth Activities and Programs Committees. Wayne Hansen was re-elected as CMRM's Secretary. He continues to chair the Expansion Committee and serves on the Financial Management Committee.

Visit Us Often this Summer

We look forward to another productive year of providing an exceptional experience for each of our guests, and we hope you're able to visit often. We have what we believe is an excellent calendar of special programs and activities planned.

While you can find them on our website, I would like to call your attention to an expanded "Hobo Day" and "Hobo Stew" event on Saturday, July 21st. We've expanded this to a day-long event of railroading culture, music, food, and beverages. Union Pacific will operate a "Heritage Train" from Denver to Cheyenne that day, and it will be stopping at the museum. Ticket availability for the dinner event is limited, so please make arrangements early by calling Michelle or Sherelle at (970) 392-2934.

Please visit often and bring along family members and friends!



This is one of the wedges from our School of Innovation kids at the District 6 Art Walk, Downtown Greeley. See the Winter 2018 newsletter for an outline of that partnership.



CMRM Executive Director Michelle Kempema and Board Member Wayne Hansen represented the museum at the American Bus Association (ABA) annual convention in Charlotte, North Carolina during January, 2018. The objective is to foster tourism for the state of Colorado and CMRM. CMRM wants motor coach guests and the most efficient way to generate interest with the operators of the tour companies is to meet where they all gather annually, the American Bus Association Convention. Michelle and Wayne are pictured in Tour Colorado's booth ready to educate, inspire and invite.

The Top Ten Things an Expert Model Railroader Would Never Do

Photos by Bill Kepner

As members and volunteers of one of the premier model railroad museums in the world, we should always strive for perfection and never think that something we do is “good enough.” The top modelers in the hobby *are* perfect, and in order for us to get their respect, we must have extremely high standards. After all, the prototype railroads we follow

are always perfect in appearance. So should our models.

So, we must follow the following requirements or we will be forever chastised by the rest of the model railroading community. After all, it’s only a hobby.



Denver, CO

1. An Expert Model Railroader would never use a brush to paint their locomotives. Your locomotives are your pride and joy; they must always look perfect, just if they had just arrived from the factory. You must always use an expensive airbrush to paint them, and if there are imperfections, the model must be discarded.

2. An Expert Model Railroader would never use sectional track on their layout. Everyone knows that railroads use flex track and would never think to use short pieces of track where the joints line up.



Loveland, CO



Ft Collins, CO

3. An Expert Model Rail-roader would never use oversized rail on their layout, like Code 100 (or code 80 in N scale). Railroads typically use much smaller rail than what is commonly available in most scales. So ideally, an HO modeler should use code 55 or smaller rail.



4. An Expert Model Rail-roader would never deviate from official railroad lettering diagrams and painting specifications. Railroads are meticulous when it comes to standardizing the appearance of their locomotives and freight cars. Modelers need to follow the prototype exactly with no exception. Colors are always consistent and never vary. Graffiti is quickly removed or painted over.



Lubbock, TX



Big Springs, NE



Loveland, CO

5. An Expert Model Railroader would never tolerate poorly built or maintained track. We all know our track needs to be perfect to minimize derailments, just like the real thing. Ballast is always high-quality rock that is a consistent size and color and is always carefully applied. You need to always use at least 1" thick plywood to ensure that the roadbed never droopes or sags.



6. An Expert Model Railroader would always string wires on the line side pole lines. The railroads would never put up telegraph poles and not string wire.

Therefore, expert modelers must always do the same.



7. An Expert Model Railroader would never mix incorrect eras or confuse traditional and modern practices. We all know railroads only started piggyback and container services after the steam era. It would be incorrect to try to run those trains with a steam engine.



Georgetown, Co

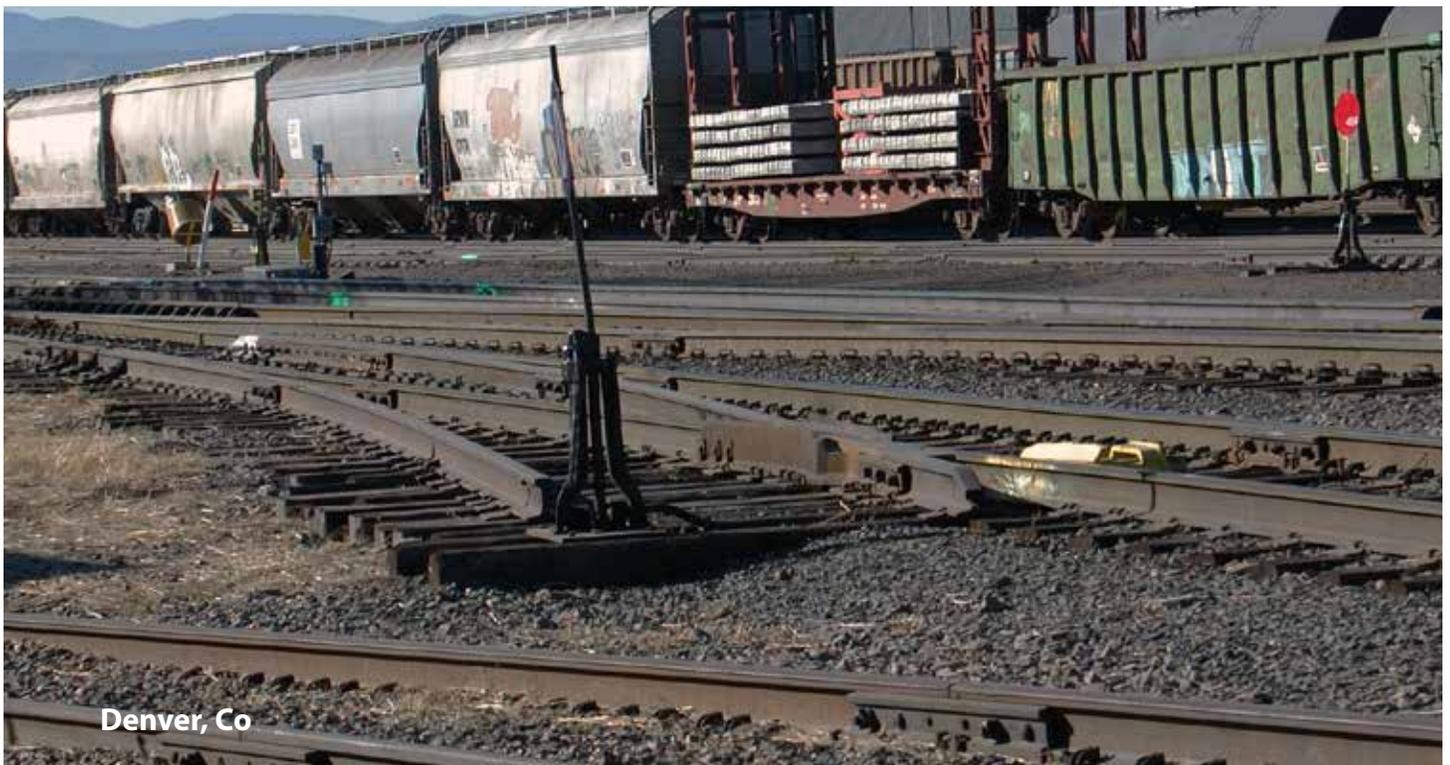


Antonito, Co

8. An Expert Model Railroader would never place switchstands, crossing gates, and signs in improper locations. There are stringent standards how any safe-related equipment is used on the prototype railroads. It is critical that these be located properly. In addition, any model railroad that needs more than two operators or occupies a space of more than 1000 square feet is subject to inspection by the FMRA (Federal Model Railroad Administration). The FMRA is concerned about safety in model railroad environments and may shut down the operation if it decides it is unsafe.



Loveland, Co



Denver, Co

9. An Expert Model Railroader would never use the wrong type of equipment or incorrect details.

The model railroad magazines go to great pains to educate modelers how exactly a railroad's equipment will look. There would never be a deviation or one of a kind variation.



Chama, NM

10. An Expert Model Railroader would never have an inconsistent identity on the railroad. Railroads care about how they are perceived in the public's eye. They won't tolerate a non-standard paint scheme or shabby looking equipment. Once in a great while, they might make a slight change to how their locomotives appear, but they will quickly ensure all of the rest of the fleet gets the same treatment.



Denver, CO

In case you hadn't figured it out, this is your April Fool's joke for 2018. All photos that appeared in this article are 100% legitimate.

So Long, 4327

Photos by W. Kirk Orndorff, story by Bill Kepner

In 1996, The Great Western Railway's parent, OmniTRAX, purchased a number of used EMD locomotives from the Southern Pacific Railroad. At the time, many marginal rail lines across the country were being spun off by the Class 1 railroads, and OmniTRAX envisioned rebuilding these locomotives for their own properties as well as leasing them to other short line railroads.

The newly expanded shop in Loveland, Colorado, would be used to overhaul the locomotives. Models included were SD35s, SD9s, GP20s, and GP9s. Often the rebuilding included upgrading the prime mover with newer components, and in some cases, removing the turbocharger to reduce maintenance costs. OmniTRAX would basically do whatever upgrades the customer was willing to pay for, but not a bit more.



December 28, 2009 - Kelim, CO

A set of locomotives would be leased for the new Northwestern Pacific Railroad that was formed to operate the famous SP line in California of the same name. Four SD9s (ex-SP 4324, 4327, 4423, and ex-DRGW 5305) and several GP9s were prepared for service by June 1996 and painted in a snazzy Southern Pacific-like retro scheme of black, orange, and silver. Railfans called these "Black Widows."

They were sent to California, but the NWP only lasted



December 28, 2011 - Johnstown, CO

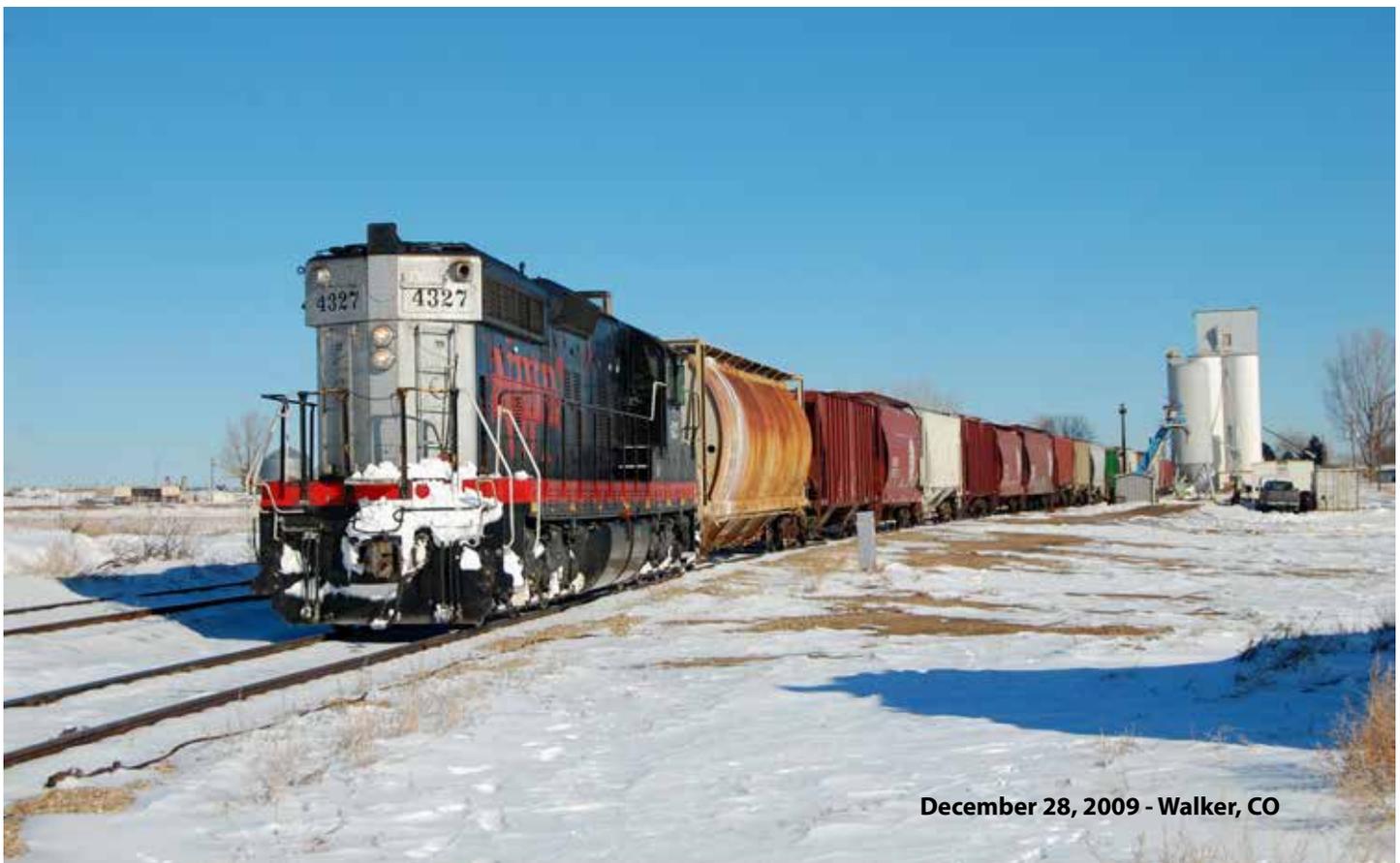
for a few years before declaring bankruptcy and sending the locomotives back to OmniTRAX. The locomotives arrived back in Loveland in summer 1998.

For a short time, several of them were placed in service by the Great Western Railway and would be used on the lines between Loveland, Longmont, Windsor, and Greeley. It's likely during that time that they occasionally passed by the museum on the Greeley Branch.

At the time, the shops in Loveland were still rebuilding engines for industrial and short line operations, so all the SP units but 4327 were quickly refurbished



December 28, 2011 - Johnstown, CO



December 28, 2009 - Walker, CO

and sent elsewhere.

The other two SP SD9s still exist. The 4423 was purchased by the Niles Canyon Railway of California. It was restored to its 1956 appearance and renumbered to SP 5472, that which was its original number. The other is operated by Cargill, Inc. at a grain elevator in Cheyenne Wells, Colorado. It is now the CRGX 100 but still has its OmniTRAX NWP paint.

The 4327 was never an official Great Western Railway unit, as it retained the reporting marks "OMLX", for OmniTRAX Leasing. However, for many years it was used in daily Great Western Railway service in northern Colorado, being preferred by the crews over GP7s and GP9s.

Old age caught up with the unit in 2014, and it was pushed onto the "dead line" behind the shop building in Loveland accompanying several other units. Local railfans had heard rumors that it was out of service with electrical problems, and given the railroad's need for power, that wasn't good. The local GWR shop people in Loveland had apparently proposed



October 17, 2011 - Loveland, CO

spending a moderate amount of funds to rewire and replace what was needed, but the corporate accountants in Denver felt that wouldn't be a wise investment.

At the time, there were many newer locomotives being retired by the major railroads, and even though the SD9 might be the perfect locomotive for Great Western Railway's operations, it would be replaced with leased SD40-2s and GP40-2 units. There was always a hope that the railroad was keeping it in

case it was needed, but that wouldn't be the case.

Finally, in early 2018, unofficial sources hinted that a salvage outfit would come to Loveland to scrap the several locomotives that had been in the dead line.

During the week of March 3rd, the torches came out, and in a few days, two locomotives were cut up and the pieces unceremoniously hauled away by truck. Maybe somebody cared enough to save the number boards.



March 8, 2018 - Loveland, CO

You Meet the Nicest People at a Train Show

By Bill Kepner

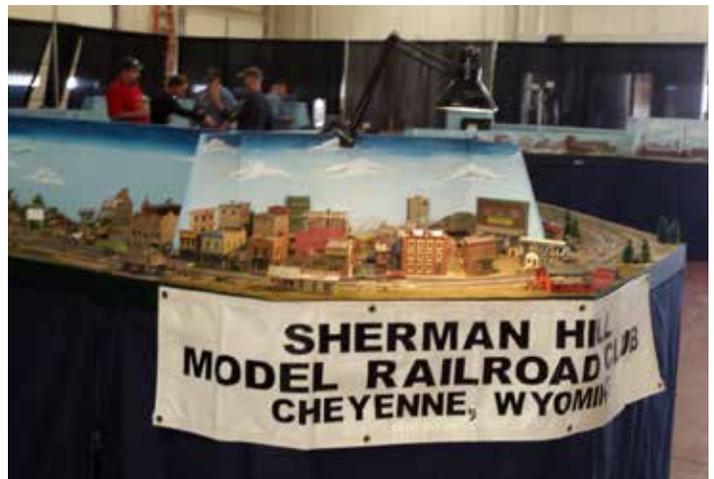
Several weeks ago, late in the afternoon one Saturday, I was looking for new photo locations for the museum's calendar, when a lady visiting the museum asked me, "How many members are in the club?" I started to explain that we were not a club, but a group of volunteers supporting the museum. As I tried to make my point, I realized we have many similarities to a typical model railroad club, but there are several things that I believe make us stronger. There is a camaraderie like a club would have; we have a mission like a club would; and we actively promote the hobby of Model Railroading as a club naturally would. I guess the one thing we don't have that all clubs have, is monthly club dues.

I eventually gave up trying to convince the lady we weren't a club but that experience left me pondering, "Why do we do this week after week, month after month?" Many of our volunteers have accumulated over 1000 hours of personal time at the museum. If you do the math you are quickly convinced this isn't a casual pastime.

When I was at the TCA Rocky Mountain Train Show a couple weeks ago, I also realized that for many of us, the museum isn't the only model railroading (or in some cases railroading) activity that we participate in. That's okay, and probably a bit healthy. The friendships we have go beyond any one organization's boundaries.

So, as I wandered around the Denver Mart, I saw many folks that volunteer at CMRM helping other organizations and quickly realized the hobby is something special for all of us. It goes beyond running trains and building layouts. We are members and supporters of other organizations also, but we also come together for the good of the museum.

You meet the nicest people...





Summer Docents Needed

Summer will be here before you know it!

If you are qualified to run Docent Operations or would like to be qualified to run docent trains, please send your contact phone number to John Krueger at kruegerjc1@sbcglobal.net.

Currently no database exists of qualified docent operators and scheduling docent operators over the summer months has been problematic. The goal is to develop a database of operators and improve the scheduling process so the summer operations are fully covered.

Another Bill Rogers Video

The March 9, 2018 Model Railroader Magazine Newsletter featured another video

The Big Cab Ride at the Colorado Model Railroad Museum

Bill Rogers posted this video of a cab ride on the HO scale Oregon, California & Eastern RR at the Colorado Model Railroad Museum in Greeley, Colorado.

You can also view the video directly at

[/www.youtube.com/watch?v=MG-WOLfeqPU&t=488s](http://www.youtube.com/watch?v=MG-WOLfeqPU&t=488s)

CMRM Service Awards as of March 2018

5000 Hours

Jerry Hutchison
Carl Lindeen

4000 Hours

Bill Capozella
Tim McMahon

3000 Hours

Jon Myers
Spen Kellogg

2000 Hours

Craig Zimmerman
Steve Watrous
Wayne Kosek
Chuck Deese
Jim Leonard

1500 Hours

Skip Herbert
Erik Dinkelman
Luke Brendsel

1000 Hours

Kip Christianses
Michael Baur
Greg Gardner

500 Hours

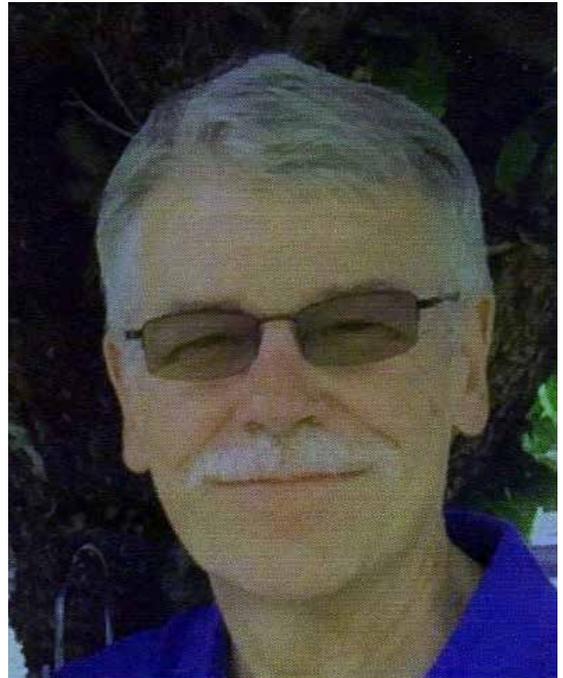
Lon Moffitt
Edward Sargent
Dave Doty
Douglas E. Evans
Michael Fitzpatrick
Daniel Levine

Kent Shelton

Kent Shelton passed away on January 30, 2018. Kent was president of the New Mexico Rail RunNers organization based in Albuquerque, NM, a distance of over 500 miles from Greeley and their members are avid supporters of the Colorado Model Railroad Museum. The Rail RunNers is an N scale Modular club that visits Greeley several times a year. Kent served as the lead contact to our museum and had recently achieved 500 CMRM volunteer hours.

The memorial for Kent Shelton was held on Saturday February 10, 2018, in Albuquerque, NM. Buzz Lenander will be the new liaison between our organizations and had encouraged the Rail RunNers to donate \$500 to the CMRM in Kent's name. In addition, it was Kent's desire that individual donations could be made to CMRM in his remembrance. Several donations have already been made as noted below.

The New Mexico Rail RunNers will be returning to Greeley on April 26, 2018 for a weekend of operations at the museum. They will also be taking their 25' x 40' layout to the Sherman Hill Train show in Cheyenne, Wyoming the weekend of May 18-20, 2018.



Donations to the Museum

Kent Shelton Memorial Donations:
 NM Rail RunNers (John Bishop)
 Al Hovey & Marjorie Lynn
 Harlan (Buzz) Lenander
 Ted Brooker
 Charles & Susan Baker
 Edward & Judith Hunter
 Patty Ericsson

Additional Donations:
 Wayne Hansen
 Wayne & Eddie Huddleston

If You buy from Amazon...

And who doesn't? You can help the museum by designating the CMRM as your preferred charity. Please see <https://smile.amazon.com>

The AmazonSmile Foundation will donate 0.5% of the purchase price from your eligible AmazonSmile purchases. The purchase price is the amount paid for the item minus any rebates and excluding shipping & handling, gift-wrapping fees, taxes, or service charges.

Be a Member of CMRM !



The Colorado Model Railroad Museum
 68010th Street • Greeley, CO 80631
 (970) 192-2914

Thank you for choosing to become a member of the Colorado Model Railroad Museum. Please check the level of membership you wish to join and complete the information below.

MEMBERSHIP LEVELS

Basic Members— All levels receive one year free admission, CMRM "Inside the OC&E" Newsletter subscription, and 10% off in the gift shop.

<input type="checkbox"/> Enthusiast Individual — \$20 One pass admits 1 adult	<input type="checkbox"/> Flagman Dual — \$40 One pass admits 2 adults
<input type="checkbox"/> Conductor I Family — \$90 One pass admits 7 adults and their children (ages 2-18)	<input type="checkbox"/> Conductor II Grandparents — \$80 One pass admits 7 grandparents and up to 5 of their grandchildren

Golden Members— All levels receive one year free admission, and 20% off in gift shop.

<input type="checkbox"/> Engineer Individual — \$40	<input type="checkbox"/> Station Master Dual — \$60	<input type="checkbox"/> Train Master Family — \$100
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Sustaining Members— All members receive one year free admission for 4 adults and family children, CMRM consumables gift, and 20% off in the gift shop.

<input type="checkbox"/> Bronze Spike —\$250 (\$250 tax deductible) 5 free passes & recognition	<input type="checkbox"/> Silver Spike —\$500 (\$470 tax deductible) 11 free passes & recognition	<input type="checkbox"/> Golden Spike —\$1000 (\$970 tax deductible) 15 free passes & recognition
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INFORMATION
Please Print Clearly

Primary Contact Name (First & Last) _____ Date _____

Secondary Adult (For Conductor I & II/ Dual pass) _____

Address _____

City _____ State _____ ZIP _____

Phone _____ Cell Phone _____

Email _____

I would like to opt out of receiving the museum monthly newsletter.

****10 and 20% discount does not apply to gift certificates, additional membership purchases, or admission. Membership is not transferable to other parties.

January Visitor Counts

	2013	2014	2015	2016	2017	2018
Week 1	373	440	632	352	307	343
Week 2	190	228	201	244	266	277
Week 3	407	226	313	222	1046	308
Week 4	433	423	363	155	294	246
Week 5				261		
Totals	1403	1317	1509	1234	1913	1174

February Visitor Counts

	2013	2014	2015	2016	2017	2018
Week 1	239	160	273	198	215	318
Week 2	311	209	285	274	226	191
Week 3	397	404	273	274	272	248
Week 4	269	283	175	252	260	283
Totals	1216	1056	1006	998	973	1040
YTD	2619	2373	2515	2232	2886	2214

Model Railroad Museum Planned in Massachusetts

The Extreme Model Railroad and Contemporary Architecture Museum aims to condense the wide world of architecture into a museum with tiny trains. The project will be developed near the contemporary art museum MASS MoCA (Museum of Contemporary Art) in North Adams, Massachusetts,

<https://archpaper.com/2018/02/peek-inside-model-gehry-extreme-model-railroad-museum/>

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 Summer issue **PUBLICATION DEADLINE: Monday, June 25, 2018 at 5:00 PM.** Send submissions to drgw0579@comcast.net.

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

Upcoming Museum Special Events

Check the museum's website for last minute changes.

March 24: Scouts FREE Day in uniform

April 7: Beer & Spirit Festival hosted by Greeley Philharmonic Orchestra (Tickets must be purchased at <http://greeleyphil.org/special-events.html>)

April 14: Superhero Day

May 11 and 12: Union Pacific Days

May 13: Mother's Day \$2 off all Moms

May 26: 9th Anniversary with Raffle and Bake Sale

June 8 and 9: Dino Days

June 15, 16, and 17: Fathers Day Weekend \$2 off all Dads

June 22 and 23: Old Western Days

June 29 and 30: Patriotic Trains

CLOSED Easter Sunday and July 4th

