



INSIDE THE OC&E

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Volunteers Are Appreciated!

Bill Kepner

Last month, when I was on vacation back east, I visited a museum that was about twice the size as the Colorado Model Railroad Museum. It had very professional-looking exhibits and a very nice gift shop. But there was only one staff person in the building and no docents present to help explain what I was seeing.

It didn't help that there was a bit of Autumn chill in the air; the experience felt cold and uninteresting. I wondered whether having several smiling volunteer docents stationed at key locations around the building would have made a difference. I know it would have!

When a guest visits CMRM, they always marvel at the fantastic Oregon, California and Eastern layout. But if you read the guest book entries, they frequently comment about how our volunteers made the trip special for them. When our people are having fun, that experience rubs off on our visitors.

The museum staff and board of directors are always appreciative of the efforts of our volunteers. Communicating that appreciation doesn't happen as much as it should; perhaps some recent changes will help that!

As mentioned in the last newsletter, Darrel Ellis has been making significant contributions to the museum since the beginning. The Volunteer Support Committee, with encouragement from the museum board, decided a special recognition was needed. On November 4, 2023, we held a special surprise party during the daily job briefing.

Darrel was presented with his own gold-plated garage door opener control. What? Our full-size museum railroad crossing signals are activated by electronics borrowed from



Top: CMRM Board Vice President, John Cochran (on right), tells a story about Darrel Ellis (on left), while Steve Palmer (middle) is ready to present Darrel with a special gift. **Above:** Probably the best recognition any of us could imagine would be to have a prominent building on the OC&E named for us. *Darrel's Electronics and Appliances* is now open for the residents of Lakeview. Come in and buy a brand new 19" color TV on sale at \$499.00 for Christmas 1975.

a simple garage door opener. When Darrel comes to the museum to perform docent duties, he often keeps the opener in his pocket and when a train comes by, he discretely turns on the crossing signal.

However sometimes when he goes home, he forgets to return the control to its storage location. So now he has his own that he can take home and put under his pillow!

The museum wouldn't exist without the volunteers who have come to help museum guests enjoy this fabulous place. The museum's Board of Directors and staff are very interested in this topic. The museum staff has always tried to recognize our volunteers, but have probably not been as consistent as they would like. The board would like your feedback on this; you can talk to them directly or send an email to the Operations Director at cmrmeditior@gmail.com.

We have many creative and dedicated volunteers at the museum. We all could be doing something else, but we've chosen to help make the museum as best as it can.

Right: Darrel is near the very top of the list for museum volunteer hours. **Below, left and right:** What would a party be like without a cake?



Top: For many years, Darrel also served as the museum's Santa Claus representative. His wife, Christine, would be Mrs. Claus. For extra credit, who else do you see in the photo that you know from the museum?



Report from the Executive Director Michelle Kempema



Thankfulness and Blessings

As we approach this Holiday Season, I am reminded of how thankful I am for the Colorado Model Railroad Museum and the museum family. This year was not an easy one for me. In June I was diagnosed with breast cancer. Your life comes to a stop when you hear the “c” word. There is a feeling of losing control of your schedule and choices, and anxiety and fear are present for those first few weeks. I told the museum Board of Directors, staff and volunteers at the museum and I was showered with love and understanding.

right away. Greeley is blessed to have an MD Anderson Cancer Center at the Banner Northern Colorado Medical Center which is halfway between my home and the museum.

Staff and volunteers stepped up to keep the museum on track (pun intended). I was cleared to attend the National Model Railroad Association annual convention in Dallas, TX, at the end of August. Friends in the model railroad industry helped me with all my physical and medical needs so I could travel. Again I was reminded of how blessed I am to be part of this model railroad world.

All of these blessings in life are because wonderful people fall in love with the CMRM. They give their time, talent, and treasure to make the museum possible. I have the honor of being the person who gets to see all these blessings.

As we look into 2024 we are thankful for our volunteers, Board, staff, members and guests. We are always looking for ways to thank those who have helped us, and we have created a fun new membership perk to thank our members that we will be revealing at the Members Only Event on Nov. 22nd. Look for more programs from the museum that share Joy over the coming year.

In the midst of the scariest time of my life, I had the love and support of so many in my museum family and the modeling community. I am now on the cancer free side of 2023, and I am overwhelmed with how blessed I truly am. I hope as we enter this holiday season we can look for blessings in our lives and be thankful we have another day to go out and watch a train!



Greeley is blessed with Banner MD Anderson Cancer Center right here in town.

Having the opportunity to focus on what needed to be done to get me through my cancer journey, I began the treatments

Some Videos You Might Like

Coos Bay: On the museum’s OC&E Layout, the Coos Bay Line is mostly hidden trackage. If you ever wondered what that scenery might look like, you can watch this video:

<https://www.youtube.com/watch?v=rrqJMa2y6tg>

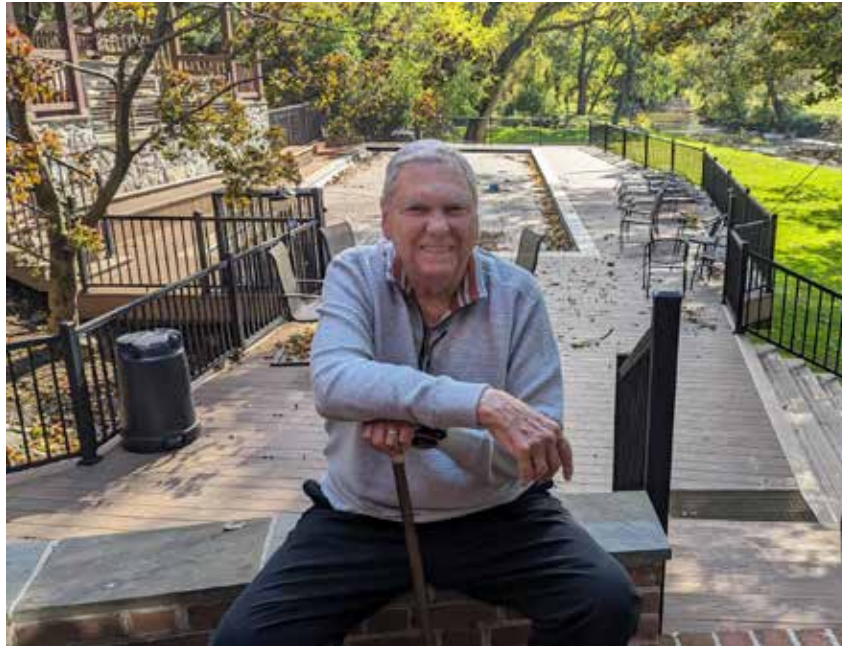
SoundTraxx Factory Tour: It’s rare that companies in our hobby have a factory in the United States. It’s even rarer that a company would be open to showing their facility to the general public:

<https://www.youtube.com/watch?v=yc9QxA2z7nA>

Dave's OC&E Trivia

I was able to visit with the museum's founder, Dave Trussell, on October 22, 2023, at his home just outside of Strasburg, Pennsylvania. Dave is doing well and was very excited to hear about the plans and ideas for the future of the museum.

As you can imagine, history is very important to Dave, and he feels very fortunate to have had the team of fine modelers that helped build the museum and the OC&E layout. He



promised that as soon as he got his new computer set up he would be sending more photos and stories of the development of the museum.

He's offered this trivia game as a way to help us remember some of the fun and excitement he had during the journey. It only became "work" towards the end when the deadline was set and the dedication event was scheduled.
-Bill Kepner

Early OC&E Construction Trivia

1. Who drove the last track nail to finish the track laying of the OC&E back in 2008?
 - A. Randy Palmer
 - B. Dave Trussell
 - C. Steve Palmer
 - D. Darrel Ellis
2. Who painted the backdrops for the OC&E:
 - A. Michelle Kempema
 - B. Jo Kusi
 - C. Susan Kuznik
 - D. Dave Trussell
3. Who took the first calendar picture for the museum?
 - A. Kirk Orndorff
 - B. Barry LaPoint
 - C. Bob Pilk
 - D. Gene Frank
4. Who "invented" the OC&E AutoOps operations program?
 - A. Darrel Ellis
 - B. Bruce Chubb
 - C. Randy Palmer
 - D. Gene Frank
5. Other than Dave Trussell, who "made" the most trees on the OC&E?
 - A. Jo Kusi
 - B. Randy Palmer
 - C. Dutch Cook
 - D. Susan Kuznik
6. During the layout construction period, who spent the most overnights sleeping in the C&S caboose?
 - A. Dave Trussell
 - B. Rick Inglis
 - C. Bob Pilk
 - D. Steve Palmer
7. Other than the designer/builder, who "created" the most water for the rivers and rocks for the cliffs on the OC&E?
 - A. Gene Frank.
 - B. Barry LaPoint
 - C. Darrel Ellis
 - D. Steve Palmer
8. Who came up with the "smoke" idea for the forest fire scene?
 - A. Bob Pilk
 - B. Darrel Ellis
 - C. Bill Rogers
 - D. Joel Rothman
9. Who laid for hours on his/her stomach on the top of the K-Falls framework in order to properly spike down track-work for the yards?
 - A. Rick Inglis
 - B. Randy Palmer
 - C. Michelle Kempema
 - D. Jo Kusi
10. Who built our Edmund Fitzgerald?
 - A. Dave Trussell
 - B. Bill Kepner
 - C. John Keyser
 - D. Rick Bacon
11. Who was the driving force behind the layout's moving vehicle program?
 - A. Don Allender
 - B. Kirk Orendorff
 - C. Rick Inglis
 - D. John Vonk

12. Who helped move the C&S caboose into the museum building for the first time?

- A. Rick Bacon
- B. Doug Geiger
- C. John Keyser
- D. Steve Palmer

13. Who almost didn't allow us to have layout "duckunders?"

- A. The City of Greeley Planning Department.
- B. The Greeley City Fire Department.
- C. The Butler Steel Building Company.
- D. The Union Pacific Railroad.

14. The museum building almost didn't get built because...

- A. A power pole in a strategic location that couldn't be moved.
- B. The proximity of the Great Western Railroad Right-of-Way.
- C. A huge concrete block buried in the path of the foundation.
- D. The building component delivery truck wrecked in Iowa.

15. Who has been most responsible for our annual calendar production schedule over the years?

- A. Bill Kepner
- B. Steve Palmer
- C. Bill Botkin
- D. Randy Palmer

16. Who applied the commercial backdrop on the wall behind Coos Bay?

- A. Steve and Randy Palmer
- B. Darrel Ellis and Don Allender
- C. John Vonk and Rick Bacon
- D. Dave Trussell and Jo Kusi

17. Who, for years, was dubbed the "Official Videographer" of the OC&E Railway?

- A. Bill Kepner
- B. Bill Rogers
- C. Darrel Ellis
- D. Michelle Kempema

18. Who oversaw the initial setting up and operation of the Children's layout?

- A. Rick Bacon
- B. Dave Cimburu
- C. Don Allender
- D. Michelle Kempema

19. What year was the museum dedicated?

- A. 1995
- B. 2002
- C. 2005
- D. 2009

20. How many duckunders were initially built for the OC&E?

- A. Two
- B. Three
- C. Four
- D. Five

21. The initial plan for the museum building had a spot set aside for an elevator.

True False

22. There are muddy footprints still on the support steel above the layout from when the building first built.

True False

23. The primary ore bin of the abandoned mine on the OC&E is:

Full Empty

24. The idea and installation of a welder under a truck at Albertson's Tractor Company in Lakeview was the brainchild of...

- A. Bill Rogers
- B. Jim Inglis
- C. Darrel Ellis
- D. Steve Palmer

25. The highest physical point on the OC&E layout is:

- A. Gearhart Mountain
- B. Windy Point
- C. Quartz Mountain Wye
- D. Lost Lake

26. "Nasty Flats" was initially designed to be a suburb of:

- A. Klamath Falls
- B. Coos Bay
- C. Bly Junction
- D. Lakeview

27. When the log ponds were created, Steve Palmer set small powered boats among the floating logs to move them to the mill's skipjacks. These men were called:

- A. Log dancers
- B. Pond monkeys
- C. UDT crew
- D. Pond Polers

28. The highest point of the OC&E mainline was designed to be:

- A. 96 inches off the museum floor.
- B. 72 inches off the museum floor.
- C. 84 inches off the museum floor.
- D. 60 inches off the museum floor.

29. The northeast corner of the museum was originally designed to be:

- A. A storage facility.
- B. A gift shop.
- C. A volunteer work area.
- D. A break room.

30. The original museum design plan did NOT call for:

- A. A 1:1 scale narrow gauge freight car to go with the C&S caboose.
- B. An elevator.
- C. Rollup doors at both ends.
- D. Outside cameras to record passing trains.

Answers on page 8.



Max has his Brick, Do You?

Max the RailDog is a Blue Catahoula Leopard mix born in November of 2015 and travels all over the country. He is very smart and eager to please. He visits the museum every time he comes close to Greeley, and as you can see, he has his own brick in our courtyard.

Max makes new friends everywhere he goes. You can follow his travels on Facebook at "Where is Max Today?".

Leave your legacy by purchasing an engraved brick to be included in the Al Frank Memorial Plaza! With this opportunity, you will be included in our world no matter where you live or how often you visit us.

Order your brick at the museum's web page:

<https://www.cmrn.org/wp-content/uploads/2023/02/Brick-Border-Order-Form-Flyer.pdf>





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Introducing the Museum Staff

by Brion Oakley

Introducing: Deb Reinick

The subject of this next “introducing” column has been working at the museum for as long as I have been visiting and volunteering. She will celebrate her 10 years at the museum this October. Her smiling face greets visitors to the museum and hands out the prizes for completing the eye spy game and finding the dinosaurs hidden around the layout.

What did you do before working at the museum?

I took care of my parents and for 36 years I have run a house cleaning business.

What attracted you to the museum as a place to work?

I didn't know about the train museum until Dave Cimbura told me about the job opening. I interviewed with members of the board and was thrilled to be picked. I enjoy the volunteers and all our visitors who come from everywhere! I learn something about trains every time I come to work. It's a great place to work!

What are your responsibilities at the museum?

I mostly work at the front desk taking money as well as greeting and helping visitors. I also manage museum memberships. I clean and stock “*The Little Store That Could*”. I also do some cleaning around the museum. I have other duties helping Michelle with parties and anything else she needs done.

What are you most excited about for the future of the museum?

The project in our front yard is so inviting with our new conductor statue. I can not wait to get our garden railroad going in our backyard. Also adding on the have more room and maybe someday even my own desk.

Do you want to share anything about your personal life?

I have lived in Colorado my whole life. I am married with two children. Son Ryan who is a mechanic and daughter Kristi who works at Banner Hospital scheduling surgeries. I love having my grandkids over and watching their sports and school activities. My grandchildren are so much fun! I even have them volunteering at the museum during the summer.

Steam or Diesel?

Steam



Answers to Dave's Trivia, page 4:

1- D, 2-B, 3-B, 4-C, 5-A, 6-B, 7-D, 8-B, 9-A, 10-A, 11-C, 12-A, 13-A, 14-C, 15-A, 16-A, 17-B, 18-B, 19-C, 20-D, 21-True, 22-True, 23-Full, 24-D, 25-A, 26-D, 27-B, 28-A, 29-C, 30-D

Roadway and Vehicle Fundamentals

by Tim Frade, Roadway Team Lead

The recent restoration of operating vehicles on the museum’s legacy roadways has been a major hit with our visitors. The roadway team maintains the vehicles and roadways and ensures that they are always running for the enjoyment of our guests. Roadway repaving operations and newly animated scenes are coming soon. Instead of the usual team update for this newsletter, I thought we should answer some of the recurring questions that guests pose to the museum volunteers

Who makes the correct era prototype vehicles currently in use on the roadways?

Modeler Jay Taylor of AutoMotionFX has provided the American prototype vehicles from the appropriate 1940-1970 time-frame. He uses off-the-shelf truck bodies (e.g., Classic Metal Works) and mates the body to a powered 3D-printed chassis.

How do the vehicles move?

The vehicles are powered with an onboard rechargeable Lithium Polymer battery. Unlike the layout trains, the vehicles are not powered by electricity flowing through the track (or in this case the roadway). Power is varied with a speed control dial and transmitted to an electric motor with the shaft that connects to the rear axle via two nylon gears (worm and axle) which propels the vehicle forward (and never backward) using only the rear wheels. Please refer to Figures 1-4 for a detailed look at the vehicle components.



Figure 1: Vehicle Side View

How is the roadway constructed to keep the vehicles on the road?

The system is called a wire-tracking roadway because there is an iron wire embedded in the full length of a roadway lane. The vehicles have a brass steering arm attached to the front axle. A magnet on the end of the steering arm tracks or follows the iron wire in the roadway and causes the vehicle to steer the front wheels as it is being propelled forward. Sev-

eral different roadway types can be used including pre-built wood sections with wire already embedded or embedding iron wire into a plywood surface. However, volunteers at the museum used an innovative method of styrene sandwich layers with the metallic wire embedded in the middle layer when originally constructing the layout. The distance between the steering arm magnet and top of the wire (or the strength of the magnet) is critical (too short or strong and the vehicle stalls or too long or weak and the vehicle veers off the roadway).

What control systems are used to animate roadway scenes?

There are two current methods to animate or control the movement of vehicles:

- 1) Applying a magnetic field (mechanically moving magnet under the road) which stops the vehicle by opening a magnetic reed switch that interrupts power from the battery (e.g., the school bus stop and the city red-lights);
- 2) Applying a mechanical force to the iron wire at a turnout to move it toward a new direction (e.g., vehicles going clockwise or counter-clockwise in the city). Please refer to Figure 5 for a detailed look at the wire turnout.

The City Route roadway with all the stoplights, vehicle stops, and turnout is

still controlled via PC, SMINI, and CMRI programming (like the train layout control system). Mechanical force is controlled via Tortoise machines.

The Highway Route roadway school bus scene has recently been upgraded with a local Arduino control board with enhanced animation features.

The vehicles can also be animated with the introduction of light and sound effects. The modern pumper truck currently has flashing lights and siren sounds.

How are the vehicles maintained?

The vehicles must be turned off and recharged daily. The charging mechanism prevents over and under-charging of the Lithium Polymer battery similar to your cell phone. The vehicles require weekly maintenance to keep moving parts lubricated and free of debris. Additionally, the roadway routes must be cleaned weekly to prevent excessive wear and tear

on the vehicles. Monthly maintenance involves replacing worn, bent, or broken brass steering arms and magnets. Tires are inspected and replaced as needed. Rear tire rims are inspected and reglued to the axle, if loose. Major repairs are uncommon but sometimes involve damaged gears which are returned to Jay for the proper repair or replacement. Let the team know if you have any additional questions regarding the roadways or vehicles.

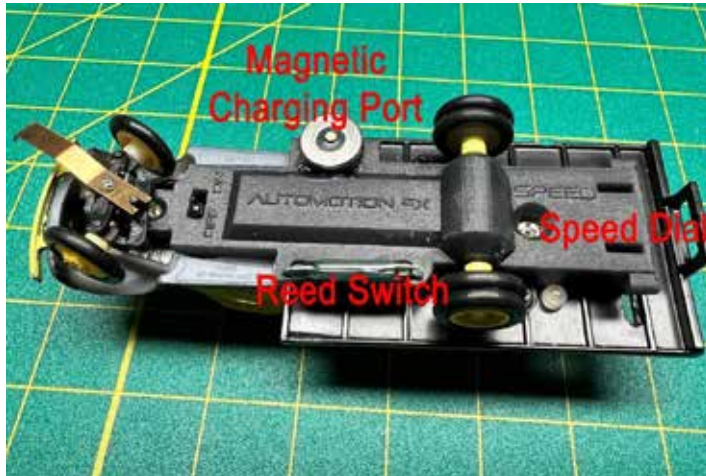


Figure 2: Vehicle Bottom View



Figure 3: Vehicle Open View

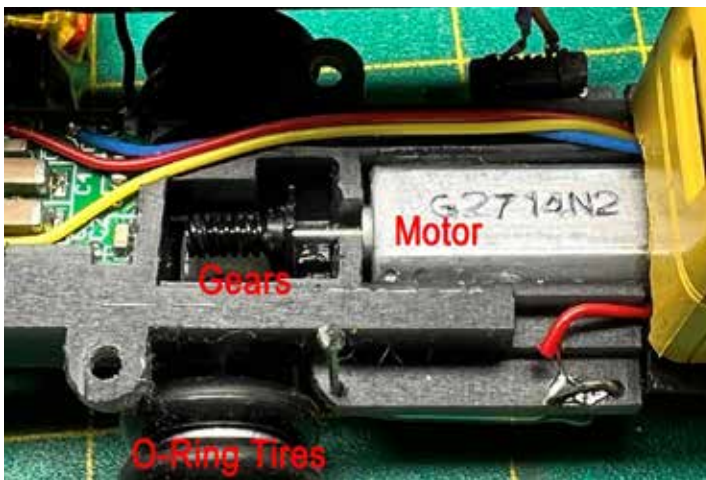


Figure 4: Vehicle Mechanism View

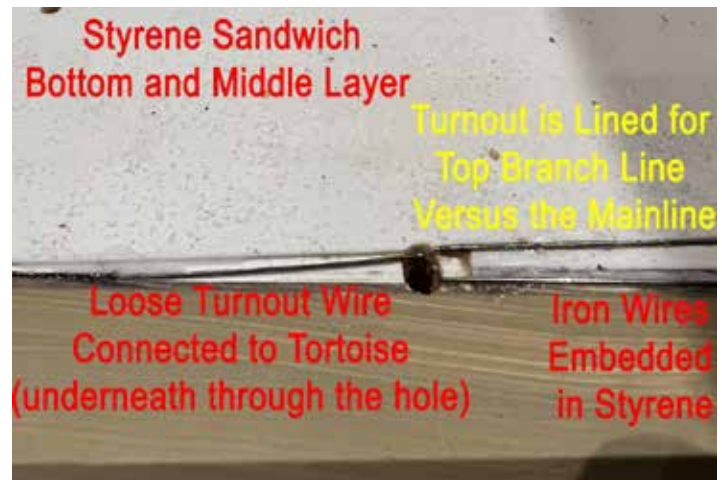


Figure 5: Roadway Wire Turnout

Outdoor Projects Update

by Robert Nastan, PE

Derailed! - Again

Relocation of the XCEL power poles in the area between the museum building and the warehouse has been delayed yet again. About four weeks ago the museum’s electrician and XCEL started the transfer process to connect the new electric service line from the museum to the new XCEL transformer pole. During the project planning, it had been discovered that doing this would cut power to Union Pacific’s 10th Street Crossing control building, so until that was completely resolved, the transfer couldn’t be completed.

This past week (November 9th), the museum and UP reached a tentative solution to the issue. The museum will reconfigure its new electric service to free up one of the conduits that were installed under the OmniTRAX right of way. The museum’s electrician will then install a new service line for the UP and splice it into the existing line on the south side of the building. An agreement will need to be drawn up between the UP and the museum dealing with the use of the conduit and cost reimbursement.

So, the continuation of the long story, which has no short version, is that there is still no firm date for the removal of the two poles in the Courtyard.

Courtyard - Next Steps

The survey firm of Alles, Taylor, and Duke has performed an elevation survey of the museum property. This survey will be used to create of surface water drainage plan for the Courtyard and the areas around the warehouse. The plan will likely require review by the city. It is expected that a semi-impervious surface will be specified for the courtyard.

Bonnell Fencing (the company that installed the East property line fence) has been asked to quote the cost of installing a fence along the west side of the courtyard. The exact location of the fence has not yet been determined, but this can be modified as necessary. Two types of fencing have been requested.

While progress is being made on dealing with storm and surface water, until it is completed, the garden railroad and the layout in the courtyard cannot proceed.

Lyster Warehouse

The new doors have been installed on the east side of the warehouse. The double doors are waiting for latching hardware to be sent from the manufacturer. The doors still require adjustment. Once the doors are completed, EXIT signs and emergency lighting will be installed. It will also be

necessary to create pathways within the building to the doors. This will be done with painted stripes on the floor.

The contractor is to do repairs on the north exterior wall fascia and gable vent. However, the warehouse overhead electric service is in the way. So this work won’t be done until the warehouse is reconnected underground. Another unfortunate consequence of the non-relocation of the power poles.

Rail Fan Cameras

The museum has signed an agreement with Virtual Rail Fan to have cameras installed on the layout and perhaps adjacent to the UP track. The installation is tentatively scheduled for next spring. Once the cameras are in, you’ll all will be internet stars...

The installation of the camera structure adjacent to the UP ROW is dependent on the electrical work moving forward. Power needs to be run to the location, either from the museum or the warehouse.



A typical Virtual Railfan camera.

Museum Volunteer Orientation Sessions

The Volunteer Support Committee has created a Volunteer Orientation Program for volunteers new to the museum. This short 90-minute session is intended to help volunteers understand the museum’s organization and mission. The specific topics include:

1. Mission Statement, Vision, and Values.
2. Museum/Volunteer Structure and Organization Chart.
3. History of the museum and the OC&E.
4. Being a Docent with Museum Guests.
5. Levels and Privileges as Volunteers.
6. Cardinal Rules and Safety at CMRM.
7. Wrap-up/Questions.

The committee recommends any volunteer with less than 200 hours attend one of these sessions. Some of our old timers have been present and they have remarked that it is time well spent.

These sessions will be tentatively scheduled every month, alternating between Friday and Saturday Evenings. With additional sessions scheduled as needed.

The next sessions scheduled are:

- December 16 (Saturday)
- January 19 (Friday)
- February 17 (Saturday)



To reserve a spot, either contact Bill Kepner at cmrmeditor@gmail.com or you can sign up for a future Orientation session by going to the website at: <https://www.signupgenius.com/go/10C0848A4AB2DA5F5CE9-45858565-cmrm>

Board of Director Openings

John R. Cochran, III
V-P Board of Directors

As many of our readers know, the Colorado Model Railroad Museum is overseen by a Board of Directors. The Board meets once a month and focuses on the growth, excellence, sustainability, and direction of the Colorado Model Railroad Museum. The individuals currently serving are a diverse group of business leaders, former educators, hobbyists, and all-around good people.

member serves up to two three-year terms for a maximum of six years. If you have an interest in joining this important group of volunteers working to better the museum, please feel free to contact Linda Winter, current board president at lindaw.accessorieswithaflair@gmail.com or 970-351-6448. We are interviewing interested people and look forward to hearing from you sometime in the near future.

There is currently one opening on the Board with two more openings occurring in the spring of 2024. A new Board



NMRA President Visits the Museum

Bill Kepner

Gordy Robinson, the president of the National Model Railroad Association, spent several days in Greeley meeting with museum director Michelle Kempema to explore ways the museum can work with the NMRA to promote the hobby and work together on some common goals. On Sunday, October 29, Gordy met with volunteers and was able to run trains under supervision, including a run across the railroad in the LocoCab (right).

Then over for the next two days, Michelle gave Gordy, Dave Insley of NMRA NER, and his wife Cheryl a tour of some of the more well-known model railroads in the area and a visit to Rocky Mountain Train Supply in Arvada.



Clockwise from Left: Gordy watches Duane Fields switch his train in Klamath Falls. He was then able to operate a train with the LocoCab and had zero problems. The next day, Michelle took Gordy to Pat Lana’s layout in Lake-wood which was holding an operating session. And finally, a stop at Rocky Mt Train Supply was welcomed by all.



Electrical Team Update

Bill Kepner

The museum's electrical team has been working on several initial projects and creating a plan to ensure that any layout problems can be quickly diagnosed and repaired. A basic problem-tracking system was created. We want to start a Preventive Maintenance program to preemptively fix things before they break!

The team is open to volunteers who have some electrical experience and want to learn how the layout works. The current team members include:

Bill Kepner (lead)	Bob Nastan
Darrel Ellis	Ryan Trumbull
Tim Frade	Darick Tucker
Tim Huitema	Stan Woodcock
Andy Lewis	

Last month, we had a power supply problem which resulted in the layout being down for almost 90 minutes. Many of the CMRI/SMINIs are powered by a PC power supply and some have been in place since the layout was built. We are going to replace the oldest ones with industrial-quality units that are meant for this type of application. As most of us have experienced, a personal computer has a limited life expectancy and the power supply is usually the culprit!

We also want to install indicator panels that will show that each supply is working and the fuses are not blown. This will allow someone to quickly report whether the layout power is good.

We want to be able to share our plans, and the team members are very customer-oriented and want to help where they can. The N Scale layout is available to be used as a training environment, and starting this winter, we'll be building a signaling/CTC system and that experience will help us enhance OC&E operations in the future.

Some of the other projects in the queue include:

1. Replace Pine Creek panels, which are currently plastic, with the metal panels. Ground them, so that any static charge is dissipated before anything critical is destroyed.
2. Replace older SMINI power supplies with the newer Mean Well units. Do roughly 1 every other month (there are approximately 7 total to be done).
3. Install LED panels on the SMINI power supplies so a quick glance will show whether everything is okay.



This is the first SMINI power supply to be replaced. One of the key improvements is to make all connections with plug-in connectors so that the next time there is a problem, they can be replaced in just a few minutes.

4. There are lights (LEDs) in the Lakeview engine facility which are not connected. These were replacements that may need resistors.
5. Get Lakeview sawmill sounds working and convert them to push button with a timer.
6. There are several signals in the storage drawers that are not working completely. Diagnose and repair if possible.
7. Brainstorm new animation ideas and present the plan to the Layout Team Leader.
8. For power supplies that are still hard-wired, add quick-connect "pigtailed" that will allow quick replacements should there be a failure.

Other:

1. Change LocoCab so that it auto-logs in at boot and starts the video play mode.
2. Add a re-railer to the N scale OC&E. It might require straightening some track.
3. Determine why the ProtoThrottle isn't turning on the lights on the locomotive.



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NOVEMBER

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THE COLORADO MODEL RAILROAD MUSEUM
680 10TH ST, GREELEY, CO 80631



Guest Report

In October, we had 984 visitors compared to 933 last October. Several groups came, including Grand Junction Model Railroad Club, and the Fort Collins Elder Haus.

From our Guest Book, we have learned that the number of Colorado cities represented in October was 28. We have a total of 100 Colorado cities represented so far in 2023. The top five in October were Greeley (20), Fort Collins (6), Loveland (6), Denver(5) and Berthoud (4).

The number of states represented was 26. So far in 2023, we have had visitors from 48 states. The top five states in October outside Colorado were Wyoming, Texas, Utah, California, and Minnesota.

In October, the number of foreign countries represented was 7. During 2023, we have had visitors from 26 different countries. This month, the new country was Italy.

How did people find us?

Word of Mouth	58%	Google	9%
Social-Media	11%	Brochure	8%
YouTube;	11%	Other	3%

These statistics were calculated from 113 entries in our guest book.

Some Recent Comments from our Visitors

- Jeff and Julie from Oregon wrote: This is amazing. We have been to a few indoor layout displays and museums BUT this takes it all !!!!!

Trey from Loveland wrote: Amazing place. An 11 out of 10 experience!!

Lerma from Greeley wrote: It's really cool. Can't believe I've never been here, and I live here!!!

Carl from Michigan wrote: Awesome layout and crew. Thanks, Bob, for being very informative!

The Allred Family from Utah wrote: This is my husband's dream museum! Thank you!

Museum Calendar

November 22 Open for the day before Thanksgiving
November 23 Closed for Thanksgiving

December 2 Lionel Train Day
 December 2-3 Southern Pacific Days
 December 8 Night trains with Santa - Members only
 December 9 Santa at the Museum 10 AM-1 PM (w/ downtown events)
 December 15 Night Trains with Santa for Members only
 December 16-17 Grandparents Weekend
 December 22 Night Trains with Santa, 5-7 PM
 December 23 Grinch & Santa! Santa 10 AM-1 PM plus Santa & Night Trains 5-7 PM
 December 25 Closed for Christmas

Open every day, December 19th through January 7, except Mondays.

Open 10 AM to 2 PM on Christmas Eve and New Year's Eve. Closed Christmas Day and New Year's Day.

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 January issue **PUBLICATION DEADLINE: Monday, January 8, 2024 at 5:00 PM.** Send submissions to cmrmeditor@gmail.com.

Bill Kepner, Editor
 Tim Frade and Brion Oakley, Assistant Editors

