



INSIDE THE OC&E



January 2024
Volume 14
Issue 1

Published by the
Colorado Model
Railroad Museum
680 10th Street
Greeley, CO 80631
970-392-2934
www.cmrn.org

The Holiday Season

The month of December featured the museum's holiday season, with several visits from Santa, special Christmas events, and even a visit from the notorious Grinch! Our volunteers stepped up to help with all the extra days the museum was open, but by the end of the month, we were all exhausted!

We started the month with Lionel Trains Day on Saturday, December 2. CMRM board member Chuck Call set up a small Lionel layout that could run two trains. Many kids and grown-ups alike were fascinated with the large equipment and operating accessories. We are looking forward to this becoming an annual event!

Santa spent several Friday evenings at the museum for "Night Trains", then came back on Saturday morning to the delight of many kids. This routine culminated on Saturday the 22nd when the Grinch showed up in an attempt to steal Christmas. That wasn't going to happen!



The museum was also open every day from the 19th through January 7, except the Mondays which of course were Christmas and New Years day. Several of those days were very busy with one day having over 300 guests.

Everyone is extremely happy with how well everything went, and planning is already under way for next year.





Top Left: The highlight for kids was a visit with Santa. **Top and Above Right:** December 2, 2023 was Lionel Day at the museum and Chuck Call set up a small layout for all to see. Some kids got to have a little throttle time and let's hope that it's something that they won't forget for a long time. **Below:** Later that night, we had our first Night Ops Session of the season; the museum takes on a different look in the evening.



Tinsel and Trains Annual Fund-Raiser

by Amy Dugan

The Colorado Model Railroad Museum’s annual fund-raiser on Wednesday, November 29th was enjoyed by over 75 friends and supporters at the new LINC Library in Greeley. Attendees were happy to hear from Michelle about the successes of 2023 and the plans for 2024. The highlight of the evening was a fast-paced live auction! There were court-side Nuggets tickets, a weekend stay at a condo in Estes Park, rail-fanning with Michelle, kids’ Lego party with Madison, and a SkyWalker Ranch experience in California.

The silent auction had wonderful items including specialty wines, Christmas decorations, Department 56 items, a philharmonic orchestra performance, a lovely hand-made train quilt, and private trolley rental in Fort Collins, to name a few. The final “Raise-the-Paddle” segment supported various needs of the museum as our emcee for the evening, Scott Magerfleisch (also a CMRM board member) raised dollars for tracks, scenery, animatronic chickens, and even the bear in the canoe. All in all, the evening was great fun and a wonderful success, raising over \$27,000 for the museum.

A huge thank you to our food and beverage sponsor, ALLO Communications, and to our spirits sponsor, 477 Distilling. We hope to see you at the 2024 fund-raiser on Wednesday, November 13th!



Attendees listening to Michelle’s review of a successful 2023! Tinsel and Trains Annual Fund-Raiser

Report from the Executive Director Michelle Kempema



2023 Look Back and 2024 Plans

The start of a new year is always exciting as we plan the events for 2024 on the master calendar. We look back at what we did in the year prior and discuss if we want to continue or change things. Last year we had many special events like the Scale Trains Road Show visit, an open house for the Rocky Mountain Train Show, and participating in the National O Scale and National Narrow Gauge Conventions that were hosted in Denver.

Our attendance for 2023 was up 20% for the year over the year of 2022. We had visitors from 110 Colorado towns, all 50 States, and 27 foreign countries.

This year will be the museum’s 15th anniversary since our opening in May of 2009. We are planning a celebration this year to commemorate how far we have come. Youth Director, Madison, is gearing up for another year of Summer Camps and youth activities. We will have many special events throughout the year and next year’s Christmas schedule is already on the calendar. It will be a busy and fun anniversary year. We look forward to seeing you here in 2024!

Buildings on the OC&E

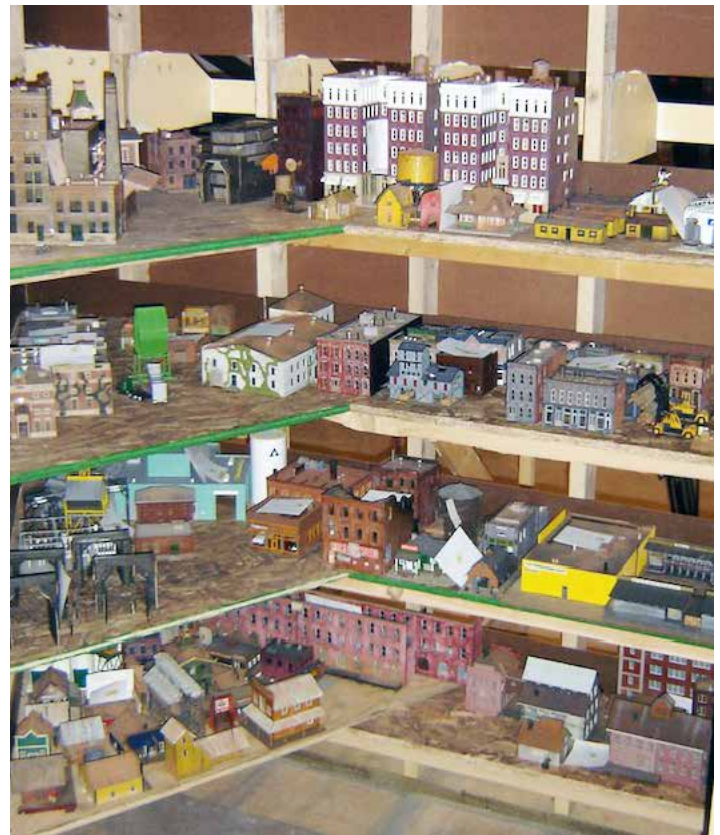
by Bill Kepner

A museum guest once asked me several questions about the buildings in the museum's OC&E. How many are there, are they kits, or scratch built, how long did that take, etc?

That was a question I couldn't answer, so when Dave Trussell sent me the photo on the right, I asked him about what it took to obtain and build those models. I can remember back to 2008-2009 when the layout's scenery was almost completed, there was little delay until the layout was ready for the public; there was no lag time to build each one like many other modelers sometimes experience on their home layout. Here's what I learned from Dave:

I collected or built a bunch of buildings in the late 90's prior to constructing the OC&E, probably 90% of them. The ones I did not build, I thought they had some potential of getting on the layout eventually because I knew once the building started going up, time would be of the essence because money was going out and nothing was coming in. I also knew that the majority of those pictured needed to be detailed "on-site" to reflect the angle from which they'd be viewed. The ones that weren't used (two-thirds?) were sold and the proceeds went into the construction kitty.

Once the layout started we concentrated on construction almost exclusively. When sites had been developed to the point where I could determine what "ground" I had to work with, only then did I start looking at what would fit and what wouldn't. There were a few exceptions: I knew the White Pelican Hotel would be utilized and situated for sure in K-Falls, for example, and that Lakeview Building Materials would be a customer of the railroad in Lakeview. I also constructed a



You might recognize some of these buildings, some you will not! The OC&E has roughly 190 structures on the layout.

batch of building fronts to go against the backdrop walls. I built them not knowing exactly where they'd go, but knowing there would be a need somewhere. In addition, of course, all the bridge and trestle work was accomplished in advance according to my plans (sans CAD drawings).

Allo Donates Internet Service



Fiber Optic service, and even the Internet is still several years in the future, but our 1975-era OC&E model railroad still loves Allo!

After suffering from less-than-stellar internet service for many years, the museum now has very good internet service provided by Allo Fiber a communication company serving Greeley.

ALLO Communications is a telecommunications company offering fiber telephone, long-distance, broadband, internet, and television to residents and businesses and currently provides communications services to 38 cities across Nebraska, Colorado, and Arizona totaling over one million in population.

Allo has given the museum, along with 24 other non-profit organizations in Colorado, free internet service for three years. And not only that, they have been a financial supporter of the museum, and as a vendor, we have found them very responsive and enjoyable to work with!

Burlington Northern Ore Trains Receive Backup Power

by Bob Pilk

Iron ore trains led by Burlington Northern (BN) locomotives have been running over Oregon, California and Eastern (OC&E) for a few years now. The ore has its origins in the Iron Springs district of southwestern Utah and operates by three railroads before arriving in Coos Bay, Oregon.

FeO Minerals LLC, based in Minnesota, and a shareholder of OC&E stock, purchased the Fair-Iss Iron mine for its export market. The BN was awarded the contract due to its reliable service provided in the Minnesota Mesabi Range operations.



In an unusual pooling arrangement, Burlington Northern provides the power and ore jennies, however, Union Pacific (UP) crews operate the trains from the mines to Ogden, Utah. The mine is located on a UP branch some 20 miles west of Cedar City, Utah off UP's former Los Angeles and Salt Lake route.

At Ogden, Southern Pacific (SP) crews take over, as the trains follow the SP's Overland Route to Fernley, Nevada where they then take SP's Modoc Line north toward Alturas, CA then north to Lakeview OR. SP crews stay with the ore trains over the OC&E until arriving at Klamath Falls. There, BN crews based in Klamath Falls, and qualified to operate on the route to Coos Bay, take the trains to the port for loading on ships.

Recently, the BN sent additional backup power in the form of two General Electric (GE) U33Cs and a GE U30C in support of the ore trains to maintain deliveries. These heavy trains working across the unforgiving Utah and Nevada deserts have led to an occasional power failure en route to their destination, leaving trains out of service until repairs are made. The additional power will allow trains to meet shipping schedules at Coos Bay Harbor.

Background on the GE locomotives

The U30C model was a 3000 HP locomotive produced between 1966 and 1976. It competed with EMD's popular SD40, and as EMD had a long backlog of orders, railroads went to GE to fill their needs. Total production amounted to 600 units built. Two years later, in 1968, GE began produc-

tion of the U33C, a 3300 HP locomotive, staying in production from 1968 to 1975, however, this model was not as popular at only 375 units built.

The BN purchased both models as heavy coal traffic on railroads increased. When fuel prices increased in the early 1970s, BN went back to GE and ordered the more fuel-efficient U30Cs, becoming the railroad with the largest fleet of U30Cs at 181 units. This far exceeded BN's roster of 39 U33Cs. BN used these locomotives in mineral, general freight, and coal service. In 1976, production of the U30C was succeeded by the C30-7 locomotive.

The models

Three Atlas locomotives were purchased and upgraded by Bob Pilk as additional power for the ore trains. One locomotive is a General Electric U30C and the other two are General Electric U33Cs, all decorated in the Burlington Northern's green and black paint scheme. The U30C is distinguished from the U33C models by having a narrower radiator profile than the U33C's. As usual with most locomotive purchases, the units require work before going into service on the museum layout.

First and foremost, the locos were fabricated at the factory as DC models, with motherboards designed to accept 8-pin DCC decoders. Furthermore, the Atlas models were primarily designed as non-sound locomotives in that metal weights consume most of the engine compartment under the shell.

Heavily weighted locomotives are important for operation on the OC&E layout due to their long trains and steep grades over Quartz Summit. Rather than remove one of the weights to accommodate a speaker for an "Atlas style" decoder board, a different approach was taken. Scale Sound Systems (SSS) is a source of DCC speakers, designed and developed by a sound engineer. These speakers offer full-range sound, with low frequency response. We are in the process of slowly replacing most locomotive speakers with SSS speakers. SSS

offers custom-made speakers and enclosures to fit specific locomotive models. In the case of Atlas GE locomotives, SSS makes a speaker to fit the space between the weights, but requires the use of a “Decoder Buddy” motherboard, by Nix-trains, and a 21-pin Soundtraxx decoder. All three locomotives received this new configuration for DCC control and sound. LED lighting replaced the incandescent bulbs in the older production U33Cs.

What follows are specific alternations made to each of the three new GE locomotives.

BN 5341 – This is a GE U30C and its number represents the second order of U30Cs received by BN in 1972. This unit is a newer run of Atlas models and it came with an operable beacon light representing GE locomotives in use by the BN in 1975. The locomotive was furnished with an appropriate horn, snow plow, properly painted handrails, and correct black numbers on white background number boards. Other than wiring the LEDs to the new motherboard, and adding a firecracker antenna, it only required assembly of furnished details and weathering to be added to the locomotive.



Several BN 5300 class U30C locomotives congregate in Denver in 1988. The U30C can be easily distinguished from the U33C and successor C30-7 models by its smaller radiator that doesn't stick out at the rear of the locomotive.

BN 5754 – This is a GE U33C and its number represents a locomotive built in 1971 for the BN. The mechanism, drive train, and trucks were completely disassembled for cleaning and re-greasing, then re-assembled. Motor bearings were lubricated and the model was test run in DC mode to ensure smooth and quiet running before installing the DCC components.

New lighting required the removal of all the cab windows and number boards. A new rotary beacon was purchased, made operable with a tiny 0402 LED, and installed on the cab roof. New LED lighting was added for the front headlight and number boards. All lighting was connected to the Decoder Buddy, lighting mini-board to allow for easy shell removal,

with all lighting attached to the shell.

This model was originally decorated as BN 5749, however, the museum already owns this model with that number, so the numbers were removed, a gloss finish applied to the area before renumbering with new decals on the hood sides. The number boards were improper, having clear numbers on a black background. These were removed, made clear and painted white, with black numbers added to match the 1975 appearance. Number board decals were sealed with a gloss overcoat. Body decals were first sealed with a gloss finish, then refinished after weathering with a satin/flat clear overcoat.

The U33C models were made with an incorrect, N scale size horn, so a new 3-chime horn was purchased and installed in the proper location per the BN prototype. A new firecracker antenna was purchased and installed on the cab roof. A new snow plow was purchased and installed on the front pilot. All the handrails were furnished unpainted black, so they were painted the correct green and white color and lightly weathered with washes. Weathering was added to the body in the form of first fading the roof and sides, then adding some dirt and grime via a light application of airbrushing and washes. The exhaust stack was painted silver and weathered. Additional weathering was added to the underframe, pilots, fuel tank, and trucks. All the wheel faces were painted to cover the metal sheen.

BN 5761 – This is also a GE U33C and its number represents a locomotive built at the same time and the same order as the locomotive above. Except for the removal and replacement of the number of the locomotive, all work followed that outlined in the work on BN 5754.

As the newly acquired models are placed into service, the existing models will be given similar overhauls and upgrades for continued use.



With an ALSO in the Ore Train pool, backup power is definitely going to be used.

Introducing the Museum Staff

by Brion Oakley

Introducing: Emerson Cole

Mostly working at the front desk Emerson is the first person to greet visitors to the museum. With her cheerful personality, she is a wonderful addition to the staff. She came to use as a high school intern and enjoyed being part of the CMMR Team, so we hired her.

What did you do before working at the museum? I worked at a McDonald's. It was awful. I also went to high school, that wasn't as bad.

What attracted you to the museum as a place to work? I wanted a fun and positive place to work and to get to know people.

What are your responsibilities at the museum? I work at the front desk and help visitors. I also help with any tasks that Amy and Michelle need help with.

What are you most excited about for the future of the museum? I am excited to keep seeing the museum grow and bring joy into people's lives.

Do you want to share anything about your personal life? This place has brought so much joy into my life and changed



it for the better. I cannot imagine life without this place.

Steam or Diesel? Whatever the correct answer is. (Ed. While there is no correct answer to this question. Maybe Emerson will accept guidance to help her make this decision.)

Donations & Collections Team

The museum is offered a lot of non-monetary donations. Sometimes it's a simple, unique, or historical artifact that can be added to the museum's collection and displayed as part of an exhibit. Or at the other end of the spectrum, perhaps we are offered a significant collection or in some cases as complete model railroad by a family member that needs to dispose of an estate.

It takes a lot of work to appraise, evaluate, catalog, and if needed, distribute the items that we take in. In the extreme cases, we might travel somewhere along the Colorado Front Range, disassemble the items(s), and transport them back to the museum's South Building. And once it arrives, it takes a fair amount of effort to determine the best way to handle it. When it is decided that the items won't be kept for museum purposes, they may be sold or given away to someone that can make good use of them. The proceeds can be used to enhance other museum exhibits. All this takes a lot of effort and dedication.

The Donations Team is led by Duane Fields, but gets assistance from Chuck Call, Roy Moore, Barry Bartram, Steve

Lehwald, and Stan Woodcock. These guys often add a lot of brawn to the brains of the operation!

Please thank these guys for their hard work and dedication! They provide a valuable service to the museum.



The donations often include some very nice models.



The Coos Bay Switcher

by Brion Oakley

In the early years of the 20th century, the western part of Oregon was dominated by the Southern Pacific. Also, during this time, the Great Northern built a line south from the Columbia River through Klamath Falls and into California. The OC&E main line was completed between K-Falls and Lakeview by 1928. Wanting to decrease his dependence on the SP and open up markets for products originating on the OC&E Gus Dobyns pushed his railroad west to the Pacific Coast. Being the largest deepwater port between Seattle and San Francisco, Coos Bay became the focus of his attention.

In 1975 the country was just starting to shake off the effects of the 1970's economic stagnation. In Los Angeles and elsewhere across the West, new housing starts were up. While below the rate of the prior years, it was enough to get the lumbering crews back into the forests across the Pacific Northwest and increase production at the lumber mills. More importantly, traffic was up on the Coos Bay branch of the Oregon California and Eastern Railroad.

The Coos Bay Branch offers a sharp contrast to the busy Oregon, California and Eastern main line, and traffic on the Coos Bay Line varies with ship sailings. Unlike the scheduled time freights on the OC&E mainline, the trains patrolling the branch are extras and don't run on any particular schedule.

There are three trains which traverse the branch. The **Coos Bay Hauler**, trains 705 (westbound) and 706 (eastbound), leaves the port with loaded tank cars of fuel oil and aviation fuel, empty grain hoppers, open gondolas, boxcars, and empty bulkhead flatcars. It returns from Klamath Falls Yard with empty tank cars, loaded hoppers, gondolas, boxcars, and lumber cars. The **East Klamath Falls Turn**, trains 703/704, brings in all-door boxcars and bulkhead flatcars loaded with finished lumber from the Weyerhaeuser mill, as well as flatcars with trailers and boxcars from the Klamath Glass Works.

In addition, trains 251/252, **The Great Lakes** often makes an appearance with its load of Minnesota Taconite destined for the ore dock. (Ed. **The Great Lakes** is covered in greater detail in the book **Main Line Trains on the OC&E**, available in the gift shop). All of this activity makes for a challenging and busy day on the docks for the Coos Bay Switcher.

Let's take a day and follow the crew of the Coos Bay Switcher as they go through their duties around the Coos Bay Docks. The docks are busy and not necessarily a safe place to be hanging around, but I have permission from Steve Palmer, the OC&E General Manager, to be on railroad property. It is a typical sunny spring day in the Pacific Northwest with temperatures expected to be in the mid-60's. A slight breeze blows briny air off the ocean as the wail of the seagull "mew"



Switchman Hozian signals distance to stop

calls punctuate the morning stillness. I am glad I grabbed some coffee and sandwiches from The Bay Street Deli in downtown Coos Bay as food options around the docks are few and far between. Unless you count the occasional appearance of the *Between the Buns* food truck. The ships, *Yaquina Bay* and *Winchester Bay*, are both in port and have given notice of arrival meaning they are ready to receive and discharge their cargo. These ships ply the waters of the west coast from Alaska to California. Both are sturdy ships with nice proportions and are the pride of Dick Marshall Maritime Shipping.

We start out with our crew down by the engine service track. A quick look around the yard reveals that both Train 705 the **Coos Bay Hauler** and Train 703 the **East Klamath Falls Turn (EKFT)** arrived overnight. Both tracks are full as the Hauler is only one car short of its 20-car maximum length, and the EKFT has a full 17-car train. Coos Bay Yard has 9 tracks. The rear 5 tracks are reserved for the Ore Train, followed by the EKFT arrival/departure track, the Coos Bay Hauler arrival track, the Hauler departure track, and the dock track.

Today's crew is; engineer Bob Nastan, conductor Andy Lewis, head brakeman Ed Hozian, and rear brakeman Ted Schulte. After a brief meeting with the yardmaster, the crew gets right to work. Consulting his stack of waybills conductor Lewis plans his moves and writes out his switch list. Engineer Nastan inspects the power and waits while brakemen Hozian and Schulte walk the trains to look for defects. Conductor Lewis boards the locomotive and it's a quick move down the south yard ladder to the waiting Coos Bay Hauler.

Once coupled to the train, the brakemen release the handbrakes on the cars. Inbound cars from last night's *Coos Bay*

Hauler include four loaded covered hoppers for Monfort Elevator, three flat cars loaded with pipe, four empty tank cars for crude oil loading, three empty tank cars for aviation fuel loading, and five loaded boxcars. In addition, a similar number of cars will need to be picked up and assembled into train 706 back to Klamath Falls.

The first order of business is to classify the inbound cars, grouping them by destination on the docks. Because the rear yard tracks are reserved for train 251/252 this work must be performed using the dock and departure tracks. Being an “old head” and a veteran on the docks conductor Lewis always has a move in mind and is seldom without a place to stash a car. The next move is to take the loaded covered grain hoppers down to Monfort at the north end of the port and exchange those cars for empties.

A quick consultation with the Monfort shipping manager tells the crew the Monfort switch crew has put the empties on the rear storage track. It’s an easy swap as the loaded cars are requested to be placed on the same track.

Heading back south the crew grabs all the empties from the north and south sides of Pier 4. Pier 4 is for General Freight Loading and Heavy Machinery and is the destination for many of the cars off the Coos Bay Hauler. Not every car on the dock is empty and ready to be picked up, so those must be put back in place or stored in some empty corner of the yard for later replacement. Pickups complete, the yard crew runs to the south yard ladder and pushes the empties onto the Hauler departure track. Now it’s back to Dock 4 with the loads.

All of these reverse moves are done under the watchful eye of the crew riding the last car. While radios were being added to locomotives and cabooses



Sometimes the U18B locomotives are used as switch engines in the terminal. A deck hand from the *Yaquina Bay* took this photo while he was inspecting the ship’s lifeboats.

in the 1940s and into the 50’s, hand-held radios were another story. Hand and lantern signals were the standard until the late 70’s. Thus, the OC&E yard crews use a universal set of rules and hand signals to communicate with the engineer information such as come toward, move away, reduce speed, stop, and distance to stop. Brakeman Hozian and Schulte have got to be the hardest-working men in the yard. I watch as they tirelessly hop on and off railcars, setting and releasing brakes, passing signals to the engineer, coupling and uncou-

pling cars and crawling between cars to hook up air hoses.

Next up are the oil and aviation fuel tank cars. Working the fuel tracks creates some additional work for our crew. Since the fuel tracks face to the south, the opposite direction of the dock tracks, the locomotives must run around the cars to push them into the sidings. As directed, the engineer pulls the tank cars from the yard track and places them on the yard ladder. The other yard ladder leg is used to run to the other end of the cars. The locomotive is now on the correct end of the string of cars.

With only 7 cars they all fit on the yard ladder. Any more than 8 cars and they don’t fit which means that the aviation and fuel oil tracks must be worked independently of each other. After exchanging loads for empties the crew uses the yard ladder to switch ends again in preparation for pushing the tank cars into the Hauler departure track.

A word about train make-up. OC&E rules state that tank cars or any car carrying hazardous materials must be separated from the engine or caboose by at least one car. Knowing this our “old head” of a conductor has already stashed a boxcar on a nearby track ready for just this purpose.

With the outbound Hauler on the departure track, the brakemen again walk the train inspecting for defects



Engineer Nastan waits to confer with conductor Lewis.



The port is a busy place when there is a ship to load.

and hooking up air hoses. Engineer Lewis and conductor Nastan take this time to relax a bit and look over the switch list for the East Klamath Falls Turn.

There usually isn't much car sorting to be done with this train since most of the cars come from the Weyerhaeuser mill and they do a darn good job of sorting the cars at the mill. Today's train has only 1 car from the Klamath Glass Works, 3 flat cars with trailers for the TOFC ramp, 7 bulkhead flat cars loaded with lumber, 5 all-door lumber box cars, and one general service box car.

It's time for lunch and I sit with the crew as they dig into their lunch boxes. Andy Lewis's wife is known as a great cook and again today she doesn't disappoint with deviled eggs, a sliced roast beef sandwich on freshly baked bread, a hearty slice of carrot cake, and a Tab to wash it all down with. The Tab is because Andy's wife thinks he needs to lose a little weight. Ted looks at Andy's lunch and then his Koogle sandwich and Snack Pak with the child-safe top and just sighs.

The yardmaster comes over to confer with the crew. The OC&E dispatcher called to inform the yardmaster that train 251 had just departed K-Falls. While it's still a way out, the crew will have to work around it when it finally arrives.

Lunchtime is over and the crew starts in on the EKFT hoping to complete most of their work before train 251 arrives and they have to help yard the train. As with the Hauler, the first task is to pull the empties from the north and south sides of Pier 3. Pier 3 is for lumber loading and is the destination for all of the cars from the Weyerhaeuser mill. As with Pier 4 not every car is empty and ready to be picked up and may sometimes need to be re-spotted.

Our crew is just finishing placing the loaded boxcars and bulkhead flats when they hear train 251 calling for the draw bridge over Coos Bay to be lowered and requesting permission to

enter the yard. Now that Train 251 is close, our crew moves to the north end of the yard where it will pick up the cabooses from the end of the train. Access to the drawbridge is almost impossible as it is behind Coos Bay and surrounded by water and tidal marshes. The bridge tender must rely on a railroad speeder to go to work. I won't be taking any pictures of the train crossing the bridge and instead moved near the switch crew at the north end of the yard.

The *Great Lakes* leaves the cabooses on the branch as it enters the yard which is where our crew retrieves it before pulling it back in the yard. Remember the yard tracks that our crew needed to keep empty? They are now full of loaded ore jennies.

The next step is for the ore train to run around the yard before backing up to gather the empty ore cars on the Ore Dock and Ore Car Storage tracks. 251 is now 252 since it has changed direction and is now eastbound. With its air pumped up and the train inspected, the train heads out of town, pausing only long enough for the crew to tack the cabooses on the back. With the Edmund Fitzgerald in port, it's important to get the loads of ore up on the dock. I hustle over to the south end of the yard as the yard engines labor to push the loaded ore cars up the incline to the dock. Don't let their size fool you, iron ore is dense and these cars are heavy.

Engineer Nastan notches up the throttle in the GP38-2s and the EMD 645E engine's 16 cylinders spring into action. The engines roar as they labor. It takes all of their 2,000 horsepower to push the cars up on the dock. The sound surrounds you. It's a sensation that you feel as well as hear. The brakemen are once again very busy. Correctly spotting the cars above the dump pockets and not pushing them off the end of the ore dock requires clear hand signals and skillful control of the throttle and brakes by the engineer. There are almost



The author with his trusty Gremlin. Remember it is 1975!

80 ore cars and each has a hand brake which must be set to prevent a run-away.

With the ore cars tucked away on the ore dock and storage tracks, our crew turns its attention back to the East Klamath Falls turn. There are only a few cars left to work over at the north end of the yard. I re-locate on the side of the road by the warehouses careful to be out of the way of the shag trucks hosting the trailers around the warehouses.

What makes this move interesting to watch is that since the warehouse tracks face north and the TOFC track faces south the crew will end up with a car on each side of the locomotive. To do this the crew pushes the train out of the yard leaving the boxcar for the glass warehouse up on the branch.

After pulling the rest of the cars back into the yard track the locomotive runs the length of the yard and backs down to the TOFC cars before moving ahead to the waiting boxcar. Back and forth it goes, shuffling the cars into position. Placing the outbound cars into the yard track the crew is done working the Hauler and EKFT. The brakemen inspect the trains and hook up the air hoses preparing the trains for departure. Returning to the engine service track the conductor checks in with the yardmaster. Since there are no late pick-ups, the crew is done for the day and ties down the locomotive. A truck from the Tidewater Fuel Company is waiting to top off the tanks with No. 2 diesel.

I bid goodbye to the yard crew and head into town where I have a room waiting for me at the Edgewater Inn. The sun is going down. Tired after a long day on the docks I head for a late dinner before going to the Inn. It isn't as fancy as the Red



This is the switch list the crew used.

Lion but it's clean and quiet. Both the Hauler and East Klamath Falls Turn will probably head up to Klamath Falls, but it's late, so I will save that for another day.

Summer Camp at the Museum

Calling all summer campers! TRAIN CAMP IS BACK!

Join us for our 2024 summer camp! For \$75 per child, we host 4-day summer camps Tuesday through Friday from 8 am to 10 am for ages 3-5 and 6-12. We request that one Grown Up stay for the scheduled programming. After the programming, each student participant and adult can come to the museum for free! Come build legos, participate in a dinosaur dig, learn about Train safety, participate in multiple crafts, and have fun WITH TRAINS! Sign-ups will open for members on February 5th and for the public on February 12th!



Introducing Our Volunteers

Editor's note: This month we start a new newsletter feature where we introduce some of our volunteers to the museum community. Brion Oakley will pick some volunteers at random for each issue. Some you may already know, others you'll learn something new about.

Introducing Darick Tucker

How long have you been volunteering at the museum? 5 years.

What attracted you to give your time to the museum?

The ability to run trains and talk to people about model trains.

What do you enjoy most about the museum? The volunteers and interacting with guests.

What skill set(s) do you bring to the museum? I like electronics. I helped set up the ability to bring your own throttle to the museum.

What excites you most about the future plans for the museum? Everything.

What is your favorite train, exhibit, or artifact at the museum? I love the ore train, Trains 251, 252.

What is your favorite railroad? Southern Pacific.

What would you like the rest of the CMRM volunteers to know about you? I am a big Broncos Fan.

Steam or Diesel? Diesel

Introducing Curt Schukei

How long have you been volunteering at the museum? 5 years.

What attracted you to give your time to the museum?

I was a frequent visitor for many years. Volunteering was always something I wanted to do in retirement.



What do you enjoy most about the museum? Spending time with people who enjoy trains. Visiting with guests, from all over the world. Encouraging those with an interest to make model railroading their hobby.

What skill set(s) do you bring to the museum? I enjoy interacting with guests and giving personal tours. As well as doing minor maintenance and repair on the layout.

What excites you most about the future plans for the museum? The opportunity to meet visitor expectations and enhance their visit.

What is your favorite train, exhibit, or artifact at the museum? #301 the Log Train. I enjoy switching plus I have had guests follow along and watch for up to an hour.

What is your favorite railroad? Rio Grande Southern, Rio Grande narrow gauge.

If you could ride on any train, what would it be? I have been fortunate to ride most of the trains on my favorite list.

What would you like the rest of the CMRM volunteers to know about you? Trains are fun. Being a grandparent is the best!

Steam or Diesel? Steam, first generation diesels.

Introducing Codi Brooks

How long have you been volunteering at the museum? 8 years.

What attracted you to give your time to the museum? I have been doing the hobby since I was 8 and I felt the museum would give the opportunity to further my skills in the hobby.

What do you enjoy most about the museum? Seeing the guest's excitement and enjoyment on their faces when they realize the museum was more than they expected.



What skill set(s) do you bring to the museum? I am a mechanic by trade so I use these skills on the loco team to keep museum locos running. I am a recent add to the electrical team as well. I am also the Grinch.

What excites you most about the future plans for the museum? The possibility of having clinics at the museum so that volunteers can pass their knowledge and skills down for generations to come to continue the hobby.

What is your favorite train, exhibit, or artifact at the museum? The caboose.

What is your favorite railroad? KCS, I think they have the best paint scheme of all the railroads.

If you could ride on any train, what would it be? CTA intercity transit train. It sounds weird but my grandmother actually started me in the hobby and she would take me to ride the train lines around the city. Just because she knew I loved it.

What would you like the rest of the CMRM volunteers to know about you? I am here for the greater good and advancement of the hobby.

Steam or Diesel? I'm definitely a diesel guy. Don't get me wrong, steam engines look a lot better but are a pain to maintain and work on. Diesels are way easier to maintain from a mechanical standpoint.

Museum Volunteer Orientation Sessions



The museum 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:

- January 19 (Friday)
- February 17 (Saturday)
- March 15 (Friday)

Please sign up at

<http://tinyurl.com/mtu2bhvv>

Or contact Bill Kepner at cmrmeditor@gmail.com

Just Another Day on the Railroad

Mr. Dobyms:

I have been getting a lot of criticism lately from Trainmaster Barzdukas. I would like the opportunity to defend myself and my shops position so you and Mr. Barzdukas can understand the reasons why we have been taking a bit longer than normal to get the power available for certain trains.

We will use the power to today's 301 for example. The unit numbers are 7602, 7604, 7607, 7601, and 7605. When we were called up today that a Weyerhaeuser turn was needed, we had to scramble. We were instructed, if you remember, to cut costs, as fuel prices were going up so we needed a way to offset those expenses. So that being said we have been forced to monitor ongoing issues and the locomotives in this consist are just an example.

As you know, none of the units in this set have dynamic brakes. So we have been going through brake shoes pretty heavily on this set. Due to your General Order of only working on "necessary repairs" we have not been able to track down the water usage the 7604 has. Daily it goes through about half a glass of water. So that one needed to be topped off.

The 7602 has been going through about 60 gallons of oil a day, which, we had to reposition the consist in order to get that taken care of. Also, because it is fall we are starting to get more traction issues, so we have been having to fill up the sand tanks pretty regularly.

When you instructed us to do the bare minimum, sand is one thing I will not allow my shop to skimp out on. You may need to be reminded that sand is a federal requirement, I cannot allow a consist to leave my facility without at least 50% sanders working. Since you have not approved us to spend the money to fix our sanding machine we have been forced to carry 50 LB sand bags up to the top of the fuel rack to fill rear sand tanks, and then the same up on the short nose for the front tanks. That all takes an unnecessary amount of time when we could just use the shop air and spray sand right from the fuel rack.

On top of all of that, the 7607 has been having ground relay issues. We have narrowed it down to the #3 traction motor being grounded. We have not been able to get that swapped out as we do not have an available wheel/motor combo to replace it with, so it would require us to tear down that combo, use the existing wheel and build a new combo with a new motor. All of which takes time. So, that motor has been cut-out for the time being, only giving it 3 motors for power.

On top of all of that the 7605 was found to be "huffing" this morning. We narrowed it down to the #11 head has a cracked



The railroad's M-K TE53-14E locomotives are typically used on the Log Turns and get a lot of hard use.

valve. Guess what, we don't have time to fix that, when we are given less than a 3 hour window to get units fueled, air and loaded and marked available for a crew. That is the reason the 7605 was taken out of consist, dead and drained today. That will need to be fixed before it can get back out on the road.

Also, here is your remember that the 7601 is due for its mandated 734 day inspection. It will be out of days by the time it returns to Klamath Falls. If it takes any extra time for the train to return that unit better be isolated or dead. Running a locomotive overdue on inspection does have its penalties.

You furloughed those workers deemed non-essential to operations. When myself and the Union tried to defend their jobs you said "they can speak to my lawyer." Well, here you go. Two extra guys would be very useful right about now.

Lastly, we are running out of MU cables. It seems as though any of the extra ones I had stored on locomotives have gone missing. Luckily we had to pull that 7605 out of consist today as that freed up a cable. When we air and loaded the consist we had a no load issue between the 3rd and 4th unit. Cleaning the terminals did not help, so we had to swap cables. We will have Mr. Ellis, our only remaining electrician, look at this cable when he has time.

Keep in mind that these are only the problems we have had with one consist.

I hope I have made my points and that they have been understood. If not, I hear there's an opening at the Great Western Railway in Colorado.

*Regards,
-Name Withheld-*

(Mr, Dobyms is the fictitious head of the OC&E and we love to use his personification to help the OC&E come alive!)

Guest Report

For December, the number of visitors was 2541, in comparison to 1924 in 2022.

Some of the groups visiting were the NoCo Christian Academy and the Fort Collins ElderHaus.

We had a total of 18,455 visitors in 2023, up 20% over 2022 that had 15,523 visitors.

From the Guest Book in December:

The number of Colorado cities represented in December was 38 We have a total of 110 Colorado cities represented in 2023. The top five in December were. Greeley (27), Fort Collins (14), Denver (7), Loveland (7), and Severance (4).

During December 2023, the number of states represented was 33. For the full year, we have had visitors from all 50 states plus the District of Columbia. Someone signed in from West Virginia as having "grown up" there! The top five in December were Illinois, Wyoming, Minnesota, Nebraska, and Texas

The number of Countries represented in December was 7, and we had visitors from 27 countries in 2023. A new country was Saudi Arabia

How did people find us?

Word of Mouth	56%
Social-Media	21%
Brochure	7%
Google	12%
You Tube	3%,
Other	1%

(Calculated from 182 entries in our guest book)

Some Recent Comments from our Guests

Gregore from Switzerland wrote:

Incredible! Realistic! I appreciate that the signalization works correctly. Friendly staff!!

Jaclyn, Stephen, and Eli from Greeley wrote:

So amazing that the trains run like an actual system with the traffic lights. All the displays are great!

Stephanie and Fabian from New Mexico wrote:

Visit with Santa! The kids loved all the displays. The staff is amazing. Will definitely recommend!

The Froehlich's and Jacobi's from Maryland wrote:

Awesome! Amazing attention to detail and knowledgeable staff willing to answer questions!!

Jennifer from Aurora wrote:

Fabulous museum! Such detail and realism! Also, thanks to Darrel for the behind-the-scenes tour!

Ian, Mark, and Alistair from the United Kingdom wrote:

What an amazing display! Incredible detail and everyone is so friendly, too!

Museum Calendar

February 3 N-Scale Day and T-Trak Exhibit in the Lobby

February 10 Colorado Grit Hockey Team is here for Valentine's Day – the players will be here to make Valentines with our guests.

February 17 Santa Fe Day

February 24 Freezy Dayz with the Greeley DDA

March 2-3 Western Pacific Railroad Weekend

March 9-10 Literacy Weekend featuring Harry Potter Hogwarts Express

March 16-17 BNSF Railway Weekend

March 31 Closed for Easter

April 19-21 Extreme Trains Weekend

April 23 Home School Weekend

April 27-28 Amtrak Weekend

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 the museum community, supporters, and others interested in the museum.

The March issue **PUBLICATION DEADLINE: Monday, March 11, 2024 at 5:00 PM.** Send submissions to cmrmeditor@gmail.com.

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