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INSIDE THE OC&E

Dirt the Cat Comes to Greeley



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Late in the afternoon of Saturday, March 8th, Museum Executive Director, Michelle Kempema, was returning from a local meeting when she saw a lady carrying a heavy-looking box and ran to open the door for her. Michelle asked the woman, "Did you bring model trains to donate?" and the woman replied, "It is not model trains, but you need to open it."

When Michelle opened the box, there was an envelope on top of the box. She pulled back the wrapping and saw the back of a bronze furry animal. Filled with excitement, Michelle reached around to the front of the statue, instantly knew what it was, and stood up and said, with utter joy, "This is Dirt the Cat! The third statue of Dirt the Cat!"

The woman smiled and handed Michelle the book from the box about Dirt the Cat and a second envelope. "You need to read the letters," the woman said. Michelle turned to ask the woman if she wanted or needed to fill out any donation forms. "No," the woman said and turned to leave. Michelle said, "But I don't even know your name!" "And you never will," said the sweet lady as she slipped out the door.

Stunned and full of excitement, Michelle read the first letter. It was from Mark Bassett, the Director of the Nevada Northern Railroad, the original home of Dirt the Cat. As Michelle read the letter about how an anonymous donor thought that our new plaza would be the perfect place for Dirt to find his forever home in Colorado, tears were flowing.

When Michelle pulled out the second letter, it was a letter directly from Dirt...and it was dirty. Covered in coal smudges, (there



were even some coal remnants in the envelope), the letter spoke of how Dirt wanted to remain near trains and where he could greet people.

With tears still flowing down her cheeks, Michelle took Dirt out of the box and immediately took him out to see where his forever home could be. After settling on the space right next to the Conductor in the plaza, Michelle snapped a photo before bringing Dirt inside to sit outside her office until there is a permanent plan made later this Spring. The location at the top of the stairs allows Dirt to sit on a milk crate and observe the entire lobby, exactly like a cat would. He is the perfect height to receive a little scratch on his head every time staff enters and leaves the office.

The Colorado Model Railroad Museum is thrilled to be the home of one of the three Dirt the Cat bronze statues.

Throughout the history of railroads, it has not been uncommon for stray animals to be adopted by railroad personnel. In Fort Collins, Colorado, *Annie the Railroad Dog* had been a fixture as she hung around the downtown Colorado and Southern depot, greeting passengers as they disembarked from their train. She was just like a fire station's dog. Annie died in 1948, but her gravesite is preserved at the modern day downtown transit center on Mason Street in Fort Collins.

Other railroads and museums have had stray cats and dogs live around shop areas. The warmth of locomotives and other equipment might be a good spot for the animal to bed down on a cold night. Food might be left by loving shop crews who have sympathy for the otherwise homeless pet.

Hello! I've always wanted to visit Colorado--the cold and snow make me feel right at home! I'm Dirt. As railroad folks, you've probably heard my name, if not my story. An abandoned kitten, I wandered into my dream home and job at the Nevada Northern Railway Museum. The kind folks there fed and loved on me until I felt part of the crew. As I grew in size and know how, they let me supervise activities in the Engine House and Machine Shop. With time, I earned the name of Boss Shop Cat from them. I loved being in the shop / in the middle of things (and on colder days in the steam locomotives' cabs as they were fired up). As I got older, I still liked making sure things were done right, but found that I loved being with people the most. I taught my buddy DJ how to supervise so I could spend more time with the staff, and especially welcoming our visitors.

When I had the chance to travel away, I chose Colorado. I knew once my wandering was done, I'd find my forever place. I've seen many fine railroads and museums in the state since, but I chose Greeley because of your outside space and liking the idea of being around "folks" like me who have stories to tell--bronze and bricks alike. I know we'll be friends, and I can help them share the joy of trains and the history of railroading with all the people coming to your museum. I'll welcome visitors at the start of their experience, just like I did in Ely, but in a different way now! I also like that the train tracks run close by, and that I can hear and feel trains rumbling by. Mostly diesels, I know, but I'll be in the perfect spot to catch the rare steam locomotive passing through...

If you'll have me, I'd like to stay here. The friend who sent me knew I needed to be in a place where a lot of people could see me and enjoy my company. They'll check in when it's warmer (and less chance for snow!) to make sure it's okay. They'll want to pay for putting me in the right spot, but want to make sure there's time to plan so I fit in nicely. Humans and their details...!!!

Hopefully,
Dirt



But Dirt was special and became well known throughout the heritage railroad community. The marketing geniuses at the Nevada Northern Railway in Ely, Nevada had made Dirt a prized attraction of the railroad. Look on YouTube for videos of “Dirt the Cat.” Trains Magazine eulogized Dirt on their website at <https://tinyurl.com/svth8jmv>

After Dirt passed away in January 2023, the Nevada Northern Railway commissioned three bronze statues of the cat’s likeness. One would be at his grave, the second would be at the NN Railway’s shop. The third would be auctioned off, with the proceeds going to the railroad, to help maintain its unique and historic facilities.

Last December, when the auction was announced on Facebook, Michelle shared the post to her friends, and added “if the person who wins this auction would be willing to donate Dirt to the Colorado Model Railroad Museum, we would love to have him.” But with everything else she had going on, she had forgotten about that comment, until now.

Having a real cat at the model railroad museum wasn’t going to be a good idea. The combination of cats and model railroads often is a disaster; especially those model railroads that have great scenery, and vast areas where a cat can hide and make their home.

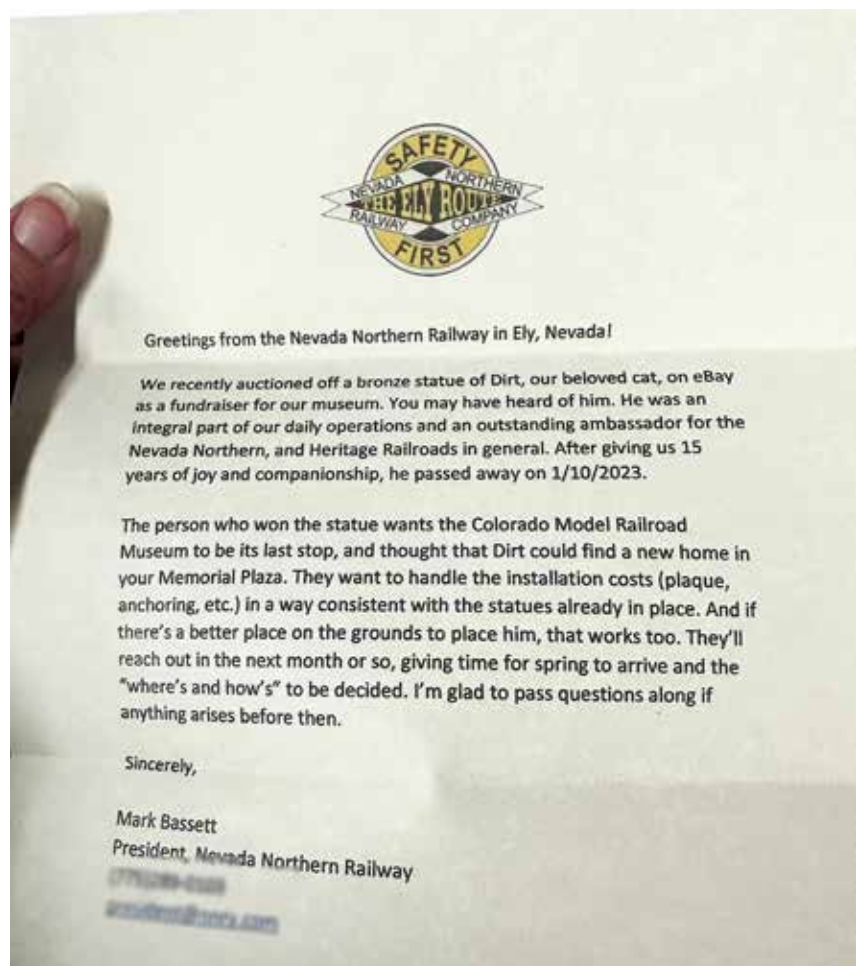
For now, Dirt will stay inside the museum, next to Michelle’s office. Already several visitors have come to the museum to see Dirt. And to let their children pet him.

So this is just a cat, what makes the statue so special?

Part of that is the fun. A little bit of quirkiness to help us all during times of stress and confusion.

But more importantly, it gives the museum a bit of notoriety, and acknowledgment among the railroad museums and attractions across the country. We already had some small connections with the Nevada Northern Railway. Several of our museum volunteers had visited and attended their premium events. One of our long-time volunteers had actually worked on one of the railroad’s steam engines.

And, by the way, Dirt as a name, was quite fitting. Railroad shop environments are always dirty, and Dirt would often sleep in or on the warm steam locomotives. The “dirt” on the letter we received was authentic. Those who had visited can attest, *Dirt was Dirty!*



Rocky Mt Train Show

During the weekend of April 6-7, the museum will have three separate activities at the Rocky Mountain Train Show at Denver’s Western Stock Show Complex. Our three main goals are: 1. Promote the museum, 2. Show off our Youth Program, and 3. Sell some of our donated items to raise money.

When we receive donated items, there are three possible ways they help the museum:

- They are items we can use directly for Museum Exhibits or as part of our model railroad displays.
- We use them for our Youth Program, either for direct hands-on learning exercises, or as part of an off-site display or project.
- To sell to the model railroad community to help fund museum activities and projects. And to make available to younger and new modelers.

We always appreciate donated items, and they can always help the museum. We all know model railroad equipment is expensive, so if we receive items that can be used for our layout or exhibit projects, that helps directly. We always want to promote the hobby and make it easier for newer modelers to enter it. So our prices are always flexible. If we see someone looking at an item that they might not be able to afford, we can give them a good deal.

We also build up Lionel “Starter Kits”. These are effectively a “Train Set”, that include most of the components needed to get started, such as engine, cars, track, transformer, etc. They are always in high-demand, so we generally sell them only at the trains shows on a first-come, first served basis. We know everything is more expensive and we do this to get families back into the hobby



This year the Colorado Model Railroad Museum is sponsoring a Meet-N-Greet booth.

Saturday:

- 10:00 AM Colorado Rail Prototype Meet
- 11:00 AM Micro-Mark Designer Donald Becker
- 12:00 PM – Second Section Podcast
- 1:00 PM – YouTube Celebrity Mark “Hyce” Huber
- 2:00 PM “The Last Zephyr” book signing with Conductor Brad.

Sunday:

- 10:00 PM Colorado Rail Prototype Meet
- 11:00 PM Women in Model Railroading featuring Cinthia Priest
- 12:00 PM Second Section Podcast
- 1:00 PM YouTube Celebrity Mark “Hyce” Huber
- 2:00 PM “The Last Zephyr” book signing with Conductor Brad

Rocky Mountain Train Show™

April 6th & 7th, 2024
 Saturday 9 am - 5 pm, Sunday 9 am - 4 pm
National Western Complex
 4655 Humboldt St, Denver, CO 80216



April 2023 Manufacturers, Vendors and Sponsors



3 Acres of Toy Trains - All Scales
Over 750 Tables of Trains, 25 Operating Layouts
Free Workshops & Clinics
Hourly Train Set Giveaway
Kids Play Layouts

FREE PARKING!

Admission: \$14 (valid for both days)
 Scouts in Uniform, Kids 12 and under FREE!
 Discount tickets available through VetTix for Veterans and first responders
 (quantities limited to 750 tickets)



Sponsored by the Rocky Mountain Division of the Train Collectors Association™ and Rocky Mountain Region of the NMRA

Skip the lines and buy your tickets in advance at your favorite hobby shop or online at -
www.RockyMountainTrainShow.com
 Join us on Facebook! 

What Skills Do You Have?

by Bill Kepner, CMRM Director of Operations

As the museum moves into the future, one of the Operations Director's assignments is to get our volunteers involved in more of the tasks needed to build a better museum.

We are conducting a survey to gather information on volunteer skills and interests. It will always be important for those who are experts in particular areas to share that knowledge with others, especially newer volunteers who want to learn.

Please take some time to fill out the survey form on the following pages. Forms will be available at the museum, Or email a copy to Bill Kepner at billkepner@cmrm.org Or take a photo with your phone and text it to 970 two-two-seven 4487.

We looked at using an only survey tool to collect this information, but we weren't satisfied with the results.

We're doing this to judge interest and the experience we will need for future projects. When we have something that might meet your interests, we'll be in touch!

Colorado Model Railroad Museum Skills and Interests Survey



Name _____ Where Do you Live? _____

When Available: Anytime _____ Weekends _____ Evenings _____

Please indicate your relative interest and skill level of the following items to help us build a better museum. These are not operations or docent activities, but things we can use for future projects. Use:

- | | |
|--|--|
| <p>0 – No Interest
 1 – Low Skill, but want to learn
 2 - Some Skill, need practice</p> | <p>3 - High Skill, you'll love my work!
 E – Able to Teach or Lead</p> |
|--|--|

General Facilities and Upkeep:

General Maintenance	0	1	2	3	E
Painting	0	1	2	3	E
Light carpentry	0	1	2	3	E
Tool Organization	0	1	2	3	E
Lighting installation	0	1	2	3	E
Warehouse Organization	0	1	2	3	E

Photography and Exhibits:

Layout Photography	0	1	2	3	E
Digital post processing	0	1	2	3	E
Newsletter Production	0	1	2	3	E
Special Publications	0	1	2	3	E

Scenery:

Trees, shrubs, and grasses	0	1	2	3	E
Layout Cleaning	0	1	2	3	E
Structure building	0	1	2	3	E
Painting	0	1	2	3	E
Scene Development	0	1	2	3	E

Electronics:

Signal Logistics/Programming	0	1	2	3	E
Signal Mast Assembly/Repair	0	1	2	3	E
Circuit board assembly	0	1	2	3	E
Layout Troubleshooting	0	1	2	3	E
NCE DCC Control System	0	1	2	3	E
Layout Wiring	0	1	2	3	E
CMRI and other control systems	0	1	2	3	E



Track:

Track Laying	0	1	2	3	E
Repair and Adjustment	0	1	2	3	E
Custom Switch Construction	0	1	2	3	E
Ballasting, New and Repair existing	0	1	2	3	E

Operations Setup and Development:

Switching and Yard Operations	0	1	2	3	E
Dispatching	0	1	2	3	E
Car Routing Logistics	0	1	2	3	E
Automated Operations Development	0	1	2	3	E

Rolling Stock:

Locomotive Maintenance	0	1	2	3	E
Car Repair and Set up	0	1	2	3	E
Decoder Configuration/JMRI DecoderPro	0	1	2	3	E
Inspection/Certification/Education	0	1	2	3	E
Weathering	0	1	2	3	E

Roadway (Faller Truck System)

Vehicle Maintenance	0	1	2	3	E
Road Construction	0	1	2	3	E

Technology

Access Database	0	1	2	3	E
Visual Basic/Programming	0	1	2	3	E
JMRI – PanelPro	0	1	2	3	E
Arduino/Raspberry PI programing	0	1	2	3	E
Software Development Best Practices	0	1	2	3	E
Network Administration	0	1	2	3	E

Docent Activities

Giving Tours	0	1	2	3	E
Engaging Special Needs Groups	0	1	2	3	E
Presentations on Artifacts	0	1	2	3	E
Museum Promotion Activities	0	1	2	3	E

Museum Systems Skills

Research and Artifact Cataloging	0	1	2	3	E
Donation Appraisals	0	1	2	3	E
Museum Collections	0	1	2	3	E

Return to Bill Kepner at BillKepner@cmm.org If you would like clarification of any of these items or have valuable skills not listed, Please ask!

Museum to Sponsor the Colorado Rail Prototype Meet

by Michelle Kempema

On September 21, 2024, the Colorado Model Railroad Museum will sponsor an event to highlight prototype modeling. We have reserved *Zoë's Cafe & Event Center* in Greeley, just a block west of the museum at 715 10th Street.

What is a Railroad Prototype Modeler (RPM) meet?

Railroad Prototype Modeler events have been growing in popularity over the last decade. It's an event where prototype details are discussed and modeling techniques are shared.

There are three main components of an RPM meet: presentations, a model display room, and a vendor room. Presentations can range across the spectrum of rail history and modeling prototypes, including industries and facilities. And there will be several well-known vendors so you can purchase items for your next project!

The model display room is where hundreds of models are displayed that offer inspiration for your efforts. At many events, the tables are raised higher than normal for easy viewing. Tablecloths are usually white to help show off the models and there are no assigned spaces so you will see a diverse display.

How the Model Display Room works:

You can bring railcars, locomotives, structures, scenes, or any prototype-based models. Please be aware the space can be limited and we must all share a portion of the tables.

You are encouraged to post a brief summary of your model and upgrades. Many RPM events have a form ready to download. Prototype drawings and photos can be displayed with your models but be wary of space limitations.

Works-in-progress are encouraged for display.

Be ready to discuss your work and to discuss with others about their models.

There is no contest, no judging, only the sharing of ideas and knowledge.

Pick up your display models before the RPM ends! Sharing skills and knowledge happens all the time at an RPM. This could happen during a clinic, at a hands-on workshop, or in the model display room. This is our plan for the Colorado RPM.

If you have a modeling skill you share at a table or a prototype presentation to give, please contact the Colorado RPM staff.



In addition to the main RPM activities, there are often extra events. These can be layout open houses, operating sessions, or tours. Every RPM is unique.

There is an underlying theme spanning all modelers meets, and that is fellowship. In midst of having fun discussing our models and prototypes, we meet each other and make new friendships. An RPM is an enriching experience. You come for the modeling but stay for the fellowship.

Contact Information:

Colorado Model Railroad Museum
Michelle Kempema – michelle@cmrm.org



Outdoor Projects

by Robert Nastan, PE

Lyster Warehouse - Western Skies has completed the punch list items for the installation of the doors.

The contract remains open for the north wall fascia repair and operable vent cover installation. Western Skies will not do the work until the overhead electric service lines are removed as they feel working near the lines is a safety issue.

Power Pole Removal - Union Pacific Railroad continues to be reluctant to assist the museum in the relocation of UP's electric service crossing the Courtyard. It has been decided to pursue an option with the museum providing funding and having the museum's electrician extend UP's service to the new XCEL transformer pole. The cost of this extra work is roughly estimated at \$7,700. However, the power poles are impeding the work on a number of projects and their removal is critical.

AI Frank Entry Plaza - An agreement has been submitted to Sculpture Services for the repair and the maintenance of the bronze statues for 2024. They have yet to respond to the proposed agreement.

The trees planted last fall should be watered, are there any volunteers that would like to adopt this project?

It was also noted there was ice build-up in the plaza due to snow and the plaza being shaded by the building. A barrier for the winter months was suggested.

Rail Fan Camera - VIRTUAL RAILFAN is expected to install a camera on the interior of the museum either the week before or the week after the Rocky Mountain Train Show. Robert Nastan is working with VRF on the location and internet connections. The team was shown the VRF preferred location above the duck-under to the smaller tear-drop.

HO Boxcars for Sale

The museum's gift shop, the *Little Shop the Could*, is selling six different boxcars that are available nowhere else. Rapido Trains produced these exclusively for the museum. One is the "7th number" for Rapido's regular Southern Pacific six-number offering, that is sure to be a Collector's Item. The other six cars are proto-freelanced "Patch Jobs" that the OC&E might have bought from the SP in the early 80's. During that time, there was a recession and the OC&E, needing boxcars quickly, might have purchased the otherwise idle cars and put them in service by just patching out the SP reporting marks and logos with blue paint. Check them out at <https://www.cmrn.org/p-cmrn/>



Making the OC&E Better

by Bill Kepner

Keeping a large model railroad in good shape takes a lot of skills and effort. Keeping a model railroad that runs for the benefit of our guests and supporters a minimum of 22 hours a week, (some weeks up to 34), is a HUGE task!

Since the beginning of the year, various teams have completed several significant projects and continued the routine maintenance needed. We always need to remember that the Monday Maintenance Crew has continued to clean and perform invaluable maintenance on the layout.

The Layout Team has rebuilt both ends of the New Pine Creek staging yard with new switches, addressing the stalling and shorting problems that have plagued Automatic Operations recently. As part of that work, that yard area had been rewired and thoroughly cleaned. Now trains can enter and leave the yard without hesitations.

The Electrical Team has finished Phase 1 of the power supply upgrade process, where the older SMini power supplies have been upgraded with newer “fanless” units. The team also inspected and adjusted all of the CMRI Occupancy Detectors on the layout as part of their Preventive Maintenance Project. Next, the team hopes to address some of the other projects that Train Crews have suggested.



Above: The OC&E layout had originally used Personal Computer power supplies to supply 5-volt and 12-volt DC power to the SMINIs and Tortoise by Circuitron switch motors. They are great for collecting dirt and will eventually fail when the fans become clogged. **Below Left:** Bob Pilk is lining Track 4 and fastening the track to the roadbed with clear adhesive. **Below Right:** Tim Frade watches Darrel Ellis finish wiring one of the switch motors. This was a great opportunity to transfer some of the knowledge that our expert volunteers have accumulated over the years.



The Mighty Fitz

by Brion Oakley

The Edmund Fitzgerald is arguably the most famous of all the freshwater shipwrecks and also the biggest mystery in all Great Lakes history. The ship sank in a terrible storm in the early morning hours of November 10th, 1975.

No mayday was transmitted, and no lifeboats were launched. The ship plunged to the bottom of the lake and disappeared taking along with it 29 men who perished in the wreck. With no eyewitnesses or survivors there will never be a final answer to why it sank.



The Ship

The Edmund Fitzgerald began life as Hull 30 at Detroit’s Great Lakes Engineering Shipyard on August 9th, 1957. At 729 feet it was one foot shorter than the maximum allowed through the Soo Locks and its 75-foot draft was the exact maximum allowed under regulations set by the U.S. Army Corps of Engineers. Not only was it big, with a hold capable of carrying more than 25,000 ton of cargo, it was also fast, designed to travel at 16 miles per hour at a 25-foot draft. The combination of size and speed promised to make the Fitz the most impressive ship on the Great Lakes.

The Northwestern Mutual Life Insurance Company, a heavy investor in the iron and minerals industry had ordered the ship built: the first time an insurance company had made such an investment. At a price tag of 8.4 million, it was also the most expensive Great Lakes freighter ever built. By the time of its launching on June 7, 1958 the ship had a new name, the Edmund Fitzgerald. Named after the president and CEO of Northwestern Mutual. It was a deserving name as his grandfather John Fitzgerald and five of John’s brothers had been captains on lakes. William Fitzgerald, John’s son, and Edmund’s father had been president of a shipbuilding company. Edmund carried on the family tradition of being involved in maritime affairs. Oglebay Norton, a minerals firm in Cleveland, signed a 25-year lease on

Why Is the Edmund Fitzgerald in Coos Bay?

As you may know, the Edmund Fitzgerald was a Great Lakes Ore Carrier, so how did it find it’s way to Coos Bay Oregon?

Like many of us, Dave first heard about the “The Wreck of the Edmund Fitzgerald” through the haunting refrain in the Gordon Lightfoot song of the same name. He thought it was a sea shanty of some kind until hearing the word “Cleveland” in the lyrics. This piqued his curiosity enough to want to learn more about the boat and what happened. One thing led to another and after reading several books on the subject, he like many others, developed opinions about the mystery that surrounds the sinking.

Dave began seeing models of the ship but they weren’t scale models until one day a scale replica of the ship was announced. Dave ordered one and received number 1 of only 50 models.

Before being docked in Coos Bay the Edmund Fitzgerald model went on the road. Dave doesn’t know exactly how many presentations he did, but he does remember the first one. He had worked and worked to perfect it. Finally, the day the Social Science Circle, a 100-year-old area history group that met monthly to hear presentations for the membership, arrived. Dave set up for the presentation, including the ship. About an hour or two before the meeting it started to snow and snow. By the time it came for him to “captivate an audience of thousands”, there were eight people present, including his wife, Micke. “I wowed ‘em”. Dave thinks that vanity was the main reason for the presentations going public. “We had a nice and rare model of a unique vessel that met an untimely end, so why not put together a presentation?”

The Fitz now resides across the aisle from the caboose, anchored in Coos Bay, to entertain and educate museum visitors about this famous ship.

A video of Dave’s presentation is available in the gift shop.

the Fitz and she became the flagship of its Columbia Transportation Division Fleet.

The ship was expected to shatter individual and yearly load records and, in an industry dependent upon speed to increase the profit margin the Edmund Fitzgerald did not disappoint. As expected, the Fitz continually set new tonnage records for individual and seasonal totals and the number of trips taken. In

1964, in 45 trips the Fitzgerald carried 1,160,952 tons breaking the record set a year earlier by Inland Steel's Edward L. Ryerson. The Fitzgerald surpassed the million-ton mark six times between 1958 and 1975.

The Crew

Captain Ernest McSorley was the fourth master the Edmund Fitzgerald had in its short life. At 18 years old the Fitz was still in its youth for ships designed to last half a century or more. Captain McSorley took over command in 1972. Command of the Fitz was a crowning achievement in a career that began when he was a boy in upstate New York, watching and dreaming of working on the ships sailing by on the nearby St. Lawrence River.

At age 18 he took a job as a deckhand and from that point worked his way up the proverbial ladder, working as a wheelman, third mate, second mate, and eventually, first mate on a variety of ships. In 1951, at age thirty-eight, he became the youngest master on the lakes when he was appointed captain of the Carrolton, a 255-foot freighter. Other commands followed, each ship larger and more prestigious than the previous one. McSorley established his credentials as a businessman and very capable commander.

Described as an "old school mariner", McSorley maintained a professional distance between himself and those working for him. He was quiet and largely kept to himself. He had been married to his wife Nellie for a long time, but only those closest to him knew that she had suffered a stroke and was living in a nursing home. To the crew, he was simply the boss. He was a professional and required the same hard work and loyalty from his crew as he exhibited. His stepdaughter remembered, "The sea was his life. His whole life was built around the ship".

At sixty-two John McCarthy was nearing retirement after having spent nearly four decades on the lakes. Since signing on as a deckhand and working his way up to the top he had experienced just about anything there was to experience on the lakes. McCarthy's career was nearly ruined when as master of the Ben

E. Tate, the ship hit a rocky shoal on Lake Erie. He was allowed to return to work after the accident inquiry, but not as a captain.

In 1970, while working as a first mate on the Armco, McCarthy was reunited with McSorley, who was the ship's captain. The men had met years earlier when both were serving on another freighter. Their working relationship evolved into a close friendship, and McCarthy jumped at the chance to work as McSorley's first mate when his friend was given command of the Edmund Fitzgerald.

McCarthy's easy-going demeanor and sharp Irish humor stood out in contrast to McSorley's more formal demeanor. It also set him apart from other first mates who could be grumpy and endeared him to those working under him.

One could not have asked for a more experienced crew. In addition to the captain and his mates, 5 of the 29 men on board were in their sixties, twelve more in their fifties, and their combined experience was as impressive as any other freighter on the lakes.

The Final Voyage

At dawn on Sunday morning, the Edmund Fitzgerald was moored at the Burlington Northern ore dock in Superior, Wisconsin. The Fitz rarely loaded at Superior, typically picking up its load at Silver Bay, Minnesota, and winding up in Toledo, Ohio, earning it another nickname, the "Toledo Express". This was her first visit to Superior for the season.

High above the deck was boat loader Clarence Dennis. He was responsible for the pockets filled with 100 to 300 tons of taconite pellets. The pellets were transferred to the ship's hatches by chutes lowered from the pockets to the ship. Dennis directed his Burlington Northern dock crew on the positioning of the chutes and the flow of cargo. Down below was John McCarthy supervising the removal of the deck hatches, and the loading of the taconite. A large crane moved up and down the ship lifting the heavy, rectangular, 7-ton hatch covers, which were each held down with 68 clamps. The Fitz had 21, 11' X 48' openings. One had to be careful when removing or replacing the covers. McCarthy knew that a blunder could lead to damage to the hatch combings, seals, or covers, which would threaten their watertight seal.





Taconite pellets.

The Fitzgerald was divided by screen bulkheads into three sections. Taconite are marble-sized pellets comprised of iron ore, clay, limestone and bentonite. The taconite pellets presented a potential problem. Dry they weighed 127 to 140 pounds per cubic foot. They are heavy and absorbent. If the cargo hold flooded the pellets could absorb eight or nine pounds of water per cubic foot. Water that could not be pumped out if there was an emergency.

The distribution of the cargo was critical and McCarthy had drawn up a loading sequence for Dennis to follow so that the ship would stay on an even keel. Uneven distribution of the cargo could place too much stress on the ship hull which could crack or even sink the ship. The center of the ship was especially vulnerable. Too much weight at the bow or stern ends could cause the ship to bend downward. If the ship “hogged” the hull could be seriously damaged. Poor loading could also cause the vessel to bottom out in the shallow docking waters leading to damage and delays.

The loading on November 9th proceeded without a hitch. After receiving the first run of taconite, the ship was moved up the dock and was positioned in front of a new set of pockets. The Fitz settled nicely in the water as it took its second run of taconite. It took just under 6 hours to load the 26,116 tons of taconite and the crew started fastening down the hatch clamps. John McCarthy measured the ship’s draft at 27 feet, 6 inches at the stern, and 27 feet, 2 inches at the bow. Captain McSorley looked over the Lake Superior Chart Map and made a mental note of the Fitzgerald’s path for the trip across northern parts of Lake Superior.

It was just before two in the afternoon as the ship made its way past the breakwater and headed out onto Lake Superior. Two and a half hours after the Edmund Fitzgerald set out the S.S. Arthur M. Anderson left port at Two Harbors, Minnesota. The weather was still warm and the seas quiet, with waves little more than ripples.

At 767 feet the Anderson was longer than the Edmund Fitzgerald and was bound for Gary, Indiana, with a full load of taconite pellets. Captain Jesse (Bernie) Cooper, a thirty-eight-year veteran

on the lakes mastered the Anderson. The forecast as McSorley and Cooper knew, was not promising. Initially, the Weather Service predicted the storm moving northeast from the plains, was going to pass south of Lake Superior. By early afternoon on Monday, November 10th, the forecast was amended predicting the storm would pass through the southeastern portion of the lake by 7:00 P.M., before heading into Canada.

But this storm was deceptive and strong and the weather service soon posted a new bulletin, this one forecasting gale-force winds for all of Lake Superior. Both ships were outfitted with weather monitoring devices and the two captains discussed how they would direct their ships in the deteriorating conditions. There are three factors that determine the size of waves, wind speed, duration, and fetch. The stronger and more constant the wind speed the bigger the wave, and the greater the fetch, the distance of open water over which the wind travels, the bigger the wave.

The National Weather Service forecast of a gale warning meant winds of 39 to 46 miles per hour. The prediction that the storm would last well into the next day gave the waves plenty of time to build. This proved to be a conservative estimate.

By 1:00 A.M. Captain Ernest McSorley knew that he and his crew were facing a storm of considerable strength. Rain was beating down, northeasterly winds measured 60 miles an hour. Ten-foot waves chopped at the ship and the temperature had dropped to 37 degrees. Visibility was down to just 2-4 miles. Even with these conditions neither McSorley nor Cooper were particularly worried about the safety of their vessels. Bernie Cooper would remember, “We were having a fringe gale, 30 to 35 knots, taking spray and no green water on deck”.

Green water, solid water washing over the decks was a cause for concern. For green water, waves had to be 25-to-35-foot monsters, and the sheer weight of the waves were serious hazards to ships. Green waves could cave in hatch covers and destroy pilot-houses. Waves washing over the stern and rolling the length of the ship could push a ship’s bow deep into the water and threaten its buoyancy.

Both captains consulted over the radio and decided that a more northerly route would be best. It would mean a longer journey, closer to the Canadian shore, but it would reduce the wind fetch and at least it would offer some protection from the winds. The Fitz pitched and rolled in the turbulent waves, its hull groaning in protest as it was tossed up and down in the waves. As the Fitzgerald turned and headed in a southeasterly direction, the storm moved further to the northeast, shifting the winds from the northwest.

Ernest McSorley had kept in touch with the Anderson about his plans for this leg of the trip. Caribou Island and the stretch between it and Michipicoten Island presented a possible hazard to any ship straying too close. The area was known as Six Fathom Shoal and water depth in the area ranged from 600 feet at its deepest to just 36 feet at its shallowest.

While McSorley chose to maintain his course between the two islands Captain Cooper instead decided to put more distance between the Anderson and the two islands. If a ship grounded, the rugged shoals could destroy the ship. Even in calm seas passing between Caribou and Michipicoten Island demanded vigilance but for a ship bouncing up and down in a storm, the shoals were particularly dangerous.

Although it will never be known for certain whether the Fitz bottomed out on one of the shoals, it is certain that something very serious happened while the ship was making its way through these waters. Aboard the Anderson, looking at his radar screen, Captain Cooper said to his first mate, "Look at this, that's the Fitzgerald. He's in close to that six-fathom spot." The first mate agreed. He sure looks like he's in the shoal area."

Cooper's worries were well founded. At 3:55 P.M. he was on the radiophone with Ernest McSorley who reported that the Fitzgerald had sustained some damage. "I've got problems," McSorley said. "I've got a fence rail down, some vents torn off, and I got a bad list." Cooper asked, "Do you have the pumps going?" "Yes, both of them", Mc Sorley replied.

Safety for the Edmund Fitzgerald and Arthur Anderson was at least 4 or 5 hours away. Hampered by a list and heavy seas the Fitzgerald steamed southeast with a disabling new problem. The wind had blown off the radar antennas on the pilothouse roof, leaving the ship essentially sailing blind. McSorley contacted the Anderson and other ships in the area for assistance in navigating his ship.

Water was now entering the Fitzgerald more freely than before, through damage below, or topside through damaged vents or hatch covers. The Fitz was gradually sinking lower in the water, and the storm, battered the ship full force, sending tons of green water over the deck.

The Edmund Fitzgerald was now in the biggest battle it had ever faced. By early evening, the ship, now sailing in blizzard condi-

tions, had lost most of its freeboard and was listing even more heavily to starboard, riding low in the water and taking a pounding from the waves sweeping over the deck. Night had fallen, creating a new set of challenges, making it harder to gauge the height of the waves, and estimate the damage they inflicted.

Twenty-to-thirty-foot waves built up after a run down the lake, and continued to smash the Fitzgerald from behind. Wind howled in excess of 60 miles per hour with gusts up to 90 miles per hour. It was around 6:30 in the evening when Cooper on the Arthur Anderson reported a wave in excess of 12 feet high washing across the deck. Shortly after, a second set of waves nearly 35 feet above the water hit the bridge deck. Captain Cooper later wondered "if those two seas might have been the ones...", that sunk the Fitzgerald.

In the last communication between the Anderson and Fitzgerald, the Anderson's first mate radioed and asked McSorley how the Fitz was fairing. "We are holding our own", McSorley responded. Those were the last words heard from anyone aboard the Edmund Fitzgerald.

The first immense wave hit the Fitzgerald and completely overwhelmed it, pushing the ship's bow well beneath the lake's surface. The cargo holds already burdened by the water taken in over the last several hours, flooded further. More than 26,000 tons of taconite shifted forward. A second wave just assured that the Fitz would never recover.

The bow plowed into the floor of Lake Superior with such tremendous force that it laid a 30-foot gash into the lake bottom. The Fitzgerald was longer than the lake was deep and the stern remained on the surface before finally surrendering and disappearing beneath the lake surface. The middle of the ship continued to twist and break. Hatch covers blew out, scattering taconite everywhere. Water flooded the stern, hitting the boilers and setting off a tremendous explosion. Inside the remains of the Edmund Fitzgerald 29 men lay dead and one of the Great Lakes finest ore boats was now a gravesite. An extensive search was organized, by the Coast Guard and other ships in the area, but aside from parts of the Fitzgerald lifeboats, some life preservers, and other debris, not much else was found.

The Search for the Fitzgerald

It didn't take long to locate the wreck of the Fitzgerald. On November 14th a Coast Guard Orion Aircraft using its magnetic anomaly detection equipment found a large object roughly seventeen miles from Whitefish Bay. A light oil slick on the surface seemed to indicate that this was the place. Subsequent visits to the wreck site with side-scanning sonar equipment would only confirm that this was probably the Fitzgerald.

It would take an actual visit to the sunken ship to do any better. It wasn't until May 20th, 1976 that a visit with a robotic sub-

mersible occurred. Over eight days the sled was towed back and forth, the crew on the surface searching for something that would positively identify the wreckage as the Edmund Fitzgerald. Huge chunks of mud and sediment gouged out by the Fitz's bow gave way to a wall of steel. Maneuvering upward the submersible continued to climb until suddenly some letters appeared.

It took a few moments before the men realized they were seeing the words Edmund Fitzgerald and Milwaukee, upside down, indicating that the stern portion of the Fitzgerald had come to rest upside down. It was difficult to believe that the horribly twisted and battered images from the submersible had once been one of the finest and most powerful ore carriers on the Great Lakes.

The Edmund Fitzgerald had suffered a terrible death. Much of the bow section was buried in mud, the pilot house crumpled by the collision with the lake bed. Twisting steel at the end of the bow and stern sections spoke of the powerful forces that ripped the Fitz apart. Most telling of all, two hundred feet of the Fitzgerald's middle section was simply gone. The submersible measured the bow section at 276 feet and the stern at 253 feet.


To the relief of those watching the monitors, no bodies were found.

What Happened


With no witnesses or survivors, it is impossible to know exactly what occurred that fateful night. But this much we do know. From radio communications between the Fitzgerald and Anderson: We know that the Fitz was damaged in the area of Six Fathom Shoal. We know that she was listing and taking on water and that her pumps were being used.

Since Captain McSorley was reporting bigger waves than the Anderson it appears that the Fitzgerald was losing freeboard and slowly sinking. We also know from the Anderson that there were two tremendous waves travelling in the Fitz's direction. From the position and damage to the bow and stern and the destroyed mid-section, it is almost certain that the S.S. Edmund Fitzgerald was overcome by one or both of those waves before plunging bow first into the bottom of Lake Superior.

**OUR WONDERFUL
FRIENDS AND SUPPORTERS AT**



**ARE DONATING PART OF THEIR PROCEEDS
FROM THEIR SALES ON
THURSDAY, MARCH 28TH
TO THE**



**PLEASE STOP BY BETWEEN 4PM – 10PM FOR
WONDERFUL SPIRITS AND AN ATMOSPHERE
OF FUN AND FRIENDSHIP!
WE LOVE THIS PARTNERSHIP!**

Artifacts of the Month



Our MC-1 Signal Car Indicator (left)

Made by Union Switch & Signal, Swissvale, PA.

Union Pacific had these on many of their routes, primarily those that would be governed by “Rule 251”, Current of Traffic, or ABS Signals. As recently as the 1980’s, they were found on the UP line between LaSalle and Sterling, and other UP lines that didn’t have CTC. Before good radios would be prevalent, the railroad’s Maintenance of Way crews could put their motor cars on the tracks without dispatcher orders. It was their responsibility to know where the trains were and get off the track in time. This device was located at some block signals and instead of showing the next block’s occupancy as the signal did, it would show a longer distance, perhaps to the next siding or other location they could get off the track. When the three “dots” were vertical, it was a “clear” indicator. When they were horizontal, a train was close.



Southern Pacific Block Indicator (right)

SP also used wayside indicators to inform work crews when trains were in the area. They functioned the same as the UP indicators, but instead of the “dots”, the indicator mimics a “lower quadrant” semaphore. The signal indicated “clear” when the semaphore blade dropped down as currently shown. When the block was occupied, the blade would be horizontal.

Why is this important to understand in the 21st century? Before radios and along with Train Orders, authorization for a train or work crew to occupy a section of track was not absolute. The dispatcher would give crews a “Line Up” that indicated when trains were expected to depart specific locations, and they had the timetable for scheduled trains. But track crews could work or occupy track as they needed, and had the responsibility to clear it before a train came. A very different safety culture than today!

And it is technically incorrect to display both types of indicators on the same signal mast. But only the most serious “rivet counter” would object.

Introducing Our Volunteers

While there are groups of docents that travel long distances to volunteer at the museum, there is one group of volunteers that stands out because of the frequency that they travel to give their time. They call themselves “Iowegins”. Introducing Steve Watrous, Greg Smith, Scott McConathy, and Brion Oakley.

Introducing Greg Smith

How long have you been volunteering at the museum? 3 Years.

What attracted you to give your time to the museum? After retiring, Steve Watrous persuaded me to join him on his monthly weekend at CMRM. From that first trip, meeting the museum staff and volunteers, and running a train I was hooked! Although I am not yet at the same monthly frequency.



What do you enjoy most about the museum? Now that I have been volunteering for a while, the visitors, and seeing them as impressed with the museum as I was the first time I walked in the door.

What skill set(s) do you bring to the museum? I am an Information Technology (programmer) by profession so hopefully I can help in some manner with computer issues. Living in Iowa makes it hard for me to help with the museum layout maintenance. Hopefully once I get more experience with my personal trains, I could help the museum maintenance crews with low priority tasks that I could bring home to work on??

What excites you most about the future plans for the museum? Anything that will involve our young visitors nurturing their interest in model railroading.

What is your favorite train, exhibit, or artifact at the museum? Currently, the #301-Log Train. But ask me again in a few months as with every visit I learn or see something new that could change my answer.

What is your favorite railroad? As a kid Missouri Pacific, today Santa Fe all the way (Carl made me say “all the way”)!
If you could ride on any train, what would it be? Today, in the cab of UP 3985, 844, or 4014!

What would you like the rest of the CMRM volunteers to know about you? My “Sparky” nickname came from my volunteer fire fighting days. I should be finally starting my own layout in the next few months. You can follow the slow progress on my WEB site (<https://www.ffsparky.com>). I enjoy my time with my only grandchild, hopefully nurturing his interest in model railroading by helping me with my layout. I have been a Denver Broncos fan since 1972 when I lived in the Denver area and my back yard neighbor was Georges Saimes, a defensive back for the Broncos! I have ridden my bicycle across the state of Iowa (west to east) participating in RAGBRAI 9 years straight and plan to again this year.

Steam or Diesel? Steam!

Introducing Scott McConathy

How long have you been volunteering at the museum? My first trip out to Greeley and the museum was June 7th, 2019, that would be around 5 ½ years.

What attracted you to give your time to the museum? I volunteered as a scout leader with cub scouts, boy scouts, and adult leaders. I served on the training committee for adults working with new leaders and served as scout master for the training program. My time in scouts was around 36 years. I’ve also been involved in model railroading with a local club in Des Moines. We were a modular club traveling to the Twin Cities, Omaha, Denver, Kansas City and Milwaukee to name a few. Volunteering at the museum just seemed right!



What do you enjoy most about the museum? The time spent with other volunteers and especially time with the visitors and their families. Running trains and learning to do the operation cards has been enjoyable.

What skill set(s) do you bring to the museum? Probably 40 years’ experience with model railroading!

What excites you most about the future plans for the museum? The ability of the board members and volunteers working together developing ideas and plans and following

through with them! Keep up the good work, it's truly exciting!

What is your favorite train, exhibit, or artifact at the museum? My favorite train(s) are probably the 322 Sycan Branch Turn (500 transfer) and 311 / 312 East End Log Turn (EELT). Last but not least would be the Ore Train that departs staging for Coos Bay and returns to staging. Favorite artifact would probably be the Colorado & Southern Caboose #10583, it's a magnet for the kids!

What is your favorite railroad? Favorite trains would be Santa Fe and Burlington Northern Santa Fe (BNSF). Most any passenger train will catch my eye!

If you could ride on any train, what would it be? The Rocky Mountaineer (Canada), Darjeeling Himalayan Railway (India), and The Ghan (Australia).

What would you like the rest of the CMRM volunteers to know about you? I retired after 36 years with the City of Des Moines, Police Department and Public Works. Married to Chris with six kids, son and daughter and three step sons and one step daughter.

Steam or Diesel? Steam of course, but trains are trains, gotta Love em!

Introducing Steve Watrous

How long have you been volunteering at the museum? Since the beginning in 2009.



What attracted you to give your time to the museum? I love model railroading. I was born into this hobby because my father was a model railroader.

What do you enjoy most about the museum? Introducing the hobby to others. The camaraderie of meeting with others and working with the youngsters.

What skill set(s) do you bring to the museum?

All types of skills.

What excites you most about the future plans for the museum? Introducing the hobby to as many people as possible.

What is your favorite train, exhibit, or artifact at the museum? Everything!

What is your favorite railroad? Union Pacific

If you could ride on any train, what would it be? Any train pulled by steam.

What would you like the rest of the CMRM volunteers to know about you? I love working with the other volunteers.

Steam or Diesel? STEAM!!!

Introducing Brion Oakley

How long have you been volunteering at the museum?

Greeley has been a good spot to help get acclimated to altitude as my wife and I vacationed in Estes Park. I visited the museum as a guest since the museum opened, planning on becoming a volunteer when I retired. A life event in 2016 caused me to change that timeframe and I started volunteering in early 2017, before retiring in 2020. Except for the inconvenient Covid break when the museum was closed, I average a visit once a month.



What attracted you to give your time to the

museum? There are so many reasons. First, I really like trains and being afforded the privilege of running trains on what is arguably the premier layout in the country is a treat. Secondly, the staff and volunteers are the best! Lastly, I enjoy being part of something that is larger than myself.

What do you enjoy most about the museum? It is hard to choose between operating trains and showing the guests around.

What skill set(s) do you bring to the museum? I am outgoing so it is easy for me to talk with the visitors and hopefully enhance their experience. I have an artistic streak and also enjoy building stuff, so anything that doesn't involve computers or electronics.

What excites you most about the future plans for the museum? The expansion plans. The museum keeps growing and getting better. I am also excited for all of the community outreach and collaboration as well as the youth programming.

What is your favorite train, exhibit, or artifact at the museum? The layout itself. The miniature world that Dave created is fascinating.

What is your favorite railroad? Besides the museum OC&E it would be the Finger Lakes Railway. It's kind of small so you might have to Google it. I am also attracted to *BNSF and Minnesota Commercial Railway*.

If you could ride on any train, what would it be? While I have been fortunate to ride many of the Amtrak routes, what I would like to do is complete the "Iron Lariat" and ride the California Zephyr, Coast Starlight and Empire Builder in one trip.

What would you like the rest of the CMRM volunteers to know about you? That I am married to a wonderful, very understanding wife, Lisa, who puts up with my train obsession and supports me in my hobby. We have an adult son, Nathan who is married to Brittany, and we have two grandchildren, Caroline and Oliver who bring a lot of joy to our lives.

Steam or Diesel? Hmmm, probably steam.

It's Budget Time at the CMRM!

With costs rising in many areas, we continue to work diligently to maintain our museum's high standards and world-class layout. We will be looking for more items to sell in the gift shop, and creating special mementos for our 15th anniversary celebration that our members and donors will enjoy purchasing. Our annual fund-raising celebration in November will be bigger this year and we hope that will increase our coffers.

As wonderful volunteers who know and love this museum, we are hoping you will consider becoming at least a Lantern Level member at \$100 (or \$0.27 per day). With over 100 volunteers, this support from all of you would help raise extra revenue to offset the increasing cost of layout maintenance and allow us to purchase new products, locomotives, and railcars. We know you understand the magic of this museum and what an honor and privilege it is to operate trains on this amazing layout. A huge thank you to those volunteers who are already members at Lantern, Bronze, Silver, Gold, and Empire Builder levels! You know who you are, and we appreciate you! We have included our membership form for those of you who have the desire to be part of the bigger picture.

We so appreciate all of you and know that this museum would not exist without your time, talent, attention, and love of model railroading.

Michelle Kempema

PS. As a Lantern Level, you receive a beautiful silver challenge coin!





COLORADO MODEL RAILROAD MUSEUM MEMBERSHIP FORM

Thank you for choosing to become a member of the Colorado Model Railroad Museum. We look forward to including you in our "member only" events. Please check the level of membership that is best for you and complete the information below.

BASIC MEMBERSHIPS

BASIC MEMBERSHIP: Levels receive 1-year free admission & 10% off in the gift shop
__ Brakeman Individual - \$30.00 | One pass admits 1 adult
__ Flagman Dual - \$60.00 | One pass admits 2 adults
__ Conductor Family - \$75.00 | One pass admits 2 adults & their children (3-18 yrs)
__ Engineer Grandparents - \$75.00 | One pass admits 2 grandparents & grandkids



COMMEMORATIVE COIN MEMBERSHIPS LEVELS



SUSTAINING MEMBERSHIP: Levels receive 1-year free admission for 4 adults & their children, 20% off in the gift shop & a commemorative coin.
__ Lantern Level - \$100.00 - Includes 2 free passes & recognition
__ Bronze Spike - \$250.00 - Includes 5 free passes & recognition
__ Silver Spike - \$500.00 - Includes 10 free passes & recognition
__ Golden Spike - \$1,000.00 - Includes 15 free passes & recognition

__ EMPIRE BUILDER: \$2,500 (\$2,476 tax deductible)
This level of support receives one-year free admission for their family, special recognition, 20 free passes & 20% off in the gift shop

INFORMATION (Please Print Clearly) Date: _____
Primary Contact Name (First & Last): _____
Secondary Adult (For Conductor I & II/ Dual pass): _____
Address: _____
City: _____ State: _____ ZIP: _____
Phone: _____ Cell Phone: _____
Email: _____

****10 & 20% discounts do not apply to gift certificates, additional membership purchases, or admission

680 10TH St | Greeley CO | 80631 | 970-392-2934 | cmm.org

Guest Report

During February, we had 1121 visitors, as compared to 1152 last year. We had several groups and one private event. Two of the group visits were from Union Colony Charter School, other visits were from Fort Collins ElderHaus, and Home Schoolers Co-op.

From the Guest Book during February:

The number of Colorado cities represented was 40; we had 31 last year. The top five cities were Greeley with 19, Denver and Loveland had 10, with Fort Collins six, and Eaton five.

We had 13 US states represented in February, and makes a total of 26 so far in 2024. The top five during the month was: South Dakota, California, Minnesota, New Mexico, and Wyoming

We have had visitors from 1 foreign country so far in 2024, Austria.

How did people find us? From 84 entries in our guest book:

- Word of Mouth: 58%
- Social-Media: 20%
- Google: 12%
- You Tube: 7%
- Other: 3%

Summer Camps

- Ages 3-5 Ages 6-12
- June 18-21 June 11-14
- July 9-12 June 25-28
- July 23-2 July 16-19

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

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

Some Recent Comments from our Guests

Julie and Wilmer from Denver wrote:
Awesome, beautiful work – incredible!

Tom from St Louis, MO wrote:
Volume – Quality – Detail! Professional’s opinion – Well Done!!

Mario and Monica from Austria wrote:
Better than Wonderland in Hamburg and Balboa Park in San Diego! Thank you so much!

Mike from Hiram OH wrote:
Nice place – nice people!

Museum Calendar

- Mar 31 Closed for Easter
- Apr 19-21 Extreme Trains Weekend
- Apr 23 Home School Day all day
- Apr 27-28 Amtrak Weekend
- May 10-12 Union Pacific Weekend honoring the driving of the Golden Spike
- May 12 Mother’s Day - Moms get \$2 off when they bring their kids
- May 24-26 Patriotic/Military Train Weekend
- May 31 CMRM 15th Anniversary Celebration Kick-Off
- Jun 1-2 Dinosaur Days – special activities
- Jun 16 Father’s Day - Dads get \$2 off when they bring their kids
- Jun 22-23 Old West Train Weekend
- Jul 4 Closed for the 4th of July
- Jul 5-7 Patriotic Trains Weekend
- Jul 20- 21 Sci Fi Weekend with Star Wars characters (501st) on Saturday, 10-2
- Aug 17 Monster Day
- Aug 16-18 Extreme Trains Weekend
- Aug 24 Ag Day
- Sep 8-9 Patrick Bopp Scenery Workshop Demonstrations
- Sep 14-15 Super-Hero Weekend
- Sep 21 Colorado RPM @ Zoe’s with Dinner at CMRM
- Sep 28-29 Rail Safety Day