

"We stood frozen in amazement!"



By Bob Sobol

Seventy-seven NCMRC club members and guests stared down from the mezzanine. A lone figure stood in the center of the building, dwarfed by 5500 square feet of benchwork and aisles. He didn't need to raise his voice to explain the track plan because the crowd made no sound and strained to hear his every word.

This was the scene at the October club meeting, held in a new train museum, the Greeley Freight Depot. The 9500 square foot museum is the new home of David Trussell's extensive collection of railroad artifacts. These range from small items such as timetables, locks and keys to the last wood Colorado & Southern caboose to see service. At one time on display in Al Jackson's yard, the caboose now sits on live track connected to the Great Western and could in theory leave the building for special events.

When UP 44ACs rumble past the building, a semaphore blade drops, a Griswold crossing signal rotates and a wig-wag swings and rings. Chuck Hagemester had the misfortune of just starting to give a report when the first train of the evening rumbled by.

The HO Oregon, California & Eastern dominates the museum space. This giant layout will be unique among the world's other giants. Most, like the one at Chicago's Museum of Science and Industry, exclusively run in an

Greeley Freight Depot

Museum: 72'x132', 9500 square feet
Artifacts: 1200 cataloged
Cabeese: C&S 10583 wood (last to run)
D&RGW 14xx (now at Burnham)
Track: 60' connected to Great Western RR
Open to public: 2008

Oregon, California & Eastern

Size: 5500 square feet including aisles
Scale: HO
Location: Lakeview To Klamath Falls, OR
Date: 1975
Railroads: OC&E, GN, SP, WP, Weyerhaeuser
Min. radius: 48 inches
Turnouts: #12 on mainline
Mainline: 22 scale miles, single track
Mainline speed: 20 MPH
Fast clock: Interesting question!
Passing sidings: 6, each 3400 scale feet minimum
Train length: Up to 40 actual feet
Staging: Two 8 track yards
Power: DCC
Trees: 10,000 fir, 2,000 aspen, 4,000 deciduous
Operation: CTC/dispatcher with 20 person crew
Display: Computer controlled operation
Lighting: Overhead stage spotlights



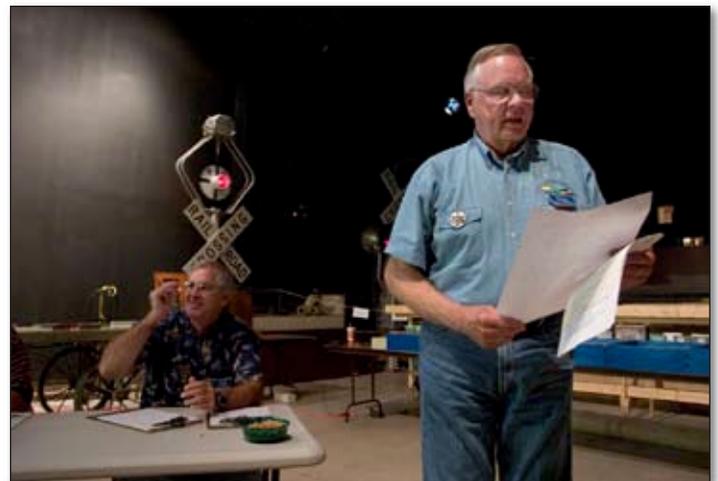
Dave Zamzow photo.

Dave Zamzow photo.

unattended display mode. The Tehachapi loop in Balboa Park generally stays in display mode, as it takes many hours to switch over and back for an operating session. The OC&E will try to do both equally well, operating under computer control for display and under CTC/dispatcher control for operating sessions.

The prototype OC&E ran between Klamath Falls and Quartz Mountain, Oregon until it was dismantled in the early 1990's. The modeled portion of the layout will depict an area around Lakeview, Oregon, on which bridge traffic ran for the Great Northern, Southern Pacific, Western Pacific and Weyerhaeuser.

The year will be 1975, but the owner's stable of MEDCO Willamettes will also see operation. With a top speed of 11 MPH they probably will not roam along the full length of the 22 scale mile mainline! Other trains will be restricted to 20 MPH, so a run from staging back to staging will require operator endurance.



Dave is looking for skilled volunteers to assist in several stages of the construction effort. A good helper is someone who gets along with everyone else and is confident working in an area of expertise that he or she knows.

When the museum opens, profits will go to charitable organizations in the community. It will eventually become a Greeley city museum.

Thanks, Dave for such a stunning museum! It will be a great asset to the community. We all look forward to future meetings in this fantastic venue! 🇺🇸