

# Call Board

Volume 60 Issue 3

November 2020

Superintendent's Report for November, 2020

I would guess the biggest news from Div. 3 in the past month would be the cancelling of the 2020 Dayton Train Show. As discussed in the last Callboard, the Train Show committee and the BOG just did not see any way that the show would be feasible this year, both economically and from a safety standpoint. Never fear, the plan is for the show to return next year even better.

Speaking of things not happening this year, the University of Dayton has had to cancel the Christmas on Campus program in December. Div. 3 has been a part of this for the past several years.

Because we are probably going to continue with Zoom general meetings for the next several months, the BOG has decided to move our annual auction to July, 2021. February will be a regular meeting with program and the contest will be non-revenue cars. Our contests are still going on and I encourage everyone to participate.

In regard to the contests, Jim Foster won for models, and Paul Jenkins won the photo category. Congratulations to both gentlemen, who are repeat winners. I'll take the blame for the lateness for these awards, as with the shutdown I forgot about it and then couldn't find the results.

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## Virtual Contest

The virtual contest for November is Weathering.

Deadline for entries is 12 noon, Sunday, November 8, 2020.

Deadline for voting is 12 midnight, Friday, November 13, 2020.

All entries will be emailed to the Webmaster. (Webmaster@modelraildayton.com) The date/time stamp of the webmaster's email will determine if the entry was received in time. The deadline for voting will be 12 midnight (EDT) the Friday before the general meeting. All votes will be emailed to the Webmaster. (Webmaster@modelraildayton.com) The date/time stamp of the webmaster's email will determine if the vote was received in time.

**Entries will be displayed on the Division 3 website.**

**Division 3 Website: [www.modelraildayton.com](http://www.modelraildayton.com)**

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In AP news, both Jack Honeycutt and Rick Lach have just earned their certificates for Association Volunteer, and Jack also received the Golden Spike Award. Excellent work gentleman. Rick also presented a fine program on the first 40 years of CSX at the October meeting.

Stan reports he has received several new books for the Division library, so you may want to contact him about borrowing one.

At the Nov. general meeting and in the next Callboard, I'll report anything of interest from the Fall MCR Board of Directors meeting. This will also be a Zoom meeting ( something that 8 months ago I had never heard of and now I been to a couple of dozen).

Finally, I would like to encourage all of our members to continue to support the NMRA and Div. 3. I realize times may be difficult financially for some, and we are not having all of our usual activities. Hopefully our members can find value in our organization. Division 3 continues to have meetings and contests online, and are planning for "regular" activities when they can happen safely. The NMRA continues to publish their magazine, and the online "Turntable". They still run the AP program, offer virtual convention clinics, and offer manufacturers' discounts. There are a lot of options available if you look for them.

Stay safe.

Submitted by Mark Stiver, Div. 3 Supt., MCR, NMRA inc.

### Contests

We have three categories each month. You can enter Scratch Built, Kit Bashed, or just plain Kit built. This allows anyone to enter anything they are proud of and at any skill level. Judging is by popular vote but if you wish to have your model judged by NMRA rules for the Achievement Program, we will make arrangements for you "on the spot"

#### The coming contest schedule ...

#### November - Weathering

- January - Open Loads
- February - Non-Revenue Cars
- March - Freight Cars
- April - Passenger Cars
- May - Diesel Locomotives
- June - Steam Locomotives
- July -
- August -
- September - Make it cheap (1-3-5 Dollar)
- October - Caboose

<b>October - Caboose</b>	
Level One Kit	
First Place	
Second Place	
Level Two Kitbashed	
First Place	Gordon Carlson Wil Davis Eric Zimmerman
Level 3 Scratchbuilt	
First Place	
Second Place	
PHOTO	
First Place	Dana Yarnall Eric Zimmerman
Second Place	Dana Yarnall

We are still Zooming! Come join us.

We are still meeting on Zoom. At each meeting, we provide time to greet each other before the meeting, time for the meeting and then a good clinic. Plus, we are now preparing for an AP meeting on how to document for your Chief Dispatcher award. For those of you who have not yet tried Zoom, it really is easy and if you have a computer, most of you can be a part of the meetings.

For everyone who is signing on for the first time, for clinicians and anyone else who wishes, I provide a dry run Zoom meeting. We set a time and date, I send you a link and walk you through your first effort. Once you have done your first sign-in, it is a breeze. Some people do not have cameras or microphones on their computer. This does not stop you from attending the meeting. You go into Zoom and once in, there is a 'chat' room. You can type your comments, questions, etc. into the chat room. You can type them so only I see them, so only a friend sees them, or so the whole group sees them. During the dry run I will explain how. One note: I won't be admitting anyone to a Zoom meeting without a name. So if your computer is described as 'ipad,' 'my computer' or something else generic, you need to make arrangements so I will know who you are. This is a security measure to keep spammers, phishers and other 'train robbers' away from our 'caboose.'

We have some great upcoming clinics. Sign onto Zoom so you don't miss them. If you don't have a computer, perhaps you could watch with a friend. Using masks and social distancing, even using the computer on a porch could workable. It is your call, but I really hate to have anyone miss these splendid clinics. If you have any questions, please email me at [NMRA.Div.3@gmail.com](mailto:NMRA.Div.3@gmail.com). If you do not have a computer, you can call (937) 401-0746 and leave a message, but bear in mind that there is much calling going on with the show cancellation and there may be a wait to get information. You could also call a friend, have them email me and I will call you back. Sorry about the complex situation but things are a bit crazy right now. In the meantime, please take care of yourself. We miss you all.

Gail Yarnall

## A Short History of the (Modern) Colorado Central Railroad

### PART TWO

## A Short History of the (Modern) Colorado Central Railroad

By Eric Zimmerman

### The Post-War Years (1941-1959)

During World War II, the Colorado central was stretched to its limit providing support to the war effort through the movement of troops and supplies throughout the system. Agricultural products, coal and other war commodities were transported throughout the system to transfer points in Wyoming, Denver, Pueblo, and Enid. Oklahoma. Military personnel were moved to various military locations in the region.

The war effort was extremely hard on the railroad's equipment, and by the war's end most of the equipment was worn out. Once again new locomotives were required, but the acquisition of this equipment was impacted by the immense need by all railroads to acquire new equipment. During the war General Motors had been permitted to build its FT locomotives which had proven very successful, demonstrating the advantages of

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the diesel-electric concept. These engines were highly desired by almost all of the railroads needing new power. The days of the steam locomotive were numbered and everyone knew it.

The Colorado Central was “waiting in line” to get its chance, having ordered a few new Consolidations to provide interim support. During this period, the Alco DL-109, originally ordered during the period just prior to Pearl Harbor, was delivered. At about this same time Alco introduced their FA locomotive and the railroad “jumped” at the chance to get in on the availability of this equipment, purchasing approximately 20 units initially. Additional locomotive sets were purchased in a subsequent order, establishing the Colorado Central as an Alco railroad. Five RSC-2s were purchased in 1948, to supplement the FA fleet. The RSC’s A1A wheel arrangement proved satisfactory, spreading the weight over lighter rail on several branch stubs. For Passenger service, two A-B-A sets of Alco PA/PBs were purchased, each unit powered by an Alco 244 V16 diesel engine sporting 2000 horsepower.

By 1950, the railroad had acquired additional Alco S1 switch engines. The RS-1s had been heavily used during the war and all but two were retired and sold. The remaining two locomotives provide additional power when needed. Several S3 switchers were acquired in 1954 to supplement the yard switching requirements and replacing the early S1 acquired prior to 1941.

Ten RSD-4s and 5s were acquired in 1952-54 as the standard diesel power replacing the remaining steam engines. Their C-C trucks provided better traction than the A1A trucks of the RSC-2s. Thus by 1955, the Colorado Central was completely transitioned to diesel-electric power. In 1958, RSD-12s began to arrive. Powered by Alco’s new 251B V-12 engine, they provided 1800 rated horsepower. These units were purchased with a low short hood, providing better visibility for their crews. To accommodate very heavy coal trains from Wyoming, some RSD-15s with 2000 HP Alco 251B V-16 diesel are being acquired.

In 1954, with passenger service declining, three Budd RDC-2 were acquired to support the local passenger traffic that still existed. Primarily commuter service to and from larger population centers. One of these units has been taken out of active service and converted into a self-propelled rail inspection and track analysis unit. An older retired FB unit was also converted into a steam generator to provide passenger car heating when used with non-steam generated locomotives.

### Rolling Stock

The railroad’s rolling stock was heavily used during the war, but while passenger equipment survived the period better than the freight equipment, some new equipment was required. A new stainless-steel passenger train was acquired to operate on the Denver (Aurora) to Enid train – the Pronghorn Flyer, an overnight trip to Oklahoma and return. Additional commuter-style passenger cars were also acquired.

Freight equipment, particularly boxcars, hoppers and gondolas needed to be replaced. A fleet of PS-1 boxcars, soon arrived, followed by steel gondolas and a number of new USRA style hoppers. The caboose fleet, mostly built in the 1920s was no longer useable and new equipment was ordered, initially being supplemented by used ATSF-style units and several used Milwaukee Bay window cabooses with their unusual corrugated sides. Now new International Car Company standard cabooses are starting to arrive.

### The Future

The future of the railroad looks bright, although passenger service is on the decline as the automobile are seeing more service. The prospect of a strong freight market looks very promising. But there may be some

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warning clouds on the horizon as both the D&RGW and the CB&Q are becoming more and more interested in possible acquisition or merger with the Colorado Central. But, as of now, fall of 1959, the future looks very good.



First Place: Gordon Carlson



Wil Davis



Eric Zimmerman



First Place: Eric Zimmerman



Dana Yarnall



Second Place: Dana Yarnall



Dana Yarnall

**ZOOM Meetings**

As always, every month we have a Div 3 meeting. However, due to Co-Vid, they are now online. Zoom is the system we use to meet safely. So, what is Zoom?

- **What is Zoom?** Zoom allows us to be face-to-face online. Everyone with a camera is shown in a square, somewhat like Hollywood Squares. If you don't have a camera, you will be shown as being a black square with your name.

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- **What is required?** A computer with Windows 7 or later operating system; or Mac OS X with Mac OS 10-10 or higher. . Having a microphone and camera is really nice, but optional. The mic and camera allow you to be seen and heard during the meeting. They can be add-on accessories or a part of the computer. However, without a mic and camera, you can still see the whole meeting and participate by text messages. You can also Zoom on a laptop, iPad, tablet or phone.
- **How do I get to the meeting?** Every month, the Friday before the meeting, I will send an email blast. In the email blast will contain important information. Close to the top of the email will be the meeting **link**, a **code** and a **passcode**. If you are not receiving the email blast, check your spam folder. If it is not there, consider that we may have an old email or no email at all. Our starting place for emails is from the list of the email you sent to NMRA. If you need to update your email, contact me at NMRA.Div.3@gmail.com.
- **How does it work?** From the email blast, click on the link. Then follow the instructions. There are a few simple steps and you will be placed in a waiting room. Once in the waiting room, the host will admit you to the meeting (at times, there could be a slight wait). NOTE: you must use your real name to enter. This rule is to prevent hackers, spammers and other undesirables from breaking in. Each meeting will have a different link.
- **Can I invite guests?** Yes. We welcome guests at Zoom meetings. However, please do not send the link out in a mass email and please do not post it on social media.
- **The code and passcode?** Occasionally Zoom will ask for a passcode. Just enter the passcode provided in the email blast. Some people use a code and a different method of entry, so I provide that information as well.
- **New to Zoom?** Email me (NMRA.Div.3@gmail.com) and let me know you are ready to try Zoom. I will set up a dry-run Zoom meeting and be on the phone with you as you follow the steps to get in for the first time. Once you are through the first time, there are only a couple of steps to get in, but the first time there are a few more.
- **I'm a clinician and would like to do a dry-run.** No problem. Just email me (NMRA.Div.3@gmail.com) and we will set it up to be sure your connection is good. I will also show you how to show your power point (or other clinic format) to the group.
- **What else do I need to know?**
  - We can set up Zoom meetings for people you run trains with, layout tours, clinics, etc. You can get a free Zoom account with a limit of 45 minutes per meeting. We have the advantage of a much longer time limit. If you are interested, send an email to NMRA.Div.3@gmail.com asking to schedule a meeting and together we will work out a time and date. You will receive the three items: link, code and passcode. You must use our host, but the host will not interfere with your meeting unless the rules are not followed. The rules are basic: mutual respect, no bullying and have fun! From there you send emails to your participants.
- **How much will this cost?** No cost. The group is paying for a subscription and we would like to use it as much as possible to serve our members and the model railroad community.
- **Further notes:**
  - I open all group meetings approximately 1 hour ahead for socializing and for those who need help. I open all private dry-runs about 15 min early.
  - Please avoid calling me by phone unless you are having problems with Zoom or in an emergency. The phone call volume is very high right now and there will be a significant delay in returning all calls.

**We are considering hosting a virtual event in place of the train show. If you are willing to help by giving a clinic, giving a tour, or recruiting clinicians or tours, please contact me at NMRA.Div.3@gmail.com.**

Gail Yarnall

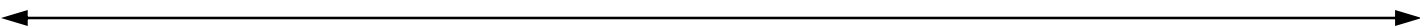
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<p>Ric Zimmerman 370 Mapletrace Trail Dayton, OH 45458 (937) 438-8582 ezrails@att.net</p>	<p><b>Board of Governors</b> The Board of Governors usually meets the first Monday of the month to conduct the business of the Division. Meetings will be conducted online until further notice. Any member may attend and participate in the meeting. Please contact a board member to verify date and time.</p>		

# Call Board

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## November 2020

<b>Next Crew Call</b>	
<b>When:</b>	<b>November 15, 2pm</b>
<b>Where:</b>	<b>Zoom</b>
<b>Program:</b>	Comparison of the Premier Passenger Trains in North America by John Burchnell
<b>Contest:</b>	<b>Weathering</b>
<b>Visitors and Guests Always Welcome</b>	