NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Snow Train Rolling Stock

other names/site number N/A

2. Location

street & number S. 1st St. and E. Sheridan St. (in Railroad Heritage Park) N/A not for publication

city or town Laramie N/A vicinity

state Wyoming code WY county Albany code 007 zip code 82070

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide _X_ local

Mary M. Hopkins State Historic Preservation Officer 3/14/13
Signature of certifying official/Title Date

Office of Archaeology and Historic Preservation
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ ___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

for Edson G. Beall 5.8.13
Signature of the Keeper Date of Action

Snow Train Rolling Stock
Name of Property

Albany, Wyoming
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [ ] private
- [X] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	district
0	0	site
5	0	structure
0	0	object
5	0	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions.)

RECREATION AND CULTURE/museum

7. Description

Architectural Classification
(Enter categories from instructions.)

No Style

Materials
(Enter categories from instructions.)

foundation:
walls: METAL/steel
roof: METAL/steel
other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Railroad Heritage Park's Snow Train Rolling Stock in Laramie, Wyoming, is composed of a standard gauge wedge snow plow, steam locomotive, tender, bunk car, and caboose, all once Union Pacific Railroad equipment. The individual pieces of rolling stock are intact examples of distinct types of railroad rolling stock. As a whole, the static display, in its arrangement and types of rolling stock included, represents an example of Wyoming snow trains of the 1950s that cleared railroad lines of snow and kept people and cargo moving. In February 2011, the five pieces of historic rolling stock were brought from four different locations in Laramie to create the fixed display.[1]

The rolling stock display is located east of the intersection of South 1st Street and East Sheridan Street in Railroad Heritage Park, near the center of the City of Laramie, Albany County, Wyoming. Railroad Heritage Park encompasses a narrow strip of green space lying south of the former Union Pacific Depot (now the Laramie Historic Railroad Depot Museum), between the city's railroad yard and South 1st Street. The park contains a number of cottonwood and blue spruce trees and has a grass lawn that extends into the fenced area surrounding the display and its roadbed. The Snow Train Rolling Stock is situated in the center of the park in a rectangular fenced area measuring 245' x 32' 8', with the roughly 207'-long train oriented slightly north-northeast to south-southwest. The wedge snow plow leads the train at the south end, followed in order by the locomotive, tender, bunk car, and caboose. The pieces of rolling stock are coupled together and rest upon a segment of track consisting of 60-pound steel rails (some of which were manufactured in 1890). The rails are spiked to wood ties in a raised roadbed ballasted with crushed granite. A chain link fence separates the park from the railroad yard, where the main line of the Union Pacific lies a scant 100' to the west. Laramie's downtown commercial area is a block to the northeast.[2]

Narrative Description

Railroad Heritage Park's Snow Train Rolling Stock is a static display illustrating the arrangement and typical components of snow trains that operated in Wyoming during the 1950s (Photographs 1 through 5). Used to clear the tracks and keep trains moving, snow trains generally included the type of rolling stock comprising the Laramie train: a plow (wedge or rotary) to move the snow from the tracks; a locomotive to power the train; a tender to provide fuel for the locomotive; a bunk car to transport and support the crew involved in snow-clearing operations; and a caboose to serve as the command center for the train. All of the nominated rolling stock were manufactured for the Union Pacific Railroad or its subsidiaries and served on its lines. The district contains five contributing structures, described below from the front (south) to the rear (north) of the train.

Wedge Snow Plow, Resource 1, Number UP 900015, ca. 1918-23 (manufacture), 1952 (converted to plow), Structure, Contributing, Photographs 6 through 8. Converted from a former engine tender, this single track wedge snow plow is painted silver and black and leads the train (see Figures 1 through 4). It does not include a cab, as the plow was not manned during plowing. The plow measures approximately 42' in length, is 15' 6" high at the headlight, and is 11' wide. The former cylindrical water tank still contains some stone ballast. The massive blade on the front (south) of the car and flanking flangers were constructed with a 23-degree angle to cut through the snow. The blade features concave faces to hurl snow in arcs to each side; blade faces are painted with black diagonal stripes. The east and west sides of the car have three storage compartments with metal doors in the triangular area below the blade. The front coupler (currently up) folds down during plowing, protected behind steel doors. A headlight with a protective grille is positioned on the top of the car behind the blade.

The top of the tank features a fairly wide wood running board mounted on metal brackets and flanked by continuous rod grab bars. The east and west walls of the plow are similar. Each has a metal walkway, attached to the tank by brackets,

[1] The preparers gratefully acknowledge the assistance of the following individuals, who brought their knowledge, records, photographs, and expertise to bear in helping to document the history of the Snow Train Rolling Stock: Larry M. Oshtresh; James L. Ehernberger; Gordon McColluh; Don Strack; and Dick Harley.
[2] The Snow Train Rolling Stock is owned by the City of Laramie; the land on which they are placed is owned by the Union Pacific Railroad.

that extends from the rear of the car to near its center. Both walls display the car number (900015) and "WYCO" (Wyoming Colorado Railroad) stenciled in black paint on the side of the tank. The east wall has a long metal storage box with a slanted lid at the rear. The west wall contains two irregular holes cut in the bottom of the tank.

The rear (north) is convex and has metal ladders at each end providing access to the walkways on each side of the car. There is a central horizontal grab bar on the upper part of the wall, with an off-center brake wheel below. The rear is painted black and silver in a chevron pattern. The car includes eight wheels on four trucks.

Alterations. The tender's conversion to a wedge snow plow occurred in 1953, within the period of significance. The holes were cut in the west wall of the tank to remove ballast and re-rail the plow at the time of its January 1989 derailment. This damage was not repaired. Some of the ballast was removed at the time of the derailment; lead and scrap iron ballast in the compartment was recently removed and recycled.

Locomotive, Resource 2, Number OSL 535, 1903 (manufacture), Structure, Contributing, Photographs 9 through 11. This steam locomotive is a Consolidation class 2-8-0 engine, indicating it has two front truck wheels, eight drive wheels, and no trailing wheels (see Figures 5 through 9). The riveted steel engine is 38' 6" from the tip of the pilot to the rear of the cab; the cab roof overhangs at the rear. The height of the locomotive measures 15' 9" to the top of the smokestack and 14' 7 ½" to the top of the cab roof. The front three-quarters of the engine is composed of a cylindrical boiler, while the rear quarter consists of a slightly raised cab with an arched roof. Present along the center top of the boiler are the bell-shaped sand dome and steam dome, with a short smokestack near the front. Just forward of the smokestack are two angled engine number holders (now empty).

The front portion of the boiler is painted silver and the cab is painted black. The cab projects above and to both sides of the boiler. The narrow front sections of the cab contain window openings (once glazed) allowing the crew a view forward. The sides of the cab display two window openings without glazing, a square opening forward and a rectangular one toward the rear. On the west side, an interpretive sign covers the square window. Below the cab windows are the engine number ("535") and "O.S.L." (Oregon Short Line) in white lettering. Rod grab bars are present along both sides of the roof above the windows. The rear of the cab is open, permitting the crew access to the tender. The front of the locomotive features a projecting center headlight flanked by two angled engine number holders (both now empty) and with a metal engine number sign below. The projecting steel pilot and coupler are partially surrounded by a wood and metal structure topped by a tubular railing.

Alterations. The bell atop the boiler is no longer present and some engine number plates are missing. The cab no longer has glazing. Originally coal-powered, UP converted the locomotive to burn oil in about 1952. At the time of field work in October 2012, the engine was undergoing boiler asbestos abatement and rejacketing.

Tender, Resource 3, Number UP 9-C-118, ca. 1907-20 (manufacture), Structure, Contributing, Photographs 12 and 13. This Vanderbilt-style steam locomotive tender features a 9,000-gallon cylindrical water tank and 28,000-pound coal hopper (see Figures 9 and 10).[3] The car is about 32' long, 14' 5" high adjacent to the engine, and 10' 10" to the top of the tank. The tender consists of riveted steel plates painted black. The raised front (south) section adjacent to the engine is boxy, with a flat roof; the rear two-thirds of the car are cylindrical. The roof of the raised section includes projecting pipes and a grab bar. The top of the cylinder features a full-length center running board (four boards wide) on a raised metal frame. The east and west walls of the tender are identical and include: "UNION PACIFIC" in white lettering; a full-length rod railing near the top of the tank offset from the tank with brackets; a foothold beneath the railing; a full-length metal running board along the lower part of the tank with a grab bar at the rear end; a long storage box with a slanted lid at the rear end; and a metal ladder with a hand rail at the front of the car. The north (rear) wall of the tender is convex, with grab bars near the top and bottom and the following inscription: "O.S.L." (Oregon Short Line) and "1,000 GALS." (an apparent reference to its oil capacity after conversion). The flat south wall (front) contains a metal storage box. The tender has four trucks with eight steel wheels.

Alterations. Originally the tender carried coal. UP modified it in 1952 to transport oil.

Bunk Car, Resource 4, Number UP 906778, 1929 (manufacture), 1955 (conversion to bunk car), Structure, Contributing, Photographs 14 and 15. Converted from an automobile transport car, this 52' 1" bunk car features 3-3-3 dreadnaught bulkheads and riveted steel panel walls with exterior diagonal and vertical steel bracing (see Figures 11 through 13). The car is about 9' 2" wide and 14' 1" tall and is painted a pinkish-beige color. The very shallow gable roof is

[3] Union Pacific Railroad, 9,000 Gallon Cylindrical Tender, diagram T-3-12, 1 July 1938, Gordon McCulloh Collection.

composed of steel plates with raised riveted joints. A center wood running board (three boards wide) extends the full length of the car; at the sides and near the center, short wood running boards encased in metal frames extend to the sides of the car. The west wall is composed of riveted steel panels with exterior vertical and diagonal steel bracing; two of the diagonal braces are now truncated due to the addition of windows. The wall contains a slightly off-center flush wood door and an exterior security door flanked by vertical grab bars and with a horizontal rung below. The wood door bears the circular logo of the Wyoming Colorado Railroad. Immediately north of the door is a full-height ladder (accessing the wood walkway) composed of rungs riveted to the wall. North of the ladder are three one-over-one-light windows with security grilles; the center window has an adjacent wood panel filled with diagonal boards. There are two horizontal grab bars low on the wall at the north end. South of the door are two one-over-one-light windows with security grilles; the window closest to the door is adjacent to a wood panel filled with diagonal boards. At the south end of the wall is a full height rung ladder with a foot step below.

The construction of the east wall is the same as the west wall: riveted steel panels with exterior vertical and diagonal steel bracing; two of the diagonal braces are now truncated due to the addition of windows. This wall has a slightly off-center entrance filled with T1-11 paneling; wood panels filled with diagonal wood paneling lie above and to the north of the door. Immediately south of the entrance is a full-height rung ladder, followed by two one-over-one-light windows with security grilles; the window closest to the door is adjacent to a wood panel filled with diagonal boards. North of the door is a one-over-one-light window with a security grille and an adjacent wood panel filled with diagonal boards. At the north end of the car is a tall rectangular grid panel with a projecting vent pipe (marking the former location of the car's restroom) and a full-height rung ladder.

The north and south dreadnaught bulkheads are quite similar: each is composed of three riveted steel panels containing three deep horizontal corrugations and each has a full-height rung ladder and a grab bar. The north end contains a brake wheel near the top of the wall adjacent to the ladder and an electrical service panel near the base of the wall. The south wall features a rectangular single-light window with a wood surround in the upper part of the wall. The car has a riveted steel undercarriage and four trucks with eight steel wheels.

Alterations. When converted from an automobile car to a bunk car in 1955, the wide sliding doors were removed and filled with steel and door and window openings were added. This is within the period of significance for the district. The non-UP paint scheme, security grilles over doors and windows, the application of wood surrounds and decorative wood sections to the exterior, and remodeling the interior to office uses occurred when the car became the ticket office for the Wyoming Colorado Railroad about 1987. The diagonal wood panels are superficial changes; the original riveted steel plates are present underneath.

Union Pacific Caboose, Resource 5, Number UP 25232, 1952 (manufacture), Structure, Contributing, Photographs 16 and 17. This all-steel 38' 7"-long caboose features a tall center cupola and open platforms at each end (see Figures 14 and 15). The car, painted yellow with red trim, measures about 10'-wide and 16'-tall to the top of the cupola. The cupola has a very shallow gabled roof composed of riveted steel panels with metal rod grab bars around its edge. The east and west walls of the cupola contain two-light windows; the north and south walls have single-light fixed windows flanking a slightly raised red-over-green signal light. The caboose's shallow gable roof is composed of metal panels with raised, riveted joints. A raised metal running board is present along the center of the roof and is accessed by metal ladders with safety cages from each platform. A metal stove pipe flanked by antennas stands north of the cupola.

The east and west walls of the caboose are composed of nine riveted steel panels with curving grab bars at the north and south ends. Both walls feature deteriorating red adhesive lettering reading: "UNION PACIFIC UP 25232." The east wall contains three small fixed-light single windows: rectangular ones toward the north and south ends and a smaller square window south of the south edge of the cupola. The latter window marks the former location of the caboose's bathroom. The west wall contains three small, rectangular fixed-light single windows, two north of the cupola and one to the south.

The north and south ends of the car are virtually identical. The walls are composed of riveted steel panels. Each wall has a center door. The north wall contains a flush metal door with a one-over-one-light window with two metal bars across its lower light; on the south wall the upper part of the door is covered with plywood. Flanking the doors are small, rectangular, fixed, single-light windows with two horizontal security bars across the glazing. There are horizontal grab bars above each window and L-shaped grab bars below. The platform floor and the steps to each side are composed of an open steel gridwork with an anti-skid gripping surface. The outside end of the platform includes a tubular steel railing with a center gate with a latch and a brake wheel. The car's undercarriage is welded steel with four National Flexo-4 trucks and eight steel wheels.

Alterations. The original wood platform and steps are replaced with metal. Movable sash are replaced with fixed Plexiglas. The interior, remodeled when it became a visitor information center, no longer reflects its use as a caboose.

Integrity

As a district, the Snow Train Rolling Stock displays a high level of historic physical integrity as evaluated in terms of the Secretary of the Interior's seven aspects of integrity. Alterations to individual resources are noted above. Aspects of integrity are discussed below.

Design. All pieces of the rolling stock show a high level of integrity of design and reflect their historic character. The snow plow and bunk car were converted from other uses and display a high level of design integrity as converted within the period of significance.

Materials. Constructed from durable, riveted steel plates, the materials employed for each structure have held up well and virtually no non-original elements have been added. The addition of diagonal wood panels to the bunk car is a superficial, nonstructural change; the steel plates of the car walls are present underneath, and the fenestration from its 1955 conversion is unchanged.

Workmanship. Each element of Snow Train Rolling Stock was manufactured in a locomotive or railroad car factory or Union Pacific shop. The riveting of panels and assembly of car components display a high level of specialized workmanship.

Setting. The placement of the Snow Train Rolling Stock within 100' of the mainline of the Union Pacific Railroad and just south of the historic Laramie UP depot is an appropriate setting for railroad equipment. The equipment is adjacent to a railroad yard and the active tracks of the railroad line with which they all were associated. The setting meets the requirements articulated in the National Park Service's 2009 "Integrity Requirements for Settings and Locations of Locomotives and Other Rolling Stock": "positioned on track" and in surroundings that includes "a railroad line or a section of track adjacent to or near a railroad line."[4]

Feeling. Trains pass by the location frequently and yard operations are ongoing. The sounds, smells, and sense of movement enhance the sense of feeling associated with railroad equipment.

Location. As railroad rolling stock, significant under Criterion C for its design and engineering significance, the components of the Snow Train ensemble had no fixed location. They served throughout the Union Pacific Railroad system and were assigned to new locations on an as needed basis. Each moved continuously throughout its operational life, and their current location in Laramie is one of the sites served by the system. Locomotive 535 is additionally significant under Criterion A for its service in and near Laramie. Its current placement in Laramie adjacent to the UP mainline is an appropriate location according to the National Park Service's 2009 guidance on location for rolling stock.[5]

Association. All pieces of rolling stock were built for Union Pacific or its affiliates, served on its system, and consist of tangible reminders of the railroad's activities during the historic period. UP shops built the caboose and repurposed the bunk car and snow plow from their original functions, an action representative of the railroad's policy of reusing its resources whenever possible and extending their useful life.

[4] Barbara Wyatt, "Integrity Requirements for Settings and Locations of Locomotives and Other Rolling Stock," National Register Policy Clarification (Washington: National Park Service, 9 April 2009), 2.
[5] Wyatt, "Integrity Requirements for Settings and Locations of Locomotives and Other Rolling Stock," 2.

Snow Train Rolling Stock
Name of Property

Albany, Wyoming
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance
(Enter categories from instructions.)

ENGINEERING
TRANSPORTATION

Period of Significance

1903-55
1947-57

Significant Dates

1903
1929
1949
1952
1953

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Baldwin Locomotive Works
Ralston Steel Car Company
Union Pacific Railroad, Omaha Shops
Union Pacific Railroad, Pocatello Shops

Period of Significance (justification)

The period of significance for Criterion C extends from 1903 (the year the locomotive was manufactured) to 1955 (the year the automobile car was converted to a bunk car). Significant dates include: 1929 (the year the automobile car was manufactured); 1952 (the year the caboose was manufactured and the year the locomotive was converted from coal to oil); and 1953 (the year the tender was converted to a snow plow). Under Criterion A, the period of significance for the locomotive extends from 1947 (the year it arrived in Wyoming) to 1957 (the last year it was in service). Its significant dates

are 1949 (the year the locomotive is known to have powered snow trains) and 1952 (the year it was converted from coal to oil).

Criteria Considerations (explanation, if necessary)

Criteria Consideration B, concerning moved properties, is not applicable. Railroad rolling stock are analogous to aircraft: "Aircraft, like ships are transportation vehicles designed to move during operation. Because aircraft are designed to be moved, they do not need to meet Criteria Consideration B (and the consideration should not be checked on the National Register registration form)."[6] As railroad rolling stock, the individual components of the Snow Train Rolling Stock historically had no fixed locations, but served throughout the Union Pacific system as needed. Each moved continuously during its operational life. Each is primarily significant for its engineering value as representative of different types of railroad rolling stock.

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

Snow Train Rolling Stock is significant under Criterion C in the area of Engineering, comprising excellent examples of different types of rolling stock that served on the Union Pacific Railroad system during the first half of the twentieth century. The five pieces of rolling stock possess shared historical associations as equipment built for and used by the Union Pacific Railroad or its subsidiaries during the historic period. Locomotives are the most numerous type of railroad rolling stock resource listed in the National Register of Historic Places. Snow Train Rolling Stock includes examples of underrepresented rolling stock car types. This collection of rolling stock exhibits developments in twentieth century railroading and railroad practices, including the development of all-steel car bodies, design innovations, and the repurposing of rolling stock to new uses, such as wedge snow plows and bunk cars. As an assemblage, the rolling stock illustrates the typical arrangement and car types making up a Wyoming snow train of the 1950s. Snow trains were not pre-assembled, standing in readiness for heavy snow. Instead, as a weather emergency developed, trains to plow the lines were put together from available rolling stock. The locomotive of the ensemble is also significant under Criterion A in the area of Transportation for its service in Wyoming from 1947 to 1957, including powering snow trains during the blizzard of 1949. No railroad rolling stock in Wyoming is currently listed in the National Register.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Each component of the Snow Train Rolling Stock is significant under Criterion C in the area of Engineering, as intact examples of distinct types of rolling stock employed by the Union Pacific Railroad. The 1953 single track wedge snow plow (900015) is an example of a plow created from a locomotive tender. As many such plows derailed and were scrapped, wedge plow 900015 represents an increasingly rare example of the type. The 1903 locomotive (number 535) is an excellent example of a 2-8-0 Consolidation engine produced by the Baldwin Locomotive Works. The tender (number 9-C-118) is representative of a Vanderbilt steam locomotive tender. The bunk car (906778) is a very good example of this essential maintenance-of-way car created from an automobile transport car in 1955. The 1952 caboose (number 25232) is an excellent example of an all-steel CA-5 class caboose, of which only 100 were built. The snow plow and bunk car exemplify the Union Pacific's policy that "nothing was scrapped if it could possibly be altered for use in some perhaps unknown future application."[7] The ensemble reflects the typical layout of a UP snow train of the 1950s. Such trains required a plow to move the snow, a locomotive to propel the plow, a tender to haul fuel for the locomotive, a bunk car to carry additional crew to assist in snow-clearing operations, and a caboose to serve as the command center for the train. Given construction, conversion, and retirement dates and available data on service locations and dates, it appears that the five pieces of rolling stock never operated together as a working snow train.

Locomotive 535 is further significant under Criterion A in the area of Transportation for its service in Wyoming in the 1940s and 1950s. The engine notably provided the motive power for snow trains in Wyoming during the blizzard of 1949 that crippled much of the UP system, helping to clear lines and get rail traffic moving. In the 1950s, after its conversion to oil, engine 535 served on the UP Coalmont Branch between Laramie and Coalmont, Colorado, and in the Laramie area, hauling freight, pulling excursion trains, and working in the yards.

[6] Anne Milbrooke with Patrick Andrus, Jody Cook, and David B. Whipple, *Guidelines for Evaluating and Documenting Historic Aviation Properties*, National Register Bulletin (Washington: U.S. Department of the Interior, National Park Service, 1998), 32.
[7] Gordon McCulloh and James L. Ehernberger, "The Tender Behind," *Streamliner* 22(2008):31.

Developmental history/additional historic context information (if appropriate)

Wyoming Snow Trains

Union Pacific Railroad snow trains represent an important part of Wyoming's railroad past. They were integral to keeping railroad lines open during periods of snow and insuring freight and passenger trains moved freely throughout the state. The main line of the UP passes through the southern edge of the state, where mountainous areas and wide expanses prone to high winds and drifting snow made keeping the line operational in winter a challenge for the railroad. Wedge plows comprised one approach to clearing the tracks: "Shoved at speed into the brunt of drifts, the wedge plow blasted the snow out of the way. The wedges worked up to a certain depth and then even they were rendered useless." For deeper snow, the UP had a number of rotary plows available. These expensive "titans of winter" employed a rotating circular blade assembly to cut through drifts and throw snow to one side of the track. Snow trains were used to convey plows to snowbound sections of track and undertake plowing operations.[8]

When a snow emergency struck, the UP assembled snow trains from available equipment. A suitable plow was a necessity, and certain types of cars were required, but which particular cars were chosen varied. Given the very real possibility of derailments and damage during plowing operations, the railroad avoided tasking its diesel engines and newest rolling stock with the work. Assembling a snow train was no small feat, as the operation required support personnel and rolling stock. In addition to the wedge plow, locomotive, and tender, such trains usually included a bunk car and a caboose.[9]

Using a wedge plow to clear snow required a certain expertise on the part of UP crews. Where snow piled up in cuts or fell onto the track in mountainous areas, a wedge plow could stall. In such cases the crew might be able to reverse and make one or more runs to clear the blockage, but such efforts sometimes resulted in derailments. UP historian James Ehernberger observed:

> A typical circumstance for a wedge plow was a derailment occurring at the beginning of a drift. During plowing, because of the slope of the drifts, it was recommended to either shovel a square edge at the beginning or nose into the drift slowly in order to eliminate the slope, otherwise the plow would have a tendency to ride on top of the drift. . . .[10]

The extra personnel carried in the bunk car shoveled off the face of drifts and helped in re-railing the plow.[11] As Bryan Solomon noted: "Plowmen expect the inevitable derailment, and they typically carry a host of tools, such as rerailing 'frogs,' chains, jacks, and wrenches to assist in getting the plow back on the rails."[12]

One of the most extensive UP snow-clearing efforts of the post-World War II period in Wyoming took place over a seven-week period in January and February 1949. The blizzards affected Wyoming, western Nebraska, northeastern Colorado, and Idaho. The storms shut down railroad lines and stranded trains. Writing in 1998, railroad historian Robert P. Krieger concluded that "at no time since, and only once previously, during the legendary storm of 1888, has a storm so crippled the Union Pacific Railroad."[13] The January storm brought 67-mile-per-hour wind gusts, 18-degrees-below-zero temperatures, and high drifts to the Wyoming Division. The February storm produced more disruptions and shut down the main UP line west of Laramie. The UP pressed all available personnel and equipment in a massive effort to clear the line:

> During this period, nine rotary and four wedge plows, five spreaders, and all the construction equipment they could muster were used between Laramie and Wamsutter. The situation was so bad that it became necessary to embargo much of Union Pacific's traffic and cancel passenger train schedules out of

[8] Robert P. Krieger, "The Titans of Winter: Union Pacific Railroad's Rotary Snow Plows," *Streamliner* 13(Winter 1998):9.
[9] Snow trains could include even more rolling stock. Glenn Gilbreath describes a 1955 snow train on the UP's Victor Branch in Idaho that included a rotary plow, water tank car, diesel locomotive, fuel tank car, "the normal outfit cars where the crew could eat, shower, sleep and rest," a flatcar carrying a D-2 bulldozer, and a caboose. Glenn Gilbreath, as told to Thornton Waite, "Clearing the Victor Branch," *Streamliner* 7(1993):6.
[10] James L. Ehernberger, "Engine Tender Snow Plows," *Streamliner* 6(1992):14.
[11] Richard Hook (former UP employee), Laramie, Wyoming, interview by Thomas H. Simmons, 12 October 2012.
[12] Bryan Solomon, *Railway Maintenance: The Men and Machines that Keep the Railroads Running* (St. Paul, Minnesota: MBI Publishing Company, 2001), 116.
[13] Robert P. Krieger, "Blizzard of '49," *Streamliner* 12(Fall 1998):22.

> Chicago and Los Angeles. Traffic was detoured to the south and a freight embargo was placed on the area between Rock Springs and Laramie, Wyoming. . . . [T]he 40mph winds with gusts as high as 70mph blew the heavy loose snow into drifts from six to 16 feet high and up to 1,700 feet in length.[14]

In the wake of the 1949 snows, the UP authorized acquisition of additional rotary and wedge plows.[15]

Snow Train Rolling Stock

The components of the Snow Train in Laramie are historically associated with the Union Pacific Railroad and its subsidiaries. Built or converted to their current use between 1903 and 1955, the rolling stock exhibits improvements in twentieth century railroading and railroad practices, including the development of all-steel car bodies, design innovations, and the repurposing of rolling stock to new uses, such as wedge snow plows and bunk cars. Existing records do not permit a detailed accounting of where and when each piece of rolling stock served; information is provided where available. Given UP practices, it is likely the rolling stock served throughout the railroad's system, including Wyoming.

The Union Pacific was and is one of major railroads in the United States. Authorized to construct a transcontinental railroad under the Pacific Railroad Act of 1862, the UP started laying track westward from Omaha, Nebraska, in 1865. The transcontinental link was achieved in May 1869, when the UP met the Central Pacific at Promontory Point, Utah. The UP expanded in succeeding decades, only to go into receivership in 1893. The railroad recovered financially, and, by 1900, the UP system extended from Kansas City and Omaha on the east to Portland on the west, serving portions of Missouri, Iowa, Kansas, Nebraska, Colorado, Wyoming, Utah, Montana, Idaho, Oregon, and Washington.[16] The manufacture, conversion, and service of the five pieces of rolling stock composing the district are discussed below.

Wedge Snow Plow

The single track wedge snow plow heading the Snow Train Rolling Stock assemblage was constructed during the 1918-23 period as a class 12-C cylindrical, 12,000-gallon, Vanderbilt-style locomotive tender, numbered 12-C-115.[17] It is not known with which locomotive the tender originally paired or on what part of the UP system it first served. A September 1950 photograph shows the tender at Grand Island, Nebraska, attached to UP locomotive 5034 (see Figure 1). When the tender retired in 1953, it was still paired with that engine.[18]

Following the devastating 1949 blizzard (discussed above), the UP acted to expand its capability to fight snow by adding new plows to its roster. Twelve single and double track wedge plows were created from locomotive tenders in 1949. A wedge snow plow is "essentially a huge knife blade that is pushed along at speed, forcing accumulated snow off the tracks."[19] Following retirements of three wedge plows in 1952-53, the UP ordered creation of three replacements.

In December 1953, the railroad's Pocatello, Idaho, shops conversion three locomotive tenders to wedge plows. This plow, number 015, featured a steel plow blade with a slope of 23 ½ degrees, a National Fold-Down (Type E) front coupler, hinged doors to shield the coupler in the fold-down position, and a headlight positioned above the plow.[20] The plow had no independent source of propulsion and was pushed from the rear by an engine. The plow was unmanned, with no cab. The tender cylinder was heavily weighted with ballast to aid in moving large amounts of snow and to decrease the possibility of derailments. The crushed granite, scrap metal, and lead used as ballast brought the total weight of plow 015 to 228,900 pounds.[21]

The UP assigned plow 015 to lines in Nebraska. The UP Chief Engineer specified that one of the new plows be assigned to Grand Island, with responsibility for areas to the northwest (Ord and Loup City Branches), west (to Kearney), and south

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[14] Krieger, "Blizzard of '49," 32.
[15] Krieger, "The Titans of Winter," 14.
[16] Robert G. Athearn, *Union Pacific Country* (New York: Rand McNally and Company, 1971), 365.
[17] A single track wedge plow throws snow to both sides of the track. A double track wedge plow pushes snow to one side, in order not to throw snow onto the second track.
[18] Detailed information on UP tenders is more limited than for other types of rolling stock.
[19] Solomon, *Railway Maintenance*, 113.
[20] Ehernberger, "Engine Tender Snow Plows," 8.
[21] "Railroad Snow Plows, Keeping the Tracks Clear," http://www.american-rails.com (accessed 10 September 2012); Ehernberger, "Engine Tender Snow Plows," 10.

(to Hastings). In May 1959, the railroad renumbered the plow as 900015. Longtime UP employee James Ehernberger recalls seeing the plow in western parts of Nebraska and believes it remained there until reassigned to Wyoming.[22]

The UP stationed the plow in Wyoming in early 1979, after its sister plow, number 900014, was damaged beyond repair in a derailment in January of that year.[23] While formally assigned to the Wyoming area, the UP brought the plow to other areas as needed. A 1992 *Streamliner* cover pictured the 900015 hitting a drift near Strasburg, Colorado, in December 1982 (see Figure 2). In 1983, roller bearings were applied to the plow's trucks and, in September, the plow received new paint, employing a silver and black color scheme. A February 1984 photograph shows the plow standing at the ready in Cheyenne (see Figure 3).

The Wyoming Colorado Railroad (WYCO) bought the UP's Coalmont Branch in November 1987. The shortline hauled coal from mines in Colorado to a connection with the UP in Laramie and also ran passenger excursion trains. WYCO apparently acquired this plow at the same time, retaining its UP numbering. On 8 January 1989, while clearing the line, the plow derailed at Fox Park, Wyoming (see Figure 4). In the effort to re-rail the plow, holes were cut in one side of the tank to discharge ballast and lighten the plow, which sustained serious structural damage. The plow was not repaired and never saw service again; it was returned to Laramie and stored in the railroad yard. The City of Laramie acquired the plow, which moved to Railroad Heritage Park in early 2011.

Locomotive

The Baldwin Locomotive Works in Philadelphia, Pennsylvania, manufactured this coal-powered, steam locomotive (serial number 21790) in March 1903 (see Figures 5 and 6) at a cost of $12,782.49. Built for the UP's Oregon Short Line Railroad (OSL), it received OSL number 975. The engine is an example of a 2-8-0 Consolidation, named after the arrangement of its wheels. This wheel arrangement became a popular choice for railroads.[24] A Baldwin Locomotive Works catalogue discussed this class of engine:

> The Consolidation type has four pairs of driving wheels and a two-wheeled front truck, and is especially suitable for heavy freight service. A large percentage of the total weight of the locomotive is available for adhesion; and as this weight is distributed over four pairs of driving wheels, a high tractive force can be developed without using excessive wheel loads.[25]

As built, the locomotive featured a Vauclain compound mechanism with Stephenson inside valve gear. Between 1910 and 1916, the Vauclains were converted from a compound to a simple arrangement, and Walschaert valve gear replaced the Stephensons. This retooling increased the efficiency of the engine, producing greater tractive effort at a lower boiler pressure.[26]

The locomotive worked the Oregon Short Line Railroad, a UP subsidiary. The UP organized the Oregon Short Line Railway in 1881 to tap the growing Northwest market. Construction began in 1881 from Granger, Wyoming, with the line crossing southern Idaho and reaching Huntington, Oregon, in November 1884. The railroad accessed Portland over track leased from the Oregon Railway and Navigation Company. The Oregon Short Line and Utah Northern Railway came into being in 1889 as a consolidation of the original OSL and six lines in Utah and Idaho; it reorganized as the Oregon Short Railroad in 1897. The UP leased the OSL in 1936 and the line was formally absorbed into the UP system in 1987.[27]

In 1915, the engine was renumbered as 535. A 1928-31 listing of "locomotive shoppings" by division showed the 535 assigned to the Idaho Division. According to engine watchman Frank J. Soto, the 535 began working the UP's Laramie, North Park and Western (LNP&W) line in November 1947. The 535 spent its later years on this branch and in the Laramie vicinity. The LNP&W extended 111 miles west and south from Laramie to Coalmont, Colorado, and reached more than 9,000' in elevation at Fox Park, Wyoming. The route was primarily a freight operation with little passenger traffic. In the 1930s, the UP agreed to acquire the LNP&W as a condition of Interstate Commerce Commission approval for other

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[22] James L. Ehernberger, Cheyenne, Wyoming, email to Thomas H. Simmons, 20 December 2012.
[23] Ehernberger, "Engine Tender Snow Plows," 15.
[24] J. Parker Lamb, *Perfecting the American Steam Locomotive* (Bloomington, Indiana: Indiana University Press, 2003), 47.
[25] Baldwin Locomotive Works, *Catalogue of Locomotives* (Philadelphia: Baldwin Locomotive Works, ca. 1915; reprint by Ocean City, New Jersey: Specialty Press, 1972), 88.
[26] Gordon McColluh, email to Lawrence M. Oshtresh, 29 October 2012.
[27] Oregon Short Line Railroad (1897-1936), http://utahrails.net (accessed 19 December 2012).

acquisitions. During World War II, the principal items shipped included timber, coal, livestock, and minerals. The UP formally dissolved the LNP&W in 1951, and the line became the Coalmont Branch of the Union Pacific.[28]

Soto praised the 535 as "one of the Best Engines" with which he worked, with a tight boiler that could hold water.[29] Locomotive division assignments for 1949 placed the 535 in the UP's Wyoming Division on the LNP&W[30] (see Figure 7). During the Blizzard of 1949, the 535 provided motive power for at least five snow trains operating from Laramie in January. Operating singly or deadheading with its sister engine, number 533, the snow trains included a rotary plow, a caboose, and one or two non-revenue cars (possibly bunk cars).[31]

In September 1952, the UP converted the locomotive to burn oil, and during the 1950s the engine and tender continued to work in the Laramie area, both in the city's railroad yards and on the Coalmont Branch. Railroad employee Frank Soto recalled a 1950s trip where the 535 brought 46 carloads of cattle from Hebron to Walden over hilly terrain. Soto also related an incident when the engine cab was damaged by fire in Laramie after a flagging kit with fusees and torpedoes was left too close to the boiler. In August 1956, the 535 pulled a six-car consist of the Rocky Mountain Railroad Club over the Coalmont Branch into Colorado (see Figure 8). The lure of riding a steam locomotive, spectacular scenery, and plenty of stops for photographs insured a large turnout of members.[32]

It appears the locomotive and tender last operated in the Laramie area in 1957 (see Figure 9). UP historian James L. Ehernberger recalled seeing the 535 working in the Laramie Tie Yard in October 1957, but by February 1958 the engine was "dead in the roundhouse" and not in use.[33] The UP assigned the locomotive a new number (6535) in March 1958 and retired it in March 1959. The railroad donated the locomotive and its tender to the City of Laramie that year.[34] They were displayed in LaBonte Park from 1959 until early 2011, when moved to Railroad Heritage Park.

Tender

Built for UP, the tender included in Snow Train Rolling Stock is a class 9-C (number 118) (see Figures 9 and 10). The function of a tender is to carry the fuel and water needed by a steam locomotive. The 9-C class featured a capacity of 9,000 gallons of water and 28,000 pounds of coal. This was one of 96 9-C class tenders manufactured at some point between 1907 and 1920 under a Vanderbilt patent. Possible builders of this tender included the Baldwin Locomotive Works of Philadelphia and the American Locomotive Company (at its Schenectady Works in New York or Brooks Works, Dunkirk, New York).[35]

Cornelius Vanderbilt obtained a patent for an improved locomotive tender in 1901, and by 1905 Vanderbilt tenders were adopted as standard by several railroads, including the UP and the Oregon Short Line. A 1905 article discussed the significance of the Vanderbilt tender:

> This tender shows one of the most striking changes in outward appearance as well as in utility that has been made in tenders since the early days of railroading. The main feature of the design can be seen in

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[28] Frank R. Hollenbeck, *The Laramie Plains Line* (Denver: Sage Books, 1960), 70 and 78-79.
[29] Frank J. Soto, Walden, Colorado, letter to Ralph Holen, Laramie, Wyoming, 8 January 1985.
[30] Gordon McColluh, *Steam Roster of the Union Pacific System, 1915-1990* (N.p.: Smokerise Publications, 1990), 83 and 89.
[31] Laramie, North Park & Western Railroad, "Freight Conductors Train Book," January 1949, in the files of the Laramie Railroad Depot Association, Laramie, Wyoming.
[32] McColluh, email to Oshtresh, 29 October 2012; Soto to Holen, letter, 8 January 1985; Rocky Mountain Railroad Club, "Excursion over the Coalmont Branch of the Union Pacific Railroad (Formerly Laramie, North Park & Western Railroad)" (Denver: Rocky Mountain Railroad Club, 1956).
[33] James L. Ehernberger, Cheyenne, Wyoming, email to Gordon McColluh, 29 October 2012.
[34] "Union Pacific Steam Locomotive Roster," Union Pacific Railroad, Equipment Register, http://utahrails.net/up/equipment-register.php (accessed 28 October 2012).
[35] "Union Pacific Steam Locomotive Tenders," Union Pacific Railroad, Equipment Register, http://utahrails.net/up/equipment-register.php (accessed 19 December 2012); Union Pacific Railroad, 9,000 Gallon Cylindrical Tender, diagram T-3-12, 1 July 1938, Gordon McCulloh Collection; McCulloh and Ehernberger, "The Tender Behind," 22; Gordon McCulloh, email to Thomas H. Simmons, 2 January 2013.

the picture: a cylindrical body which carries the water and a square sided hopper for the coal. Its advantages are the comparative light dead weight of the tender and the low cost of maintenance.[36]

The details of the tender's service are not known. In 1947, it was paired with UP 2900, a 4-6-2 coal-powered locomotive. By 1952, it was attached to OSL 2003 (a 2-8-2 Mikado). In March of that year the tender came to Laramie, Wyoming, where it was converted to carry oil and mated with OSL 535. The tender served with the 535 on the Coalmont Branch and around Laramie. The tender was retired ca. 1958 and accompanied locomotive 535 when the UP donated it to the City of Laramie. They comprised a fixed display in LaBonte Park from 1959 until early 2011, when moved to Railroad Heritage Park.[37]

Bunk Car

The bunk car on the Snow Train began its life as a class A-50-12 automobile car, constructed for the Union Pacific Railroad in November 1929 by the Ralston Steel Car Company, Columbus, Ohio, and numbered as 152456 (see Figures 11 and 12). All-steel cars represented an important improvement in twentieth century railroading. Steel siding became the material of choice for railroads, increasing from 4.7 percent of all boxcars in 1925 to 66.9 percent in 1950.[38] Ralston built 500 of the 1929 all-steel, outside-braced, 100,000-pound capacity cars for UP. A version of the A-50-12 class existed as early as 1926, when a similar group of 1,000 cars (700 by the General American Car Company and 300 by the Pennsylvania Car Company) was built for UP. The 1929 cars featured dreadnaught ends, deep corrugations that provided greater strength than the smaller corrugations present on earlier steel box cars. The cars included no special features on the interior that set them apart from other box cars. Their character defining features were wide 12' sliding doors on each side that permitted loading of vehicles. In April 1937, the sides and ends of the car were "lined" with wood, presumably to facilitate the installation of bracing to keep loads from shifting during transit, and the car received a new number: 176163.[39] The car served throughout the UP system, carrying a variety of freight in addition to vehicles.[40] For example, Lawrence M. Oshtresh examined conductors' books in the Laramie area for early 1949 and found automobile cars in the same series as this one transporting lumber, furniture, wool, and unspecified merchandise, the same types of cargo carried by ordinary box cars.[41]

In October 1955, when the car was 26-years-old, the railroad converted it into a non-revenue, six-man bunk car, numbered 06778 (see Figure 13). The move reflected UP's policy of repurposing older rolling stock to get the most return from its equipment investment. Bunk cars, used by the UP's Maintenance-of-Way and Bridge and Building departments, permitted "railroad workers to remain at isolated job sites—such as rail relaying, tie renewal programs, or signaling projects—for extended periods of time."[42] They were also used to transport the larger complement of workers needed for snow clearing tasks on snow trains. Automobile transport cars from the 1920s were particularly desirable for bunk car conversions due to their all-steel construction and 10' longer length than regular box cars of the same era. The conversion of this car included the installation of windows and a door and remodeling the interior to include sleeping accommodations, a cooking area, and a restroom. In May 1957, the car was renumbered as 906778.[43]

The UP sold the car for salvage in October 1976. Subsequently, the Wyoming Colorado Railroad (WYCO) became the car's owner. In about 1987, the bunk car, located in the railroad yard in Laramie, became the ticket office for the railroad's passenger excursion trains. The car received its present paint scheme, security grilles, and decorative wood panels during this period. WYCO's excursion trains ended in 1996 and with it the need for a ticket office. WYCO eventually sold

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[36] "The Vanderbilt Locomotive Tender," *Railroad Men* 18(March 1905): 213; "The Vanderbilt Tender," *The Age of Steel* 90(28 December 1901):10.
[37] "Union Pacific Steam Locomotive Tenders," Union Pacific Railroad, Equipment Register, http://utahrails.net/up/equipment-register.php (accessed 19 December 2012); McCulloh, email Simmons, 2 January 2013.
[38] Larry Oshtresh compiled the data for numbers of boxcars by siding material using the Official Railway Equipment Roster. Larry Oshtresh, Laramie, Wyoming, email to Thomas H. Simmons, 8 January 2013.
[39] Union Pacific Railroad, Equipment Register, http://utahrails.net/up/equipment-register.php (accessed 27 October 2012).
[40] Union Pacific Railroad, Equipment Register; Automobile Car, Class A-50-12, Car Numbers 152001-152500, drawing, Union Pacific Freight Car Diagrams, James L. Ehernberger Collection; Terry Metcalfe, *Union Pacific Freight Cars: 1936-51* (Englewood, Colorado: Metcalfe Publications, 1989), 17 and 39-41.
[41] Lawrence M. Oshtresh, Laramie, Wyoming, email to Thomas H. Simmons, 31 October 2012.
[42] "All the Comforts of Home," *Streamliner* 16(Summer 2002):19 and 21.
[43] Union Pacific Railroad, Equipment Register.

the car for scrap in 2008. In 2009, a local campaign raised funds to buy the car from the salvager and donate it to the City of Laramie. It moved to Railroad Heritage Park in early 2011.[44]

Caboose

In August 1952, the UP shops in Omaha, Nebraska, manufactured the caboose included as part of Snow Train Rolling Stock; the car received number 3936 (see Figures 14 and 15). Cabooses served several functions on a train: as an office for the conductor, the boss of the train, to complete paperwork; as living quarters for the crew on extended runs; and as storehouse and shop, supplying spare parts, tools, lanterns, and signaling devices. Caboose historian Mike Schafer argues that "the cupola makes the caboose one of the most distinctive pieces of railroad rolling stock."[45] The cupola afforded a high vantage point for monitoring train operations, while caboose end platforms provided a location for mounting or dismounting the car and receiving and acknowledging signals from station agents.

This caboose is a class CA-5, the third series of all-steel cabooses produced for the railroad (see Figures 14 and 15). By the end of the 1930s, the UP began considering replacement of its aging fleet of wood cabooses with all-steel cars. The UP became a relative latecomer to this trend, as the Atchison, Topeka and Santa Fe started a steel caboose program in 1927. UP developed its own design for an all-steel caboose in 1941, but eventually adopted a design (Model CA-3) produced by Mount Vernon Car Manufacturing Company in 1942.[46] As UP historians Strack and Ehernberger concluded, the design

> became Union Pacific's trademark, a steel car with a tall, centered cupola, and ample interior room for sleeping during extended crew layovers. Upon completion, the new design received favorable comments in the trade press about its combined economy of construction, and its functionality for train crews, especially the large windows that allowed ample light into the caboose interior. The design proved so successful that its basic features remained unchanged for over 30 years.[47]

UP introduced the CA-5 model in 1952, and 100 were built that year (numbers 3900 through 3999). They displayed riveted steel bodies (nine panels on each side) and welded steel underframes, like the CA-3 and CA-4 models, but featured stronger diagonal panel roofs ("StanRay" brand) riveted along connecting seams, a safety cage at the top of the end ladders composed of round rod, and outside swing hanger trucks. The cars originally included sash windows, coal stoves, and half (including number 3906) featured wood platforms and steps at each end (later replaced with Apex brand metal platforms and steps). [48]

Given the UP practice of placing newer equipment on more important lines, this caboose most likely saw initial service on freight trains on the principal UP lines. UP historian James Ehernberger believes it would have worked "almost, if not all, the entire UP system at one time or another."[49] In June 1959, as part of a general renumbering, the caboose became number 25232. In the same year the wood doors were replaced with Met-L-Wood metal ones. As the UP acquired newer equipment, older cabooses eventually were assigned to branch line service. This caboose apparently last saw service in Marysville, Kansas.[50] Three daily local trains left Marysville, to which the caboose may have been attached: a 100-mile west local to Hastings, Nebraska; a 141-mile east local to St. Joseph, Missouri; and a ten-mile run south to the Bestwall facility, a producer of industrial grade gypsum used for manufacturing wall board and dentures.[51]

Advances in technology and a desire to cut costs led to a virtual demise of cabooses during the 1980s. Computerization of conductor reporting tasks, trackside hotbox indicators, the advent of electronic end-of-train devices to detect problems in the air brake system, and railroad negotiations with unions rendered cabooses obsolete. Only a few hundred cabooses

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[44] Union Pacific Railroad, Equipment Register.
[45] Mike Schafer, *Caboose* (Osceola, Wisconsin: Motorbooks International, 1997), 15.
[46] Don Strack and James L. Ehernberger, *Cabooses of the Union Pacific Railroad* (Cheyenne, Wyoming: Union Pacific Historical Society, 2002), 133-34 and 226.
[47] Strack and Ehernberger, *Cabooses of the Union Pacific Railroad*, 134.
[48] Strack and Ehernberger, *Cabooses of the Union Pacific Railroad*, 134 and 194-95.
[49] James L. Ehernberger, Cheyenne, Wyoming, email to Lawrence M. Ostresh, 10 November 2012.
[50] When the caboose arrived in Laramie, stenciled on each side was "LOCAL SERVICE MARYSVILLE KANSAS."
[51] Dennis Richardson, Marysville, Kansas, interview by Thomas H. Simmons, 23 December 2012. Richardson, a member of the Union Pacific Historical Society, also consulted Jim Nork, a retired switchman who worked for the UP in Marysville from 1959-2002.

still operated by the mid-1990s.[52] The UP retired the Snow Train Rolling Stock caboose in May 1986. It became the Laramie Visitor Information Center for the Chamber of Commerce, with its interior remodeled for office purposes. Located at an exit off Interstate 80, the caboose rested on a segment of track attached to a concrete pad. It continued to serve this purpose until at least 2006 and moved to Railroad Heritage Park in early 2011.

Assembly of the Snow Train in Railroad Heritage Park

In February 2009, the Laramie Historic Depot Association proposed that the City of Laramie create a Railroad Heritage Park where rolling stock from various locations within the city could be relocated to create a snow train. The proposal was spurred by a plan to scrap the former bunk car that served as the Wyoming Colorado Railroad ticket office. Residents concerned with the loss of the city's railroad heritage successfully raised funds to purchase the bunk car by March. The City's Recreation Advisory Board approved the idea for Railroad Heritage Park and the Depot Association began securing grants and staging fundraising events to pay for the move of five pieces of rolling stock to the park. The city prepared the roadbed for the static display in late 2009 and ties and track were installed by volunteers in January 2010. On 7 and 8 February 2011, Wasatch Railroad Contractors of Cheyenne and Black Hills Trucking of Laramie moved the five pieces of rolling stock from four locations around Laramie to Railroad Heritage Park. Two cranes and flatbed trailers were used. A fence enclosed the completed display, and plans call for the placement of interpretive signs providing information on each piece of rolling stock and the history and function of snow trains in Wyoming.[53]

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[52] Schafer, *Caboose*, 81-83.
[53] Larry M. Oshtresh, "The Snow Train Project," draft, 2012, in the files of Front Range Research Associates, Inc., Denver, Colorado.

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Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67 has been requested)
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey #_____
___ recorded by Historic American Engineering Record #_____
___ recorded by Historic American Landscape Survey #_____

Primary location of additional data:

___ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
_X_ Other
Name of repository: Union Pacific Museum, Council Bluffs, Iowa; Laramie Historic Depot Association

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property 0.18
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

(NAD 83)

	Zone	Easting	Northing
1	13	450120	4572829
3			

Snow Train Rolling Stock — Albany, Wyoming
Name of Property — County and State

	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated area, located within Railroad Heritage Park, Laramie, Wyoming, consists of a 245' x 32' 8" rectangular area demarcated by a steel fence, as shown on the included to-scale sketch map. No legal subdivisions are present within the park.

Boundary Justification (Explain why the boundaries were selected.)

The boundary fully encompasses the static display of the Snow Train Rolling Stock.

11. Form Prepared By

name/title Thomas H. Simmons and R. Laurie Simmons, Historians (for the owner)
organization Front Range Research Associates, Inc. date 8 March 2013 (revised)
street & number 3635 West 46th Avenue telephone 303-477-7597
city or town Denver state CO zip code 80211
e-mail frraden@msn.com website www.frhistory.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Snow Train Rolling Stock
City or Vicinity: Laramie
County: Albany **State:** Wyoming
Photographer: Thomas H. Simmons
Date Photographed: October 2012

Photograph number, description, and camera direction:

1 of 17, WY_Albany_SnowTrainRollingStock_0001, front and east side of entire train, view northwest.

2 of 17, WY_Albany_SnowTrainRollingStock_0002, front and west side of entire train, view northeast.

3 of 17, WY_Albany_SnowTrainRollingStock_0003, rear and west side of entire train, view southeast.

4 of 17, WY_Albany_SnowTrainRollingStock_0004, rear and east side of entire train, view west-southwest.

5 of 17, WY_Albany_SnowTrainRollingStock_0005, top of train from caboose roof, view south.

6 of 17, WY_Albany_SnowTrainRollingStock_0006, east side of wedge snow plow, view west.

7 of 17, WY_Albany_SnowTrainRollingStock_0007, front and west side of wedge snow plow, view east-northeast.

8 of 17, WY_Albany_SnowTrainRollingStock_0008, east and rear of wedge snow plow, view southwest.

9 of 17, WY_Albany_SnowTrainRollingStock_0009, east side of locomotive, view west.

10 of 17, WY_Albany_SnowTrainRollingStock_0010, front and east side of locomotive, view northwest.

11 of 17, WY_Albany_SnowTrainRollingStock_0011, west side of locomotive, view east-southeast.

12 of 17, WY_Albany_SnowTrainRollingStock_0012, east side of tender, view west.

13 of 17, WY_Albany_SnowTrainRollingStock_0013, rear and west side of tender, view east-southeast.

14 of 17, WY_Albany_SnowTrainRollingStock_0014, east side of bunk car, view west.

15 of 17, WY_Albany_SnowTrainRollingStock_0015, front and west side of bunk car, view northeast.

16 of 17, WY_Albany_SnowTrainRollingStock_0016, east side of caboose, view west.

17 of 17, WY_Albany_SnowTrainRollingStock_0017, front and west side, view northeast.

Property Owner

(Complete this item at the request of the SHPO or FPO.)

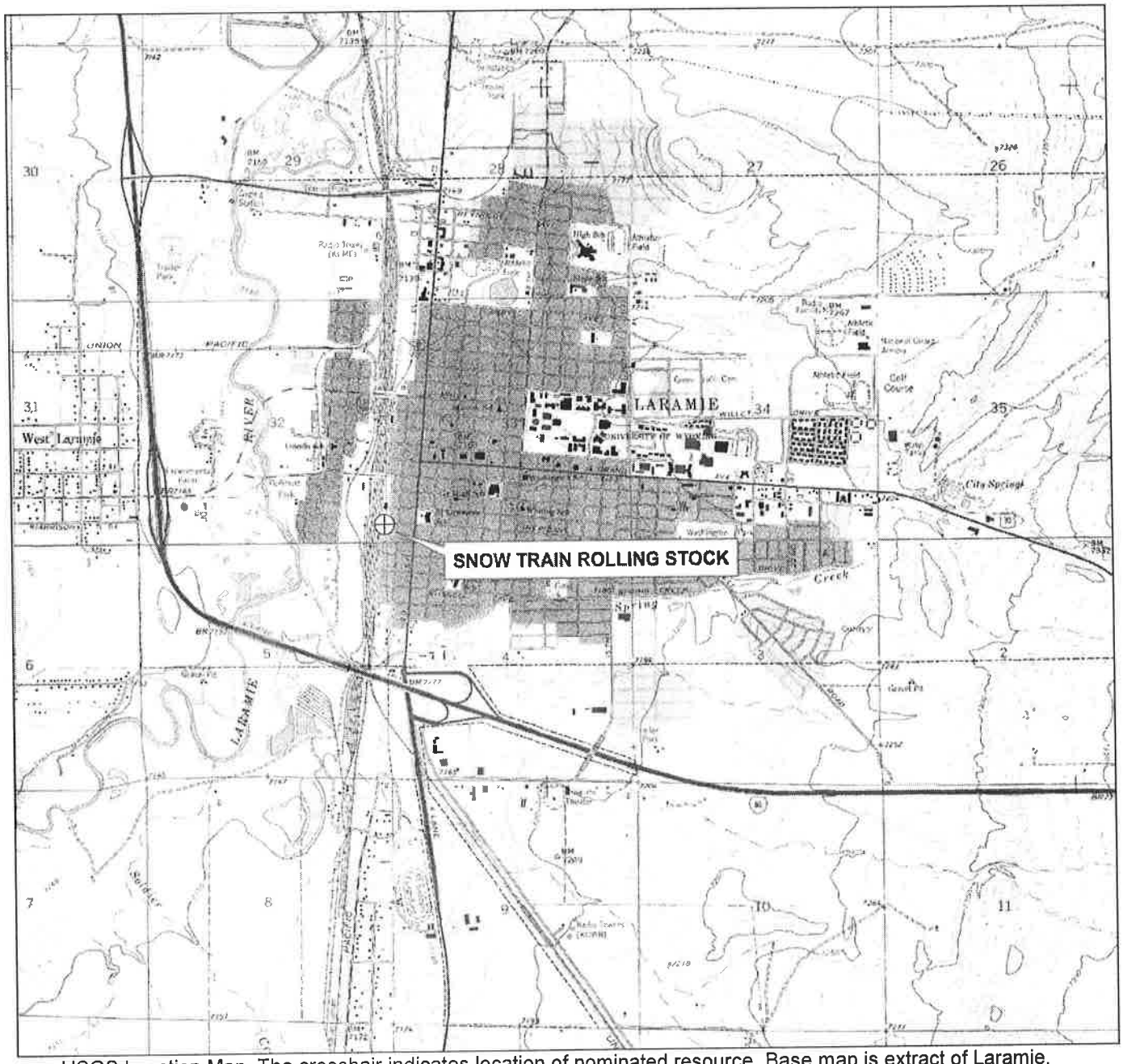
name City of Laramie (Paul Harrison, Director, Parks and Recreation Department)

street & number 406 Ivinson Street telephone 307-721-5200

city or town Laramie state WY zip code 82070

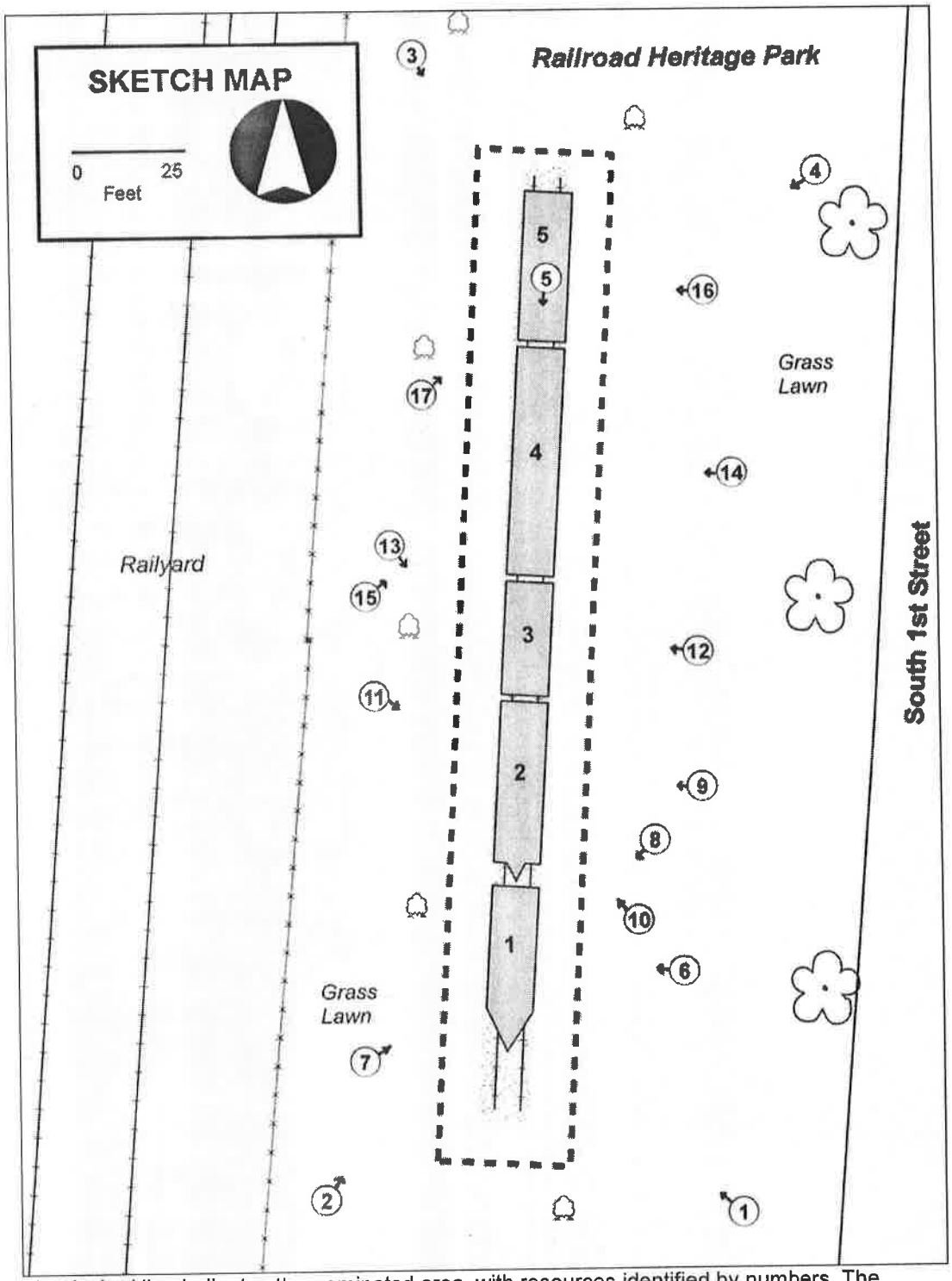
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

USGS Location Map



USGS Location Map. The crosshair indicates location of nominated resource. Base map is extract of Laramie, Wyoming, 7.5' quadrangle map, 1963, photorevised 1978.

Sketch Map



The dashed line indicates the nominated area, with resources identified by numbers. The numbers in circles with arrows show photograph locations and camera directions.

Historic Figures Log

Historic Figure number, description, and source:

1 of 15, Before its conversion to a snow plow in 1953, the tender served the UP for its original purpose for decades. Here it is shown attached to UP engine 5034 at Grand Island, Nebraska, in September 1950. SOURCE: R.R. Ruhl photograph, Grand Island, Nebraska, September 1950, James L. Ehernberger collection.

2 of 15, The cover of the *Streamliner* pictured UP wedge plow number 900015 in action clearing track near Strasburg, Colorado, in 1982. SOURCE: *Streamliner* 6(1992).

3 of 15, This 23 February 1984 photograph shows the recently repainted plow at Cheyenne. SOURCE: Ehernberger, "Engine Tender Snow Plows," *Streamliner* 6(1992):17.

4 of 15, The plow, then operated by the Wyoming Colorado Railroad, suffered career-ending damage following this January 1989 derailment at Fox Park, Wyoming. SOURCE: James L. Ehernberger photograph, 8 January 1989.

5 of 15, This 1938 drawing shows the dimensions and capacities of locomotive 535 and her sisters. SOURCE: Union Pacific Railroad, Locomotives 525-539, drawing L-3-12, 1 July 1938.

6 of 15, This builder's photograph shows Oregon Short Line locomotive number 975 at the time of its completion in 1903. SOURCE: Baldwin Locomotive Works, builder's photograph, 1903, Lawrence M. Oshtresh Collection, Laramie, Wyoming.

7 of 15, UP 535 sits in the Laramie railroad yards before its conversion to oil, paired with a different tender than is now attached to the engine. James L. Ehernberger believes the photograph dates to about 1949. SOURCE: C.J. Ownby photograph, Frank Hollenbeck, *The Laramie Plains Line, 79.*

8 of 15, In August 1956, the 535 pulled a six-car consist over the Coalmont Branch in an excursion for the Rocky Mountain Railroad Club. This photograph is near milepost 68, close to the Wyoming-Colorado boundary. SOURCE: Frank J. Soto photograph, 4 August 1956, Paul Harrison Collection, Laramie, Wyoming.

9 of 15, UP 535 and its current tender (9-C-118) are shown here in the Laramie railroad yards in 1957, near the end of their careers. SOURCE: Otto Perry photograph, number OP-16493, Western History and Genealogy Department, Denver Public Library, Denver, Colorado.

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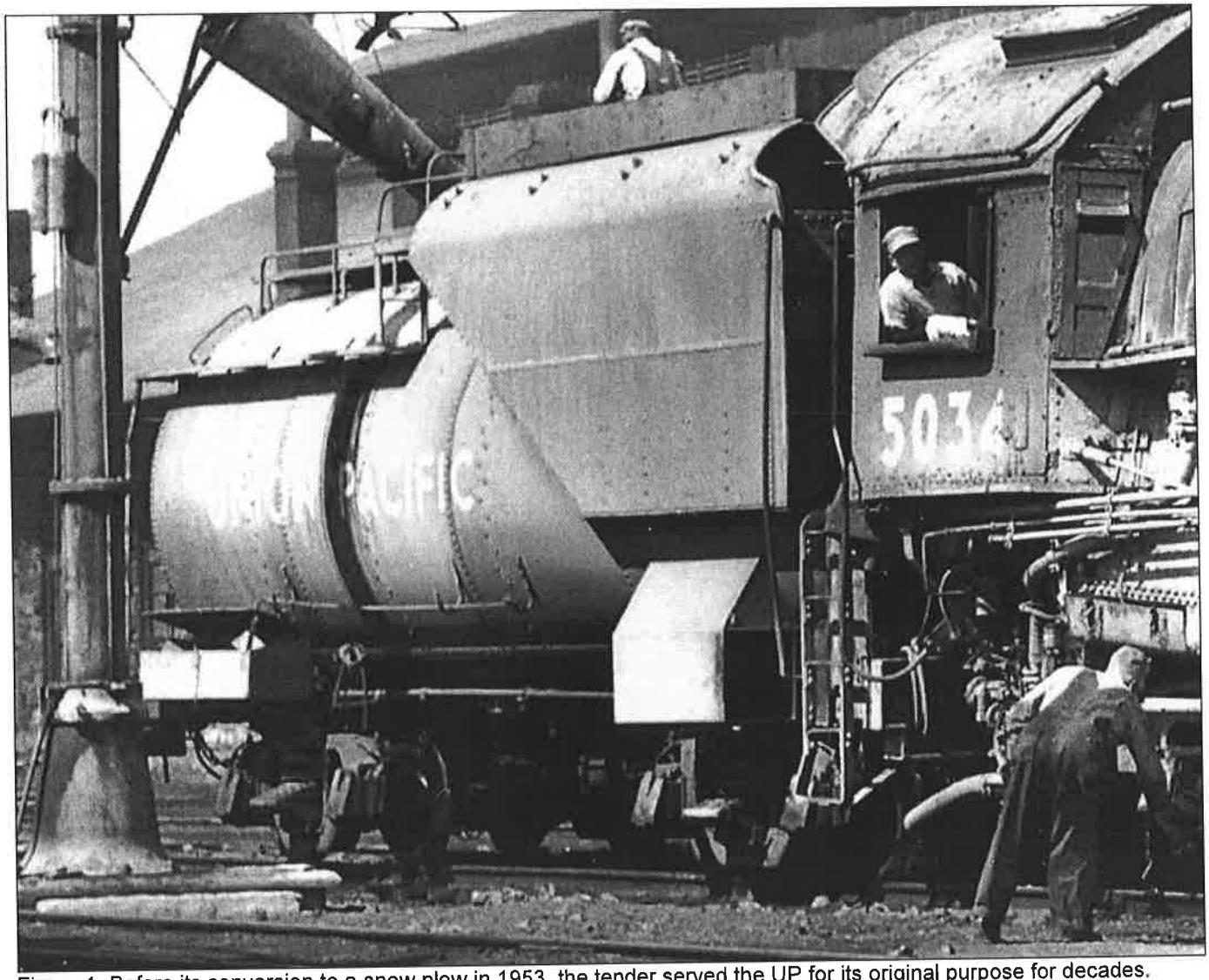

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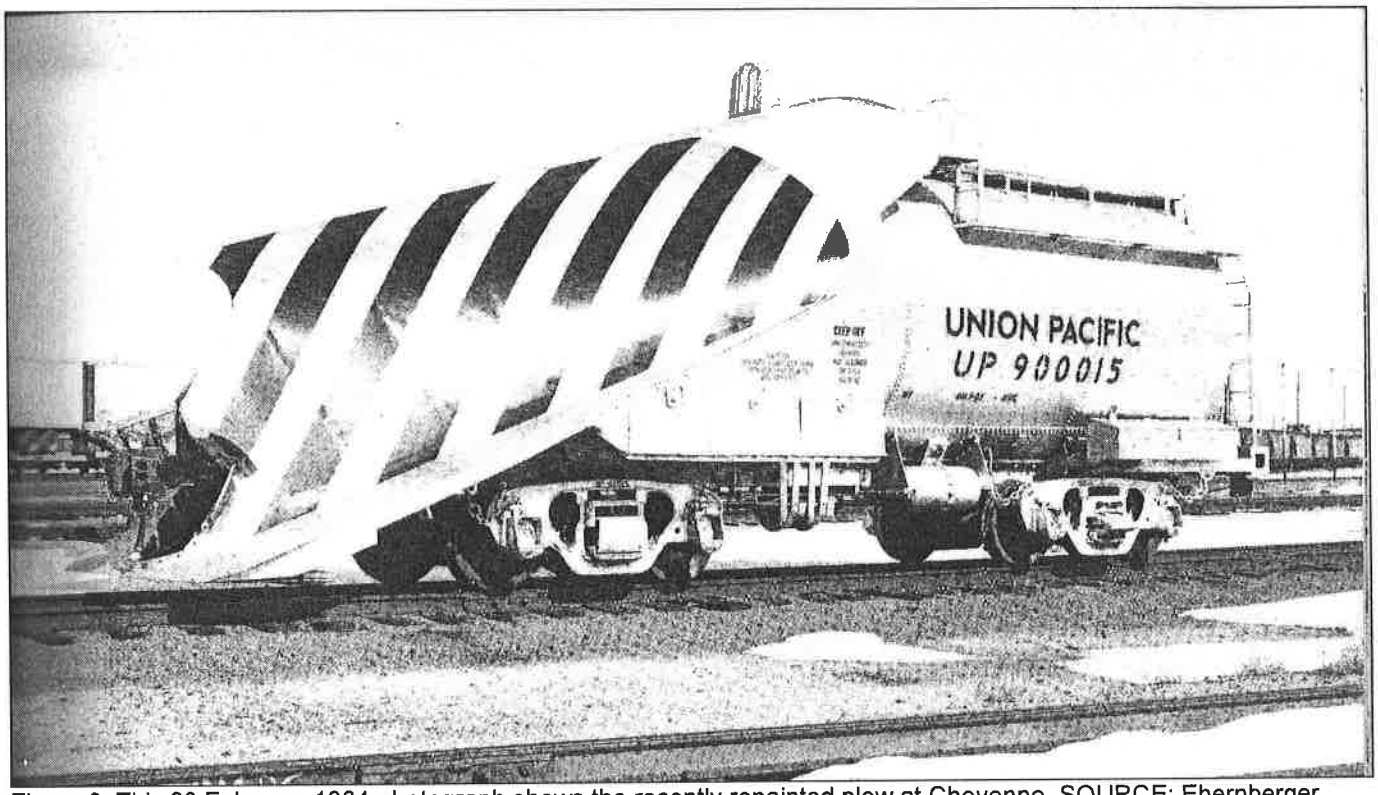

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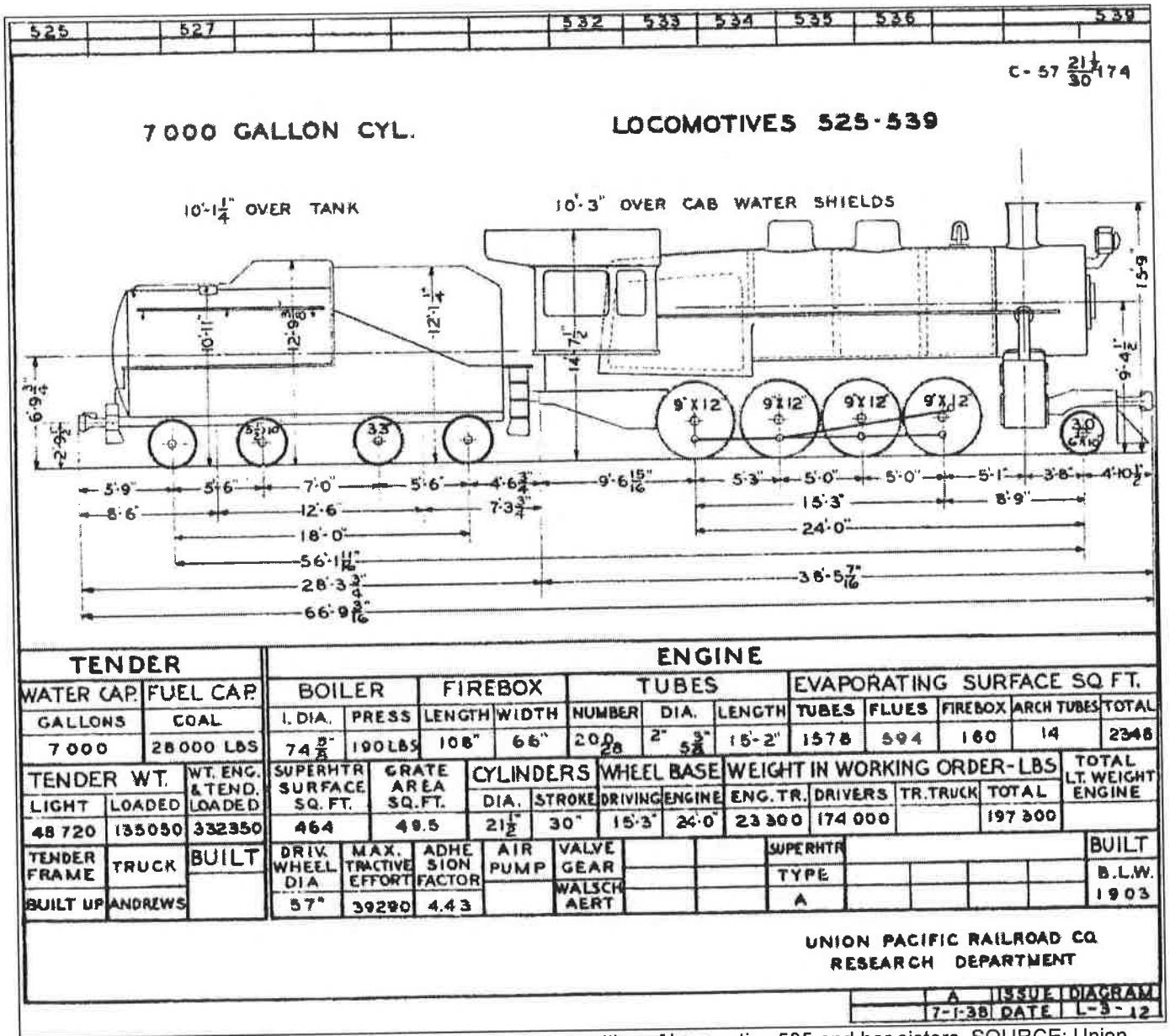

TENDER			ENGINE											
WATER CAP.	FUEL CAP.		BOILER		FIREBOX		TUBES			EVAPORATING SURFACE SQ. FT.				
GALLONS	COAL		I. DIA.	PRESS	LENGTH	WIDTH	NUMBER	DIA.	LENGTH	TUBES	FLUES	FIREBOX	ARCH TUBES	TOTAL
7000	28000 LBS		74 3/8"	190 LBS	108"	66"	208	2" 5 3/8"	15'-2"	1578	594	160	14	2346

TENDER WT.		WT. ENG. & TEND. LOADED	SUPERHTR SURFACE SQ. FT.	GRATE AREA SQ. FT.	CYLINDERS		WHEEL BASE		WEIGHT IN WORKING ORDER-LBS				TOTAL LT. WEIGHT ENGINE
LIGHT	LOADED				DIA.	STROKE	DRIVING	ENGINE	ENG. TR.	DRIVERS	TR. TRUCK	TOTAL	
48 720	135050	332350	464	49.5	21 1/2"	30"	15'-3"	24'-0"	23300	174 000		197 300	

TENDER FRAME	TRUCK	BUILT	DRIV. WHEEL DIA	MAX. TRACTIVE EFFORT	ADHESION FACTOR	AIR PUMP	VALVE GEAR				SUPERHTR					BUILT
											TYPE					B.L.W.
BUILT UP	ANDREWS		57"	39290	4.43		WALSCHAERT				A					1903

UNION PACIFIC RAILROAD CO.
RESEARCH DEPARTMENT

	A	ISSUE	DIAGRAM
	7-1-38	DATE	L-3-12

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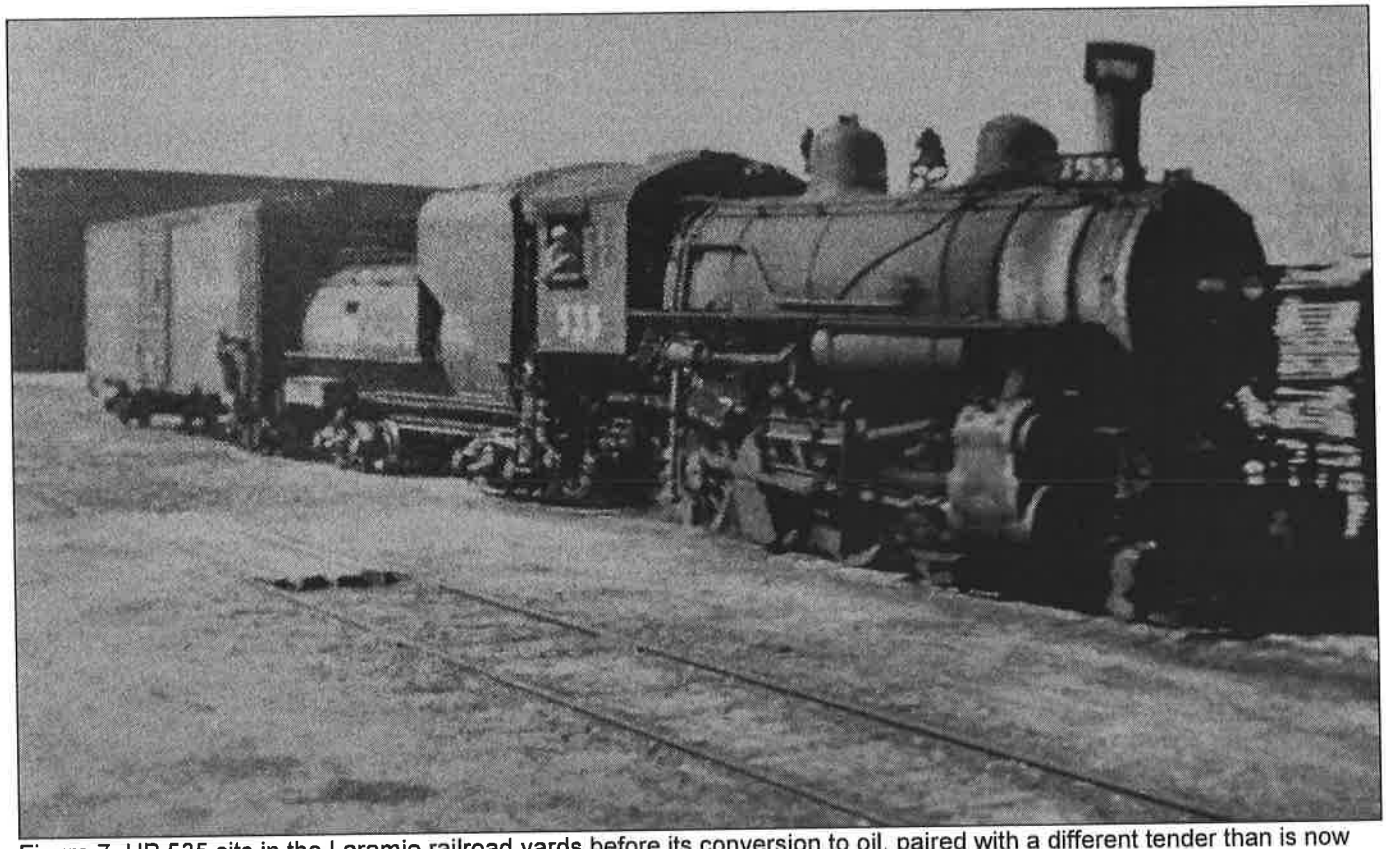

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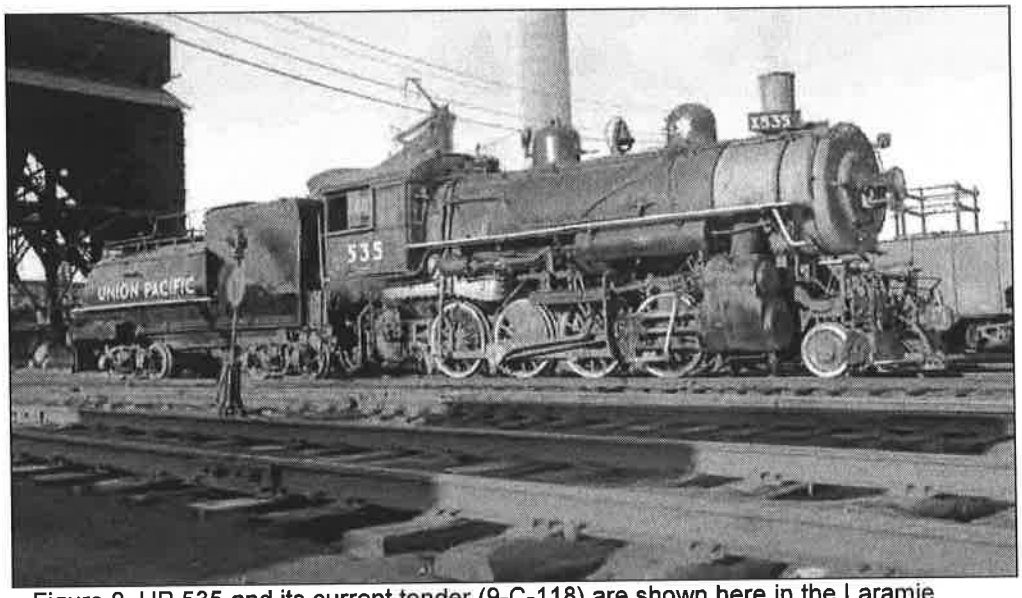

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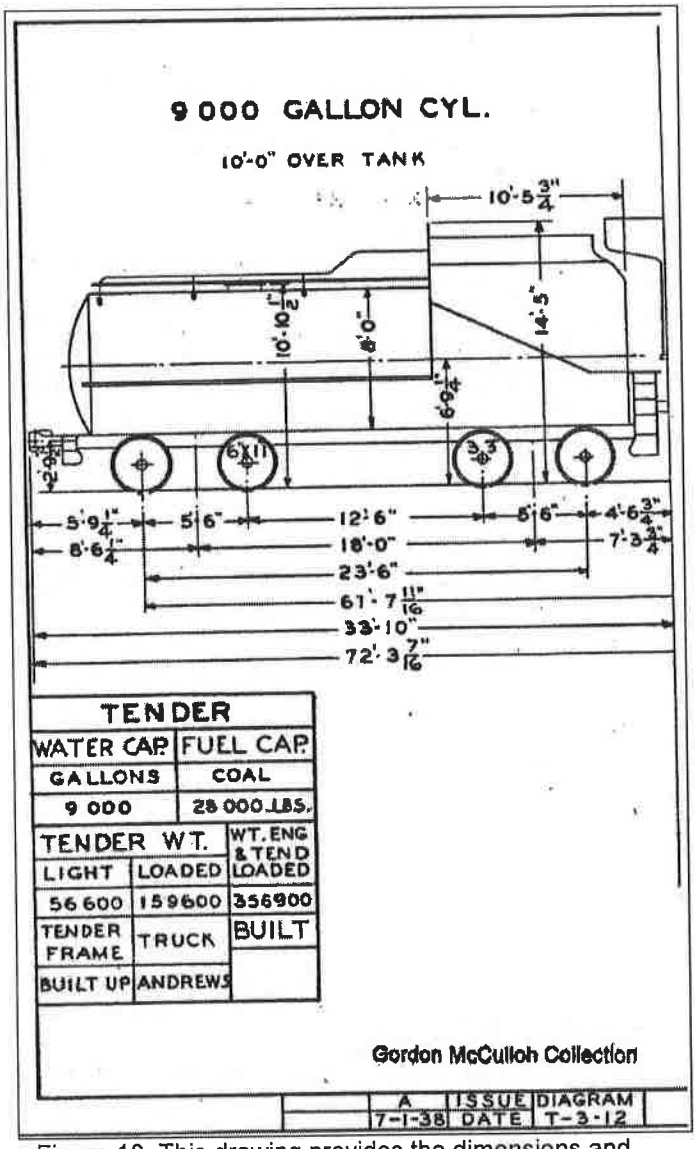

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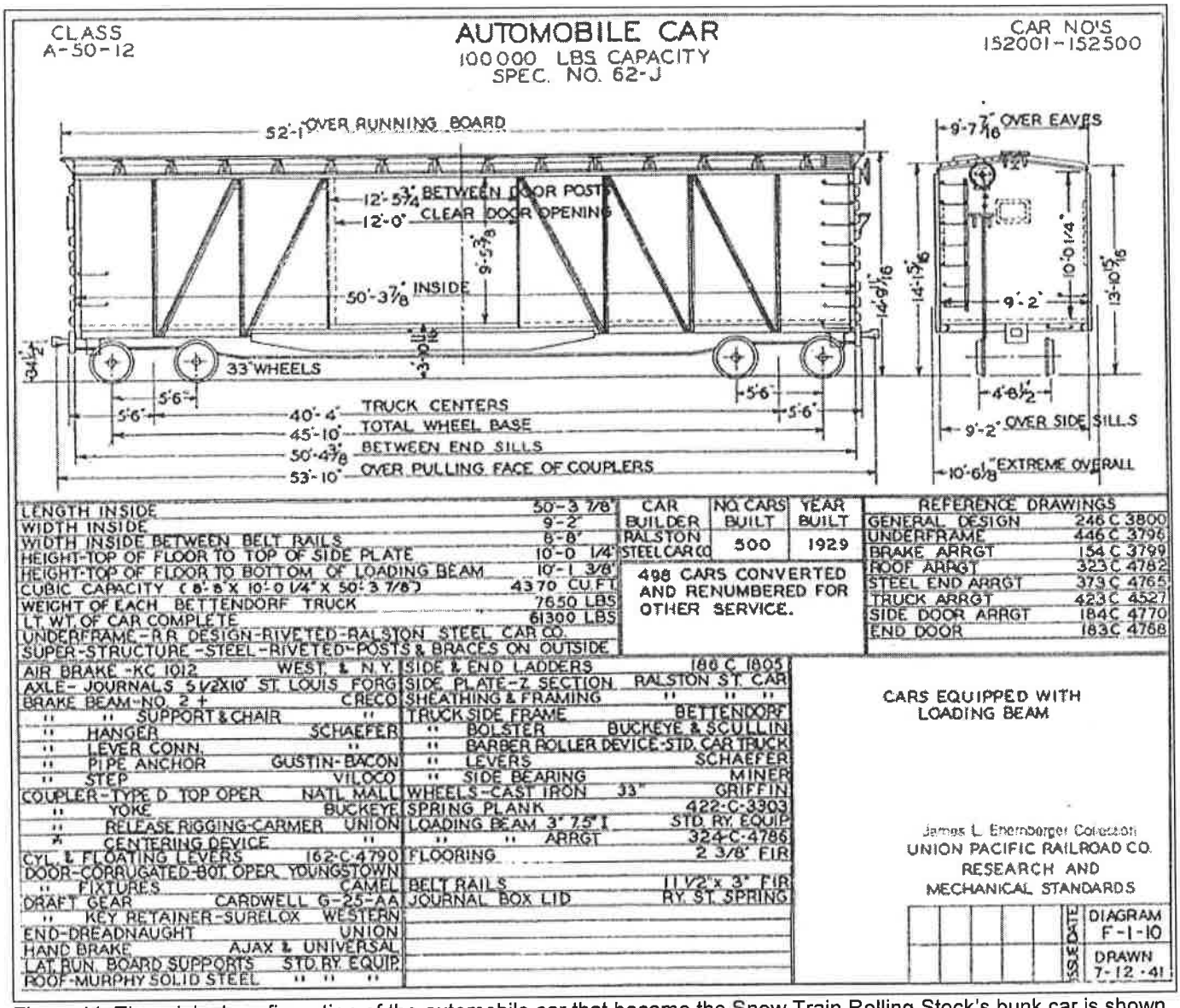

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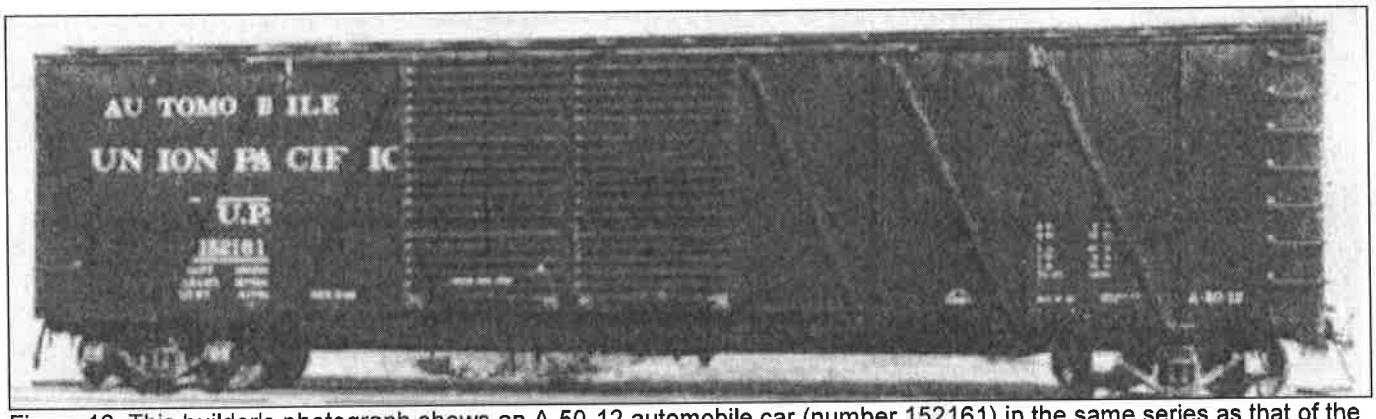

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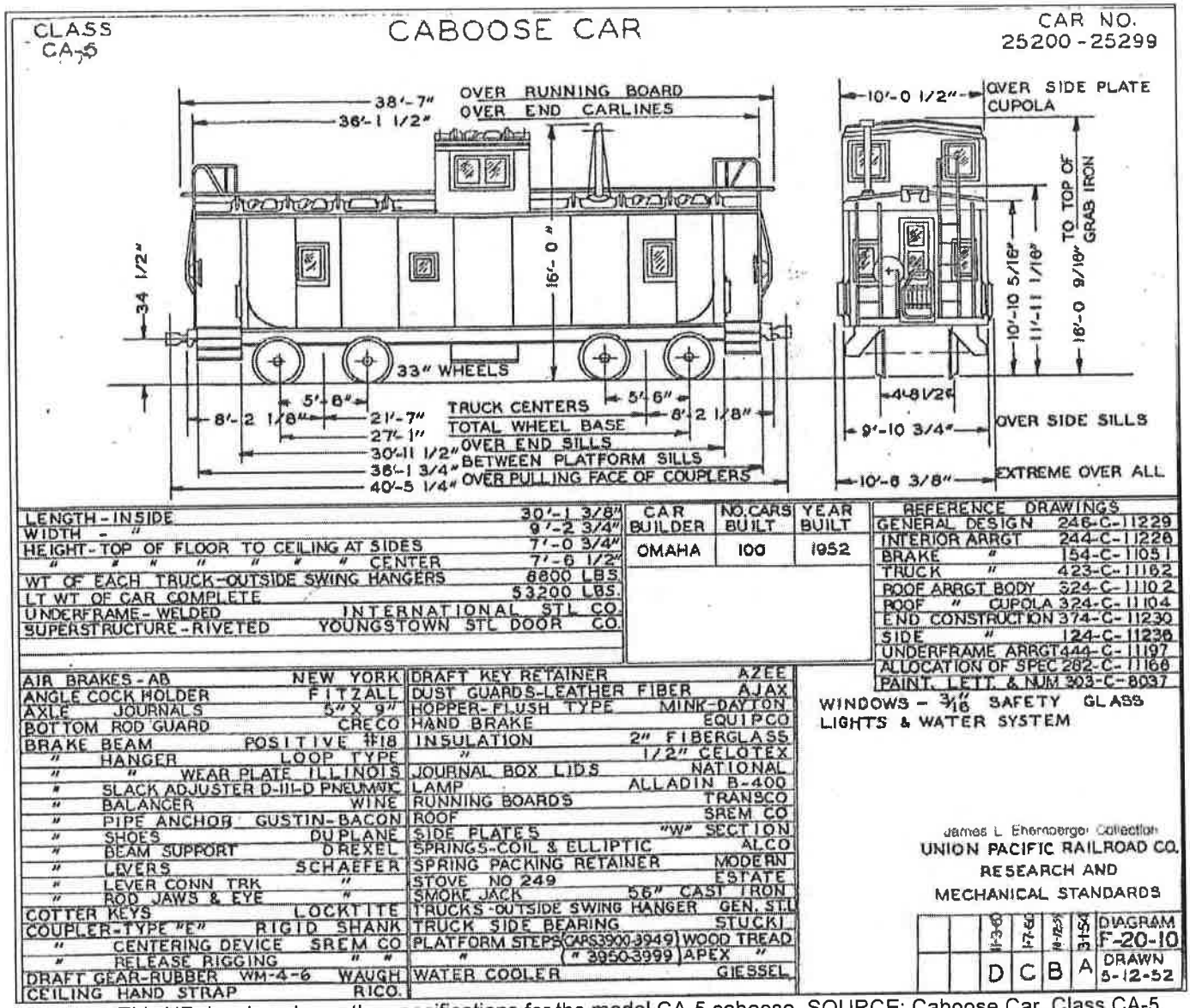
Snow Train Rolling Stock
Name of Property

Albany, Wyoming
County and State



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UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

LARAMIE QUADRANGLE
WYOMING–ALBANY CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

4866 I NW (BAMFORTH LAKE)
4866 I NE (HOWELL)
4866 I SW (LARAMIE SW)
4866 I SE (RED BUTTES)
4866 IV (RAGGED TOP MTN)
4866 III (SHERMAN MOUNTAINS)

105°37'30" 41°22'30" 105°30' 41°15'

448 000m E. 449 450 451 452 454 455 456 457 458
4580 000m N. 4579 4578 4577 4576 4575 4574 4572 4571 4570 4569 4568 4567 4567 000m N.
400 000 FEET
250 000 FEET
220 000 FEET
380 000 FEET
R. 73 W. R. 72 W.
T. 16 N. T. 15 N.

ROCK RIVER 34 MI.
BOSLER 15 MI.
ARLINGTON 32 MI.
TIE SIDING 13 MI.
FORT COLLINS, COLO. 60 MI.
BUFORD 17 MI.
CHEYENNE 43 MI.

LARAMIE
West Laramie
Laramie Substation
Trailer Park
Gaging Station
Radio Tower (KLME)
Experimental Farm
Optimist Park
Sewage Disposal
Gravel Pit
Nite-ine Theater
Radio Towers (KOWB)
Ft Sanders (Site)
Cement Plant
Laramie Country Club
Shale Aggregate Plant
Howe Airfield
Radio Facility BM 7267
National Guard Armory
Golf Course
Green Hill Cem
Water Tanks
City Springs
Flowing Well
Rifle Range
Pipeline
Quarry
Jack Rabbit Canyon
Telephone Canyon
Government Gully
Pilot Mountain
Pope Springs
Lodi Reservoir
Buck Sullivan Spr.
Ranger Station

High Sch
Athletic Field
Slade Sch
Stanton Sch
Lincoln Sch
Jr High Sch
St Lawrence Sch
Whiting Sch
Washington Sch
Beitel Sch
Undine Park
Nellie Iler Sch
Washington Park

UNIVERSITY OF WYOMING

BM 7122
BM 7148
BM 7126
BM 7237
BM 7135
BM 7150
BM 7139
BM 7163
BM 7260
BM 7332
BM 7209
BM 7172
BM 7181
BM 7210
BM 7197
BM 7439
BM 7454

Creek
Spring
Soldier
Harvey
Sand
Government Gulch

UNION PACIFIC
LARAMIE RIVER
NORTH CANAL
PIONEER CANAL
GRAVEL PITS
PIPELINE
ROAD
STREET
DRIVE
AVE
ST

Snow Train Rolling Stock

UTM
Z 13
E 450120
N 4572829

Mapped, edited, and published by the Geological Survey
as part of the Department of the Interior program
for the development of the Missouri River Basin

Control by USGS, NOS/NOAA and Wyoming Geodetic Survey

Topography by photogrammetric methods from aerial photographs taken 1961. Field checked 1963

Polyconic projection. 1927 North American datum
10,000-foot grid based on Wyoming coordinate system, east zone
1000-meter Universal Transverse Mercator grid ticks,
zone 13, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Fine red dashed lines indicate selected fence lines

Purple tint indicates extension of urban areas

GN MN 0°22' 7 MILS 13° 231 MILS
UTM GRID AND 1978 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000
1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Snow Train Rolling Stock
Laramie, Albany County, WY

WYOMING
QUADRANGLE LOCATION

Revisions shown in purple compiled from aerial photographs taken 1976. Map edited 1978
This information not field checked

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route U.S. Route State Route

LARAMIE, WYO.
N4115–W10530/7.5

1963
PHOTOREVISED 1978
AMS 4866 I SE–SERIES V874

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1978

535
UNION PACIFIC

UNION PACIFIC
UP 25232

UNION PACIFIC
535
UNION PACIFIC
UP 25232

KEEP OFF
UNAUTHORIZED
PERSONS
NOT ALLOWED
ON THIS
MACHINE
CAUTION
OPERATE CAREFULLY OVER
INTERLOCKING PLANTS
AND BRIDGES
WYCO
900615
535
RXR

KEEP OFF
UNAUTHORIZED
PERSONS
NOT ALLOWED
ON THIS
MACHINE
CAUTION
OPERATE CAREFULLY OVER

WYCO

535
535
O.S.L.

535
535
535
UNION PACIFIC

U.P. NO. 535
BUILT IN 1903 BY BALDWIN #42782
BOILER PRESSURE 190 PSI DRIVER 57
STROKE 30 CYLINDERS 21 DIA 2
TRACTIVE EFFORT 39,290 LBS
TOTAL WT LOADED 166 TONS
WHEEL ARRANGEMENT 2-8-0 CONSOLIDATED
CONVERTED COMPOUND TO SIMPLE 1915
CONVERTED COAL TO OIL 1950
DONATED BY THE UNION PACIFIC IN 1958
535
535

5
UNION PACIFIC

535
UNION PACIFIC
535

IFIC

WACO RAILROAD
EMPLOYEES ONLY
NOT OPEN TO PUBLIC

UNION PACIFIC
UP 25232

UNION PACIFIC
UP 25232