



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 determination for individual properties and districts. See instruction in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Rio Grande Southern Railroad Derrick Car

other names/site number 5MN.9169

2. Location

street & number 82800Q 83rd Road, Cimarron Visitor Center, Curecanti National Recreation Center (CURE) [N/A] not for publication
city or town Cimarron [N/A] vicinity

state Colorado code CO county Montrose code 085 zip code 81220

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this
 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 nationally statewide locally. () See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
() See continuation sheet for additional comments.)

Signature of certifying official/Title

Deputy State Historic Preservation Officer

Date

Office of Archaeology and Historic Preservation, Colorado Historical Society
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the
National Register
 See continuation sheet.
- determined not eligible for the
National Register.
- removed from the
National Register
- other, explain
 See continuation sheet.

Signature of the Keeper

Date of Action

Linda Hillstead 5-10-10

Rio Grande Southern Derrick Car
Name of Property

Montrose County/ Colorado
County/State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not count previously listed resources.)

Contributing

Noncontributing

0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	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 Function

(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
roof
other METAL: steel
WOOD

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Rio Grande Southern Railroad Derrick Car
Montrose County/ ColoradoSection number 7 Page 1**DESCRIPTION**

Rio Grande Southern Railroad (RGS) Derrick Car, which measures 5'7"x 9'3", is an unpowered Maintenance of Way (MOW) narrow-gauge railway car. The derrick car is essentially a hand-operated crane on wheels with rail clamps on both the front and rear ends. Fairmont Railway Motors, Inc.¹ constructed this narrow-gauge version of its W 60 Series A Derrick Car for the railroad in 1948. This car is one of four pieces of narrow-gauge rolling stock currently in an outdoor exhibit at the Cimarron Visitor Center within Curecanti National Recreation Area (CURE). The visitor center is an interpretive facility constructed at the former location of a Denver & Rio Grande Western (D&RGW)² narrow-gauge rail yard in the town site of Cimarron, Colorado.

Though there is no evidence, nor is it likely, that the car ever ran through Cimarron, the location is an appropriate setting for the car. The former town site where the visitor center is located, Cimarron, was a narrow-gauge railroad town. Narrow-gauge railroads used derricks like this car to maintain trackage and construct features such as bridges. In addition, the D&RGW, which did run through Cimarron, owned two Fairmont derrick cars identical to this Rio Grande Southern derrick, although their whereabouts are unknown at this time.

The exhibit interprets the role the D&RG/D&RGW played in the development of the Western Slope of Colorado and the history of the narrow-gauge railway system. The National Park Service designed the exhibit to appear as a railroad siding equipped with loading facilities onto which cattle cars and other railroad cars were temporarily sidetracked. In order to create the period setting, the NPS utilized narrow-gauge rails and ties, and reconstructed a loading dock, livestock corral, and drive chute.³

In addition to the rolling stock on exhibit at the visitor center, the park unit also has a locomotive and three pieces of rolling stock on exhibit at the D&RG Pratt Truss Bridge.⁴ (D&RGW Locomotive No. 278 and Tender, NRIS# 09000223, listed 4/21/2009; D&RGW Caboose, NRIS# 09000222, listed 4/21/2009; D&RG Box Outfit Car No. 04414, NRIS# 09000568; D&RGW Boxcar No. 3132, NRIS# 09000669; D&RG Narrow-Gauge Trestle, NRIS# 76000172, listed 6/18/1976.) The bridge is approximately one and a half miles away from the Cimarron Visitor Center. While the derrick car is currently at the visitor center, both the center and the bridge are appropriate locations for exhibiting the car. Both locations allow the derrick car to convey its significance as an important vehicle needed to maintain the right of way of railroads.

The derrick car carries a boom⁵ and mast cable hoist on a 5'x7' wooden deck bolted to a steel box

¹ Harsco Track Technologies acquired Fairmont Railway Motors, Inc. and continues to manufacture railroad equipment at the original Fairmont plant.

² The Denver & Rio Grande Western Railroad Company had several predecessors. The railroad first incorporated in 1870 as the Denver & Rio Grande Railway Company (D&RG) and became the Denver & Rio Grande Railroad Company in 1886. Beginning in 1921 the railroad operated as the Denver & Rio Grande Western (D&RGW). There are several historic resources within the park unit associated with the D&RG/D&RGW. The names of the resources include the title of the contemporary railroad associated with either the construction or rebuilding of the structure, or the contemporary railroad associated with the resource's designated period of significance.

³ John Reed, "Curecanti National Recreation Area Interpretive Plan," (Rocky Mountain Region, National Park Service, Denver, 1980, microfilm), 18.

⁴ The bridge is incorrectly identified as a trestle in the 1976 National Register nomination. The correct engineering terminology for the span of the bridge is Pratt truss. The nomination should be amended to correct the name.

⁵ A boom is a beam that projects from a mast and functions as an arm. In the case of the derrick car, this allowed crews to move timber and railroad ties mechanically.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Rio Grande Southern Railroad Derrick Car
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frame. It rides on two axles turning four 16" wheels. The mast is 5' 6" tall and the boom is 7' long. The car has a front and back end. Both ends have metal rail clamps and extendable lift handles. The brake pedal sits at the rear end behind the mast and a tool carrier constructed out of wood is in front of the mast.⁶

According to Wayne Brummond, a representative of Harsco Corporation, specifications of the standard-gauge and the narrow-gauge versions of the car would be similar except for the axle length and frame weight. For typical specifications of a standard-gauge car of this type see H1, Specification Sheet for Fairmont Railways Motors's Derrick Model W 60 Series A. The standard-gauge version of this car weighed 1700 pounds and had a rated derrick load capacity of 3000 pounds. The ratings for a narrow-gauge version with a shorter axle length and a slighter lighter frame would be somewhat less.⁷

This car is an unpowered "on track" maintenance vehicle. Work crews either moved this car manually or towed it to job sites by track motor car. When the car was in service, one to two men operated the hoist manually.⁸ The car's four rail clamps gripped onto the tracks to prevent the derrick from moving or overturning while workers hoisted or operated the boom. The extendable handles allowed crews to pick up and move the derrick car off the line.

The car is painted "safety orange" and has "CAPACITY 3000 LBS" stenciled with black paint on the boom. Although the National Park Service has not located a color photograph or written description of what this MOW looked like while in RGS service, the current color is consistent with information provided by the manufacturer that the car was possibly orange or yellow, and follows the suggestion of a railroad restoration specialist that the car be painted orange or gray.⁹

When the National Park Service acquired the derrick in 1975 it was painted gray, the deck was in poor condition, and it was missing the built-in tool carrier. The National Park Service repainted the car orange, carried out an in-kind replacement of the wood platform, and constructed a new tool carrier in accordance with the Secretary of Interior's Standards for Rehabilitation. Repainting the car and replacing the deteriorated deck would have been carried out by the railroad as part of its maintenance practices. The work had little to no effect on the historic integrity of the car. Since its restoration the derrick car shows some minor deterioration from weather and the paint has faded; however, the car is in good condition overall.

⁶ Photographs and plans of standard gauge versions of this derrick car show the tool carrier on the left side, however historic photographs of this derrick car show the tool box in front of the mast.

⁷ Wayne Brummond, Harsco Corporation, 3 May 2007, email communication, printout on file at Curecanti National Recreation Area (CURE).

⁸ In some cases railroads outfitted the derrick cars with a small gasoline engine and hydraulic system. Known photographs of this car do not show the addition of an engine at any time.

⁹ Wayne Brummond, Harsco Corporation, "Web Request," email communication, 17 March 2008, printout at CURE; Andrew Dahm, "Survey of D&RGW Equipment on Display at Cimarron, Colorado," 2 July 1997, 45, photocopy at CURE.

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The derrick car has had minimal alterations since its construction. It retains historic integrity in the aspects of design, setting, materials, workmanship, feeling, and association. The derrick is not displayed at the location where the resource was constructed nor where it operated; however, as a type of resource that was specifically designed to be moved, per National Register guidelines, it is not required to be in its original location to retain integrity. It is in an appropriate setting and thus fulfills the requirements of eligibility for movable objects.

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.)

- 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.
- 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.

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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

ENGINEERING

Periods of Significance

1948

Significant Dates

1948

Significant Person(s)

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

FAIRMONT RAILWAY MOTORS, INC.

9. Major Bibliographical References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

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

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Colorado Historical Society
Cimarron Visitor Center, Curecanti NRA
(CURE)

**National Register of Historic Places
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National Park Service**Rio Grande Southern Railroad Derrick Car
Montrose County/ ColoradoSection number 8 Page 4**SIGNIFICANCE**

Rio Grande Southern Railroad (RGS) Derrick Car is eligible for the National Register at the *State* level of significance under Criterion C in the area of **Engineering**. The derrick car is a rare surviving example of one type of maintenance of way (MOW) car constructed for use on a narrow-gauge railroad. Derrick cars of this size assisted in the construction of small bridges and moving rail ties and track. It was particularly useful in clearing the railroad's right of way following rock slides and wash outs - common hazards of the mountainous Colorado terrain. Constructed by Fairmont Motors, a leading supplier of railroad maintenance vehicles, this car was one of only three W60 Series A Derrick Cars constructed specifically for narrow-gauge lines and is the only one known to be extant. The period of significance is 1948, the year Fairmont constructed the car.

In evaluating the rarity and significance of this derrick, the National Park Service contacted railroad museums throughout the United States known to collect narrow-gauge equipment: The Maine Narrow Gauge Railroad and Museum, Portland, Maine; Nevada County Narrow Gauge Railroad Museum, Nevada City, California; Nevada State Railroad Museum, Carson City, Nevada; California State Railroad Museum, Sacramento, California; Sumpter Valley Railroad, Sumpter, Oregon; Durango & Silverton Narrow Gauge Railroad and Museum, Durango, Colorado; Cumbres & Toltec Scenic Railroad, Chama, New Mexico; and the Colorado Railroad Museum, Golden, Colorado. None of these facilities have a narrow-gauge derrick car in their collections nor are they aware of one. The Laws Railroad Museum, Bishop, California, has a standard-gauge W 64 Fairmont that they modified to narrow gauge. The Colorado Railroad Museum has a standard-gauge W 64 Fairmont on exhibit in their rail yard.

Historical BackgroundMaintenance of Way Cars

Both standard and narrow-gauge railroads used MOW vehicles throughout their systems to develop and maintain their physical plant. Companies utilized MOW cars for building and repairing critical engineering features, such as bridges and trackage. MOW operations required a variety of equipment, including ditchers, weed burners, water cars, snow plows, inspection cars, and section gang cars. These assorted cars were all unique in design and intended to meet specific needs. They were either self-propelled or pulled/ pushed on the tracks by locomotives, motor cars or velocipedes.¹⁰

Railroads used derricks of various sizes for specific uses. Large derricks were designed to clean up derailments involving heavy locomotives and freight cars or for use in major construction projects, such as erecting large steel bridges. They were part of work trains, which included a boom car, tool cars, flat cars (for carrying materials), and kitchen-sleeper cars (for housing and feeding employees).

For smaller construction projects and MOW activities, railroads used smaller derricks like the RGS Derrick Car. These smaller derricks provided construction and maintenance crews with the mechanical leverage needed to move rails, bridge timbers, switch components, and ties. Derricks like the Fairmont W60 Series A replaced rudimentary block and tackle¹¹ and provided an alternative to having workers

¹⁰ By the 1970s, major railroads had switched to "off track" vehicles - road vehicles, often trucks, which could be modified quickly for track use by lowering a set of steel flanged wheels.

¹¹ A block and tackle is any system where a rope or cable is run between at least two pulleys. It is used to hoist especially heavy loads. It is widely believed that the system was invented by the Greek philosopher Archimedes. Definition found on

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lift and carry heavy materials. They decreased the number of employee hours needed to complete tasks and reduced the number of injuries, especially back injuries, sustained by crews. The RGS Derrick Car typifies the small crane cars used by railroads to increase the efficiency of workers and improve the safety of employees.

Fairmont Derrick Cars

Fairmont Railway Motors, Inc. of Fairmont, Minnesota, one of the leading manufacturers of railway motor cars and track equipment,¹² built the derrick car in 1948 for the RGS. Fairmont Motors is most often associated with the self-propelled roadway motor cars, otherwise known as "speeders," used by the various railroad departments to transport personnel and equipment. They built W60 Series A Derrick Cars in the 1940s and 1950s.

The RGS Derrick Car is one of only three Fairmont manufactured specifically for use on narrow-gauge rails; the other two narrow-gauge derrick cars were ordered by and sold to the D&RGW.¹³ In addition to the three cars constructed for use on 36" gauge rails, the company built one derrick car designed to operate on a 42" gauge railway for a South American company in 1948.¹⁴ All other sales of this car were standard 56 1/2" gauge. Normally narrow-gauge locomotives and rolling stock were smaller than standard-gauge versions; however, the only differences between the Fairmont W60 Series A standard and narrow-gauge models were axle length and overall weight.¹⁵ To operate on the 36" gauge lines, the narrow-gauge versions had shorter axles and thus a smaller metal frame.

The Rio Grande Southern

Otto Mears incorporated the Rio Grande Southern Railroad (RGS) in 1889 in hopes of profiting from the transportation of the economic resources of the San Juan Mountains - timber, livestock, and minerals, particularly silver. The railroad ran from Ridgway over the Dallas Divide, down to Placerville, then up to Vance Junction (with a branch to Telluride and Pandora), down to Dolores, and finally over a divide into Durango. Construction began in 1890 and was completed in 1891. The RGS had one successful and profitable year before the Silver Crash of 1893. Following the closure of most of the silver mines in the area, the railroad filed for bankruptcy and the Denver & Rio Grande Railroad (D&RG) appointed receiver. The D&RG controlled the RGS, which struggled to survive by hauling livestock, timber, coal, and tourists until 1929 when, once again, the railroad declared bankruptcy.

The new court-appointed receiver, Victor Miller, looked for ways to cut costs and make the railroad profitable. RGS management and Chief Mechanic Jack Odenbaugh came up with a plan to build and operate modified motor cars on the railroad. These cars, known as the Galloping Geese, could haul small amounts of mail, freight, and passengers. Crewed by one man, these cars operated at a fraction of the cost of steam locomotives.

http://www.ehow.com/how-does_4568208_block-tackle-hoist-work.html accessed 9/15/2009.

¹² Robert E. Mohowski, "Fairmont Hand Derrick Car," *Railroad Model Craftsman* 72 (October, 2003): 62-63.

¹³ Ledger Entry, Fairmont Company, n.d.. Obtained from Harsco Track Technologies. Photocopy at CURE. Note: Fairmont built the two derricks, car no. 178196 and car no. 178197, for the D&RGW in 1946; and one car, no. 189711, in 1948. A Fairmont ledger lists the buyer of no. 189711 as "Rio Grande and Western." This is obviously a mistake (typo) as no such railroad existed at that time. Derrick car no. 189711 is listed on equipment rosters of the Rio Grande Southern Railroad and does not appear in any D&RGW records, thus it is reasonable to assume that the correct entry on the Fairmont ledger should have been Rio Grande Southern.

¹⁴ Wayne Brummond, Harsco Corporation, "Web Request," email communication, 3 May 2007, printout at CURE.

¹⁵ Wayne Brummond, Harsco Corporation, "Rio Grande Derrick Car," email communication, 1 January 2008, printout at CURE.

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During World War II, the RGS benefitted from transporting mined fissionable ore for use in the Manhattan Project, but this was only short-term. After the war, the rise of the automobile, the newly developed interstate highway system, and the emergence of the trucking industry meant further decline in both passenger and freight traffic. The railroad received a major blow in 1950 when it lost its mail contract. The RGS attempted to remain operational as a tourist passenger business, providing excursions on its famed Galloping Geese, but revenue could not sustain operations. The railroad's administrators filed with the Interstate Commerce Commission for abandonment in April 1952 and the RGS ceased operations the following month.

The Derrick Car's Service on the RGS

The RGS purchased the derrick car from Fairmont in 1948 for approximately \$580.00.¹⁶ The derrick car ran on the RGS's lines until the railroad's demise four years later. Crews utilized the car in their attempts to keep the company's badly deteriorating rail lines open and the floundering railroad operational. The purchase of the derrick car by the RGS is significant for several reasons. It was very unusual for the RGS to buy a piece of equipment new from a manufacturer. The railroad usually leased locomotives and rolling stock from its former parent firm, the D&RG (later known as the D&RGW), or procured equipment secondhand from other narrow-gauge railroads. In addition, in 1948 when the RGS bought the derrick from Fairmont Motors, the railroad was in receivership (bankruptcy) and had been since 1929. The administrators must have seen the derrick as immensely valuable as cash flows at the time only covered the bare minimum of repairs and did not cover routine maintenance costs.¹⁷

In 1952 with the dismantling of the railroad, the receiver sold the derrick car to a private collector, Mr. Fred Carlson of Montrose, Colorado, for cash. At the time of disposition, the derrick was located in Ridgway and appraised at \$200.¹⁸ The car remained in Carlson's private collection in Montrose until he donated it to the National Park Service in 1975.¹⁹ The derrick was subsequently trucked to the Cimarron Visitor Center at Curecanti National Recreation Area.

Following restoration, the National Park Service put the RGS Derrick Car on display at the Cimarron Visitor Center of Curecanti National Recreation Area as part of an exhibit interpreting the history of narrow-gauge railroading and the role trains played in the development of the Western Slope of Colorado.

¹⁶ The D&RGW purchased the two other narrow-gauge versions of the W60 Series A Derrick Cars from Fairmont for \$580 each. D&RGW Form 5076, AFE T-499, Robert W. Richardson Railroad Library, Colorado Railroad Museum. Photocopy on file at CURE.

¹⁷ James Ehrenberger, *Sunset on the Rio Grande Southern*, vol. 1 (Cheyenne, WY: Challenger Press, 1996), 16.

¹⁸ Ehrenberger, 53.

¹⁹ NPS Memorandum, 11/3/1978, on file at CURE.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Rio Grande Southern Railroad Derrick Car
Montrose County/ ColoradoSection number 9 Page 7**BIBLIOGRAPHY**

Cimarron Visitor Center, Curecanti National Recreation Area, Gunnison, Colo.

Ehernberger, James. *Sunset on the Rio Grande Southern*, vol. 1. Cheyenne, WY: Challenger Press, 1996.

http://www.ehow.com/how-does_4568208_block-tackle-hoist-work.html Accessed on 9/15/2009.

McCoy, Dell, Russ Collman, James L. Ehernberger, and Gabriel Bradford. *Locomotives and Rolling Stock*, v. 12 of *The Rio Grande Story*. Denver, CO: Sundance Books, 2006.

Mohowski, Robert E. "Fairmont Hand Derrick Crane Car." *Railroad Model Craftsman* (October 1993), 62-63.

National Park Service. "Narrow Gauge Railroad Through the Canyon." National Park Service. <http://www.nps.gov/cure/historyculture/railroad.htm>. Accessed on September 14, 2009.

Reed, John. "Curecanti National Recreation Area Interpretive Plan." Rocky Mountain Region, National Park Service, Denver, 1980. Microfilm on file at the Technical Information Center, Denver Service Center, National Park Service.

Robert W. Richardson Railroad Library, Colorado Railroad Museum, Golden, Colorado. Rio Grande Southern files.

Rio Grande Southern Railroad Derrick Car
Name of Property

Montrose County/ Colorado
County/State

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.) (NAD 27)

1. 13 277043 4257858
Zone Easting Northing

2. Zone Easting Northing

3. Zone Easting Northing

4. Zone Easting Northing

The UTMS were derived by OAHP from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHP by the U.S. Bureau of Land Management

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Jacqui Ainlay-Conley, Graduate Student/ Intern (for the property owner) (Forest Frost NPS contact)

organization National Park Service date February 11, 2009

street & number 12795 W. Alameda Pkwy. telephone (970) 240-5433

city or town Lakewood state CO zip code 80210

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name Connie Rudd, Superintendent, National Park Service, Curecanti National Recreation Area (CURE)

street & number 102 Elk Creek telephone (970) 641-3127

city or town Gunnison state CO zip code 81230

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. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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Montrose County/ ColoradoSection number 10 Page 8**GEOGRAPHICAL DATA****VERBAL BOUNDARY DESCRIPTION**

The boundary of RGS Derrick Car extends only to the railroad car itself. The derrick car, whose measurements are 5'7" x 9'3", is located at the Cimarron Visitor Center rail exhibit, the visitor center maintenance area, or the D&RG Pratt Truss Bridge (currently listed in the National Register as D&RG Narrow Gauge Trestle, NRIS #76000172)—all within the Curecanti National Recreation Area.

Note: RGS Derrick Car is currently located at the Cimarron Visitor Center. As such, the UTM points noted within this nomination are associated with the visitor center location.

BOUNDARY JUSTIFICATION

The boundary of RGS Derrick Car extends only to the vehicle itself. The derrick car is one of six pieces of rolling stock, in addition to one locomotive with a tender, on display within Curecanti National Recreation Area. The National Park Service exhibits the railroad cars and locomotive as part of its interpretative programming on the history of the Denver & Rio Grande Western Railroad and the company's famous Black Canyon of the Gunnison Route. Although the rolling stock do not leave the recreation area, park staff may occasionally rotate the cars at the Cimarron Visitor Center with cars on exhibit at the Pratt truss bridge. In addition, the cars may be moved to the visitor center maintenance area for repairs and preservation treatment.

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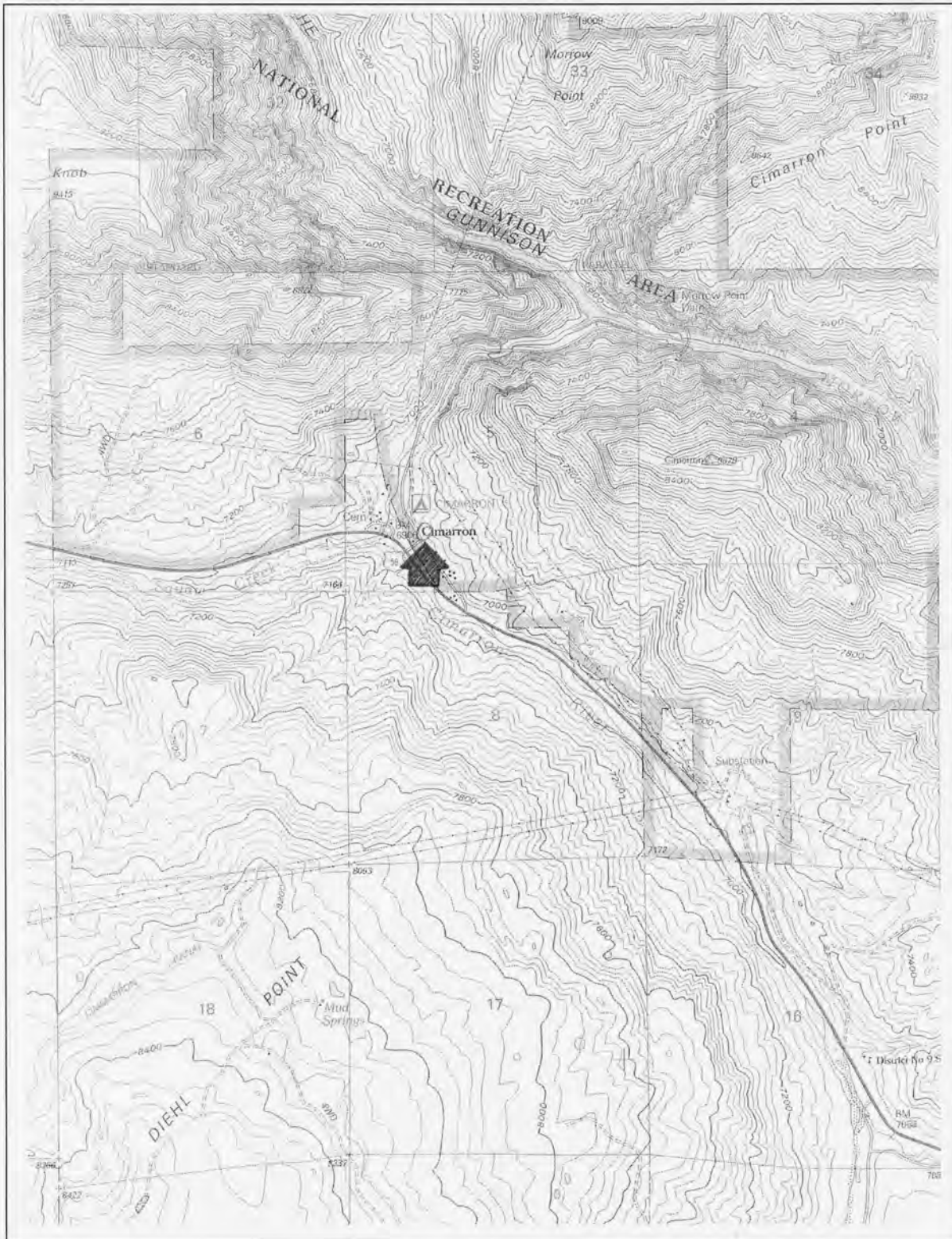
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Rio Grande Southern Railroad Derrick Car
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USGS TOPOGRAPHIC MAP
Cimarron Quadrangle, Colorado
7.5 Minute Series

UTM: Zone 13 / 277043E / 4257858N
PLSS: 6th PM, T48N, R6W, Sec. 5
NW¼, NW¼, SE¼, SW¼
Elevation: 6906 feet



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PHOTOGRAPH LOG

The following information pertains to photograph numbers 1-3:

Photographer: Forest Frost
Date of Photographs: July 2008
Negatives: TIFF images on cd on file with National Park Service, Washington, DC

Photo No.	Photographic Information
1	Side view of Rio Grande Southern Railroad Derrick Car
2	Oblique view of Rio Grande Southern Railroad Derrick Car
3	View of rear of Rio Grande Southern Railroad Derrick Car

PHOTOGRAPH LOG - HISTORIC

Photo No.	Photographic Information
H1	Specification Sheet for Fairmont Railways Motors's Derrick Model W 60 Series A. Obtained from Harsco Corporation, on file at CURE.
H2	Side View and Top View of Derrick. Drawings by Julian Cavalier. Reprinted from Mohowski, "Fairmont Hand Derrick Crane Car," <i>Railroad Model Craftsman</i> (October 1993), 62-63.
H3	Front View of Derrick. Drawings by Julian Cavalier. Reprinted from Mohowski, "Fairmont Hand Derrick Crane Car," <i>Railroad Model Craftsman</i> (October 1993), 62-63.
H4	The RGS Derrick Car in Ophir, Colorado, on September 30, 1951. From the Mallory Hope Ferrell Collection as published in McCoy, <i>Locomotives and Rolling Stock</i> , v. 12 of <i>The Rio Grande Story</i> , 353.
H5	The derrick car as received by the National Park Service in Montrose, Colorado. Fred Carlson, the former owner, in the background. Photo by Don Hill, 1975, on file at CURE.

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Historic Photos

H1

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Derrick Car — W60 Series A

» » » SPECIFICATIONS


ACCESSORIES




Timber Tonga F9022
Speeds handling of timbers

HOW TO ORDER
Specify Derrick Car
W60 Series A


ANGLE OF OPERATION.....	360° horizontally
AXLES.....	1 3/4" SAE 1043, one differential
AXLE BEARINGS.....	Timken double row
BRAKES.....	Four wheel, adjustable, metal liners, self-centering, foot operated with ratchet lock
CABLE.....	5/16" Improved plow steel
COUPLER LINE.....	6 ft. heavy duty
DECK.....	5 ft. — 7 1/4 in. wide x 5 ft. — 11 1/2 in. long — 3/4 in. oak — steel faced ends and sides
EXTENSION LIFT HANDLES.....	1 1/4" extra strong pipe
FRAME.....	Structural steel channels, angles, and gusset plates
GAUGE.....	36 1/2 in. standard, others special
HEIGHT (above rail).....	7 ft. — 1/4 in. to top of mast
LOAD CAPACITY (of derrick).....	3000 lbs. maximum — boom horizontal
LENGTH — BOOM.....	7 ft.
LENGTH — OVERALL.....	9 ft. — 3 1/2 in.
LIFT WEIGHT (of car).....	300 lbs.
OPERATION OF HOIST.....	One or two men, two speeds, ratchet and pawl lock, hand brake for lowering, clamp lock for boom to mast
RAIL CLAMPS.....	Four, insulated and adjustable
WEIGHT.....	1700 lbs.
WHEEL BASE.....	52 1/2 in.
WHEELS.....	16 x 5/16 demountable, all 4 insulated
WIDTH (overall).....	5 ft. — 7 1/4 in.
CODE WORD: WSXTA	




ABOVE: Derrick in position to lift bridge timber preparatory to loading and hauling to bridge. Ball clamps in position for safe lifting. One man can handle timbers of this size.



ABOVE: Lowering timber onto bridge caps is the first move in replacing middle stringers. The derrick car makes short work of this job.



AT RIGHT: Positioning the new middle stringer. Old one has been rolled out and rests on caps. Bridge deck locked up and blocked for safety.



AT LEFT: Lowering a new outer stringer on opposite side of bridge. Deck jacked up slightly for this operation. Derrick provides safe and rapid handling of timber.

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FAIRMONT, MINNESOTA, U.S.A.
FAIRMONT RAILWAY MOTORS, LTD., TORONTO, ONT. CAN.
Fairmont Railway Motors, Inc., reserves the right to make changes in specifications or prices without incurring obligation to have same apply to equipment previously sold.

Specification Sheet for Fairmont Railways Motors's Derrick Model W 60 Series A. Obtained from Harsco Corporation, on file at CURE.

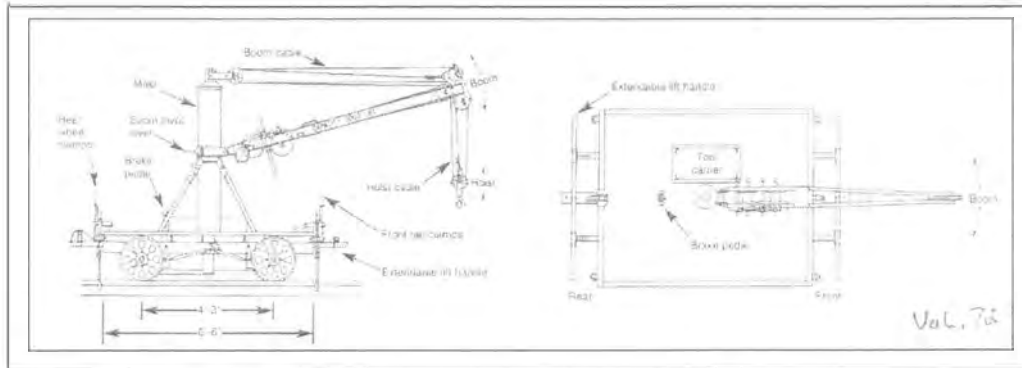
**National Register of Historic Places
Continuation Sheet**

**United States Department of the Interior
National Park Service**

Rio Grande Southern Railroad Derrick Car
Montrose County/ Colorado

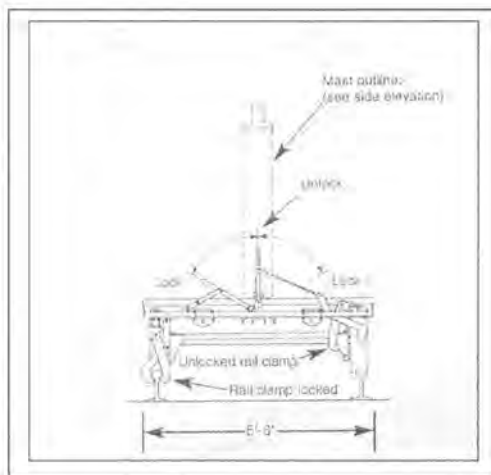
Section number ___ Page 12

H2



Side View and Top View of Derrick. Drawings by Julian Cavalier.
Reprinted from Mohowski, "Fairmont Hand Derrick Crane Car,"
Railroad Model Craftsman (October 1993), 62-63.

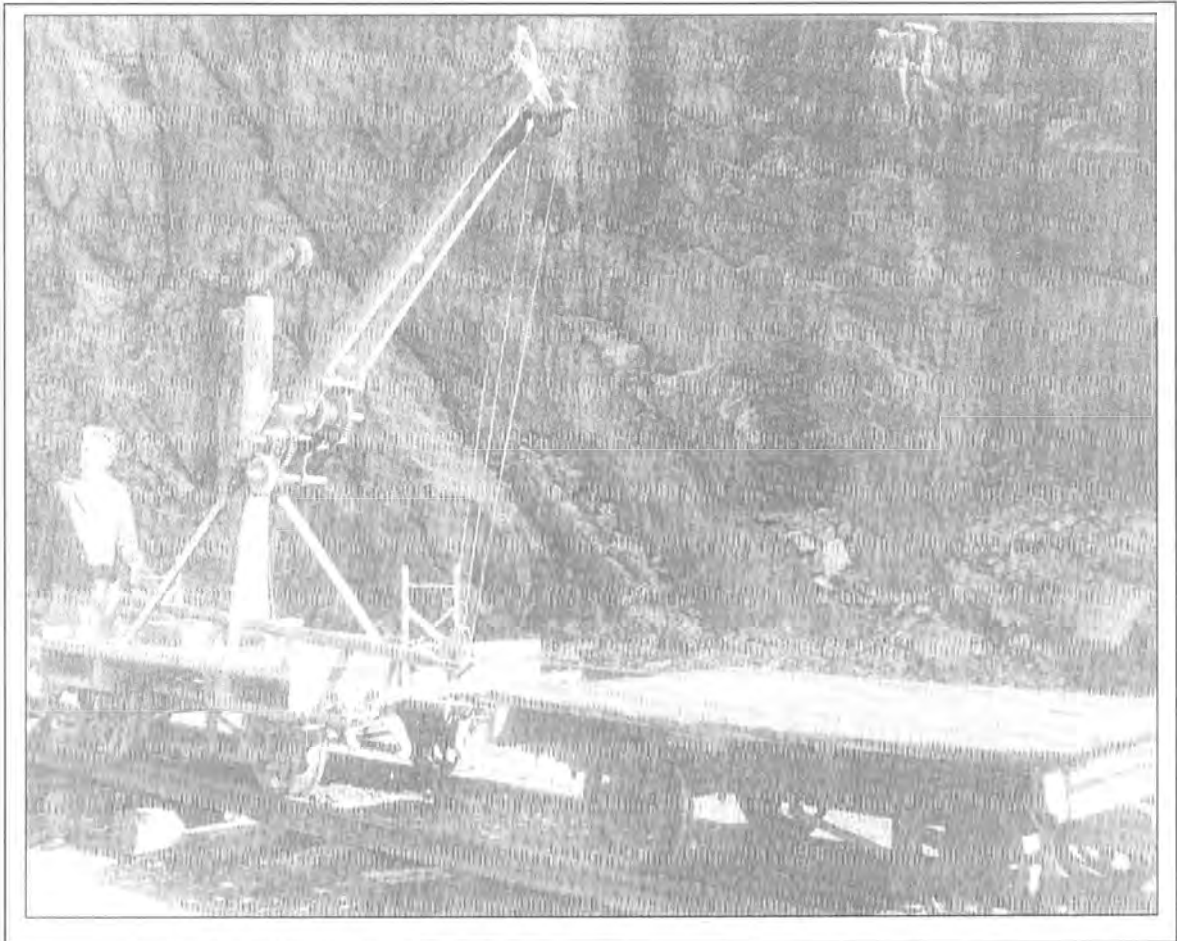
H3



Front View of Derrick.
Drawings by Julian Cavalier.
Reprinted from Mohowski,
"Fairmont Hand Derrick Crane Car," *Railroad Model
Craftsman* (October 1993),
62-63.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Rio Grande Southern Railroad Derrick Car
Montrose County/ ColoradoSection number ___ Page 13

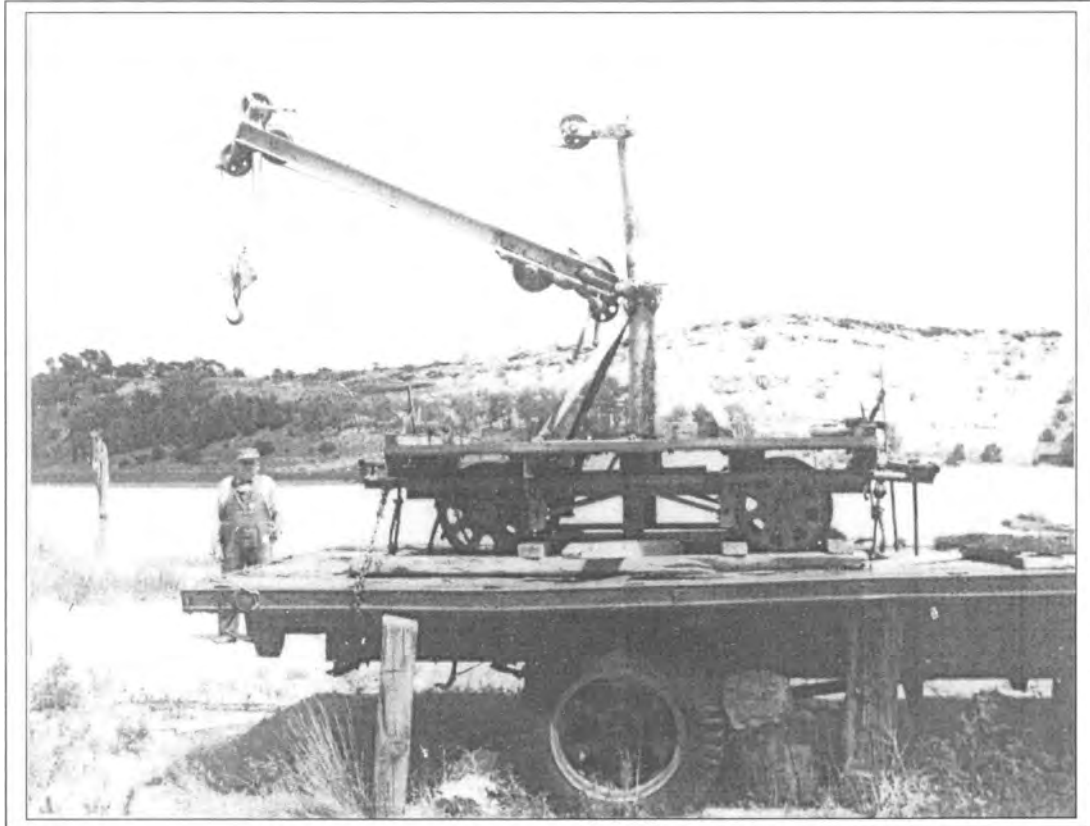
H4



The RGS Derrick Car in Ophir, Colorado, on September 30, 1951.
From the Mallory Hope Ferrell Collection as published in McCoy,
Locomotives and Rolling Stock, v. 12 of *The Rio Grande Story*,
353.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Rio Grande Southern Railroad Derrick Car
Montrose County/ ColoradoSection number ___ Page 14

H5



The RGS Derrick Car as received by the National Park Service in Montrose, Colorado. Fred Carlson, the former owner, in the background. Photo by Don Hill, 1975, on file at CURE.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Rio Grande Southern Railroad Derrick Car

MULTIPLE NAME:

STATE & COUNTY: COLORADO, Montrose

DATE RECEIVED: 3/26/10 DATE OF PENDING LIST: 4/26/10
DATE OF 16TH DAY: 5/11/10 DATE OF 45TH DAY: 5/10/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000237

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

This derrick car was constructed for the Rio Grande So. RR in 1948 and operated on the RR's lines, although likely not on the ~~San~~ Comarron line, where it is located today in proximity to a visitor center of Curecanti N. Monument where it and 3 other RGS RR cars are displayed. It is permanently located (1) on tracks at visitor center which was the site of Comarron repair facilities, (2) nearby Pratt truss in Canyon. A significant engineering feature, the car was used to clear tracks following wash-outs and landslides.

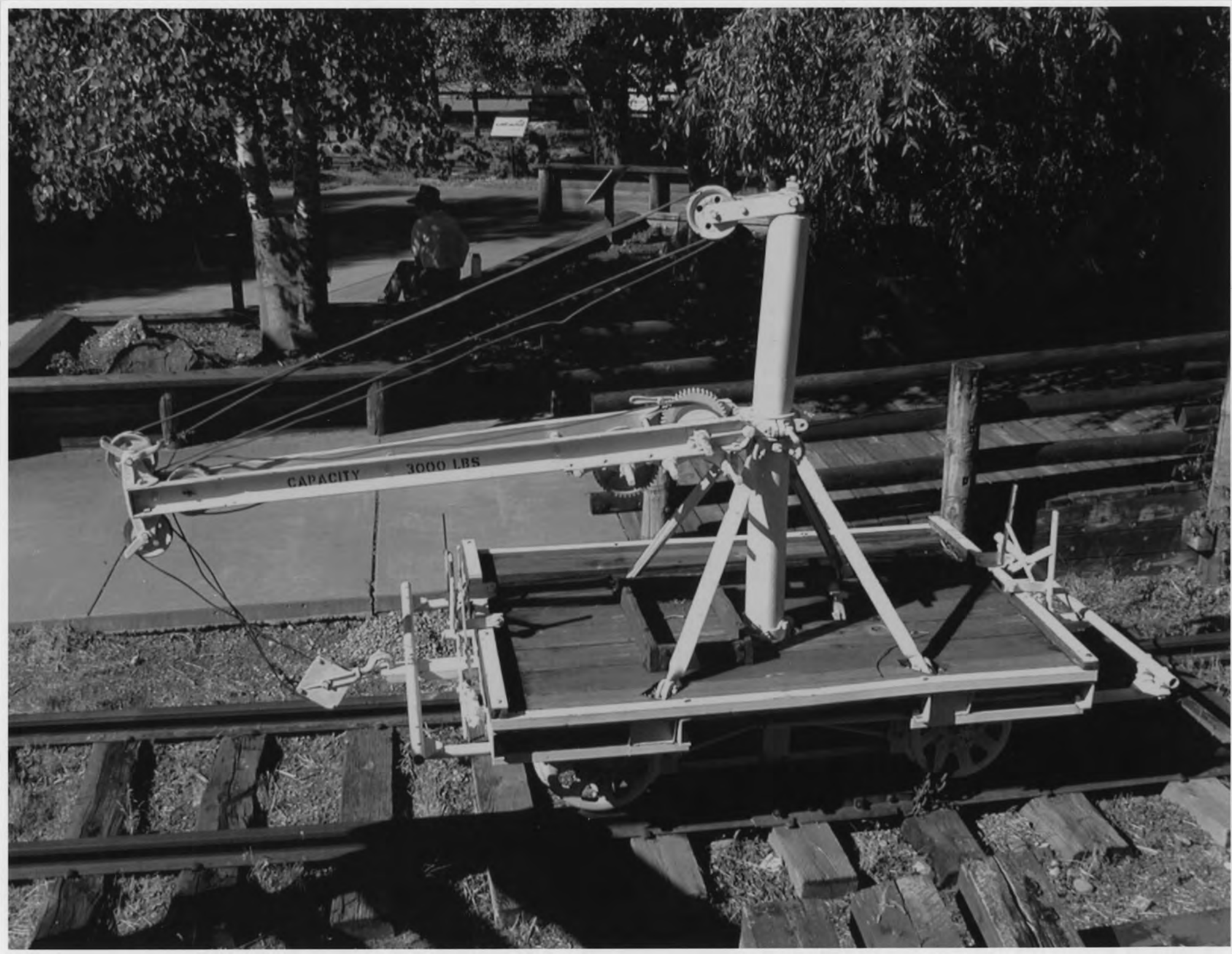
RECOM. / CRITERIA C/Engineering accept

REVIEWER LM Clifford DISCIPLINE car used to clear tracks following wash-outs and landslides

TELEPHONE _____ DATE 7-10-10

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Name: Rio Grande Southern Railroad Derrick Car

County/State: Montrose/Colorado

Photographer: Forest Frost

Date: 2008

Negative: Digital

Description: Side view of Rio Grande Southern Railroad Derrick Car

Photo Number: 01 - CO - Montrose County - RGS Derrick Car - 01

D&RGW
5679 D

CAPACITY
3000 LBS



Name: Rio Grande Southern Railroad Derrick Car

County/State: Montrose/Colorado

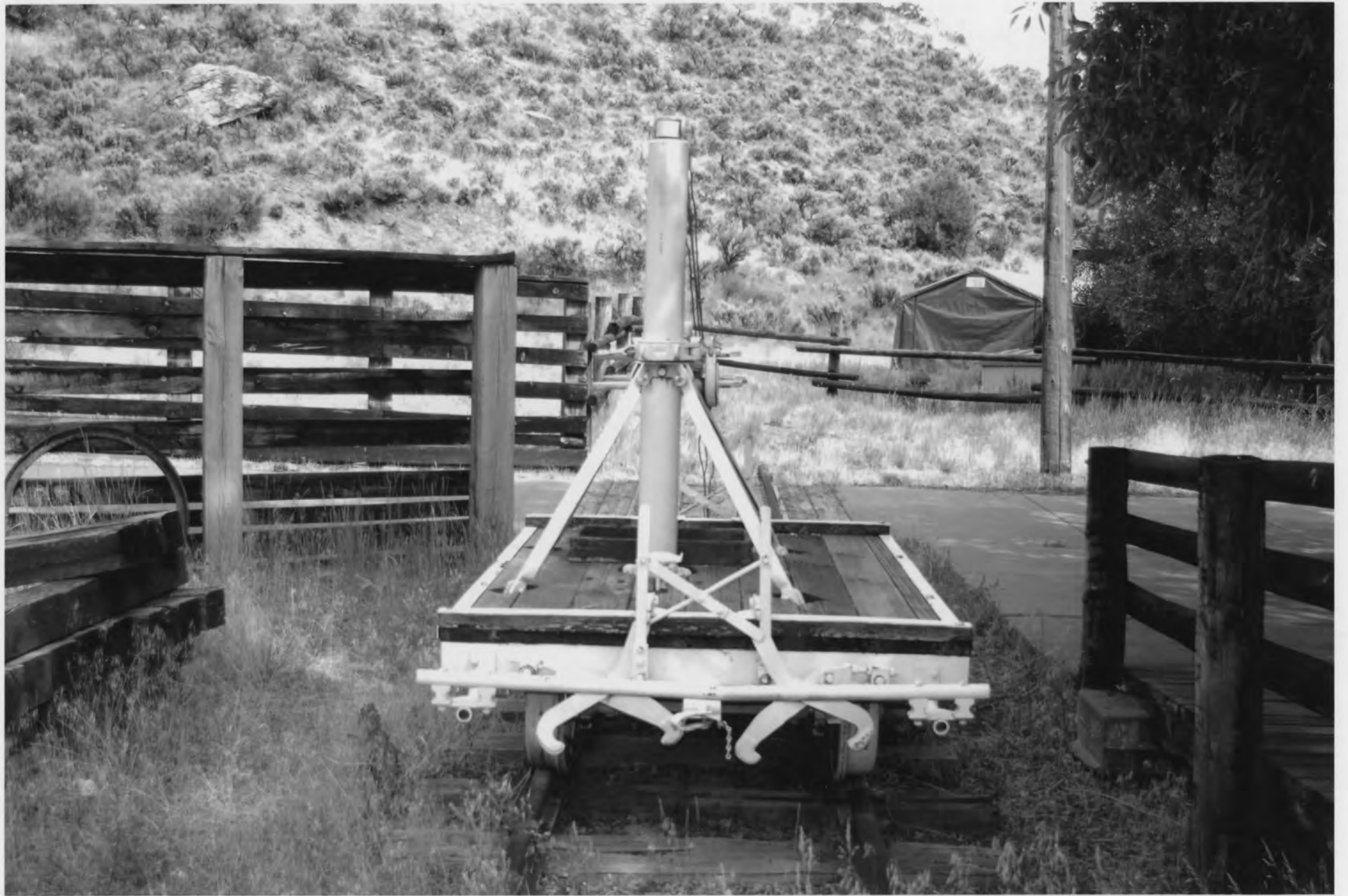
Photographer: Forest Frost

Date: 2008

Negative: Digital

Description: Oblique view of Rio Grande Southern Railroad Derrick Car

Photo Number: 02 CO-Montrose County - RGS Derrick Car - 02



Name: Rio Grande Southern Railroad Derrick Car

County/State: Montrose/Colorado

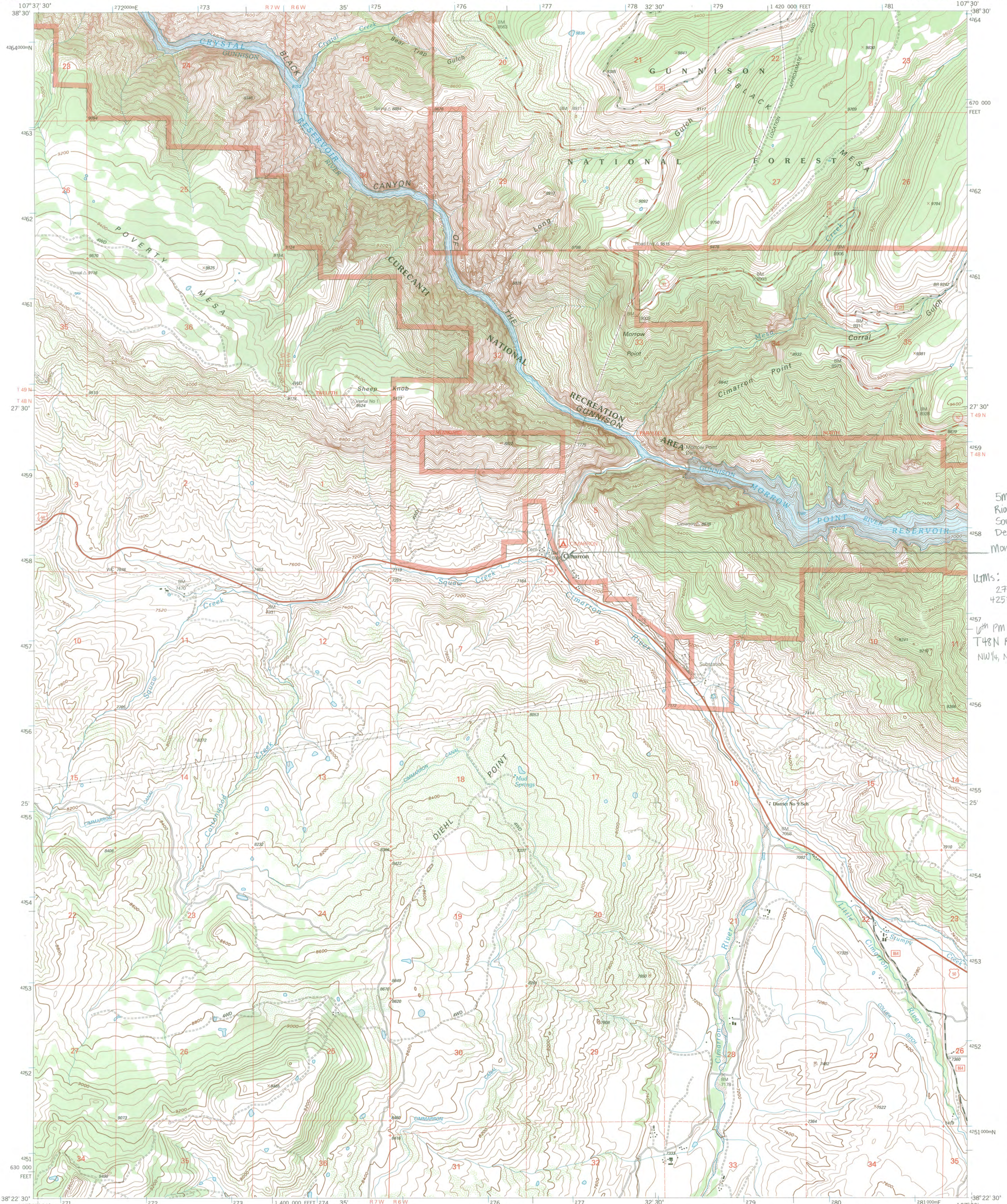
Photographer: Forest Frost

Date: 2008

Negative: Digital

Description: View of rear of Rio Grande Southern Railroad Derrick car

Photo Number: 03 CO - Montrose County - RGS Derrick Car - 03



5MN9169
Rio grande
Southern
Derrick Cor
Montrose County
Colorado
UTMs: Zone 13
277043 ME
4257858 MN
4th PM
T48N R6W S5
NW 1/4, NW 1/4, SE 1/4, SW 1/4

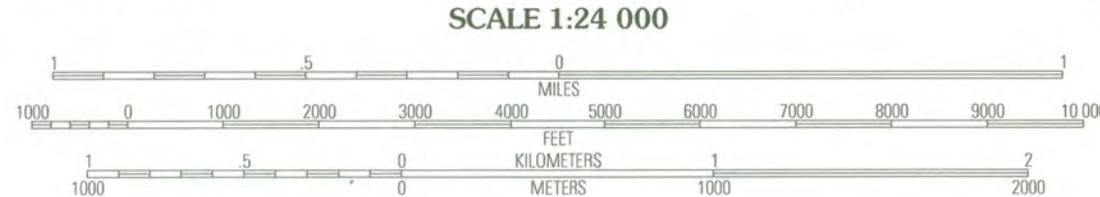
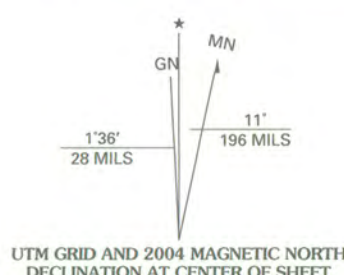


Produced by the United States Geological Survey 1983
Revision within and adjacent to National Forest System lands
by USDA Forest Service 2001

Topography compiled 1955. Planimetry derived from imagery taken 1999
and other sources. Public Land Survey System and survey control current
as of 2002. Boundaries current as of 2002.
North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks:
Colorado coordinate system, south zone (Lambert conformal conic)
Blue 1000-meter Universal Transverse Mercator ticks, zone 13

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks
The values of the shift between NAD 27 and NAD 83 for 7.5-minute
intersections are obtainable from National Geodetic Survey NADCON software
Non-National Forest System lands within the National Forest
Inholdings may exist in other National or State reservations

This map is not a legal land line or ownership document. Public lands are
subject to change and leasing, and may have access restrictions; check
with local offices. Obtain permission before entering private lands
Unsurveyed land net is not official



CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ADJOINING 7.5' QUADRANGLES

1	2	3
4	5	6
7	8	

- HIGHWAYS AND ROADS**
- Interstate
 - U. S.
 - State
 - County
 - National Forest, suitable for passenger cars
 - National Forest, suitable for high clearance vehicles
 - National Forest Trail
 - Primary highway
 - Secondary highway
 - Light-duty road
 - Composition: Unspecified
 - Paved
 - Gravel
 - Dirt
 - Unimproved; 4 wheel drive
 - Trail
 - Gate; Barrier

CIMARRON, CO
2001
38107-D5-TF-024
NIMA 4460 1 NE-SERIES V877

COLORADO HISTORICAL SOCIETY



NATIONAL AND STATE REGISTER PROGRAMS

225 E. 16th Ave., Suite 950 Denver, Colorado 80203-1606

Web Site: www.coloradohistory-oahp.org

(303) 866-3392 • Fax: (303) 866-2041

Chris Geddes

National and State Register Historian

chris.geddes@chs.state.co.us

(303) 866-4683



November 6, 2009

Robert Sutton, PhD, Chief Historian
Federal Preservation Officer, National Park Service
1201 Eye Street, N.W. 8th Floor
Washington, D.C. 20005

RE: National Register Nomination

Rio Grande Southern Railroad Derrick Car
Curecanti National Recreation Area (CURE), Montrose County

Dear Dr. Sutton:

We are pleased to submit for your review the nomination for the Rio Grande Southern Railroad Derrick Car located in Curecanti National Recreation Area in Montrose County. This is the fifth in a series of seven railroad rolling stock nominations coming in to you and the Keeper for review and listing.

We look forward to the formal listing of this property. If you have any questions, please do not hesitate to contact me at (303) 866-4683.

Sincerely,

Chris Geddes
National and State Register Historian

Enclosure- 5MN.9169 NR nomination
USGS topo
archival black and white photos
TIFF images on cd



OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

The Office of Archaeology and Historic Preservation creatively engages Coloradans and their guests in partnerships to discover, preserve, and take pride in our architectural, archaeological, and other historic places by providing statewide leadership and support to our partners in archaeology and historic preservation.