



C&TS Dispatch

Vol. 4 No. 1

March 1991

Derrick OP Restoration Complete!

by Roger Breeding

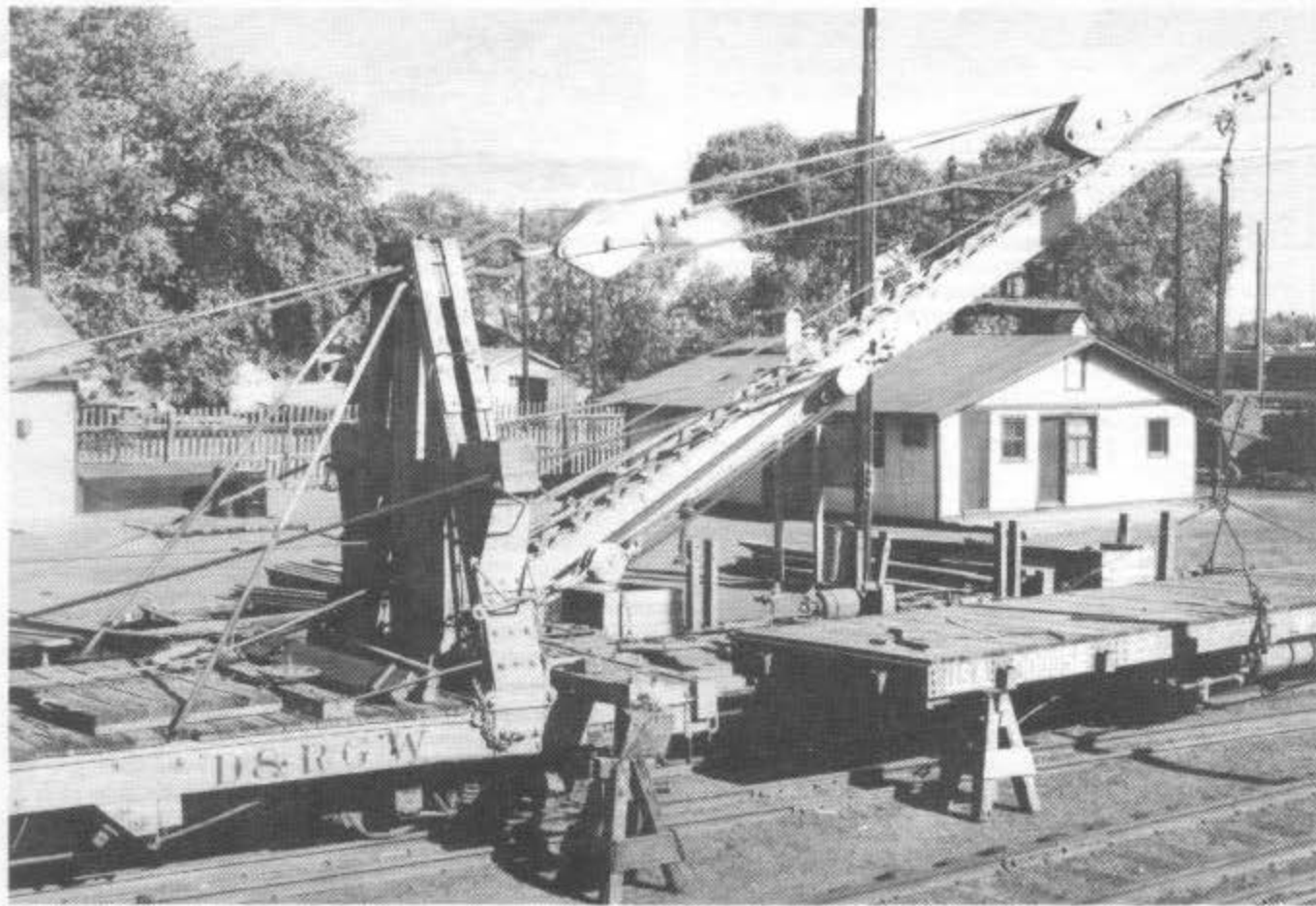
The Friends of the Cumbres and Toltec Scenic Railroad began the restoration of construction derrick OP and its boom tender flatcar 06063 in the summer of 1989. The museum-quality restoration was finished during the work sessions in July and August 1990. This unique piece of equipment has received the special protection it deserves, and its future is now secure.

The derrick has new decking outside the cabin with historically accurate shiplap planking; a new roof with tongue and groove siding and a canvas covering sealed with a tar compound; new roof running boards; new fascia; new doors on the boom end of the cabin; and new lettering and paint. The electrical system and winch machinery have been tested, and the boom has been

raised and lowered using compressed air from the Chama engine house.

Wooden-frame flatcar 06063 also received a great deal of attention. To repair the effects of dry rot, most of the center sill

Please Turn to Page 10



Derrick OP loading experimental flatcars for shipment to the U.S. Army, Alamosa, Colorado, 1955. Photograph by Robert Richardson, Colorado Railroad Museum, used with permission.

The C&TS Dispatch

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The C&TS Dispatch is published by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., P.O. Box 222, Chama, New Mexico 87520. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

THE FRIENDS is dedicated to the preservation and interpretation of the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico and operated by Kyle Railways, Inc. Volunteers from the Friends have been especially active in restoring and preserving equipment and buildings on the line.

FAMILY MEMBERSHIP in the Friends is \$15.00 per year. All contributions are fully tax deductible and will be gratefully accepted. Please write to us in Chama for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic Site.

CUMBRES & TOLTEC SCENIC RAILROAD



Denver & Rio Grande Railway - 1880 to 1921
Denver & Rio Grande Western Railroad - 1921 to 1970
Cumbres & Toltec Scenic Railroad - 1970 to Present
(c) 1991 Friends of the Cumbres & Toltec Scenic Railroad, Inc.

PRESIDENT'S COLUMN

The Windy Point

February 1, 1991, was a big day for me personally, as well as for our organization. With two new memberships received that day, our total membership now stands at 501! These are family memberships representing 39 states and 3 foreign countries. To have achieved this important membership level in less than three years of existence is very exciting.

Your Officers and Directors are committed to continue our positive growth and achievement. We know that achieving this level of membership has come because of the important role that the Friends is playing in preserving and interpreting the Cumbres & Toltec Scenic Railroad. We will continue to meet the challenge of doing this job better and better in the future.

Our very dedicated Board will be meeting in Denver on Saturday, March 9, 1991, to work on corporate business and most importantly guide our organization through 1991 and the future. Our Directors are totally uncompensated for their expenses and time in attending our meetings, and for this particular Board Meeting, the 12 out-of-Colorado Board members will be traveling over 9,000 miles to participate. The importance of this statistic is to demonstrate to you the commitment that the Directors have to this organization and its goals.

1991 will be a time of growth into some new areas. Our volunteers will be working on many exciting new projects, as well as completing ones already begun. It has become evident that the role that the friends can play in the preservation and interpretation of the property is even greater than we originally anticipated. We will be talking much more about these specific areas in the future, but I wanted you to know that our development is not static but very aggressive and downright exciting.

Everything is in place and I am excited about the upcoming third annual Moonlight Train ride, scheduled for Saturday, June 22, 1991. The Moonlight Train is not only a great fund raiser for the organization, but is a great opportunity for fun and fellowship. Additionally, it is an excellent opportunity for new people to learn about our work.

Speaking of fund raising, I wanted to tell you that our contributions for 1991 have been outstanding. Many people have taken advantage of the opportunity of making additional contributions to help support our work through the categories of membership that were provided. If you have not yet contributed to our 1991 work, I urge you to do so as soon as possible. Thank you so much for your tremendous support.

- Bill Lock

Mark Smith Visits the C&TS

Mark Smith, Editor and Publisher of *Locomotive & Railway Preservation* magazine, visited the Cumbres & Toltec Scenic Railroad during the August 1990 volunteer work session. Mark's magazine is the only national journal to address preservation of historic railroads in the United States. There are a number of other magazines that will include articles touching on the particular issues of historic preservation of railroads, but none in quite such depth and with such style as does *Locomotive & Railway Preservation*. Spencer Wilson, a member of the Cumbres & Toltec Scenic Railroad Commission, describes Mark's visit to the railroad, and Arthur Nichols, Editor of the *C&TS Dispatch*, reflects on Mark's presentation to the Friends at the 1990 annual meeting and the seminar on historic preservation.

This was not Mark's first visit to Chama. He was here about six years ago. That was when I first met him. *Locomotive & Railway Preservation* was already in production but only very recently, and our volunteer program was in the earliest stages. At that time the volunteers were under the auspices of the Historical Society of New Mexico.

Mark's visit was highly recommended last spring by Board of Directors member Cal Smith, who had seen and heard him at a meeting in Florida and immediately called Friends president, Bill Lock, urging that Mark be invited to Chama for the August work session. The Board of Directors acted quickly to invite him, and the stage was set for his visit.

Thursday: Albuquerque to Chama

I volunteered to serve as transportation and tour guide. I met Mark at the Albuquerque airport at noon, Thursday, August 16. We then drove north toward Chama, stopping for lunch at an appropriate New Mexican restaurant outside of Santa Fe. Mark had never driven from Albuquerque to Chama, and he really enjoyed the spectacular scenery along the route. Arrival in Chama meant an almost immediate visit to the railroad yard and hobnobbing with some of the assembled Friends.

Friday: Chama to Antonito and back

Mark and I drove to Antonito to begin a tour by pickup truck into various parts of the property. In Leo Schmitz's pickup we

headed up the road toward Osier. Mark had not seen the new dining facility there, and I wanted him to have time to tour the facility as well as to look at the historic buildings. We discussed the evolution of the new facility—its impact on the atmosphere at Osier and the future of the historic structures. Mark was very direct in his comments on the potential conflict between historic areas and the need for new construction, such as that at Osier.

From Osier we drove to Sublette and were in time for the arrival of train No. 1, the Colorado Limited, from Antonito. Those of us who heard Mark's Saturday talk will remember his description of sitting on the hillside as the Limited approached while a track crew and speeder waited on the siding. A very railroad experience.

We talked about the need for some

planned development of Sublette, without any firm ideas, as well as continued maintenance of the historic buildings. I was determined that Mark see as much of the railroad property that day as possible with time to walk around and consider the size and complexity of it. So, from Sublette, we took the very unimproved road down into the Los Pinos Canyon and to the pump house, where water was pumped at one time up to Lava tank. Mark was extremely impressed with this very solid, stone structure, and again we talked of the future of historic structures. From Los Pinos we went back into Antonito for a lunch break.

Because he had never been there, Mark was particularly anxious to visit the Antonito yards. The first objects of his interest were locomotive No. 463, the engine house, and the car repair facility.



RIGHT: Mark Smith, Editor/Publisher of Locomotive & Railway Preservation, and John Bush, Chief Mechanical Officer of the C&TS, in the cab of a K-36 locomotive in the Chama yard. Photograph by Spencer Wilson.

We also toured the new depot, the waiting room, the ticket office, and the living facilities for crews located upstairs.

Of great interest to Mark was the laying of the three-rail display track by "F-Troop." Indeed, he was so impressed with the progress of that work that he took up a mallet and proceeded to contribute by driving in some spikes. He actually hit them; I didn't even try. By the middle of the afternoon we were ready to return to Chama. After saying good-bye to Leo Schmitz, we headed back up the Conejos River, over La Manga Pass, and on to Cumbres Pass.

At Cumbres we stopped to see all the work being done and, needless to say, we stayed on and on. Mark was visibly impressed with the work on the section house, the car inspector house, and the snowshed (later he came back to Cumbres). We finally headed down to Chama to prepare for that evening's traditional volunteer dinner.

Saturday: Chama

Mark spent most of the day on his own, getting acquainted with volunteers, talking shop with Kyle crews, taking lots of photographs, and generally observing the work in the yard. That evening at the annual meeting he used a slide presentation to explain his philosophy of railroad preservation. There was lively discussion after the formal presentation, which was cut short by the management of the school facility wanting to go home.

Sunday: Chama

Mark did not make a formal presentation at the breakfast meeting but opened the meeting to general discussion. Afterward, he commented to me on the activity generated, the ideas tossed around, and his impression of a very active and focused volunteer group. He thought this meeting with its discussion was of special significance in light of the relatively short life span of the **Friends**.

Sunday afternoon's fun was riding a work train from the Chama River bridge to the south end of the yard. The train was a great photo opportunity: the helper locomotive No. 488 after its return from Cumbres, the restored derrick OP and boom tender flat, the work flat with some of the telephone poles that had not been

used in stabilizing the snowshed at Cumbres, and caboose 0503. We all had a great time!

Monday: Chama to Santa Fe

We drove to Santa Fe by way of Tres Piedras and the Rio Grande gorge bridge. As we approached from the west I asked Mark if he wanted to get out and walk across the bridge. He thought not--until we had driven a short distance on it. Then looking down into the gorge, he said, "My God!" He got out of the car and walked the rest of the way across the bridge. That afternoon I left Mark in Santa Fe, where he intended to spend a couple of nights. He returned to Vermont on Wednesday.

Summing Up

I believe that Mark is very impressed with the impact of the **Friends** on the C&TS. He was enthusiastic and complimentary in our discussions on the close cooperation among the Commission, Kyle Railways management, and the **Friends**. He is offering us the closest kind of cooperation with *Locomotive & Railway Preservation*. All in all, it was a wonderful visit. My thanks to everyone for making him feel so welcome and for giving him access to all aspects of our favorite, and very historic, railroad.

- Spencer Wilson

When Colorado and New Mexico purchased the narrow-gauge line in 1970, something had to be done immediately to stabilize and prevent further deterioration of the track, rolling stock, and buildings. The early volunteers of the Narrow-Gauge Railroad Association stabilized some equipment, but that organization died out by the mid 1970s. A new breed of volunteers, who later became the **Friends of the Cumbres & Toltec Scenic Railroad**, came on the scene in the early 1980s, and the work of restoring the museum collection of freight equipment and buildings along the line began in an earnest and systematic way. The volunteers from the **Friends** have stabilized the equipment and buildings that are not used for the day-to-day operations of the railroad. The next step, historical restoration and interpretation, is now under way.

Just as the preservation work of the **Friends** has moved along to a new phase, so has our organization. Over the past few years membership has increased dramatically, our relationships with the Commission and Kyle Railways have matured, and the **Friends** has become an important and visible part of the national railway preservation movement.

I thought of these changes during Mark Smith's slide presentation at the annual meeting in Chama last August. His description of the modern railway preservation movement fits so well with what our organization has become and what we have done, and will continue to do, here in the valleys and mountains of northern New Mexico and southern Colorado.

Railway preservation today is characterized by, among other things,

- concern with issues pertaining to the quality of life, that is, the value of craftsmanship and the concern for the natural environment.
- the youths of the 1940s and 1950s, who have run on nostalgia energy, maturing and being at the height of their creative capabilities.
- the beginning of experimentation within the railroad-preservation and tourist-railroad communities with creative interpretation as well as some initial examination of philosophical and operations alternatives, and the growing recognition that historic railroading occurred within a social/economic/cultural context.
- a belief that as American culture matures the past will become more appreciated and thus more integrated with the present.

We are moving into a new era of railway preservation, one that can be called a post-nostalgia era.

As Mark said at the annual meeting: "This will occur as the nostalgia generation wanes and more and more young people come into the field because they are motivated by created railroad environments, that is, the environments created by preservationists. In the post-nostalgia era, the railroad preservation community will be able to perpetuate itself because of its own creative efforts."

The seminar on the morning after our annual meeting gave the volunteers the chance to talk about their vision of the future and how the **Friends** can achieve the best "created environment" for the C&TS. (The next issue of the **C&TS Dispatch** will present the volunteers' ideas about the future.)

Mark led the Sunday morning seminar, and after hearing his presentation and talking with him later that afternoon, I was struck with how he views the **Friends**. Several things stand out:

- The **Friends** have tremendous enthusiasm and energy.
- The organization and leadership are sound. Our house is in order.
- There is an evident integrity in our projects. We have avoided a narrow

focus, that is, we have avoided a concentration on only a few aspects of the railroad. We are attempting a comprehensive approach to preserving and interpreting the C&TS.

- We are indeed looking to the years ahead, but do we have an actual vision of the future? Each person probably feels what the "created environment" might be, but as an organization can we formalize it to some degree through a statement of our mission? By defining our mission we can help realize the great potential of the **Friends**.

I left Chama last August musing on the idea that accomplishments in railway preservation are the sum of individual efforts. On an individual level the long-term effects may be hard to see, but the cumulative effect of people working

over weeks and months can certainly be seen. As individuals become groups, and weeks and months become years, little by little the world changes. Other persons take notice, realize that something important is happening, and want to join in. Organizations become stronger, and what took years to happen now is done in only a few months or a year.

Mark summed up things very well when he said, "Today it's not just the equipment we're saving - it's a way of life. We who preserve aren't just antiquarians, embedded in a forgotten and useless past; rather, we're saving things that serve the spirit, things that will create a richer future."

- Art Nichols



Restored Derrick OP and its boom tender flatcar 06063 are featured in a special work train Sunday, August 19, 1990 - the first westbound "work extra" out of Chama in over 21 years! Photograph by Bill Lock.

LETTERS TO THE FRIENDS...

Readers are encouraged to write on any topic pertinent to the work of the Friends and the history, preservation, and interpretation of the Cumbres & Toltec Scenic Railroad. Send your letters to the editor at the Los Alamos, New Mexico, address given on page 2. All letters will be acknowledged, and some editing may be done to conserve space.

It was a pleasure to read about the volunteers' activities on the railroad when I received the November 1990 issue of the *C&TS Dispatch*. Spencer Wilson had told me of that activity, but its scope did not hit home until I saw the photos of the workers with their projects.

Clearly, the volunteers in the early days were the ones who saved the railroad for posterity. Now, the volunteers appear to be serving an equally important task of providing popular support which not only expands the preservation effort, but also could be called upon when needed to ensure that elected officials continue to support the railroad.

When I came into the picture volunteer morale was low. Discouragement had set in as how to resolve problems between the operator, which was then Scenic Railways, Inc., and the two states. The chief issue was the responsibility for the capital plant, in terms of maintenance versus capital improvements. The operator and the states were able to sort through things once we were able to raise funds for work. Fortunately, not all of the money that the states had originally appropriated had been spent - about \$149,000 remained on hand.

Under a 3-to-1 matching arrangement with the Economic Development Administration of the U.S. Department of Commerce, we were able to put together almost \$600,000, in the first phase of our work, to get started. Two additional matches with newly appropriated funds from the states and new money from EDA funded the next two phases of work, which came in at around 1 million dollars each. Additionally, historic preservation grants from the two states' Historic Preservation Officers funded engine restoration and other work to the tune of about \$500,000.

Essential to the success of the program were four men whom I privately called "the four horsemen": the Commission members who hung in there and backed me up every time I asked for more money. Clarence Quinlan, of Antonito, and John Sheldon, of Alamosa, are both gone now,

and truly the railroad is a monument to the memory of both men. On the New Mexico side it has been particularly satisfying to me to see Joe Vigil, one of the four horsemen, continue in a vital role on the railroad. And Sam Graft, the former Director of State Parks and Recreation, rounded out the group.

Other members came and went on the Commission, and some have had important contributions to make. But the four horsemen were there when the going was really tough, and saw to it that the situation turned around.

I have always been gratified by how things turned out then and by how things continue to improve on the railroad. Once in a while I catch myself boasting to someone that, for example, at Antonito we built the world's only narrow-gauge railroad passenger car construction shop that's passive solar heated (try to say all of that in one breath)! We did that after the energy crunch hit, when we discovered how expensive it was to heat the new engine house we had just built in Chama.

There was always a backdrop of good will towards the C&TS, even when volunteers were scarce. People have always wanted it to succeed. A continuum of people like Spencer Wilson, coauthor of the *Historic Preservation Study*, Commission historian, and now Commission member; Leo Schmitz, a wizard grantsman in his own right; Cici Martinez, the operator's stalwart in Chama; and others stay with the project because they believe in it.

A name that should also be mentioned as essential to the success of our programs is Jim Swearingen, the New Mexico representative of EDA, who first proposed that we request funds from EDA and then made sure that each of our applications was in apple pie order and had the best possible chance of success.

I stay in touch with the project because I am proud of it. Keep up the good work.

Sincerely,

Carlton Colquitt
New York, New York

P.S. Wouldn't it be great to have a railroad museum in Antonito some day?

Carlton Colquitt served first as consultant to the Joint Executive Committee of the Colorado and New Mexico Railroad Authority and then as Executive Director of the Cumbres & Toltec Scenic Railroad Commission for seven years, from 1974 to 1981. During that time over 3 million dollars in state and federal funds were raised to create the rail yard at Antonito and to stabilize and expand facilities at Chama, as well as along the entire line.

At the 1990 August work session in Chama, Mark Smith, Editor and Publisher of *Locomotive & Railway Preservation* magazine, posed the question: "Do you know why the Friends are successful so that you can keep doing it?" Here are my thoughts as a non-board member.

I feel our success is a result of four special things that we have, the last three of which especially interlock and build on each other to make the whole more than the sum of the parts. These four things are that:

1. we have a historically significant and interesting collection of equipment and traditions in a spectacular mountain setting.
2. we have outstanding leadership. Volunteers are cherished and made to feel cherished. Learning and teaching craftsmanship are emphasized. Enjoyment and interpretation of the railroad for both the public and the volunteers is a goal. The two- to four-day work sessions have allowed team building to take place. (The board of directors is also a good team.) Planning has focused on projects that are reasonable for volunteers to undertake and usually to complete in one or two sessions. Large goals are taken in reasonable bites.

Fall and Winter Activities on the Railroad, 1990-1991

by Joe Vigil

The railroad has been kept busy since the end of the 1990 season by doing extra contract work in addition to our normal winter program.

Immediately after the season ended the railroad ran a charter train for the Gadsden Railroad Club from Tucson, Arizona. The trip was on Sunday, October 21, a day after our first snowfall, which accumulated to 1 and 1/2 feet. The train was a double-header, the 489 helped by 487 with a snowplow. The train went to Los Pinos siding with several photo run-bys made in what turned out to be a perfect day for winter scene photos. In fact, one of the photos made the front cover of the January 1991 *Locomotive & Railway Preservation* magazine.

Max Pacheco, Track Foreman, and four trackmen from the Cumbres & Toltec Scenic Railroad returned home in time for Christmas (and the long winter) to Chama/Antonito after completing a track construction project in the Lahaina, Kaanapali & Pacific Railroad ("Sugar Cane Train") in Maui, Hawaii. Max and his crew spent a month at LK&P building a passing siding which is to be the meeting point of the second train with the current one. The trip to Hawaii involved much hard work but at least they did not have to shovel snow in order to find the track to work on as would have been the case back home in the San Juan Mountains of New Mexico and Colorado.

November 24-26 were dedicated to the filming of the musical video *Heartbreak Station*, featuring the famous rock group, Cinderella. Much preparatory work went into this project.

In December the railroad entered into a contract to do yet more film work for

Desperado Productions, Inc., doing *Spanish Gulch*. Much preparatory work also went into this project, including snow removal during and after two major snowfalls that left us with a four-foot snow depth at the filming site, Lobato Siding and up to Dalton. During the month of preparation, diesel locomotive No. 19 was reassembled and put into service for the film work. A lot of the work took place during days that had temperatures drop down to 30 degrees below zero the night before. Conditions were most difficult with keeping equipment functioning properly in addition to keeping switches from freezing.

Immediately after this project was completed, the C&TS started the car rehabilitation program on four units in the car shop at Antonito. A crew of seven are progressing very well, and the project is on schedule.

The engine shop prepared locomotive No. 484 for boiler inspection in October

and proceeded to redo the driver wheels and boxes in addition to overhauling the spring rigging. This locomotive should be in excellent condition and ready for service prior to the 1991 season. Locomotives 487, 488, and 489 are ready for service except for some normal maintenance work that will be completed in the next two months.

The 1991 brochures are presently being distributed, and our advertising program is well in place. We continue to enjoy the support of the **Friends** and are looking forward to working very closely with them now and in the future. The relationship among the Commission, the **Friends**, and the operator continues to be an excellent one, and most of all, very enjoyable for all involved.

Joe Vigil is General Manager of the Cumbres & Toltec Scenic Railroad.

Letters . . .

Continued from Preceding Page

3. we have a good relationship with the Commission, with Kyle Railways, and with the communities of Chama and Antonito. This is an outgrowth of our good craftsmanship and our goal of benefiting the public as well as the equipment and the volunteers. In turn, these good relationships help us choose meaningful projects and get support for them.
4. we have been able to take advantage of good luck and to minimize the effect

of bad luck. The safety program is effective because it is considered a part of doing the job right, the teams care for one another and discourage the person who does rash things, and friendly safety officers keep track of what is going on. As an outgrowth of the high esteem in which each volunteer is held, and the friendships developed in the work teams, we attract and keep outstanding craftspersons. This and the satisfaction from seeing projects completed and the opportunities given the volunteers to understand and enjoy the railroad minimize the effects

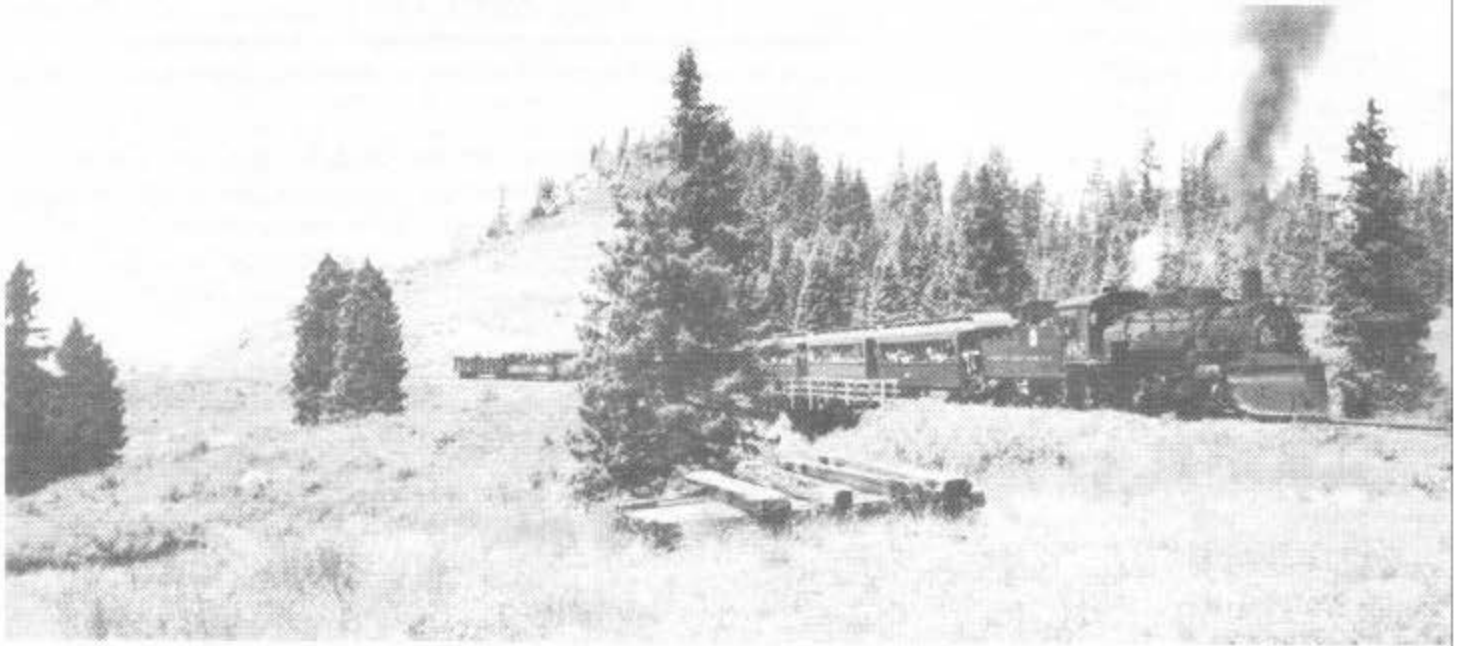
of complainer and power-manipulator types.

I very much cherish the leaders and craftspersons (of all types) that we presently enjoy, but in this letter I have tried to see what things independent of particular persons are at work.

Appreciatively yours,

George Swain
Los Alamos, New Mexico

George Swain is a volunteer with the Friends, and he was one of the early volunteers in the 1970s.

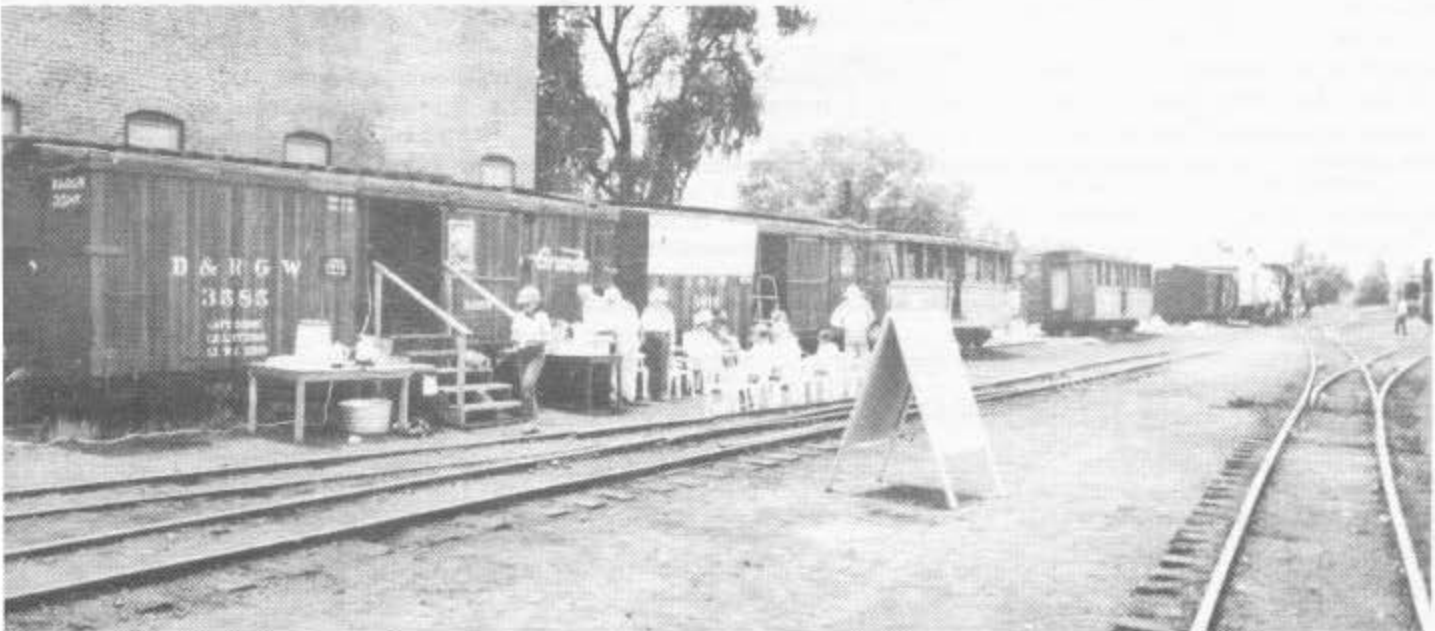


ABOVE: Volunteers at the Friends booth are having a good time as they talk to visitors and plug the railroad and the Friends at the Great American Train Show, Saturday, February 16, 1991, in Albuquerque. Volunteers are (left to right) Wayne Ranher, GATS Chairman Steve Dock, Goldie Buckner, George Canham, and Bob Sellar. The Friends also participated in train shows in Denver, Colorado, and Jacksonville, Florida. Photograph by Bill Lock.

RIGHT: Volunteers break for lunch outside the Friends Club Car and Tool Car (with Welcome sign), July 6, 1990. Photograph by Dave Gillio.

LEFT: Locomotive 487 slows as it approaches Cumbres, July 8, 1990. Photograph by Dave Gillio.

BELOW: Over 300 brochures about the railroad, over 150 brochures about the Friends, and numerous other brochures were handed out to visitors at the Great American Train Show held in Albuquerque on Saturday and Sunday, February 16 and 17, 1991. Under the leadership of Steve Dock of Albuquerque, at least four volunteers were present for every two-hour shift. Visitors were treated to videos of current events on the railroad, including some recent snow trains in October, November, and January. Over \$300 in books and merchandise was sold, and eight new memberships for the Friends were received as a result of the show. A very successful weekend! Photograph by Bill Lock.



Derrick OP Restored!

Continued from Page 1

and several longitudinal sills were replaced. The car also has a new end sill, new deck planking, new beams for the boom cradle, and new lettering and paint.

The Denver and Rio Grande built derrick OP in 1911 from gondola 9562 and rebuilt it in 1920. It was normally kept in Alamosa, Colorado, and used as needed all over the narrow-gauge system. Before the 1920 rebuilding, the derrick had a wooden boom quite different from the steel boom now on the OP. Before the current black lettering on grey, the derrick was painted red with white lettering.

Derrick OP is technically known as a stiff-legged derrick. The stiff leg, or A-frame, at the front of OP is rigidly attached to the car. The center post in the A-frame pivots, allowing motion to as much as 45 degrees from dead center. The boom is moved from side to side by block and tackle between the side of the boom and the A-frame, as shown in the photographs on pages 1 and 16 taken by Robert Richardson of the Colorado Railroad Museum in 1955.

The winch in OP has two cable spools and an auxiliary drum. One cable raises and lowers the boom, and the other one raises and lowers the hook. The drum allows tension to be taken on the rope from either block and tackle to turn the boom from side to side. The derrick does not have a boiler; the winch is powered by steam from a locomotive.

The open deck ahead of the winch cabin has screws that are used with rail clamps to secure the derrick to the rails during operation, and two large U-brackets for the outriggers. The outriggers provide

the lateral stability required when the boom is more than a few degrees or so from straight ahead. One outrigger supported by a horse and a block can be seen in the photograph on page 1. Out of the yard, jacks and blocking might be used in place of the horses. The jacking pads (one is seen in the photograph on the deck of OP, just above the D in D&RGW) would have been used if soft or uneven ground was encountered. These pads, which were in very poor condition, were rebuilt in 1990.

Roster No. 10 of the D&RGW (1916) lists three narrow-gauge derricks: construction derrick OP with a capacity of 25 tons, construction derrick 0278 with a capacity of 10 tons, and wrecking derrick OA with a capacity of 10 tons. The roster states that OP had both narrow-gauge and standard-gauge trucks, although there is no record of OP ever having worked on standard-gauge lines. Nothing more is known of derrick 0278. Derrick OA was dismantled in 1942.

In its early years OP was used for all sorts of heavy lifting chores around the yard and out on the line. It would have been used, for example, to load and unload rails, bridge timbers, and stone for bridge abutments. While mostly used in such mundane work, the OP was called out to retrieve the passenger cars carried down the hill by an avalanche that struck the San Juan passenger train at Phantom Curve in 1948 (see Doris B. Osterwald, *Ticket to Toltec*, Western Guideways, 1976, p. 20). Robert Richardson reports that when a derailment blocked the track ahead of a Rocky Mountain Railroad Club excursion east of Osier in the 1950s, the OP was brought out from Alamosa to clear the track. When Richardson lived in Alamosa in the 1950s, the only time he found OP in use there was when it loaded

seven U.S. Army experimental flat cars on standard-gauge flat cars for shipment back to the army (he took the photographs during that loading). The derrick was also used for picking up the wreckage of the many cars derailed during the heavy traffic period of the early 1950s, when pipe was shipped to Farmington, New Mexico, for the oil boom there.

In transit a flatcar is always required next to the derrick for the boom to rest on. Wooden-frame flatcar 06063 appears to have been used for this purpose for many decades. (Roster No. 11, 1923, indicates that flatcar 06051 and boxcar 04549 were assigned for use with OP, and both cars came to the C&TS along with OP and 06063.)

In 1989, when the Friends began the restoration of OP, the 06063 was carrying the boom extension and two spreaders for lifting cars. To place the OP in use the boom would be raised off the boom tender flat, and then the flat would be pushed ahead or parked on a siding. This was probably not too inconvenient in the yard, by it must have posed problems out on the line.

And now, eighty years after it was built, derrick OP is in the Chama yard, restored and ready for the decades ahead.

Roger Breeding is a Director of the Friends and a member of the Procedures Committee, which plans the work sessions. He also is president of the Railroad Club of New Mexico. In preparing this article, he used information presented in Jerry B. Day, Narrow Gauge Pictorial Volume II, Denver & Rio Grande Western Work Equipment—QA to QZ, Robert L. Grandt, publisher, 1989.

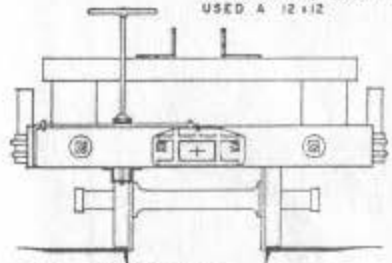
MODELING IDEAS FROM THE C&TS

Number 2 of a Series

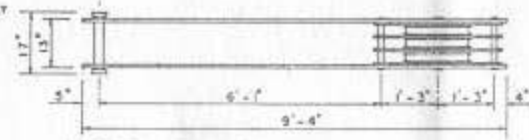
We thank Ken Pruitt of Belen, New Mexico, for allowing the C&TS Dispatch to reproduce his copyrighted scale drawings of derrick OP on the following pages. Ken was one of the early volunteers, and he served on the board of directors of the Colorado and New Mexico Society for the Preservation of the Narrow Gauge.

The first drawings in this series were of a D&RGW stock car and a gondola. They appeared in the April 1989 issue (Vol. 2, No. 1).

NOTE: 5 x 12 CRADLE CROSS BRACE SHOWN, D&RGW ACTUALLY USED A 12 x 12



END ELEVATION



LOWER PULLEY BLOCK

3 PULLEY BLOCK, SEE DETAIL ABOVE

Z. PULLEY BLOCK

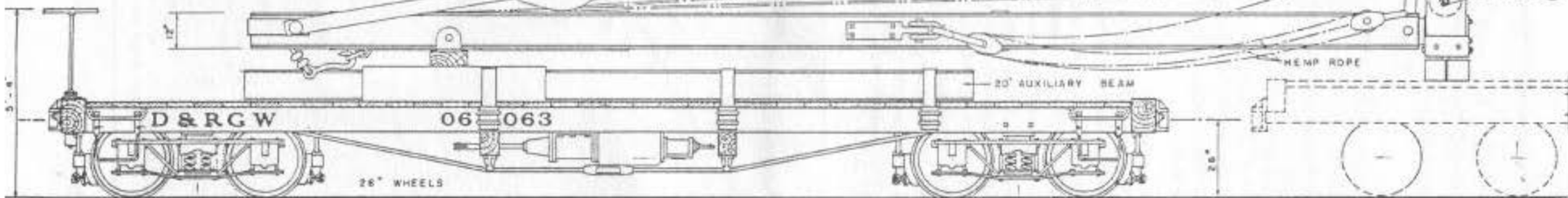
1" WIRE ROPE

HOOK LINE

BOOM LINE

HEMP ROPE

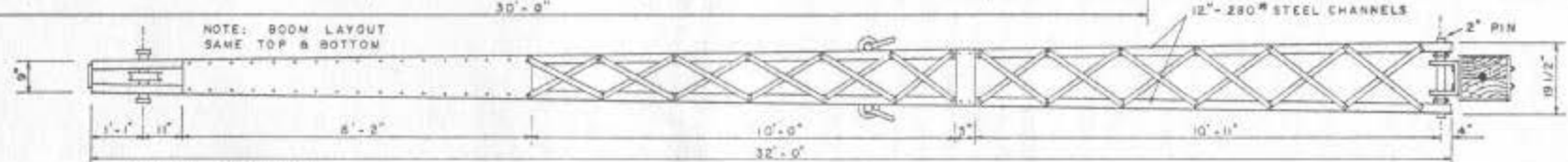
"A" FRAME NOT SHOWN FOR CLARITY.



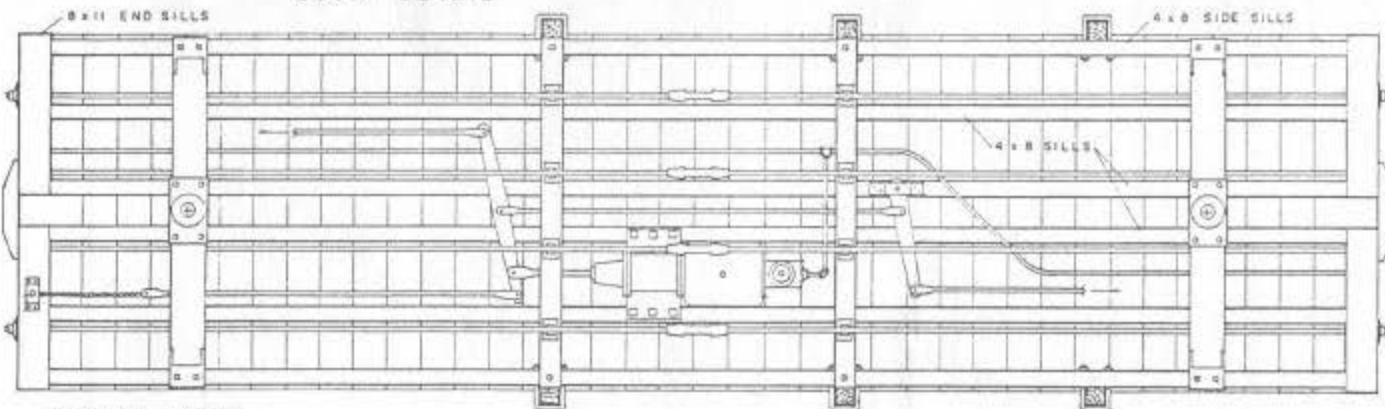
SIDE ELEVATION

NOTE: SEE SHEET NO. 2 AND 3 FOR DERRICK AND OTHER DETAILS

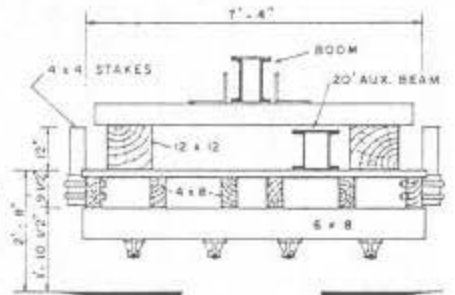
NOTE: BOOM LAYOUT SAME TOP & BOTTOM



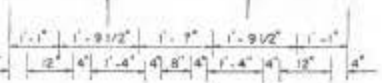
BOOM DETAIL



BOTTOM VIEW



TYPICAL SECTION

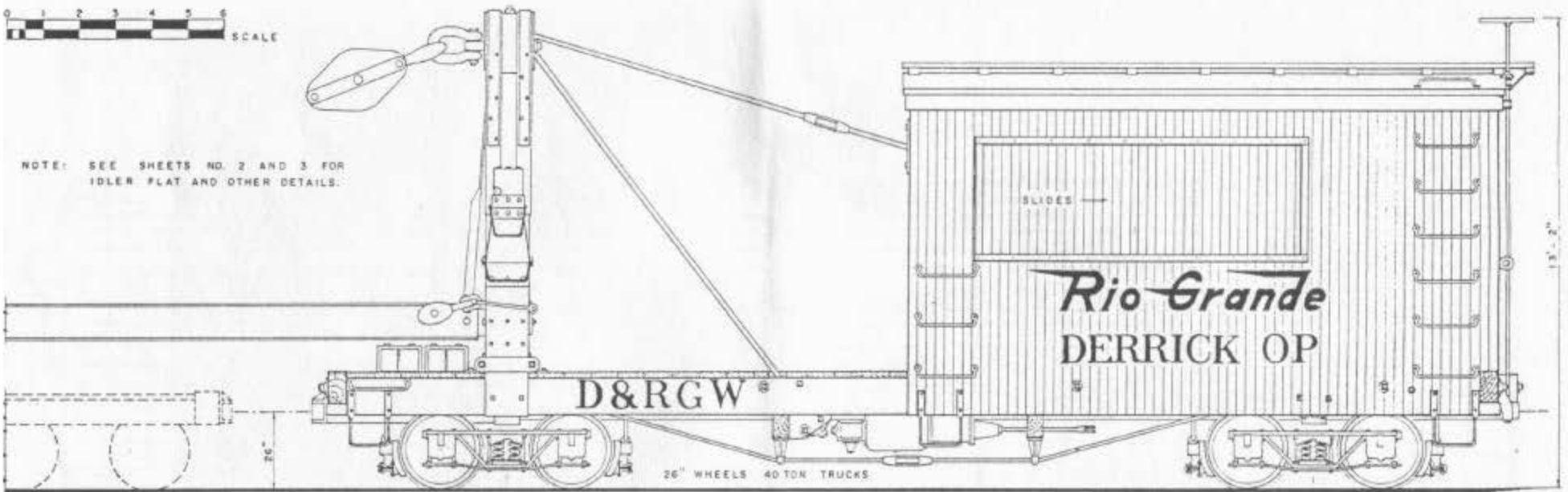


DENVER & RIO GRANDE WESTERN
 IDLER FLAT 06063
 PART NO. 3 OF 3 SHEETS

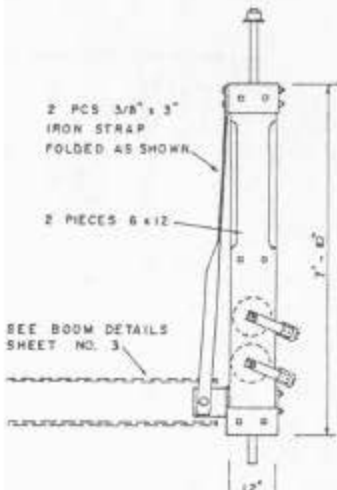
DRAWN BY: KEN PRUITT © 4 / 30 / 64



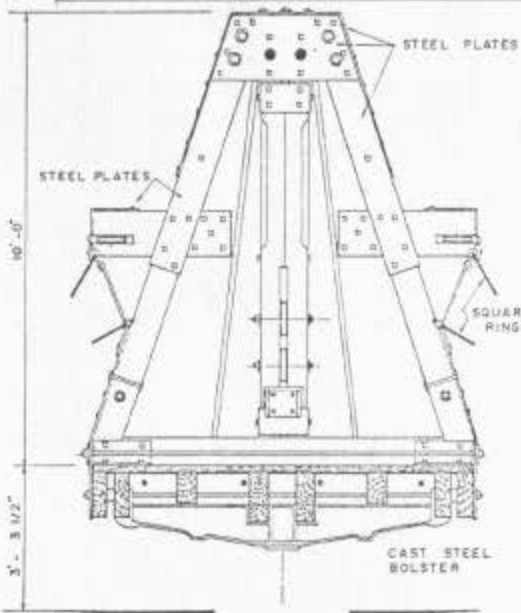
NOTE: SEE SHEETS NO. 2 AND 3 FOR IDLER PLAT AND OTHER DETAILS.



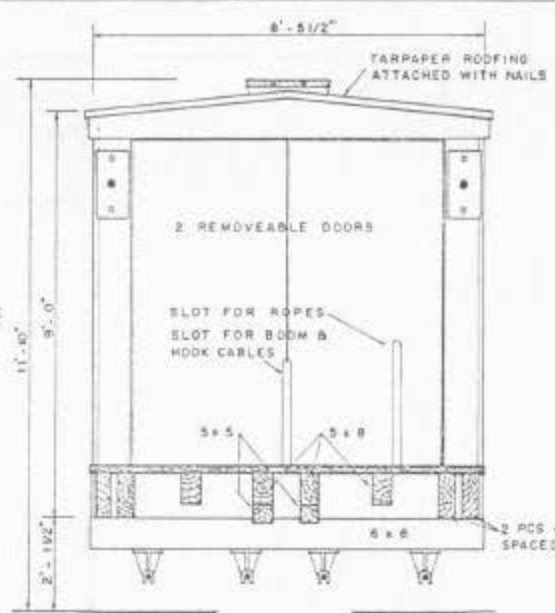
SIDE ELEVATION



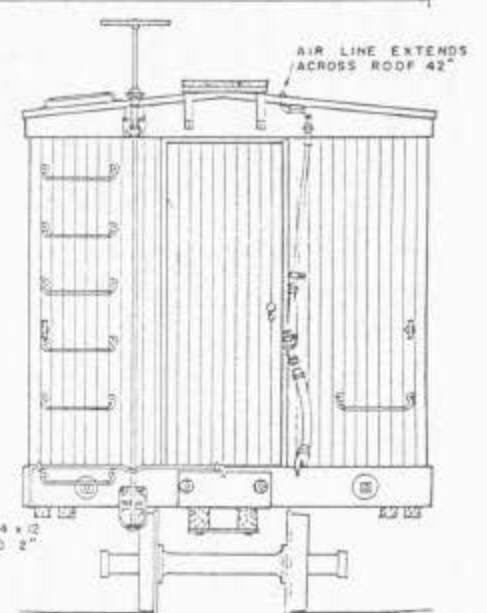
SIDE VIEW OF PIVOT POST



SECTION AT "A" FRAME



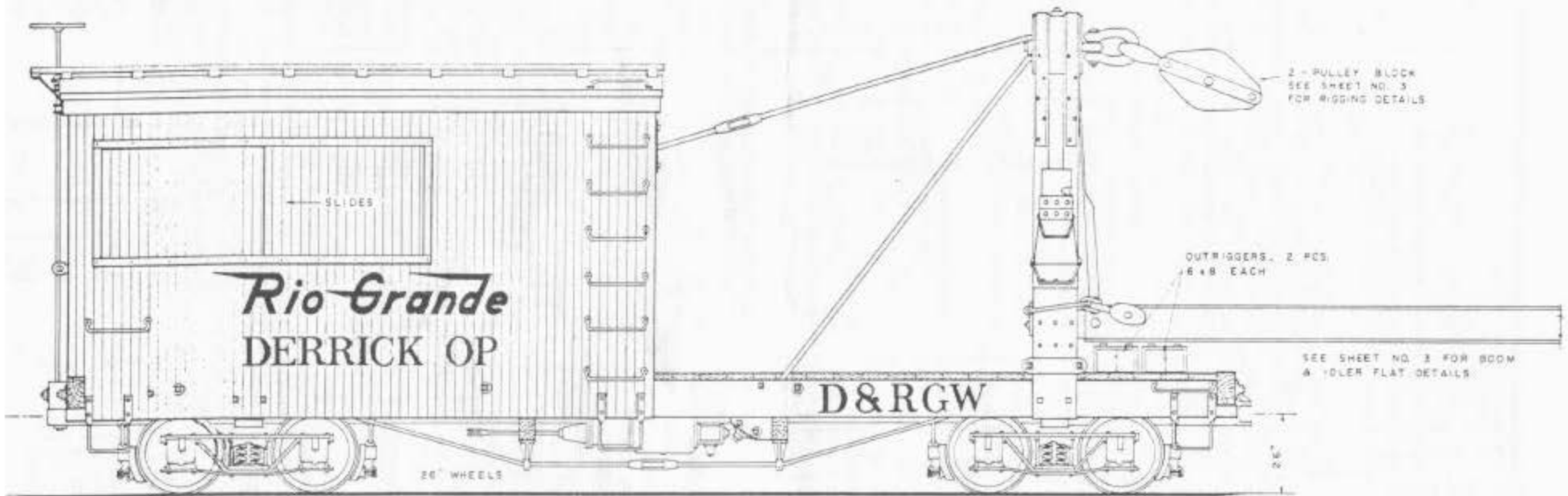
TYPICAL SECTION



END ELEVATION

DENVER & RIO GRANDE WESTERN
DERRICK "OP"
PART NO. 1 OF 3 SHEETS

DRAWN BY: KEN PRUITT © 4/30/64

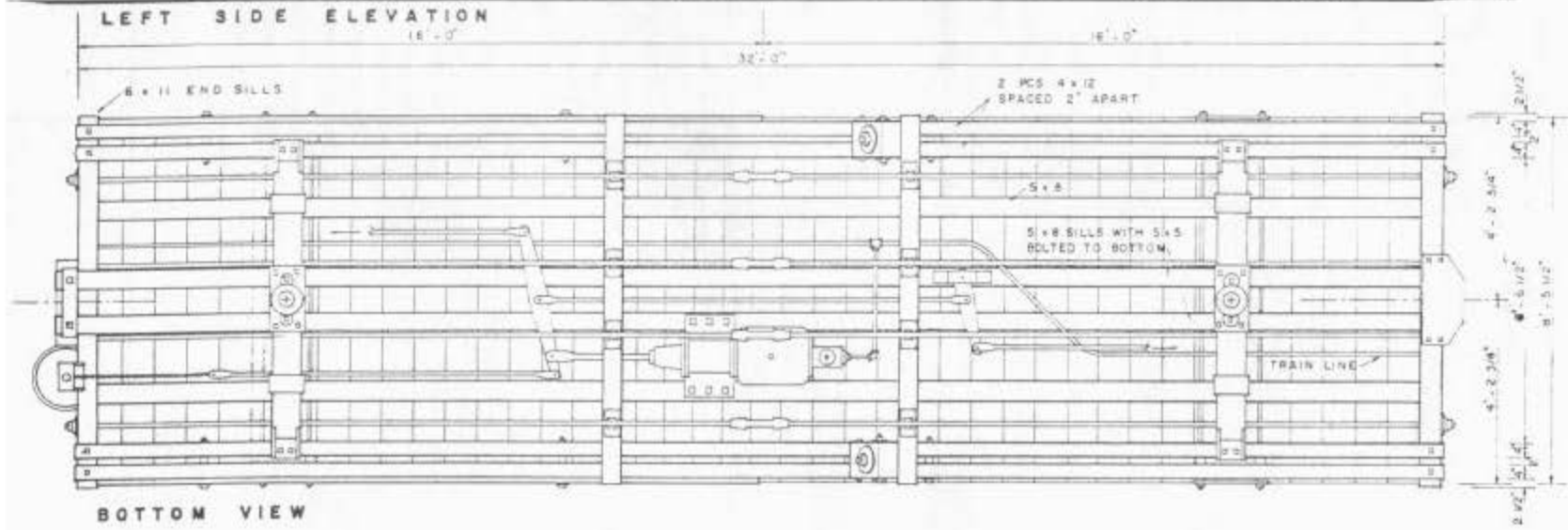


2 - PULLEY BLOCK
SEE SHEET NO. 3
FOR RIGGING DETAILS

OUTRIGGERS, 2 PCS
6 x 8 EACH

SEE SHEET NO. 3 FOR BOOM
& TOLER FLAT DETAILS

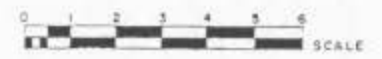
LEFT SIDE ELEVATION



BOTTOM VIEW

DENVER & RIO GRANDE WESTERN
DERRICK "OP" PART NO. 2 OF 3 SHEETS

DRAWN BY: KEN FRUITY © 4/30/64



COMMISSION REPORT

By LEO SCHMITZ

Executive Director, Cumbres & Toltec Scenic Railroad Commission

There is much work being done to the four Antonito passenger cars. They are having their old, rotten wooden windows removed and replaced with new aluminum ones. These new windows will prevent moisture from entering the wall of the cars and causing damage. The old interior paneling is being removed and insulation and new birch paneling installed. The new paneling will be stained a walnut color and will be sealed with polyurethane. The seat-turning mechanism will be modified, allowing the seats to be turned without hitting the walls. The finished interior will be a pleasant one for the passengers.

The effort to acquire engine No. 223 (a 2-8-0 built by the Grant Locomotive Works in 1881) from Utah was thwarted by the Governor of Utah. He intervened and prevented the engine from leaving the state. The Commission would like to thank all persons who helped in the effort to acquire this locomotive.

An examination of engine No. 463 (class K-27) was conducted by John Bush, Chief Mechanical Officer for the C&TS, and Chris de Witt, boiler expert from the Nevada State Railroad Museum. Both men agree that the current boiler on the engine may be restored to operating condition by the replacement of two patches and of rivets in two other patches. To bring No. 463 and its tender back into service will require a considerable amount of work and money. The estimate is approximately \$250,000. Grants have been received for the project from the U.S. West Foundation and the Manville Fund. Funds were also raised through donations taken during a chartered train trip. The Commission is continuing to seek funds for this restoration project.

The Commission is seeking funding for capital improvements from the two states. New Mexico Governor Bruce King has included a request for funding for the following Commission rehabilitation projects: (1) completion of Antonito passenger cars; (2) engine house/shop complexes; (3) Chama depot; (4) Chama River bridge; and (5) Cumbres buildings. The funding request of \$133,000 is New Mexico's one-third share of these projects (Colorado and the Commission would each contribute one-third of the total costs). Matching funds are being sought in Colorado.

Two standard-gauge boxcars donated by the Denver & Rio Grande Western Railroad were moved to Antonito on November 16 and 17, 1990. The boxcars were transported by truck and then rolled onto the dual-gauge display track, which had been constructed during the volunteer work session in August 1990.

MEET DIRECTOR...

CHRISTINA TEBBENS

(Englewood, Colorado)

My first train ride was from my birthplace, Plymouth, to Paddington Station in London, England, when I was just a baby. My family and I were enroute to our new home in Port Jervis, New York. My second train ride was on this same line when we visited our English relatives in 1969. Those trips were my only railroad experiences until I took a ride on the Cumbres & Toltec Scenic Railroad.

In 1987 my new husband, Carl, and my new daughters, Alicia and Carolyn, took me with them to the August volunteer work session. Carl had gotten involved in 1982 with the C&TS when Bill Lock and Glenden Casteel decided to repaint a caboose long before the **Friends** existed. Carl was one of the workers during the 1987 work session, and the girls (who were 12 at the time) helped with registration. I spent my time enjoying the beautiful scenery, watching the real volunteers, and talking with the railroad employees. I noticed that everyone (tourists, employees, volunteers, and even some local folks) stopped to watch the train leave and return to the yard. I thought it was an interesting sight to watch but I didn't understand what was so special about it.



Tina, team leader for the Cumbres Section House crew in the summer of 1990, paints one of the section-house window frames. Photograph by Bill Lock.

Meet Director . . .

By the end of that weekend I rode the train! I also purchased my first train book, *Ticket to Toltec* by Doris Osterwald. Sometime later I bought the book that Spencer Wilson coauthored, *The Cumbres & Toltec Scenic Railroad: The Historic Preservation Study*. Now I was beginning to understand: what we have here is a major piece of history.

The second year, 1988, was when I really got hooked. Carl and I worked maintenance-of-way with a couple of special people. We painted milepost markers, and I got lucky, the guys let me watch them dig holes for whistle posts. We worked the line from the Chama yard to just the other side of Lobato Trestle. I was enjoying the work so much I forgot that I was afraid of heights and walked over the trestle twice. At some point in the day Cal Smith said he really liked this work because we were saving history. That comment made it all come together for me.

I am honored to serve on the Board of Directors of the Friends and to share in the experience of saving the history of the C&TS with all of you. I've met some wonderful people and have had fun learning a great deal about such things as paint, shovels, socket wrenches, hammers, and shingles.

To be honest, I don't think I really want to know what the model number of the engine is or how engines work, but I appreciate their beauty and the important role they played in the past. What I do want to know is how we can keep them alive for my grandchildren. We can all help by teaching others, by talking about the C&TS, and by just staying involved. In the meantime, I continue to learn.

1991 SCHEDULE OF EVENTS

March 9, Saturday
Board of Directors Meeting - Denver

April 27, Saturday
Dinner Meeting and Program - Albuquerque

May 25, Saturday
Opening day on the C&TS

June 20 - 22, Thursday - Saturday
Early Volunteer Work Session - Chama and Antonito

June 21, Friday
Meeting and Program - Chama

June 22, Saturday
Moonlight Train - Chama

August 8 - 10, Thursday - Saturday
Volunteer Work Session - Chama and Antonito

August 10, Saturday
Annual Meeting and Program - Chama

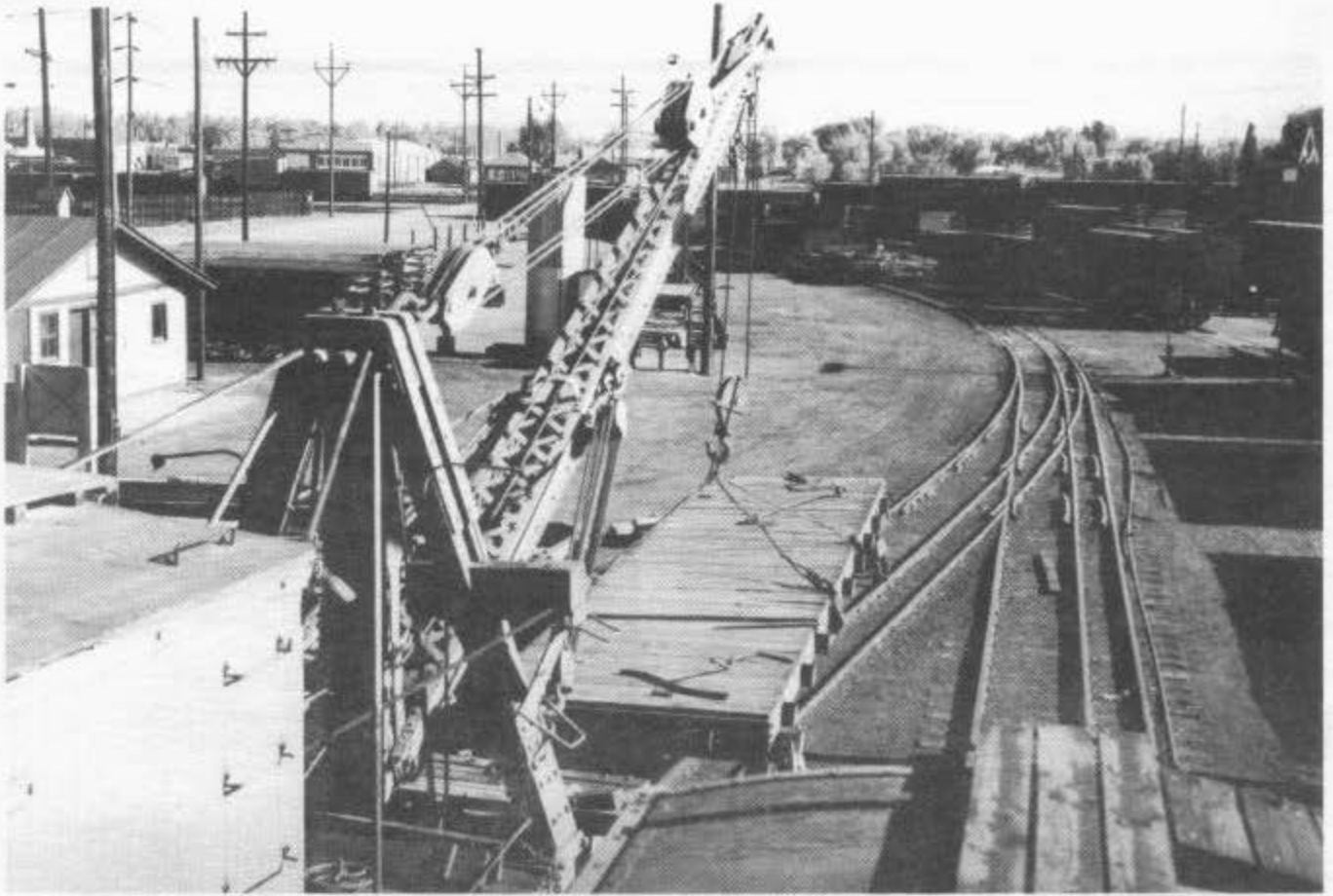
October 13, Sunday
End of season on the C&TS

First Dinner Meeting Announced

The Friends of the Cumbres & Toltec Scenic Railroad is pleased to announce that its first dinner meeting for members and guests will be held Saturday evening, April 27, 1991. The meeting will be held at the Albuquerque Marriott commencing at 6:30, when there will be a social time. Dinner will be at 7:15. A complete roast beef dinner is the fare at an all-inclusive price of \$21.00.

After dinner the program will be a special multimedia slide presentation by John and Marsha Lucas of Los Alamos, New Mexico. Their exhibition of 535 slides (all shown in just 35 minutes) is nationally recognized. This show covers all of the New Mexico railroads from as far back as 1940 and includes both standard gauge and narrow gauge.

This will be an excellent time for members and their guests to get together and enjoy each other's company and share their thoughts about New Mexico history and railroading. There will be a short presentation about this summer's schedule on the railroad. Additional information about the meeting will be forthcoming in a special mailing to New Mexico members. However, all Friends are welcome, and, if interested, please write and we will send you more details.



Derrick OP loading experimental flatcars for shipment to the U.S. Army, Alamosa, Colorado, 1955. Note that the boom tender flat 06063 is parked elsewhere when the derrick is operating. Photograph by Robert Richardson, Colorado Railroad Museum, used with permission.



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Scenic Railroad, Inc.**
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