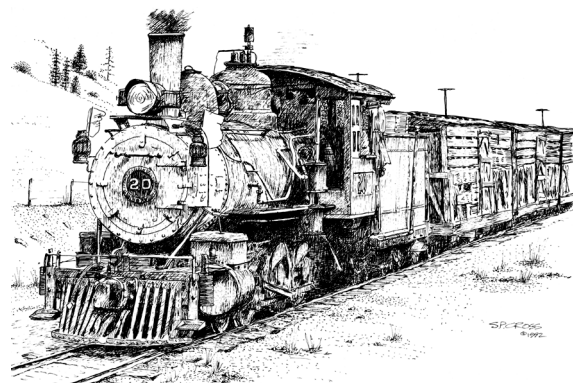


ROCKY MOUNTAIN RAIL REPORT



MAY 2002

No. 512

ROCKY MOUNTAIN RAILROAD CLUB

Slide Potpourri

By Erwin Chaim

May 14, 2002 • 7:30 PM

Erwin Chaim will again host our annual slide potpourri night. Erwin has made name slides for most previous presenters and given enough notice can do one for you. When you get this newsletter there will be only a few days left before meeting night. Erwin informs me that he cannot take slides for the program on that night. However, you can still submit slides to Erwin at the repair department at Caboose Hobbies. There were a fairly good number of people submitting slides at the April meeting, but we can still fit in yours. Come and enjoy a fun evening of slides.

We will meet in the southwest wing of Christ Episcopal Church in Barnes Hall, 2950 South University Boulevard at Bates Avenue. Off-street parking is available at the rear of the building, east of the meeting hall. Please use the building's south entrance.

Second Annual Club BBQ Picnic

By Steve Mason

The Club is hosting the annual BBQ picnic at the Colorado Railroad Museum on Saturday, June 15. This was an outstanding event last year. The Colorado Railroad Museum will be operating a narrow gauge Diesel and some of the Galloping Geese. Admission and rides are free for Club members. We can look at the new turntable and see D&RGW 318 and 346 inside the roundhouse.

Best of all, we can visit with each other in a relaxed atmosphere. This is a great family event. Kids (and grand-kids) love climbing on the equipment and the rides. Bob Tully and the equipment crew will be there so we can check on the progress Bob has been writing about. We hope to see you out there. If there are any questions call Steve Mason at 303-772-6418.

Union Pacific 3985 Steam Trip

By Steve Mason

The trip committee has improved this trip for 2002. First, we added another dome car. Second, we will have the meal at the Terry Buffalo Ranch. There will be some buffalo items not usually on the menu. We are working on unloading opposite the Terry Buffalo Ranch and having them drive us over to the buffalo buffet. The ranch handles groups of 500 or more so we should have plenty of serving lines and plenty of seating both outside and inside in case of bad weather.

Those that want to ride into the yards may do so. Busses will take them to the ranch for the meal. We are also negotiating for more photo run-bys and we will do the best we can. Although we currently have plenty of seats, be sure you get your seats early as the trip promises to sell out soon.

2002 Events Schedule

June 11 Meeting:	4-8-4s
June 15 Event:	BBQ at the Colorado Railroad Museum
July 9 Meeting:	C & S and Engine #9
July 14 and 15 Event:	Club Service Project
July 21 Trip:	UP 3985 Steam to Cheyenne
July 27 and 28 Event	Club Equipment Work Weekend at the Museum
August 13 Meeting:	RMRRRC 1984 Chicago Tour
September 10 Meeting:	The Super Chief
September 28 Event:	D&IM Car #25 Roll Out and Operation
September Trip:	C&TS Trip
October 12 Event:	Annual Banquet
November 12 Meeting:	Video Potpourri
December 10 Meeting:	To be announced

The deadline for items to be included in the June *Rail Report* is 5/17/02.

From The President – Update on Club Officers

By Mike Gailus

As you may know, I have been searching for new officers to serve on the Board of Directors. With the departure of Joe and Fran Minnch, who are moving to Ohio, we needed to fill those board positions. I am pleased to announce the following appointments:

Frend John Miner, our club secretary, has agreed to also handle the very important job of treasurer until the end of the year when we again hold club elections. Frend John lives in Boulder, Colorado, has been a club member since 1955 and holds member card number 45.

Steve Mason has assumed the Trip Chairman position. He is currently the Club Vice-President. Steve lives in Longmont, Colorado, and has been an active member of the club since 1975. Steve has agreed to be the point person on trips until the end of the year, when we will appoint a new chair. By the way,

Steve needs members to help him on the Trip Committee. As you know, we are running the UP shops tour and the big UP 3985 steam excursion train. Please call Steve at 303-772-6418 and give him a hand. He sure could use it, as he still has all of his other responsibilities to fulfill.

Our membership chairman position is being taken over by Dave Goss. Dave lives in Aurora, Colorado, and like Frend John and Steve, has stepped up to the plate again. Dave is our immediate past President and has been very gracious to help the club by coming back as Membership Chairman.

All of these men have served the club before taking on these new positions. I am very grateful to each of them and I hope you as members are also. Please be sure to greet them and welcome them the next time you see them. I know they would appreciate hearing from you.

Club Service Project for 2002

By Bob Wilson

One of the missions of the Rocky Mountain Railroad Club is to preserve and interpret railroad history. The club will hold its annual service project on the weekend of July 14 and 15, 2002. Mark your calendars now!

The location of this year's service project will be announced in next month's Rail Report. We will help with either an interpretative project near the Alpine Tunnel or at Boreas Pass, both historic sites on the Denver, South Park and Pacific Railroad.

Check Your Rail Report Mailing Address Label

If It Is In Color, Please Read The Following

If you have a color address label on your newsletter, we have not yet received your dues payment this year. Please send in your payment (check or credit card) to the Club at:

PO Box 2391
Denver, CO 80201-2391.

If our records are in error or if you have any questions about membership, please contact Dave Goss (phone 303-693-9933 or e-mail m1ck11@pcisys.net).

In Remembrance Maurice Winslow

Maurice Winslow passed away recently. His member number was 87. He joined the Club in the 1940s. Maurice was born in Denver and went to Manual High School. He worked for Conoco and Silver Engineering. Being close to railroads, he naturally became a railfan. He married Dorothy in 1946 and had a son and a daughter. Maurice and Dorothy rode on many of our trips in the 1940s and 1950s. They really enjoyed those unique trips we ran at that time.

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Club Information

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Club Website:
<http://www.rockymtnrrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Mike Gailus
Vice President	Steve Mason
Secretary	Frend John Miner
Treasurer	Frend John Miner

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Rocky Mountain Rail Report
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Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

Artrain at Arvada, Colorado

By Chip Sherman

Artrain USA, the nation's only traveling art museum on a train, arrived at Olde Town Arvada, CO, on March 27, 2002. BNSF moved the train from McCook, NE, to Arvada. A temporary "no switch" six-car length siding was constructed for the five-car Artrain near the old flour mill museum. The track was "bent" over to spot the cars, and then moved back into alignment on the BNSF's Golden Line (used by the BNSF beer runs to Coors in Golden, CO). The train left on April 8th.

Vicky Barron, with the city of Arvada, led the effort to add Arvada, CO, to Artrain's 2002 tour. In addition to the BNSF, numerous local businesses contributed to the effort of building the temporary siding for the train. Railroad Specialties, Adesite Rock Company, Worldwide Rental Services, Legend Enterprises, Ridge Crane Services, Asphalt Paving of Golden and Tom Calabrese Trucking all worked together to provide material and services.

Artrain USA has five cars: three gallery cars, a studio car and a caboose. Artrain USA just acquired three new gallery rail cars for this exhibition. Car one (ARTX 101) was a 1949 built New York Central sleeper car, and cars two and three were 1949 built Pennsylvania Railroad twin diner kitchen and table cars, respectively. In 2000, Artrain USA replaced the gift shop/studio car with a 1947 New York Central baggage dormitory car. The caboose serves as an office for the Artrain USA onboard staff and as an efficiency apartment for a staff member during the train's transit.

"Artistry of Space: The NASA Art Program" is the current fine arts exhibition housed in the three gallery railcars. The exhibition consists of 78 artworks from more than 50 American artists, including Peter Max, Robert McCall, Robert Rauschenberg, Norman Rockwell, Andy Warhol and James Wyeth. Artistry of Space is a rich visual record of space exploration that captures the excitement and energy of almost four decades of NASA Space Program history.

—Thanks to Artrain and The Denver Post.



On April 5, 2002, a school group waits to enter Artrain gallery car ARTX101, an ex-New York Central sleeper car, during the train's stop at Olde Town Arvada, CO.



Artrain gallery car ARTX102, an ex-Pennsylvania Railroad twin diner, kitchen car.



Artrain caboose ARTX0005, informally named the "NASCAR Caboose" due to the number of sponsor's logos. The caboose serves as an office for the Artrain USA onboard staff and as an efficiency apartment for a staff member. — Three photos © Bruce Nall.

OS Colorado

Current Railroad Happenings

By Chip Sherman

“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

UP 5820

Union Pacific's Green River, WY, to Denver train, M GRDV 21, had newly built General Electric C44ACCTE 5820 which had American flags on its long hood and the UP winged decal on the nose. The unit was picked up at Laramie, WY. It rolled south through Greeley and arrived Denver on 3/23/02. It departed North Yard as the third unit headed for North Platte, NE, train M NYNP 25, on 3-25-02.

UP 5700's with American Flags

In 2001, UP was to receive 70 AC4400CWs (with Controlled Tractive Effort (CTE) software) numbered from 5700-5769. However, they only received 55 of them and deferred delivery of the remaining 15 units to 2002.

The units delivered in 2001 did not include unit numbers: 5711, 5714-5716, 5721, 5722, 5726, 5730, 5731, 5735, 5736, 5739, 5742, 5747 and 5748. These are the 15 units delivered in January and February 2002 and are the only 5700s that wear the Flag paint scheme. These 15 units are also CTE equipped and as such I expect them to also serve in the I-5 corridor, as well as in the Blue Mountains. –Sean Graham-White

Denver's Platte Valley Light Rail “C-Line” Addition

Denver's latest Platte Valley addition to its growing light rail system opened 4/5/02. On 4/6/02 folks had the chance to ride the entire system for free.

Denver's Regional Transportation District (RTD) opened the Central Platte Valley line on budget (\$46 million) and on schedule. The double track electrified line serves many of Denver's entertainment



BNSF moved GP28M 1510 into the Denver area in March 2002. The unit has the Operation Lifesaver slogan “Think before you cross!” on its flanks. The unit was used around BNSF's Rennix Yard (near the I-70 overpass) shown here on 3/17/02.

– Photo © Daren Genau.

venues: Invesco Field at Mile High (Bronco football stadium), Pepsi Center/Six Flags at Elitch Gardens and Coors Field three blocks from the end of the line at Union Station.

Great weather, temperatures up into the 70's, and RTD's smooth operation made for a great opening. Free food and live music was at the Union Station terminus.

The Siemens cars were fast and comfortable. Trains were two and three car sets, though four car trains can be handled at the new stations. The C-Line is a fine addition to Denver's transportation system. –The Colorado Zephyr

Joint Line Offers Unusual Traffic Patterns Due to Major Trackwork

BNSF 5399 and EMD SD60 9060 hustled a southbound BNSF train over the Joint Line using main track two (the northbound track) between Littleton (milepost 12.2) and Palmer Lake (MP 52.0), CO, on 4/1/02. Detour was due to Union Pacific's major track renewal project (welded rail, switch replacement and concrete ties) on main track one (the southbound track) between Littleton and Sedalia, CO. UP has the P811 track renewal system putting in concrete ties. Trains have intermittently been running against the normal flow of traffic on track two between 3/18/02 to 4/10/02. Interesting photo opportunities were provided by these movements.

Note, BNSF did away with helpers on coal trains between Denver and Palmer Lake, CO, in late March 2002 (on or about March 25th). BNSF coal loads now are configured 2 x 2 (two on the front and two on the rear). Trains don't stop to add helpers around Englewood nor drop them off at Palmer Lake. The use of manned helpers has been reduced to some grain and manifest trains.

–The Colorado Zephyr

Rio Grande Units to Scrap Dealer

Union Pacific owned ex-Denver & Rio Grande Western RR GP-40 3060 and GP40-2 3084 had been inside the old Burnham Shops (Denver, CO) the first week of April 2002 being stripped of usable parts. They were placed on the Denver North Yard to North Platte, NE, train M NYNP 06, and shipped out of North Yard on 4/6/02 to be scrapped. The scrap dealer wasn't mentioned. –Daren G

New Moffat Tunnel Line Signals Activated

Mark 4/17/02 down in your records as the day the new signal system was cut over between East Cliff and West Plain, CO, on the Moffat. The main line between those points was taken out of service at 7:00 AM and the cut over began immediately. Only two trains ran through the area all day: Amtrak No. 5 and a coal empty that was following it. Hordes of signal personnel from various places around Colorado and



The Army moved three trains via BNSF from Fort Lewis, WA, in mid-March 2002. BNSF SD40-2 6731 led one train through Littleton, CO, on 3/16/02. – Photo © Daren Genau.

Kansas began working at each signal site and continued doing so until the project was finished. All the old D&RGW signals were cut down and the heads of the new signals were lined into position. The line reopened with the new signals at 6:00 PM.

The first train after the cut over was an eastbound that was routed over the main line while signal personnel carefully watched for problems. The second eastbound was routed through the sidings to further test the new system. The first westbound was scheduled to be a BNSF train that had been setting in the siding at Clay for about four hours. –*Joe McMillan*

KP Line Reopened After Turkey Creek Trestle Rebuilt

Union Pacific Bridge and Building gangs did a tremendous job in replacing the Turkey Creek Trestle, milepost (MP) 412.56, which was destroyed by fire on 4/12/02, east of Sharon Springs (MP 430) and west of McAllaster (MP 408), KS. The replacement concrete deck bridge was placed in service on 4/17/02. This allowed UP to resume shipping primarily Colorado coal east via the Kansas Pacific line, AKA UP's Limon and Salina Subdivisions.

The fire occurred April 12th when eastbound Somerset Mine, CO, coal load C SMER 07 with UP 6792 and SP 178 had a burning journal on its train. The resulting inferno consumed the 291-foot bridge and six loaded coal cars. The crew used the rear DPU unit to pull the rear cars away from the cars on the bridge

Nothing was left of the bridge. The six cars were damaged and laying on the bottom of Turkey Creek. Flood lights were up and the steel was going down. They used two pile drivers and a big pile of steel. Bridge was capped off with concrete across the top of it. They worked 24-hours, every day until it was done.

The first eastbound train on April 17th had UP 7144 East with a CTRN Converse Mine, CO, coal load, the C CVCS 14. Power on the train was UP AC4400CW 7144, 6759, SD9043MAC 8064 & 7253 which passed Kit Carson, CO, on 4/16/02 about 2:15 PM.

–*Thanks to upkpfan for his help*

Spring Exercise at Pinon Canyon

The 3rd Armored Cavalry Regiment was moved by three Burlington Northern Santa Fe trains in early April 2002 for their annual exercise at Pinon Canyon Maneuver Site (PCMS). The trains loaded M1A2 Abrams tanks, M-3A2 Bradleys, Humvees (they are actually High Mobility Multipurpose Wheeled Vehicles or HMMWVs) and support trucks from their home post at Fort Carson, south of Colorado Springs, CO. BNSF moved the trains to Simpson along the Raton Subdivision. Pinon Canyon is an Army training location southeast of La Junta, CO.

Troops loaded the trains at their new "rail head" located on Fort Carson. Rail head is what they call the rail yard. The multi-million dollar project was completed in

2001. New tracks now have multiple concrete loading ramps that expedite loading and unloading trains at Fort Carson.

The PCMS offers some 237,000 acres of training land, the largest such area in Colorado. It was opened in 1985. The Army finds it ideal for full range of brigade-level maneuvering at distances described in battlefield doctrine.

To preserve the natural resources and rare archeological sites at Pinon Canyon, there is no live-fire training. Training is conducted using Multiple Integrated Laser Engagement System (MILES). Army units use their actual equipment with the MILES gear attached.

The Army assembled the trains using their two Army GP-16's, 4628 & 4633. BNSF's first train used warbonnet painted 8-40BW 524 and SD40-2 6353. The first unit train left Fort Carson late on 4/4/02. –*Thanks to the Fort Carson Public Affairs Office for their assistance with this article*

Privately owned DRGW Caboose Finds New Colorado Springs Home

On 4/3/02, (except for a Union Pacific yellow third unit) the South Local looked just like the South Local of Rio Grande days. The former Denver & Rio Grande Western (D&RGW) GP40-2's 3129 and 3121 were up front. Clean and freshly painted wide vision caboose 01501 was on the rear. As the south local returned north through Littleton, CO, the crew was on the back platform of the 01501 as the train backed along Main 1.

The privately owned D&RGW caboose had been kept at Strasburg, CO, in recent years. The caboose was moved on 3/30/02, from Strasburg into Denver by UP's Salina, KS, to Denver train. The caboose was purchased from Daniel Quait by Greg Roberts, a member of the Pikes Peak Historical Street Railway Foundation (<http://colospringstrolleys.home.att.net>), and was moved to the old CRI&P roundhouse in Colorado Springs on 4/15/02 by the Colorado Springs local job.

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OS Colorado

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Greg's plans are to restore the interior, rebuild the trucks, and replace the plated-over windows - returning the caboose to near-original and yet fully operational status. It's good to see another one saved and in good hands.

Denver & Rio Grande Western Railroad caboose 01501 was built in September 1966 by International Car Company. The off-centered, extended cupola steel caboose was one of fifteen cabooses, DRGW series 01500-01514, delivered in late 1966. The caboose was restored to its as delivered Aspen gold and silver scheme. - *Herb, Nathan, Bryan B, C.W. and Maverick*

BNSF SD-9's to Denver

Tuesday afternoon, 3/26/02, the BNSF Laurel-Denver, M-LAUDEN1-24A, came south on the BNSF Front Range Subdivision with quite a variety of power. Power was BNSF SD75M 8296, SD40-2 7009, 1652, SD-9's 6150 & 6194. The 1652 is an ex-ATSF GP-7 wearing Heritage I orange & green. 6150 & 6194 are ex-Burlington Northern, same numbers, still in BN green, but with BNSF patched numbers on the cab sides.

Good to see those old EMD 1950-era antiques still running. The BNSF 1652 went to Golden, CO, on 3/28/02. The two SD-9's were still in Denver in late March.

I heard those SD-9's that Rock & Rail had are working the old Colorado & Western line west out of Trinidad, CO, in March. SD-9's are alive in the Centennial State!
-*Ed Fulcomer*

BNSF Trough Train Hopper BN 552006 Damaged

BNSF's Trough Train had one articulated car damaged on 3/30/02 around 4:00 AM while transversing the Joint Line south of Denver. The Amarillo, TX, bound coal load had troubles with BNSF SD70MAC 9525, a rear distributed power unit. The BN 552006 B-end of the car was pulled away from the rest of the articulated set by



BNSF's trough train running between the Wyoming Powder River Basin and Harrington Plant near Amarillo, TX, had trouble on the Joint Line on 3/30/02. A distributed power unit, BN SD70MAC 9525, lost its load and shut down. The BN 552006 B-end was pulled away from its articulated set. The result is shown by the missing B-end of BNSF 552006 south of Castle Rock, CO, on 4/4/02.
- Photo © Chip.

the resulting slack action. The car derailed spilling its load on the south track, AKA main track one. The track was closed that day and all trains used track two.

The damaged car, BN 552006, was moved to Orsa, north of Castle Rock, CO. BNSF later moved the car south of Castle Rock north of the KOA Campground. BNSF inspected the car to evaluate the structural damage and repairs needed to move the car.

The trough train was built in 1994 for Burlington Northern. This unique train set operates between the Wyoming Powder River Basin (Antelope Mine) and the Harrington Power Plant near Amarillo, TX, during 2001 to present. Only 23 cars of these 13-section articulated coal hopper sets were built by car builder Johnstown. Cars are numbered BN 552000-552022. They are expected to be renumbered BNSF 965000-965022.

-*C.W. & The Colorado Zephyr*

Locomotive No. 999 Loaned to Edgewater, Colorado

By Bob Tully

On March 22, 2002, Engine 999 and its tender were moved to the Edgewater Historical Museum within City Hall, at 2401 Sheridan Blvd. It had been displayed at the Colorado Railroad Museum in Golden since 1964. Early last year, the Museum advised that the many changes and improvements in the limited basement display area precluded continued display of each of the Club's three live steam locomotives; one would have to be moved to storage or to another location. During various discussions over the past few months there was unanimous opinion among Club members and Museum staff contacted, that it would be highly preferable to find another location for continued display of No. 999 rather than putting this engine in storage.

While considering various options and locations, I contacted Erlene Hulsey-Lutz, a member of the Jefferson County Historical Commission, who suggested I also call Connie Fox, Edgewater's historian and museum director. One meeting with Mrs. Fox, a short visit with the Mayor and a review of the museum at City Hall convinced me that this was by far the best place to continue to display our small locomotive. Edgewater officials were very enthusiastic, the small museum is open to the public, and it would remain in the metropolitan area and within Jefferson County. The County has a high interest in our equipment, the museum has considerable information about the area where the engine once operated less than a quarter of a mile away. The City intends to complete a major display regarding Manhattan Beach at Sloan's Lake with the engine as the focal point.

Our Board of Directors approved the loan agreement at the February 19 meeting with similar action by Edgewater's Mayor and City Council. President Mike Gailus and Mayor John Fox met at City Hall on February 23 and jointly signed the 10-year loan agreement. We immediately moved the display case from my pickup into City

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Locomotive No. 999

Continued from page 6, column 3

Hall. Mike and Mayor Fox, Public Works Director Mike Ball and I moved the large and heavy case to the second floor where the museum is located. After a couple of adverse weather delays, the engine and tender were moved from the Railroad Museum to the Edgewater Historical Museum on March 22.

Public Works employees Mike Ball, Samuel Rael and Brian Bober met Denny Haele and me at the CRRM where we moved the engine and tender onto a City flatbed truck. We proceeded to Edgewater and the second floor of City Hall where it now resides in its protective display case. During the move, the wooden cab of the engine was removed to protect it, and both trucks of the tender were removed to make it easier to transport. Carrying the engine up the basement steps of the Museum, up to the second floor of City Hall and putting it into the case took more than a little effort from the moving crew. We did take this opportunity to weigh it. The entire operation was documented on film by historian and museum Director Connie Fox and the activities at City Hall were followed by local reporter Irma Wyhs, historian and reporter for the Wheatridge Transcript and Sentinel Newspapers.

Locomotive 999 and its tender, a 9-inch gauge 4-4-0 engine was built by George W. Lindsay, of Jefferson County, Golden area, while training at Manual High School in 1907. It was supposedly patterned after the famous New York Central engine with the same number that broke records with speeds of more than 100 m.p.h. George ran his locomotive at Manhattan Beach on the northwest shore of Sloan's Lake into 1910. Manhattan Beach opened in 1891 and became an immediate success. It rapidly deteriorated after the fire of December 27, 1908.

More than 50-years after the locomotive stopped running at Manhattan Beach, Susan Lindsay, George's widow donated it to the Rocky Mountain Railroad Club. At that time it was in need of maintenance after many years of storage. Club members restored the engine and tender.



Club president, Mike Gailus (left) and Edgewater Mayor John Fox (right) sign the ten-year loan agreement for live-steam locomotive 999 witnessed by Bob Tully (standing).



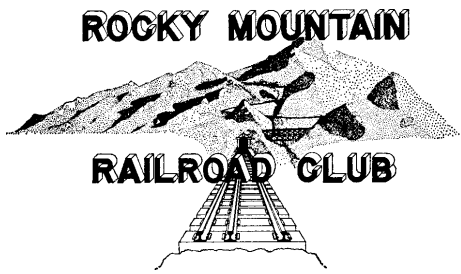
Locomotive 999 now resides in its display case in Edgewater's City Hall.
— Two photos © Connie Fox

It was placed on display at the Colorado Railroad Museum, along with seven wooden patterns that Mr. Lindsay used in casting truck pedestals, journal boxes, wheels and other components.

The locomotive is primarily cast iron, with a sheet metal jacket and all wood cab and pilot. The steam and sand domes, bell, cylinders and rear supports to the cab are cast bronze. Cylinder ends, trim and some

pipng are copper. The frame is made of cast parts, bar stock and sheet steel. The four leading wheels, 3-3/4 inches in diameter, are solid cast while the four drivers, 8-1/2 inches in diameter, are spoked. There is no number plate or headlight on the front of the smoke box, although there are places to fasten both, and both are shown in early photographs.

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Locomotive No. 999

Continued from page 7, column 3

The entire engine as well as tender is black with the smoke box, all wheel tires and several operating water valve wheels painted silver. The bell, both domes and several trim strips are polished bronze or brass.

The cylinders are 3-3/8 inches in diameter and 5-1/4 inches long. The boiler and smoke box are both 9-1/2 inches in diameter and 36-1/2 inches long. The firebox is made of cast steel. The engine is 60-1/2 inches long with a maximum width of 15-3/4 inches at the cab roof. The combined engine and tender measures 7 feet, 5 inches long. The height to the steam dome, its highest point, from the rails is 23-5/8 inches. The tender frame is made of wood with a shaped steel water tank and coal bin. The tender's eight wheels are the same size and shape as the leading wheels of the engine. On the rear is a small link and pin coupler. The engine weighs 295 pounds and the tender weighs 80 pounds.

No. 999 is displayed on 5/8 inch high aluminum rails. The display case top, front and both ends are plate glass and the back has sliding plywood doors. The inside of the doors are covered with enlarged photographs of the Manhattan Beach Amusement Park around 1900. All of us involved, as well as many folks in Edgewater, are extremely pleased that our engine is now "happy to be home" after 90 years away.

Annual Book Drawing Winners

By Mike Gailus

Remember when you filled out your membership dues renewal? Attached to the form were some coupons for a chance in our annual book drawing. You filled out a couple coupons and sent them off. Well, I have the results of the drawing that was held at our April 2002 meeting. We had three gifts this year.

The first place winner is David J. Warren of Ward, Colorado. David wins a copy of Jackson C. Thode's book *A Century of Passenger Trains...and then Some*. The book is a study of 100 years of passenger service on the Denver & Rio Grande Railway, its heirs, successors, and assigns by noted Rio Grande author, historian, and founding member of the Rocky Mountain RR Club.

Our second prize winner is Denny Leonard of Arvada, Colorado. He will receive two of the club's video's, *The Gunnison* and *Rio Grande Southern*. These films were captured by Otto Perry and Irv August, the club's own noted rail movie photographers.

The third place winner is Craig Brown of St. Louis, Missouri. He will receive a copy of *The Gunnison* video.

Thanks to all who contributed to this program. It benefits our equipment fund, which is used to care for equipment that is on display at the Colorado Railroad Museum in Golden, Colorado.