

NEW MEXICO STEAM LOCOMOTIVE AND RAILROAD HISTORICAL SOCIETY

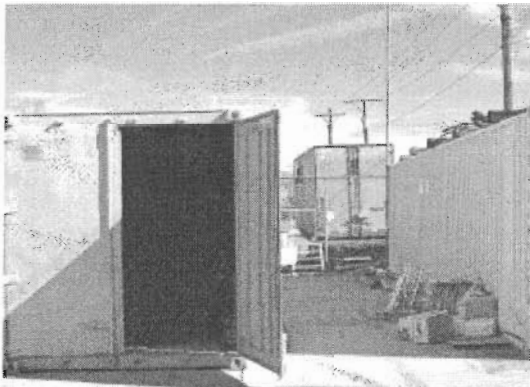
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MEMBERS AND SUPPORTERS RESPOND TO APPEAL FOR HELP

In the last newsletter, we asked for help in acquiring more storage and work space. There was an almost overwhelming response.

Thanks to the generosity of members and supporters, we started the new year with a much expanded machine tool and storage space. The new space will greatly enhance our ability to carry on the restoration work in an organized and efficient manner.

The new space includes a 40 foot steel container already wired for electrical power, and a 20 single axle trailer that can be moved about the site if necessary. Both were donated to the Society by longtime supporters.



New Space: The new 40ft steel container sits alongside one of the two containers already on site. The 20ft trailer is visible in the background.

A railroad box car has also been offered as a donation. It has no wheel trucks, and must be moved by road to the site. We are currently exploring methods of moving it to the site. The box car is also wired and insulated.

Altogether, these recent donations should provide all the storage and closed work space we will need as we complete the tender restoration and continue with the locomotive itself.

In addition to the space donations, a number of members and supporters chipped in with cash donations of varying amounts. With a constant need to meet such routine expenses as tools, materials, supplies, the annual audit, etc., such cash donations are critical.

We extend our thanks to those who contributed. Keep up the support, and one day you will be able to see 2926 under steam again.

THE TENDER TRUTH

Two years after the first heavy lifting to separate its major components, the tender is nearing reassembly.

Two years ago, in the first quarter of 2004, the Society experienced three important dates as milestones on the 2926 restoration schedule.

---On January 11, 2004, the WHEELS Museum board voted to contribute \$30,000 to the restoration of the locomotive's huge tender.

---Three weeks later, Cranes Service Inc., lifted the 7,500 gallon fuel bunker from the front of the tender. The 11 ton fuel tank was placed on cribbing

---On April 3, after a night of heavy rain, two heavy cranes from Messer Construction Co., with Jack Messer controlling the action, lifted the tender body from its eight-wheel Buckeye trucks. It was placed on railroad tie cribbing, the trucks placed on a short track built by Jon Spargo's crew from the VLA.

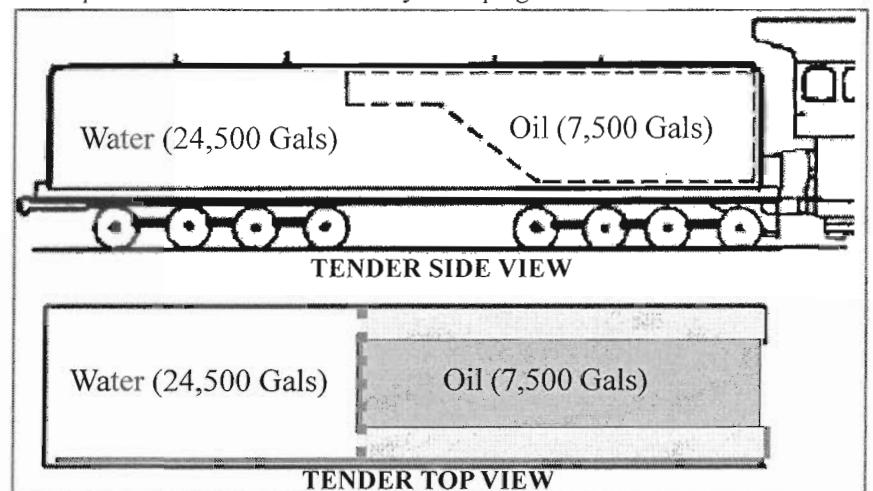


Diagram of the 2926 tender showing major components and capacities. The odd shaped tank slopes front to rear, and side to side, and rests on wood shoring.

After many months of locating a restoration site, moving 2926, building infrastructure, and lots of preparatory work, the actual restoration of Santa Fe Locomotive Number 2926 was underway, starting with the locomotive's tender. The major components, trucks, fuel bunker, and tender body were situated where each was accessible to a work crew without interfering with other activity.

What has happened since April 2004?

The answer is that much more than is easily visible. The following is Mike Hartshorne's summary of activity and accomplishments.

DIRTY HIDDEN TRUTH REVEALS PROGRESS

To the casual observer, it doesn't seem like much has happened to the tender trucks since the day Jack Messer's crew swung them onto the Spargo short line. Nothing could be further from the truth.

The casual observer only sees the new primer paint on the tender body and fuel bunker. The clean external appearance hides the dirty truth of what went on deep inside the tanks and on the massive trucks upon which the tender rides.

Only by closely observing site activity each Wednesday and Saturday for the past two years would one see just how much progress we have made---and the real story behind that progress.

The unseen trash removal, scaling, and flushing work that went on inside the

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NEW MEXICO HISTORY DAY History Day 2006 Contest Topics To Include Railroad History

National History Day is an academic enrichment program for students in grades 6-12. The purpose of the program is to encourage the study of history. It does so by having young historians compete in the development of research papers, exhibits, documentaries and performances based on an annual theme. The theme for 2006 is *People, Ideas, and Events*.

The New Mexico contest is sponsored at state level by the New Mexico Endowment for the Humanities and the New Mexico Department of Cultural Affairs.

The people who built New Mexico railroads, and the events their ideas brought forth were critical in the development and growth of State. The Society will support History Day sponsoring an award in the 2006 contest.

The contest will start with four regional contests. The winners will advance to the State contest on Friday April 28 at the National Hispanic Cultural Center in Albuquerque. State winners will go on to national competition at the University of Maryland in College Park Md. in June.

History Day Judges Needed

Ms Trevor Carter of the NM Endowment for the Humanities needs railroad category judges for the regional and state level contests. Members of the Society can provide additional support by volunteering to serve as judges. If you have the time and would like to volunteer, contact Ms Carter at (505)277-3474 or at historyday@nmhum.org.

History Day Competition Schedule

Northwest Region, Wed March 22
Kirtland Central HS, Kirtland NM

Southeast Region, Wed April 5
Hubbard Museum, Ruidoso NM

Central Region Fri April 7
La Cueva HS, Albuquerque, NM

Southwest Region, Tue/Wed Apr 18-19
Farm and Ranch Musuem, Las Cruces, NM

STATE COMPETITION

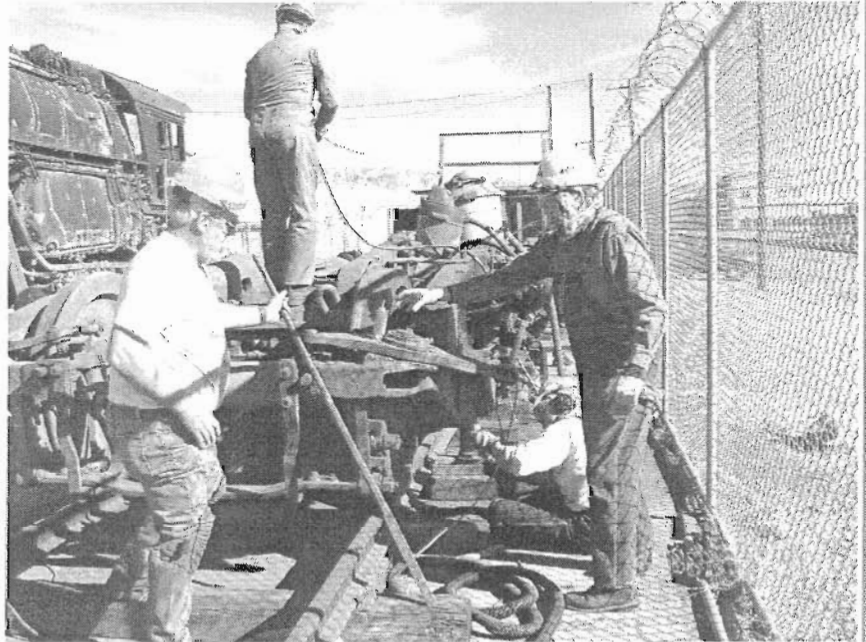
Friday April 28, 2006
National Hispanic Cultural Center
Albuquerque, New Mexico

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water and oil reservoirs has been described in a previous newsletter. But the trucks seem to have just been parked there next to the fence. At a glance, they seem to have been abandoned. That is not the case. Here is the dirty truth.

The victorious water cistern clean out crew emerged from months of Saturdays in the bowels of the tender a year ago (see previous newsletter report of the "Three Ton Crew") and began another prolonged, noisy needle gunning to clear the layers of Albuquerque city paint from the wheels and frames of the tender trucks.

Worse than the paint is the flavorful dirt pounded into every corner of the hollow castings that make up those trucks. I have had the pleasure of repeatedly getting filthy in the sunshine with the likes of Nate Philips, Pete Adair, Al Leffler, Ed Strebe, Bob Sadel, Ross Miesem, George Trevor, and lots of others. Perhaps the most visible character in this crew is Steve Bradford, (AKA "Pigpen" from Charles Schultz's character in the Peanuts comic strip), who seems to have a



Cleaning the tender trucks: Steve 'Pigpen' Bradford, and Ken Dusenberry move about trucks. Pete Adair, (top) uses air hose to blow away fine dust, and Mike Hartshorne, (lower right under side of truck) operates a needle scaler to dislodge more dust.

knack for getting about twice as dirty as anyone else.

We have gone after the dirt with fingernails and air tools in summer heat and winter freeze. That dirt stands between the paint we need to apply and the rust and old paint it protects in every nook and cranny.

After beating the dirt and rust into submission air and vacuum hoses blow a fine brown talcum powder into the air...and generally down wind onto someone doing real mechanical work. (More on the real mechanics later).

Pigpen claims he can actually taste the difference between Kansas, New Mexico, Arizona and California dirt as it rises like smoke around the trucks. No doubt that the Santa Fe NEVER bothered to clean out those trucks. Who would have thought that so much dirt could work its way into the insides of those castings between 1944 and 1956? Every time I go back to look at those frames I find a place we missed. That dirt has been the gift that keeps on giving. Matter of fact I still know of a few places we missed.

While the unskilled laborers have been at the dirt job, a number of more mechanically inclined members have been doing their thing. Bob DeGroft learned to hold his teeth just right to weld in new wear plates around journals and such. Dick Sons has bent up a mess of replacement air pipes for the brake systems. Bob DeGroft, Ken Dusenberry, Kevin Evans, and Travis Atwell have been hard at work honing the 8 dismantled brake cylinders, installing new rubber cups on the pistons and greasing them up for pressure testing.

New Member Bob Scott has been somewhat single minded about re-installing the brake cylinders and hooking up their linkages with the brake beams. Jim

Hills has become a welding and grinding wild man building up the mangled brake beams to allow hanging of new brake shoes.

The Timken roller bearings have been flushed repeatedly with kerosene (they look pretty clean) and finally filled with 85/140 weight gear lubricant..

Retired Sandia Lab employee John Gieske has researched the likely failure points of the metal in the wheel sets and trucks has been laboring quietly to ultrasound test and certify these assemblies. And through all of this Jon Spargo has been available to keep us safe.

What remains before tender reassembly will be installing the rest of the brake cylinders, the adjustment of the big bell cranks and brake beam linkages with new shoes, painting everything that does not roll or rub. There are a couple of big wear plates left to be fabricated and installed.

Yes, the past two years have seen a lot quality mechanical work and many hours of dirty labor. The resulting progress may not be so visible just now to the casual observer, but it soon will be. When the tender body is set back on the trucks and the fuel bunker securely reinserted into its pocket, the progress will be reflected in a completely restored, fully operational tender.

Of course a lot of folks I haven't mentioned have been in, on, around and under the trucks doing jobs that don't show much to the casual inspector hanging on the fence. Likewise, the contributions of our many supporters are not obvious. But without all the silent and unseen laborers and supporters, the restoration of the tender would not be near completion.

Our bottom line is that we are committed to doing a complete job. We don't want to mess with those trucks again once they go under the tender body!

And when the trucks are back under the tender and it is ready for display, we will repeat the process on 2926 itself.

Mike Hartshorne

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LOOKING DOWN THE TRACKS

Restoring a piece of rail history to be maintained and operated for future generations means that we must look down the tracks and plan ahead. Younger rail enthusiasts must be trained to carry on with what others have started.

The education program we have previously discussed is directed at maintaining an awareness of history within the general population. But what about more intensive education necessary for those who want to become more involved by actually operating and maintaining 2926?

We are addressing that issue also by providing on-the-job training to our younger members like Travis Atwell, pictured below.

In late December, Indiana member Dick Downing made one of his regular trips to Albuquerque to visit family---and yes, to visit AT&SF 2926. A master machinist who owns an Indianapolis machine shop, Dick is especially skilled in machining one-of-a-kind and prototypical items. For Travis, he is also a masterful instructor.

Travis received a number of hours of training specific to our lathe from Dick during the recent visit. He is now regularly producing parts from raw stock to replace original parts that were in no condition to be reinstalled.

Currently studying at the Albuquerque Technical Vocational Institute, he plans to continue on to become a mechanical engineer.

Obviously, such talents will be necessary to the completion of the restoration of 2926, and to its future operation.

A number of the old timers in the Society are cheering Travis on. We also encourage other youngsters to get interested in New Mexico's rail history. Join the Society and gain some real first hand historical knowledge.



Atwell sets up the lathe to machine a part to replace one that was too rusty to reinstall on the tender. Chief Safety Officer Spargo is at the drill press in the background.

A SOUND APPROACH

Our project to restore 2926 has, from its inception, been well planned, and our work on the locomotive has been well organized. Speaking metaphorically, it could be called a sound approach to the resurrection of our steam icon.

Now we are taking a literal sound approach to one task. We are currently using ultrasound technology to scan for any possible flaws in the huge Buckeye trucks that carry the tender.

Unseen flaws in the wheels and other components of the trucks could cause trouble in some future operation. Locating, analyzing, and correcting such problems at this point could prevent future breakdowns, or even derailment.



John Gieske focuses intently on the instrument display as he moves the sensor slowly over the face of the wheel. The ultrasound instrument can detect flaws deep inside the wheel.

The ultrasound equipment was donated to the Society last year by Sandia National Laboratories. John Gieske, a Sandia retiree skilled in operation of the ultrasound equipment is performing the ultrasound tests.

John thoroughly researched rail maintenance records relating to common breakdown points in rail wheels and related components. Using that information as a guide, he is currently scanning the tender trucks. As the restoration proceeds, ultrasound scanning will be used on other critical components of the locomotive and tender.

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NEWSLETTER VIA THE INTERNET

This newsletter will soon be made available to members and supporters electronically in PDF format via the internet. The objective is to deliver the newsletter more quickly and reduce the fixed cost of materials and postage.

Starting with the next issue, the newsletter will be emailed immediately upon completion to those who request email distribution. Hard copy will then be produced and posted to those who still wish to receive hard copy via U.S. Postal Service. After distribution, a copy of the newsletter will be placed on the Society's web site.

To receive the newsletter electronically via email, please send and email request to Doyle Caton at djc8n@msn.com.



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UPCOMING EVENTS

REGULAR MONTHLY MEETINGS

All regular meeting times are 9:00 AM on the second Saturday of each month.

When weather permits, meetings are held at the restoration site.

In cold or inclement weather meetings are at:

The restaurant in the Indian Pueblo Cultural Center
12th St NW, north of I-40

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The restoration site is located at 1833 8th St NW.

Visitors are welcome between 9:00 AM and 3:00 PM on Wednesdays and Saturdays

Visits at other times available by appointment

Changes in schedule or announcements of special events will be posted on
website: www.nmrhs.org and telephone message at (505)332-2926