

NEW MEXICO STEAM LOCOMOTIVE

AND
RAILROAD HISTORICAL SOCIETY

P. O. Box 27270, ALBUQUERQUE, NM 87125-2720—TEL (505)332-2926

FIVE YEARS AND COUNTING

**We Have Made Progress Since May 2002.
In May 2007 We Are Still Going Strong**

Five years have passed since Santa Fe locomotive 2926, escorted by two BNSF diesel units—with Santa Fe colors, of course—rolled onto the BIA/GSA siding at 8th St NW.



Eighth St view of restoration Site: This has been home to AT&SF 2926 for five years. Visible inside the 8th St gate are storage facilities and a former El Capitan chair car. Sawmill spur to Old Town is at left.

Initially, site preparation took precedence. A fully operational restoration site was developed. Four 40-foot storage containers, an old refrigerator car sans trucks, and temporary structures now house a machine shop, tool storage, parts storage, and office space.

With the infrastructure in place, restoration work moved carefully and deliberately forward. To gain experience and develop teamwork capability we tackled the tender first. That milestone has been reached. The tender is restored, and will soon be reassembled. Our efforts can now be directed at the locomotive itself.

Along with this redirection of effort comes a change in staff. Bob DeGroft will replace Ken Dusenberry as Chief Mechanical Officer. Ken has served in that position since long before we had a chance to begin work on the locomotive. President Mike Hartshorne summarizes Ken's accomplishments in the "Banging On A 2900" column on page 2 of this issue.

Much experience has been gained during the past five years. As new CMO, Bob will thus inherit an experienced work crew. Thanks to the infrastructure building that has gone on during the restoration of the tender, the crew will also be well equipped.

A bit of background on the new CMO and his comments regarding the road ahead can be found inside. Included will be one of Bob's secret motivations for getting involved in the 2926 restoration.

TOOLS OF THE TRADE

**The Tools, Equipment, Materials, And Supplies
Necessary To Restore A Large Steam Locomotive**

One might infer from reading this newsletter that the restoration of 2926 was started on a shoestring. That is an understatement—especially considering the tools, equipment and other material resources needed for such an operation.

When 2926 rolled onto the BIA/GSA properties, there was little except a large open space created by clearing a lot of brush, trees and trash. Here are some of the resources that now occupy the restoration site.

Site Overview

The following 'then and now' photos depict site development during the past five years. The restoration complex has grown from a couple of bare lots bisected by a rail siding in May 2002 to a beehive of activity in May 2007.



Two Views Of Restoration Site Looking West from 8th St Entrance. (Left) Site Cleaning-May 2002. GSA Warehouse/Urban Forest In Background. (Right) Work Site May 2007, looking west from 8th St entrance.

The four large metal storage containers now house machine tools, welding equipment, and storage space for hand tools, parts, and supplies. Metal canopies provide cover for mobile equipment. Office and education activities occupy a portable building and an old refrigerator car.

In the 'now' picture, the top of 2926's cab can be seen under the gantry crane to the left of the tender. The locomotive, tender, and most of the shop and storage activities are on the concrete GSA lot. The dirt lot (foreground), is BIA property. That area is secured separately from the main restoration site. It is



Main restoration site May 2007: Looking east on engineer's side of locomotive. Machine shop (with canopy), tool storage, office (center) and tender ready to receive fuel bunker.

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LOS ANGELES AND 3751 REVISITED

Four More NMSL&RHS Members Make
The Trek To Help Put 3751 Under Steam

The NMSL&RHS members' visit to help SBRHS fire 3751 in February went very well. It was deemed a success by both groups. In fact, it went so well that four more NMSL&RHS members returned to LA in April for a repeat performance.

This time, Bob DeGroft, Bob Scott, Jon Spargo, and Rick Kirby made the trip. Much like the group on February, they came back more excited about the prospects of someday having 2926 under steam.



SBRHS and NMSL&RHS members pose next to 3751 during the recent Rail Fest weekend. In this picture it is not difficult to identify the four visitors from New Mexico. They are the ones proudly holding their Got Steam? T-shirts

Like the group in February, they were very impressed with the hospitality they received and with the professionalism of the SBRHS team. They are very grateful for the opportunity to participate in the event.

They considered the invitation to participate in firing 3751 a great honor. They said the ride to Long Beach was a real thrill. But, even more important was the learning opportunity.

The two visits to Los Angeles were beneficial to both historical societies in several ways.

It allowed members of the two organizations to get to know each other better under real operational circumstances.

It provided the visitors from New Mexico their first chance to work with a locomotive similar to 2926—and to do so under the tutelage of a team that has been operating for a number of years.

Thanks again to Bob Kittel and the SBRHS gang for a great experience in steam operation.

BANGING ON A 2900 – KEN DUSENBERRY

This is the second of a continuing series of articles highlighting members of the Society and contributions they have made in our ongoing effort to bring AT&SF 2926 back to life. Here, Society President Mike Hartshorne chronicles the contributions of Ken Dusenberry, Chief Mechanical Officer for the past five years. —Editor

I remember the day when one of the new guys, Ken Dusenberry, agreed to be the Chief Mechanical Officer. The NMSL&RHS was a different society. We were still meeting in a church one Saturday each month to talk about 2926.



Ken Dusenberry in the civil war uniform he wears for living history enactments

We owned the locomotive but it was stuck at First and Menaul on a siding where we couldn't do much with it. We owned a few small hand tools and some work lights Ed Bukove had bought. We had a couple grand in the bank and some requests for philanthropic support that came back politely rejected.

Then things changed remarkably. Rep. Heather Wilson helped us find a work site on BIA/GSA property. The local BNSF folks agreed to move 2926 to that site. Suddenly the CMO position was NOT ceremonial anymore.

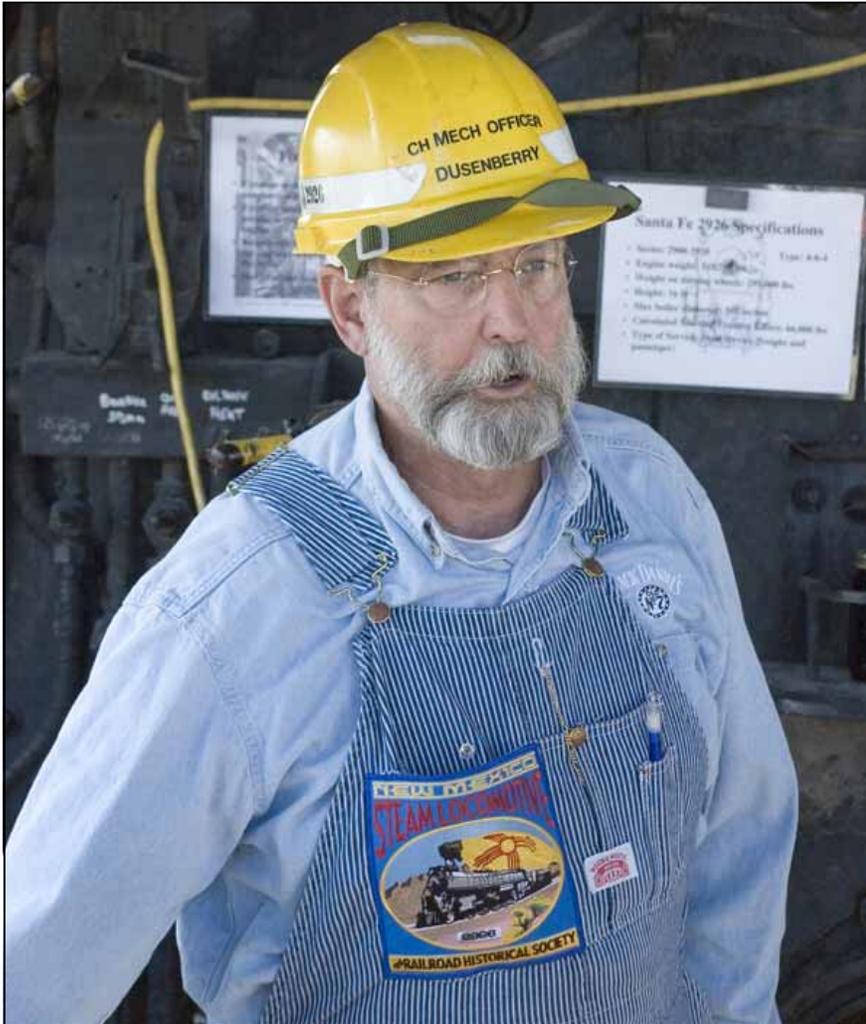
Ken had to prepare the 2926 for a trip on the mainline sandwiched between ex-ATSF engines. At the same time the new site's spur was blocked by a small forest of weeds and shrubs which had to be cleared. The parking lot was a bigger forest of Siberian Elms loaded with improvised accommodations for the neighborhood's homeless.

We all worked hard to get the vegetation cleared away and Ken was in the thick of it. The big day came in May 2002 and the 2926 was shoved into its new home. Then Ken's five years as CMO got real busy.

Office and machine shop, temporary track and forklifts, car mover and

lathe, electrical service and storage containers, the infrastructure of our site grew from a sheet of concrete and a fence to a real working site where a locomotive could be restored. Ken was in the middle of it all leading these efforts.

We had just got the 2926 to the site when the Board of Directors told Ken to start work on the tender. Sound simple? No! Once Crane Service and Jack Messer pulled the tender apart for us, cleaning out the tender's cistern and fuel can was a real chore. Working over the tender's 4 axle Buckeye trucks to re-build the brake system, the buffer plates, and tend to the Timken bearings was a challenge. Hundreds of decisions were needed. Ken made them. Solutions to problems we never expected were required. Ken found them.



Ken in his NMSL&RHS work uniform, briefing visitors on the locomotive project.

Ken had to work restoration and infrastructure problems at the same time and did a great job. But that is not all. At the same time Ken served as the President of the New Mexico Artillery Company and kept up a busy schedule with living history projects all over the state.

He also worked for the Boots and Saddles New Mexico Foundation raising funds for historic forts in New Mexico, searched for grave sites for the New Mexico Congressional Medal of Honor Society Hometown Heroes Program and worked on other historical projects in our state.

How does a guy like that happen? Here is the recipe. Take a 1948 vintage Wilsonboro, PA young man. Throw in a '71-'72 tour in Viet Nam as military policeman paratrooper. Add a college degree in Anthropology and History from the University of New Mexico in 1973. Season with a couple of years working for the Albuquerque Public School Police. Then train for the Albuquerque Police Department, get married to Marilyn, and join the APD as a good old fashioned street cop in 1978. Stew for twenty years with plenty of supervisory time

and become fascinated with living history in the middle 80s. From there it is simple. Retire from police work in 1999. While doing serious work in the New Mexico history preservation business join the NMSL&RHS, hold up a hand at a friendly meeting, and volunteer for CMO!

A great man once told me that if you want something done always ask a busy man to do it. Ken Dusenberry is that busy man. On a personal note I have found Ken to be a man I'm proud to know. If his birth date was different I figure that he could have been an artillery sergeant in the civil war. He could have been a railroad man in the days of steam. He could have been a lot of things but I'm glad he is the man I know. We still have a lot of work to do together to put the 2926 back in service. Ken will help us get the job done. He deserves to be one of the first NMSL&RHS guys to get a cab ride. (Preferably working like a dog as a fireman trainee.)

—Mike Hartshorne, President, NMSL&RHS

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Would you like to see more photos—more detail and in color—in the newsletter?

If you are not already receiving the newsletter via email, give it a try. The online version is available in a PDF format. The file is less than one megabyte. It offers additional photos in the space used for mailing information. The photos are in color and offer much more detail than the hard copy.

If you would like to give it a try, contact Marlin at: amb10587@earthlink.net

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CHANGING OF THE GUARD

New CMO Has Lifelong Interest In Steam—
And Another Good Reason To Work On 2926

After five years at the CMO position, Ken Dusenberry is stepping down. Bob DeGroft will assume the CMO position. Bob, a long-time member and former VP of NMSL&RHS is a retired furniture store owner.

The new CMO became enamored with steam engines as a youth—but those steam engines did not ride on rails. They powered Great Lakes watercraft, where he worked as a teen.

Bob recalls how he would use his break time to go to the engine room just to watch the three cylinder steam engines operate and to listen to that wonderful sound.

Aside from that longtime interest in steam, Bob has another, more important reason for becoming involved with the restoration of 2926. That reason is his wife Karla. Once Bob's partner in the furniture business, she is now the person who keeps the NMSL&RHS finances on an even keel.

Perhaps an even greater influence on Bob's motivation to help restore 2926 is Karla's long term relationship with the locomotive. As a child growing up in Albuquerque, she often visited Coronado Park to play on 2926.

Now that they are retired, could it be that helping restore 'her locomotive' is just another entry on Karla's 'Honey do' list for Bob?

If so, he conceals it well and is obviously very motivated to carry forward with the restoration of a piece of New Mexico history.

As CMO Bob is inheriting two important segments of the NMSL&RHS operation. First, there is a group of eager and energetic volunteers—individuals that have learned to work as a team during restoration of the tender. Second, he has an infrastructure that did not exist when 2926 rolled onto the current site.

A look at his personal history indicates that Bob knows what to do with such resources. He has a strong background in management. Both in his own business, and earlier while working for other organizations, he managed large staffs of employees.

He is aware that management in the world of business is considerably different from managing volunteers. It has been said that managing of volunteers is much like herding cats.

Management in the world of volunteers requires a soft touch, and sometimes a bit of cajoling. It often requires a more detailed explanation of the task at hand than in a business situation managing employees who are already well versed in their job requirements.

Be that as it may, Bob is well acquainted with most volunteers he will be managing. He has worked with most of them for several

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(Cont from Pg 1)

occupied by more storage, the refrigerator car office/education center, and an El Capitan chair car that belongs to two NMSL&RHS members.



Main restoration site May 2007: Looking east on fireman's side of locomotive. Tender trucks and fuel bunker are at right. Supply container is at center, parts storage is obscured by fuel bunker.

Mobile Equipment

Thanks to the generosity of donors and supporters, there are two fork lifts, a car mover and a gantry crane on site for heavy lifting. For lighter loads, pallet dollies and carts are available. With many heavy objects to handle, such equipment is very necessary to restoration operations.

The car mover is especially useful. With both rubber tires and rail bogeys, it can move the locomotive, the tender and even a fifth wheel storage trailer.



Forklifts rest under protective canopy.



Car mover shifts chair car out of gate and across 8th St to allow a mobile crane from Crane Services access to site for some heavy lifting.

Machine Tools and Welding Equipment

Two lathes and a Hurco CNC milling machine now occupy one storage container. The container makes a rather cramped machine shop, but it works. The three machines offer a significant capacity for production of replacement



This view is inside looking out. The two lathes and milling machine line the right side. Machinist Travis Atwell is at the control panel of the milling machine.

parts.

The new Lincoln arc welding unit now rests on a metal pallet with rollers.. It can be moved around the site via its rollers, or transported by forklift. An



Arc welding units: (Left) The Lincoln unit is now mounted on a steel pallet with rollers, allowing mobility by pushing (on slab or floor) or by forklift. (Right) Old welding unit is powered by a decades old 4 cylinder engine, but it still works.

older welding unit is on rubber tires and can be towed behind forklift or car.

Air compressors, a high pressure water washing system, sand blasters, and gas welding equipment are also on site, and can be moved about as needed.

Experience to operate the machine tools and welding equipment is extensive. Young machinist Travis Atwell has considerable skills and a lot of energy. He receives advice, support and coaching from retirees Paul Sutton, Ralph Johnson and Dick Downing who collectively possess more than 100 years of machining experience.

Welders Rick Kirby and Jim Hills bring many years of experience to the team. To the machine tool and welding team, add many eager helpers, and the capacity to repair, restore and fabricate locomotive parts is quite credible.

Hand Tools, Parts, and Supplies

Handling, storing, and securing tools, parts and supplies is a real challenge. Items that are small enough to disappear if not secured are stored in three 40 foot steel containers, and a 20 trailer. Items too large or heavy to store inside are stashed in assigned spaces next to the containers. Member Ed Strebe, a retired



A peek inside the tool container revealing Ed Strebe's organizational skills. He did have some willing labor from a few other members who volunteered to help with the tool storage setup.

fireman and Lutheran minister oversees the storage spaces.

Ed has the tool container well organized. There is a place for everything, and everything is in its place. Hand tools, sockets, end wrenches, drills, extension cords, clamps, scrapers, hoses, air tools, etc. are readily accessible. There are even hoes and rakes to control weeds and trash on the site. Hand carts are available to transport tools about the site.

A specific quarantined area behind one of the containers is secured to be used for storage of small parts that contain asbestos. When abatement of asbestos on the locomotive itself begins those parts will be recovered and any asbestos will be removed. They will then be placed in regular parts storage.

Two other containers and the trailer are used to store supplies and parts. All chemicals, cleaning materials, fuels, and other hazardous materials are contained

in two metal cabinets at the end of the site between two steel containers.

All parts removed from the locomotive are photographed and recorded on a tracking form. The parts are stored in one of the containers and their location is recorded. That information, along with the photo and tracking form are placed in a digital file.

This infrastructure constitutes the tools of the trade for the restoration of 2926. It was gradually developed during the past five years. However, work did go on all the while. A completed tender is visible proof of that work.

Restoration of the locomotive will be a bigger challenge than the tender. However, a lot has been learned, and with the tools and equipment now available, the work on the locomotive should move ahead smoothly.

* * * *

ANNUAL BOARD ELECTION

For all currently active members, this issue of the newsletter will contain a ballot for the annual election of Board of Directors members.

You are considered an active member if you have made a minimum annual contribution at any time within the past six months.

If you have made a contribution and did not receive a ballot with this newsletter, please contact Doyle or Marlin: malison@nmslrhs.org Doyle—dlc8n@msn.com—Tel 505 453-1234

(CHANGING, Cont. From Pg 4)

years. Thus, he has reasonable knowledge of the various team members' individual abilities and talents.



Bob DeGroft (left) presenting a NMSL&RHS T-shirt to Jonathan Jones of Lincoln Electric upon delivery of Lincoln's donation of the new arc welding machine.

As the restoration project moves from the tender to the locomotive itself, Bob DeGroft can be expected to move the project along smoothly.

He has the team. He has the infrastructure. And he has the management ability. Let the restoration of AF&SF 2926 proceed.

EMAIL AND DIRECT DISTRIBUTION EDITION

*This version of the newsletter is designed for email and direct distribution.
It substitutes additional photos in the space used for mailing label and return address on postal version.*

LOS ANGELES AND 3751 REVISITED

In April, a second group of four NMSL&RHS members visited the SBRHS to assist in firing 3751. The occasion was a short run from the Amtrak facility in South LA to a Rail Fest at Long Beach, as a part of the SBRHS education program. The following pictures, provided by Jon Spargo provide a graphic summary of the trip.



Santa Fe 3751 all steamed up and ready to roll.



Santa Fe 3751 on the Amtrak turntable.



SBRHS host Bob Kittel visits with Rick Kirby and Bob DeGroft in 3751 cab.



Rick Kirby and Bob Scott take a break on fireman's side of 3751 cab.



(L to R) Bob Scott, Rick Kirby and Bob DeGroft polish 3751 so it will be nice and shiny for its arrival at the Rail Fest in Long Beach. .



Steam locomotive fans are everywhere. Here, a number of workers at a refinery stop their work to watch Santa Fe 3751 cruise by on its way to Long Beach.

NEW MEXICO STEAM LOCOMOTIVE
&
RAILROAD HISTORICAL SOCIETY

2007 BALLOT
FOR ELECTION OF DIRECTORS

Pursuant to Article VI of the By Laws of the New Mexico Steam Locomotive and Railroad Historical Society, this ballot is issued to all currently active members of the Society. The official date of the 2007 election is July 4, the latest date at which the ballot can be posted for return to the NMSL&RHS Secretary.

For votes to be recorded, ballots must be returned to the Secretary or mailed to the NMSL&RHS, P.O. Box 27270, Albuquerque NM 87125-2720 no later than ten days before the Annual Meeting. The Annual Meeting of Record for 2007 is July 14, 2007.

This year, there are two open positions on the NMSL&RHS Board of Directors. The open positions are those currently held by Steve Bradford and Pete Adair. Bradford, current Board Secretary will seek to be reelected to the Board. Adair has chosen not to seek reelection.

The Nominating Committee received three nominations for the two open positions. All three are active members of NMSL&RHS and have invested many hours in the 2926 project during the past year. They each have special talents that have strengthened the organization. In alphabetical order, they are:

Travis Atwell—Travis is currently NMSL&RHS lead machinist

Steve Bradford—Steve is Current Secretary of the Board

Ken Dusenberry---Current CMO, stepping down from CMO after five years

Nominees for the 2007 Board election are listed below. The two nominees receiving the most votes will fill the open positions. Please check two of the three boxes---one box for each of the two open positions

Travis Atwell	<input type="checkbox"/>
Steve Bradford	<input type="checkbox"/>
Ken Dusenberry	<input type="checkbox"/>

RETURN BALLOT TO SECRETARY AT MAY OR JUNE REGULAR MEETING
OR MAIL ON OR BEFORE 4 JULY TO:

NMSL&RHS
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