

NEW MEXICO STEAM LOCOMOTIVE

AND
RAILROAD HISTORICAL SOCIETY

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A Message From The President

NEW MEXICO CENTENNIAL TRAIN

A delegation from NMSL&RHS met on October 10th with Lt. Governor Dianne Denish, Secretary of the Dept. of Culture Affairs, Stuart Ashman, and Bill Hume of the Governor's office to propose a Centennial Train headed by the ATSF 2926 to celebrate New Mexico's 100th birthday as a state of the union in 2012.



NMSL&RHS Delegation with Lt. Governor Denish L to R Bob DeGroft, Albert Leffler, Mike Hartshorne, Diane Denish, Steve Bradford, and Bob Scott.

A proposal was made seeking support for the restoration of the 2926 steam locomotive in time to lead a Centennial Train on a tour of New Mexico. A commission to organize the party for 2012 is called for by House Bill 511 presented at the 48th Legislature of the State of New Mexico in 2007 by Rhonda S. King.

The charge for the commission is to "plan, promote and coordinate state and local observances" of the one hundredth anniversary of statehood. This includes "special exhibits and traveling exhibits". The NMSL&RHS believes that a museum train could visit widely in New Mexico with a consist of cars carrying displays depicting the history of New Mexico.

"New Mexico's unique political, social and historical heritage" as declared by the HB 511 would be assembled into a traveling museum destined for every town in New Mexico with a suitable spur. For only a few dollars per citizen a magnificent educational experience would provide a celebration without equal. This event would be hard to beat in 2112 !

Does this sound familiar? Read on.

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**RESTORATION MILESTONE
TENDER IS REASSEMBLED AND BACK ON TRACKS**

At 5:00 AM on Saturday September 8, gates to the 2926 restoration site swung open. Lurch, the car mover was employed to move 2926 from the restoration site, clearing space for tender reassembly.

At 7:00 AM two of Crane Services heavy lifters arrived on scene. At exactly 8:00 AM, the first heavy lift occurred. At 11:30, the heavy lifting was finished. The reassembled tender was back on track, and a happy bunch of 2926 fans took a break for an enchilada lunch on site.



Shortly after 5:00 AM, with a feather moon rising over the Sandia mountains, Lurch, the car mover slowly pulls 2926 from the restoration site to clear space for cranes to work.



As daylight glows over the Sandias, the site is ready for the heavy lifters. Tender body rests on cribbing. Its eight wheel Buckeye trucks and the fuel bunker are behind vehicle at extreme right. Fuel bunker will be inserted into pocket in front of tender body.

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This newsletter is published quarterly by the New Mexico Steam Locomotive and Railroad Historical Society, a Non-Profit Corporation.
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From the editor

A BUSY THREE MONTHS

**NMSL&RHS Members Have Been Busy—
 And We Have Had A Lot Of Local Help**

Since our last newsletter, the 2926 restoration crew has made real progress. Reassembly of the tender, major work on 2926 itself, our annual open house, some long range planning, and even a bit of movie action kept us moving.

We are very pleased that within our membership, (volunteers all) we have a variety of outstanding skills and talents. Learning to work as a team and to apply those resources effectively has greatly accelerated the restoration effort. We have highlighted those capabilities in recent ‘banging on a 2900’ articles.

With that said, we are still far short of all that is needed to bring 2926 back to life. The talent and resources necessary to restore the locomotive are myriad. To augment our volunteer efforts, members of the Albuquerque business community have generously stepped up with capabilities we do not have.

The ‘Banging’ article in this issue features two of those businesses, GranCor Enterprises, Inc. and R&R Heavy Equipment & Sandblasting, Inc. Still another one, Crane Service Inc., provided the heavy lifting that is described in the feature article on tender reassembly.

Each of these businesses has repeatedly stepped forward when we ran into challenges beyond the capability of our volunteers. The assistance from such businesses has included donated time and equipment as well as professional services at a cost far below market value.

Such help from within the community at large is critical to the 2926 restoration.

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OOPS! AN OVERSIGHT

In the last issue we highlighted some of our older members. We forgot a longtime member, Bernie Brock of Santa Fe. Still active at 80 years, Bernie is our lettering specialist.

He can be seen slapping signs in Railroad Roman font on Society property. Though Bernie is involved in other tasks, he is really looking forward to the day he can put the following Railroad Roman letters and numbers on the tender.

AT&SF 2926

Bernie Brock (center) also keeps an eye on AT&SF 5030 in a Santa Fe park.



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Crane Services To The Rescue

Once again, one of our supporters came to help. Crane Services provided two mobile cranes—one 75-ton and one 60-ton to do the heavy lifting part of the 2926 tender reassembly. The two crane operators Shane Shivers on the 75 ton, and James Scott on the 60 ton, were really “open for business” that September morning. Less than five hours after rolling onto the site, the tender was reassembled and parked back on rails.



The sun is about to rise over the mountains as the cranes enter the 8th St. gate. The car mover and former El Capitan chair car (background center) are parked across 8th St.



On site, ready to lift. The 75-ton crane is positioned for first lift, one set of the tender’s two sets of eight-wheel Buckeye trucks. Trucks weigh approximately 19 tons each.



Lubing up: (L) Clem Harris pours oil into the bolster pocket on one set of trucks. (R) Pocket full of oil with Clem’s reflection in fresh oil. The wooden pin in the center is used for alignment with the upper portion of the bolster on the bottom of the tender.



Exactly 8:00 AM, First Lift: The first set of trucks leave the panel track where they were restored. A brief swing to the left, and they were on the tracks where the tender is to be reassembled.

Lifts And Assembly

First to be lifted, at exactly 8:00 AM was one of the eight wheel Buckeye trucks. Several NMSL&RHS members served as support crew, helping connect the rigging to the 19-ton load. Just before the lift, crew members prepared the truck bolster pocket with its buffer plate, felt gaskets, fresh oil, and a wooden guide pin.

Operated by Shane Shivers, the 75-ton crane lifted the truck set effortlessly. As crew members stabilized it with guy ropes, he swung it to his left, setting it gently on the restoration track.

Because of the longer reach to the second set of trucks, the 60-ton crane assisted. Once the bolster was prepared, both cranes were connected to that set of trucks. With the two cranes working in unison, the trucks were quickly and easily placed on the tracks next to the first. The crew then carefully spaced the truck sets to ensure that their bolster pockets would match counterparts on the tender bottom.



With both cranes lifting, the second set of trucks follows the first.



Crew members use a tape measure and raw manpower to achieve exact spacing of the trucks to accept the tender body.

SUPERHEATER PIPE REMOVAL

Hard Work, Heavy Lifting, And Another Place To Get Really Dirty

In the last issue of this newsletter, we pictured the removal of the first superheater pipes from 2926. This prompted questions from the uninitiated—and even from a few rail fans unfamiliar with steam power.

Briefly, the questions were: What is a superheater and what does it do?

Again briefly, a superheater is a device in a steam engine that reheats the steam generated by the boiler. It increases thermal energy and reduces condensation.

Superheated steam, sometimes called dry steam as opposed to lower temperature saturated or ‘wet’ steam produced by the boiler, increases the efficiency of a steam engine.

In 2926 the superheater consists of a number of long pipes. The pipes extend through the flue tubes that carry heat and combustion gases from the firebox forward to the smokebox to be exhausted through the smokestack.

Restoration requires removal of the superheater pipes. They must first be unbolted, and then pulled forward through the smokebox and out the front of the locomotive.

Crew members pulling superheater pipes are all eligible for the ‘Pigpen’ award. They are working in an area that is probably the dirtiest workplace on the site.

Pictures tell the story.



A peek into the open smokebox at the front of 2926.



Crew members pull soot covered superheater pipes out through the front of the smokebox.



Superheater pipes stacked alongside a storage container, awaiting refurbishing or replacement.

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2926 CAB REMOVAL

**Not An Easy Lift, But One Accomplished
With Our Own NMSL&RHS Resources**

One week after the tender reassembly there was another lift—the cab of 2926. It was done by the 2926 crew utilizing ‘Big Bird’, the NMSL&RHS bright yellow gantry crane.

It was not as dramatic as the tender lift. But it did represent one of several major tasks involving components of the locomotive itself.

The cab now sets on cribbing where it will be restored. It will be sandblasted during Thanksgiving week, and then primed.



Ready to lift: Big Bird is positioned, and crew members work to attach lifting straps to the 2926 cab.



Once cab is lifted clear, 2926 is pulled forward. The cab was set on cribbing out of picture at left.



Looking at the locomotive's massive drivers through the cab in its current position alongside 2926.

Each piece of wood in the cab is assigned a number before removal. Any replacements will be made from the same type of wood. The entire locomotive is subject to this level of detail to ensure historically accurate restoration.

Fitting The Body Of The Tender To The Trucks

The tender body is more than 55 feet in length. Even without numerous accessories, it weighs approximately 75 tons. It was definitely a two crane lift. Once lifted, it had to be carefully aligned and gently set down on the trucks. That turned out to be “a piece of cake” for the crane operators and their NMSL&RHS crew. The following pictures tell the story.



Against a Sandia Mountain backdrop, the two cranes operate in unison to lift the huge tender body. It floats slowly from the cribbing where it was restored to its freshly restored trucks already back on tracks at bottom center of the photo.



THIS IS ONE BIG WATER TANK! The two crane operators coordinate the lift smoothly via radio to move the tender body over its trucks.



Travis Atwell kneels at the side of the rear truck to keep an eye on the alignment pin as the tender body slowly settles onto the trucks. Another crew member observed the other truck as the crane operators eased the body down an inch at a time.

Lightest Lift Last—The Fuel Bunker

Only 11 tons, the fuel bunker was the lightest lift, but it was not necessarily the easiest. Fitting it into its pocket in the front of the tender body required considerable finesse. The crane operators and the crew made it look simple.



Lifted by the larger crane, the fuel bunker heads for its nest at the front of the tender.



NMSL&RHS member Clem Harris watches closely as the crane operator slowly lowers the fuel bunker into its place in the front of the tender.



Above: Bob DeGroft, Ken Dusenberry and Clem Harris watch fuel bunker settle into the tender body.

Below: DeGroft and Harris congratulate each other on the completion of the tender reassembly, as Dusenberry takes a celebratory stroll.



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The U.S. Freedom Trains

The idea of a Centennial Train sounds familiar because it is not new. The use of a train to share celebration of historical milestones with a diverse and geographically dispersed populace has been done twice at national level.

In 1947, the nation was recovering from economic depression, a devastating drought, and a world war. The U.S. citizenry had once again stood strong and won. A Freedom Train was conceived as an opportunity to reflect on the meaning of American citizenship.

The 1947-1949 Freedom Train, a rolling exhibit of American memorabilia, opened in Philadelphia on Sept. 17, 1947.

In the following 15 months, the train appeared in more than 300 U.S. cities and towns. It was in Santa Fe on Feb 15, 1948 and in Albuquerque the next day. It ended its journey in Washington D.C. on January 22, 1949.

The second use of the concept was The American Freedom Train of 1976. It celebrated the 200th Birthday of the USA. Like its predecessor, the BiCentennial Freedom Train's nationwide tour was a resounding success.

The idea is too good not to use again—this time as New Mexico's Centennial Train.

Our members and other readers of this newsletter can help. We need accelerated financial help to have 2926 ready on time.

We need the help of every member and friend of the NMSL&RHS to work on the 2926 restoration and work on their local governmental officials just as hard. Serious dollars and hard work must happen now to be ready for 2012. Spread the word far and wide on behalf of the Society.

Check our website www.nmslrhs.org often. Please refer any interested folks to website and to the NMSL&RHS Board of Directors. The year 2012 will be a great year for New Mexico, for 2926, and for rail history.

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WHEELS DEAL

WHEELS Museum's lengthy effort to save the AT&SF shops from deterioration or demolition has reached a major degree of success.

At its November 5 meeting, the Albuquerque City Council unanimously approved a financial package that allows the City of Albuquerque to acquire the historic property. Their action was promptly ratified by Mayor Martin Chavez at a bill-signing ceremony in the shops.

The mayor lauded the efforts of Leba Freed and her supporters for their determined effort to save the shops from destruction.

The transaction provides an opportunity for the shops to once again become a viable part of the Barelás and South Broadway community.

There is much work yet to be done. There will be additional planning studies, renovation, and development, but a valuable historical asset has drawn new life.

A hearty 'well done' is due Mayor Chavez, the Council, and Leba Freed's WHEELS team.

MOVIE ACTION

We recently received a welcome surprise from the movie industry. Hamlet II Productions was filming a movie in the old rail shops. The film crew needed rail cars for the set. They chose the NMSL&RHS caboose and the missile command car.

The two cars had accumulated much graffiti while parked. The movie company moved the cars inside the tender shop next to a set they had built.

Not only did the company pay for use of the cars, they repainted them when they were finished shooting.

Thanks, Hamlet, for the repaint job. Now if we can just keep the local graffiti artists at bay—

* * * *

2926 ART

Members Commission 2926 Art

The Mark Johnson family of Sandia Park has a strong interest in 2926. Young Erik Johnson is especially fond of the locomotive.

The Johnsons recently expressed that interest by commissioning a piece of art depicting 2926 cruising through the bosque with a string of freight cars.

The watercolor, pictured below, displays 2926 with autumn colors. It was produced by Albuquerque artist Gayle Van Horn.



Copyright 2007, Gayle Van Horn

The Johnsons and artist Van Horn gave permission to NMSL&RHS to use reproductions of the art to promote the restoration effort.

A copy of the art is featured on the Society's Christmas card mailed to members and friends this year.

Discussions are underway regarding additional uses of the art to promote 2926 restoration activities.

ANNUAL MEMBERSHIP REMINDER



Individuals and family groups making an annual minimum contribution as defined by the NMSL&RHS Board Of Directors are entitled to, and will be granted, membership in the Society. Memberships are granted on a calendar year basis, beginning on January 1.

NMSL&RHS is a 501 (c) (3) non profit corporation. Make your annual contribution before 31 December 2007 to qualify for tax deduction.

BANGING ON A 2900

We Are Not Alone In Restoring 2926. We Have A Lot Of Outside Help

Previous "Banging on A 2900" articles have featured NMSL&RHS members who apply exceptional talents and energy to the restoration of 2926. Obviously, our members do not possess all the capabilities required to bring the locomotive back to life. We must ask for help, and it always seems to be available. Messer Construction, Sandia National Labs, Crane Services of NM and others have on numerous occasions donated, or provided at greatly reduced cost, their time and valuable resources to the restoration effort.

Here, we take a close-up look at a two local companies that have stepped up to help and are continuing to do so. Those two companies are R&R Heavy Equipment & Sandblasting, Inc. and GranCor Enterprises, Inc.

R&R Heavy Equipment & Sandblasting Inc.

An early 2926 restoration task was removal of some rust and many layers of paint. We had sandblasting equipment for small parts. We had members who were pretty good with a scraper and a wire brush. But removal of rust and paint from the entire locomotive and its tender was well beyond the capability of our volunteers. We were ready start on the tender, and we needed help.

At that point, we found Rick and Angela Jaramillo, owners of R&R Heavy Equipment and Sandblasting. Though they work throughout New Mexico and neighboring states, their base is Albuquerque. Their crew made quick work of removing the rust and paint from the tender.

When the paint and rust were removed, another generation of the Jaramillo family stepped forward to help. Rick's father, also named Rick, is a retired professional painter. He volunteered to spray the primer coat of Rust Bullet.



Above: Working inside the tender's fuel bunker pocket, an R&R employee blasts paint and rust with compressed air and copper slag grit.



The senior Rick Jaramillo sprays paint on the side of the tender body. He applied the Rust Bullet directly over superficial rust that had occurred after the paint removal.

BANGING ON A 2900 (Cont)

R&R's interest in the 2926 restoration is now a family affair. Two more generations of Jaramillos have become involved. Rick's grandfather, 92 year old Bennie Jaramillo, drove down to visit 2926 recently. As a young man, he worked for the railroad in Tucumcari, and has some interesting stories of rail history.

And then there is Rick and Angela's son Shaw. From interest he has shown on visits to the site, we think he is a good candidate to be a future 2926 crew member. His generation will assume the care of 2926 in years to come.



Above: Recently, R&R was back again. This time they quickly blasted the cab of 2926 free of many years of paint and corrosion.

GranCor Enterprises Inc.

From the very start of the 2926 restoration project, we were aware that removal of asbestos would present a serious challenge. That awareness increased to a major concern when we began to receive our first estimates of the asbestos abatement cost.

Estimates for a turnkey removal project—remove asbestos all at once—were expensive. It would have been possible for us to do it ourselves, but the training, licensing etc. would also be equally expensive, and much slower.

Enter Michael Grandjean and his crew at GranCor Enterprises, Inc. They are asbestos abatement specialists. GranCor is a local company, and Michael expressed an interest in our project. He agreed to do the work on a piecemeal basis as we progressed in removal of accessories, fixtures and piping. GranCor also benefits by keeping crews busy between other contracts. This method will also result in a significant cost reduction for the overall project.



Abatement begins: Part of 2926 is enclosed in plastic, and air moving equipment is in place. The GranCor crew is almost ready to begin the abatement process.

The first session addressed two tasks. In the first task, the GranCor crew built a small plastic tent under the equipment canopy. This enclosure was used to remove asbestos from piping and accessories that 2926 crew members had removed and isolated in a secure storage area.

The second task was the first step directed at the locomotive itself. The cab and area immediately adjacent were enclosed, air supply equipment was installed and the asbestos was removed to containers for disposal.

Work will start soon on the next step, removing the insulation from beneath the sheet metal around the boiler. The entire process will probably take two or three more segments. Those will be done during the next few months.

Our experiences with GranCor, R&R, and Crane Services has been very positive. To the 2926 restoration crew, these experiences are proof that we can find most of the support we need right here in the Albuquerque business community.

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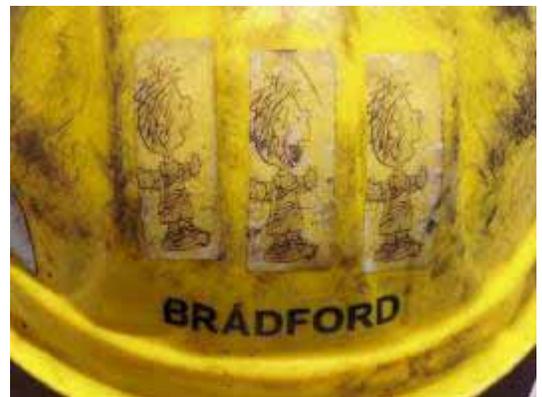
PIGPEN AWARD

Most everyone recognizes the late Charles Schultz "Peanuts" comic strip character, 'Pigpen'. He is the little guy who can get dirty with absolutely no effort, and is always pictured grimy and in a cloud of dust.

Obviously, those who work closely with the huge locomotive have many opportunities to get very dirty. Some time ago, we discovered that Steve Bradford could get dirtier quicker than anyone else. He could get dirty just thinking about the smokebox.

To honor Steve's unusual ability, we picked up on the Schultz icon and initiated a 'Pigpen Award' for those who have a propensity for collecting large amounts of dirt on their person.

Numerous members have ventured into the smoke box, firebox, fuel bunker, and other interesting spaces. Several have reached what spouses and friends consider a repulsive level of grime, grease, and soot.



As yet none have consistently reached the high level of personal contamination that Steve Bradford established early on. The picture above depicts labels recognizing Steve's 'Pigpen' awards.



At 12:00 Noon, it is time to take a break for an enchilada lunch and a bit of rest in the shade of the reassembled tender.



MUSCLE ON THE MOVE: At the completion of a job well done, the heavy lifters head for home. Here the 60 ton crane slips past the car mover to exit onto 8th St for the trip home.



Now it needs a coat of shiny black paint, the AT&SF Logo and number, and it will look like new. Several NMSL&RHS members reflect on the successful reassembly as the tender once again sets on rail behind 2926, as others prepare 2926 for the move back on the restoration site.