

NEW MEXICO STEAM LOCOMOTIVE AND RAILROAD HISTORICAL SOCIETY

P. O. Box 27270, Albuquerque, NM 87125-2720—Tel (505)332-2926—www.nmrhs.org

AN APPEAL FOR HELP

**The Society Needs A Few Good Members
To Help Us Stretch Our Site's Floor Space**

Things are going very well at the 2926 site--except for some elbow room. We are badly in need of more floor space.

Our once roomy World Headquarters is busting at the seams with computer gear, locomotive drawings, administrative records, educational materials, and other paper records.

Similarly, our growing collection of hand and machine tools, removed locomotive parts, work supplies, and convenience store items has jammed our two 40 foot metal storage containers.

We need to buy more floor space for both office and storage. The grant monies we now have in hand---and quite probably any future grants---will not allow such purchases. The grant funds must be applied directly to the restoration of 2926. Thus we need to raise additional funds for the much needed space.

An additional storage container that is badly needed right now may cost \$3000 or more. An additional office facility will cost about the same.

We are asking each member to consider adding an extra donation to your annual contribution for 2006.

Your donation to help us gain additional floor space will contribute to the progress in restoring an important piece of New Mexico history.

Thank you in advance.

(NOTE: If you donate before year end, it will be deductible from your 2005 taxes.)

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A NOTE TO OTHER RAIL FANS WHO READ THIS NEWSLETTER

Your interest and support is appreciated. We encourage you to join our effort to bring an important piece of New Mexico railroad history back to life.

You may do so by joining us, and becoming an active member of our team, or by making a donation directly to the New Mexico Steam Locomotive & Railroad Historical Society.

The New Mexico Steam Locomotive & Railroad Historical Society is a Non-Profit 501 (c)

OCTOBER OPEN HOUSE

Its Our Way Of Showing Our Progress

We have discovered that one of the best ways to keep the community informed of our progress is to throw open the gates and allow everyone to drop by and see for themselves. We allow anyone who wants to drop by a chance to tour our restoration site, climb to the cab of our locomotive, munch on a hotdog, and listen to musical entertainment---with a few railroad songs, of course.

The weather forecast did not look good. The RIP site at 1833 8th NW did. It had not been so clean since the last open house. Ken Dusenberry and company had pumped out most of Lake Robart from our parking lot (twice).

Advertised as part of the Albuquerque Tricentennial celebrations the Society was ready for an open house at 10:00AM on Saturday October 15, 2005. Crews had tent tops up for the education committee's displays.

Author and Board Member John Taylor had an array of interesting UNM Press books for sale. MRCOG's Chris Blewett had promotional materials for New Mexico's new Railrunner service out for the taking.

A couple of war-baby restored Jeeps---one built in 1944, the same year as 2926---were on display. The kitchen crew had grills fired up for a hot dog feast. Paul Uhland was ready to go with the re-stocked convenience store.

Folks began to show up in small groups with big smiles. Camera man John Sefick showed up to tape the event for Channel 27. Everything looked great, and things were just fine until 11:00AM when a slow drizzle started. A hard core of 2926 fans stayed on and numerous others visited during the day under umbrellas.

Sunday, October 16 the weather was perfect. The sun was out and The New Mexico Territorial Brass Band gathered for a morning concert. The after church crowd swelled the ranks of 2926 admirers.



Rainy day visitors. Despite a gray day and drizzling rain, many visitors strolled around the site, though tent tops and the cab of 2926 were in demand when rain increased.

Travis Atwell got the scale 2-6-0 steamed up. Hot dogs and drinks were cranked out by our kitchen crew. Ed Strebe had 2926's bell and whistle ready to

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SCHEDULE CHANGE ALERT

—NO WELLS FARGO TRAIN SETUP—

For the past few years, we have had a special work session on Thanksgiving weekend to set up the Wells Fargo Bank Christmas Train. This year the bank has decided that they will not operate the train as a part of their holiday season display.

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OTHER THANKSGIVING ACTIVITY

Lawrence Harmon and Paul Uhland have been preparing Lawrence's classic fire truck for the Thanksgiving parade. It will carry banners to promote NRSL&RHS and the 2926 project. They invite other members to come ride along.

In addition to preparation of the fire truck and the parade, there will be work sessions at the site during the Thanksgiving weekend if weather permits.

If there are questions regarding work sessions, or if anyone has visitors who would like to make arrangements to tour the site, call (505) 332-2926.

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THANKS SNL

Sandia National Laboratories Donates Ultrasound Test Equipment

A major concern in the process of restoring 2926 is the possibility of microscopic cracks or flaws in metal parts. Such weaknesses could be disastrous if not detected before the locomotive is put back into operation. Non-invasive testing is thus a necessity.

For the NMSL&RHS, it raised an expensive question. How could we get the expensive testing done on our limited budget.

Enter Sandia National Laboratories. SNL has long been a supporter of the New Mexico Steam Locomotive and Railroad Historical Society. SNL just happened to have some surplus ultrasound test gear. The gear was donated to the Society.

Along with the test equipment, valued at almost \$15,000, came an additional benefit. A member of the SNL staff with ultrasound experience agreed to donate some time to our project. He will assist in the ultrasound testing of 2926 components and will train other members in use of the equipment.

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make noise. He qualified a small herd of junior bell ringers and whistle blowers.

Yellow hats dotted the RIP site to give tours. The Los Radiators band showed up for their afternoon concert. (Yes, I sang the Wreck of the Old 97 and the Wreck of the Number 9.) This time I first closed the valve on the whistle. Hundreds of folks came by for a visit and a tour. It was everything the day before was not.

For the whole event the Society found new members and supporters.

Our sales and donations more than covered our costs and left a few bucks in the kitty. The Education committee signed up 29 teachers from the community and supplied them with classroom resource kits. Thanks for all the hard work the members put in to prepare for and run a successful fall open house!



Travis Atwell operates our coal fired live steam model, as Albuquerque Journal Editorial Cartoonist John Trevor looks on. Trevor, a model train enthusiast is a cousin of NMSL&RHS member George Trevor, a regular work crew member at the restoration site.

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RAILROAD SAFETY SEMINAR

On Saturday November 12, twenty seven members turned out for a railroad safety seminar by Warren Scholl, Manager of Technical Training & Rules at BNSF Railway Company. A member of the NMSL&RHS, Warren used his own time to come to Albuquerque from his home in Kansas to conduct the seminar.

The seminar was held at the Indian Pueblo Cultural Center. More than 20 of those attending came early for a breakfast that included such Native New Mexican cuisine as blue corn pancakes, Indian toast, oven bread, eggs, bacon, chorizo, and of course lots of red and green chile.

The seminar ended shortly after noon, and a number of members moved back across I-40 to the restoration site to get a bit of work done. Warren had a chance to tour the site and review our progress in restoring the locomotive tender.

Our thanks to Warren for his presentation and to Robert Mondragon and staff at the Indian Pueblo Cultural Center for providing space for the seminar.



While touring the site, Warren Scholl and Jon Spargo stop near the recently restored fuel bunker. In the background, Ken Dusenberry escorts two visitors from Holland on a tour of the restoration site.

MOVING THE MADAME QUEEN

by Doyle Caton

Seventy four years ago AT&SF 5000, Madame Queen, the first 2-10-4 built to AT&SF specifications made her first trip between Clovis and Belen. Almost 50 years after she was parked in front of the depot in Amarillo, the Madam Queen, moved again. This time the move was only a few blocks.

In its new location, venerable icon of the steam era will rest in a place where she will be protected from the ravages of weather and vandalism. The Queen will be housed in a facility that will allow future generations a closeup view a grand steam locomotive that once pulled long freights throughout the west.

Sam Teague, of Amarillo's Railroad Artifact Preservation Society (RAPS) extended an invitation to NMSL&RHS members to participate in the two day event. Ken Dusenberry and I drove to Amarillo to represent the NMSL&RHS. Our participation consisted mostly of watching a couple of Jack Messer's crews do what they do best---make moving heavy objects look easy.

We had seen Jack's crew at work once before when they moved 2926 in Albuquerque. Under the direction of Daniel King, they did it again in Amarillo with the Madame Queen. Jack said that when he moved 2926, he told Daniel, "You get to move the next one".

That is just what happened, with Jack taking on the role of observer. However, the move of the Madame Queen turned out to be just a bit more of a challenge. The locomotive and tender were moved from the spot they had rested for almost 50 years, separated, and moved separately to the new site. That required a 45° left turn, a move of about 200 ft onto South Grand St, a 45° right turn, a 2-block move down the center of South Grand, a 90° left turn, another two blocks down 2nd St to Lincoln, another 45° right, a 200 ft move up a dirt ramp to a concrete pad, and a final 45° left. The tender and locomotive were then reconnected on the concrete pad.



On day 2 of the move, the Madame Queen was escorted down the center of South Grand St. on panel track. In this photo, Messer crew members have completed the linking of two panel track sections, and crew chief Daniel King signals to equipment operators.

Perhaps the following quote from the RAPS website best sums up the work of Messer Construction.

"A special THANKS to the Messer Family of Hereford, Texas for unselfishly donating their time, equipment, crew and materials to relocate the Madame Queen. Without them, this move would not have occurred.

Their primary occupation is cleaning up train wrecks, away from the eyes of the public. We were honored to witness the second public display of their talents...truly poetry in motion; a ballet performed by rugged people with heavy machinery. It's almost unbelievable that they are able to perform such coordinated movements directed only by experience and a series of hand and body signals."

For pictures of the move of the Madame Queen, go to the RAPS web site at: <http://www.railroadartifactpreservation.org/>

MADAME QUEEN: THE MOVIE

A five man film crew from the History Channel was on site both days of the Madame Queen move. They captured more than 60 hours of video with a number of cameras and sound equipment.

Currently in production, the video of Madame Queen's move will be featured as one of a 12 part documentary series called Mega Movers. The production coordinator has promised to keep us informed of the showing date.

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RAILRUNNER AT THE OPEN HOUSE



Rail Runner engine and one car.

New Mexico's Rail Runner's information booth proved to be a real attraction at the our Open House.

Chris Blewitt, transportation planner for the Mid Region Council of Governments was in the booth to answer questions. He brought charts, pictures and brochures to provide visitors with an overview of the planned commuter rail service. (See Map Below.)



The first of the 10 passenger cars ordered from Bombardier in Thunder Bay, Ontario, arrived in Albuquerque on August 30th. Additional cars, along with the first engine have arrived during the past few weeks.

Service between Belen and Bernalillo is expected to begin soon. The second phase of the project, Bernalillo to Santa Fe, is scheduled to be completed in the Fall of 2008.

NMSL&RHS member Paul Uhland is keeping a close eye on Rail Runner's progress. He regularly drives up and down the valley checking out progress in the development of Rail Runner stations.

He says that those who would like to see the Rail Runner cars will find them parked next to the turntable south of the old Santa Fe rail buildings. They can be seen from the Bridge Blvd overpass.



NMSL&RHS
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Place
Stamp
Here

ADDRESS LABEL

COMING EVENTS

REGULAR MONTHLY MEETINGS

Dec 10,----- Jan 14, -----Feb 11

All regular meeting times are 9:00 AM at the
2926 restoration site unless otherwise announced

WORK SESSIONS EVERY WEDNESDAY AND SATURDAY

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