



NEW MEXICO STEAM LOCOMOTIVE RAILROAD HISTORICAL SOCIETY

CELEBRATING NEW MEXICO CENTENNIAL 1912-2012

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BOARD ELECTION

It's That Time Again: Three BOD Positions Subject To Renewal

As a New Mexico corporation, NMSLRHS has responsibilities that go beyond the restoration project itself. We are not in business to make a profit, we don't pay salaries, and working on 2926 (and some day operating it) is where we get our kicks. But to remain a viable nonprofit corporation we must continue to maintain a squeaky clean corporate structure and effective management.

Thus, to remain on good terms with our auditors and the State of New Mexico Public Regulations Commission, we have our annual call for nomination of candidates for the Board of Directors.

With the recent restatement of our by-laws, there have been some minor changes in the election process. The following call for nominations includes an updated statement of eligibility requirements and election procedures.

* * *

Call for Nominations: This announcement is the formal call for nominations for members wishing to be candidates in the 2011 Board of Directors (BoD) elections.

Members in good standing interested in serving on the BoD must submit a Nomination Petition to the NMSLRHS Election Committee.

Eligibility for the Board: According to the Restated By Laws (May 27th, 2010), a member "must have accrued a minimum of 500 hours of work for the Society or an endorsement by a 2/3-majority vote of the Board of Directors" in order to be eligible for nomination to the Board.

Nomination Procedure: In order for any nomination petition to be valid, the following procedure must be followed.

The member must submit a petition for nomination that contains the name of the nominee, the nominee's consent to serve, the second signatures of two (2) members in good standing, and the nominee's statement of candidacy.

The Nomination Petition must be submitted to the Election Committee appointed by the

(Continued on Page 2, Column 1)

There is a Light at the End of the Tunnel.....and it's 2926!

By Bob DeGroft

Those of you who await our newsletter or go to our website on a regular basis are well aware of the many things going on with the restoration. At times it seems that we are forever inspecting, tearing down, rebuilding, painting, re-visiting, making jigs, tools, and the like without any visual coming together. There seems to be no end to the amount of tasks to be done big and small. Pictures posted on our website every week (nmslrhs.org) bear witness to that.

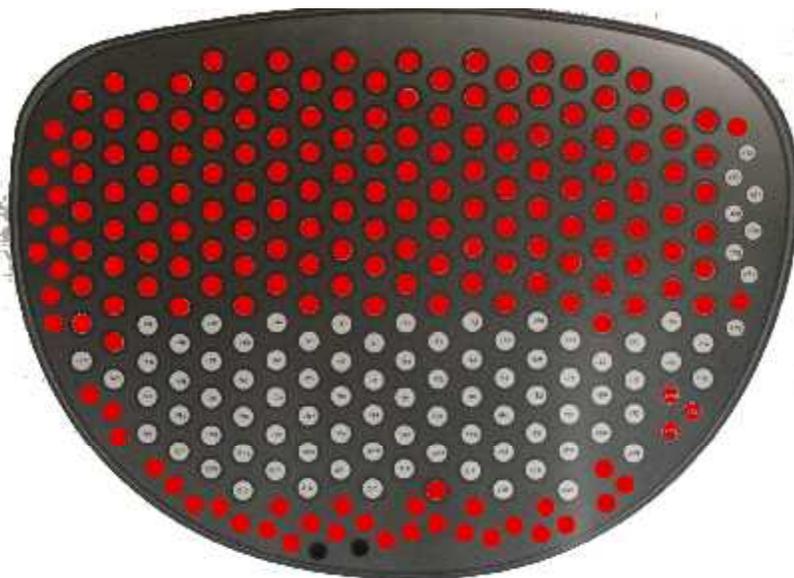
But last week I asked myself, just how far along are we?

When will all the pieces and parts come together?

In a money sense, we forecasted ten years ago that the restoration would take 1.2 million dollars to accomplish. At this point we estimate that we need \$265,000 to complete the project and if we don't encounter any unplanned costs, we'll bring the project in *under* budget.

At our current rate of cash receipts it is conceivable that we could have a running locomotive by the end of 2013! Finishing the job by 2013 is absolutely tied to cash flow. Everyone knows that the economy has been in the tank for more than two years. Yet our income over that time has been the best ever.

People believe what we knew from the start; **2926 will to run again...** sooner than you think! Tourist visits to the site have been terrific. Our website hits grow every week! This definitely is the time to dig deep and lend your financial support. Sponsor a Flue! Send a check! Encourage others to get involved and contribute.



Map of Flue Tube Sponsorship: Many people who have purchased sponsorship of one or more flue tubes has done so in the name of a friend or relative. In this picture of the front flue sheet, the flue tube holes filled in red already have a sponsor. A few are still available for purchase.

In a physical sense, we are about 65% complete on the restoration. Order and timing of remaining tasks have now become important issues.

(Continued on Page 2, Column 2)

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

President	Michael F. Hartshorne
Vice President	Dave Traudt
Secretary	Gail Kirby
Chief Mechanical Officer	Rick Kirby
Chief Safety Officer	Jon Spargo
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(Election, Continued)

BoD to manage the election. For the 2011 election, Dave Traudt, Doyle Caton, and Steve Bradford form the Election Committee. Nominations may be submitted by mail or directly to the Election Committee.

Election Timeline: The deadline for submission of nominating petitions is May 9, 2011. This means that petitions submitted by mail must be postmarked no later than May 9th.

Voting Procedures: A ballot will be prepared after Nominations are closed on May 9th. An electronic version of the ballot will be posted on the NMSLRHS web site. Electronic voting will not be possible, but members may print a copy of the ballot and mail or hand deliver their vote.

Paper ballots will also be produced. Copies will be available at the restoration site, and copies will be mailed to those members who do not have internet access.

To ensure privacy of your vote, please use two envelopes whether you are mailing or delivering your ballot to the Election Committee in person. The inner envelope should be clean with no name or return address. The outer envelope should include your name so that your vote can be recorded.

Voting will remain open from the time the ballot is posted and mailed until the Annual Meeting on Saturday July 9. Those mailing their vote should mail early enough to ensure its arrival at the NMSLRHS P.O. Box before 8:00 AM July 9.

Votes will be tallied and the winning candidates announced at the Annual Meeting.

The NMSLRHS Board Of Directors:

BoD members serve for three-year terms. There are seven elected BoD members. Additionally, the immediate past president, Chief Mechanical Officer and Chief Safety Officer are ex-officio members if they are not currently elected members of the board.

At the conclusion of the elections on July 9th, the new BoD (not the membership) will elect its officers (president, vice president, secretary and treasurer) for the coming year.

The BoD positions up for renewal in 2011 are those currently held by Clem Harris, Ernie Robart and Mike Hartshorne.

(Light at end of tunnel, Cont)

Steam locomotives operating in the U.S. are subject to strict regulation by the Federal Rail Administration (FRA). The FRA estimates there are 100 steam locomotives of various sizes and designs operating in the U.S. in a given year. And who calls the shots on the order of things? The FRA of course!

One FRA rule will directly affect the length of time we can operate before another expensive boiler rebuild. That rule states: *“In the case of a new locomotive or a locomotive being brought out of retirement, the initial 15 year period shall begin on the day that the locomotive is placed in service or 365 calendar days after the first flue tube is installed in the locomotive, whichever comes first.”*

Therefore, the ‘big Kahuna’ in this is the timing of the installation of the first flue. Illogical or not, the ticking clock for the future major overhaul of the locomotive begins one year after the installation of the first flue. So, even though we have all of the new tubes and flues on hand we will not install them yet. By doing so now we would start the clock. Since we are donation dependent we could end up wasting valuable running time if it takes more time than forecast to obtain the monies needed to finish.

Keep in mind that 99% of the funds we receive are from individuals in amounts less than 300 dollars! The state, city and federal governments have other fish to fry folks. It’s up to us to get the job done, and we are well on our way do doing it our way.

Like the honey bee, that theoretically from an aerodynamic engineering point cannot fly, yet flies on and makes a little honey every day, your society has been diligently refurbishing compressors, pumps, pipes, valves, lubricators, brake parts, staybolts, boiler sheets, and the like, storing them away in containers ready for installation.



Busy Bees At A Side Rod Cleaning Party. *The massive side rods, like all other parts are cleaned, polished and stored to await reinstallation. Meanwhile, their bearings are being thoroughly cleaned, and with guidance from Timken, will undergo a detailed inspection.*

Right now we are removing the rods and rod bearings, one of the last unknown conditions involved with the restoration. The rods are in great shape and we are conversing weekly with Timken folks about rod bearing removal and conditions. Within the next two months we should have answers to the many questions we have about their condition, but from a strictly un-professional view they look pretty darn good considering the fact that they have been idle for over 50 years.

So, railfans, keep the donations coming. We can see the finish line and together we can make it happen!

CONFINED SPACE SAFETY

Jon Spargo, Chief Safety Officer

One of the more difficult aspects of safety that we have to deal with is Confined Space Safety. Specifically, how do you rescue someone that becomes sick or is injured while working in a confined space ?

On 2926 we have identified three areas in the engine that qualify as confined spaces, the smoke box, the boiler (between the flu sheets) and the firebox. The most difficult, from the rescue standpoint, is the fire box because of the very small fire box door that is the only way in or out!



John Cekala, Mike Hartshorne, & Dave Anglen inside the boiler. Boiler egress, less cramped than the firebox, is through the top.



Brian Brogie, standing inside the huge firebox watches John Gibbons work on staybolt holes. Picture was taken from the small firebox door opening.

For most of our purposes, all three of our confined spaces are classified as **“simple” confined spaces**. There is a second classification known as a **“permit required” confined space**. This is a confined space that is known to contain a hazard or is created when the person entering to do work takes the hazard in with him. A perfect example for us would be doing welding inside the fire box.

OSHA is paranoid and has a real heartache over permit required confined spaces in general and with rescue operations in particular. There is good reason for this. Statistics have shown that more people die trying to perform a confined space rescue than from being in the confined space. It is no wonder then that Confined Space Rescue is tricky business.

Thanks to Safety Officer John Cekala, we are well on our way towards implementing a Confined Space Program complete with the ability to perform confined space rescue. This is very timely as we are approaching the day when much welding will be done inside the fire box. Issues such as fire watch, ventilation, confined space attendants and trained rescue personnel are well along in the planning phase. As well, a basic list of needed rescue equipment has been drawn up and will be purchased in the very near future.

Some training has already been accomplished and more is to come. The pictures here illustrate how a volunteer could be safely extracted from the fire box. In this case it is just not enough to get a victim out of a confined space such as the boiler or fire box. Next, you have to get the victim safely lowered to the ground so that Fire Dept. Rescue Personnel can attend to his medical needs.

Again thanks to John Cekala and to member Bill McSweeney, we have been working closely with the Albuquerque Fire Department’s Heavy Rescue Unit and have used their expertise and advice in our planning process. At some point we will need additional volunteers to be trained to perform confined space rescue. Our goal is to have enough trained members so that we are covered on any day that welding is taking place in the fire box. If you think you might like to volunteer please see John Cekala or me.



Brian Brogie laughs as John Gibbons does a ‘ground hog’ exit from our most confined space. . . the firebox.



Wrapped in a ‘plastic taco shell’ rescue device, Safety Officer John Cekala is pulled from the firebox onto the firing deck (floor of the cab) during safety training.



Under the watchful eye of Chief Mechanical Officer Rick Kirby, Cekala is lowered from the firing deck.

ALL THE PIECES AND PARTS

Bob DeGroft's question, *"When will all the pieces and parts come together?"* is right on target. We ask ourselves that question often.

Those of us on the work site every session can take a look around, discuss issues with each other, and make our own best guess. For those who depend on the internet or this newsletter, it's more difficult to see the light at the end of the tunnel. You might think we are just a bunch of 'foamers'...all talk and no progress.

To help you see the big picture with a bit more clarity, we are making some changes in the newsletter format. The most significant of those changes is the introduction of a new regular segment, 'The CMO Corner'.

Rick Kirby, our Chief Mechanical Officer, and backup CMOs, Bob DeGroft and Dave Traudt are dealing with a lot of "Parts and Pieces" issues. Likewise, Warren Janke is busier than the proverbial 'one armed paper hanger' entering parts and pieces info into our database, while answering all sorts of questions regarding items already in the database.

Fortunately, the number and skill level of members on site for each work session is the best yet. Having members of Plumbers and Pipefitters Local 412 join us accelerated our progress....and gave Rick, Bob, and Dave a lot more tasks to juggle at each work session.

Rick and his better half, NMSLRHS Board Secretary Gail Kirby, maintain a good record of ongoing activity. That record, together with the photos shot by Dave Traudt, Mike Hartshorne and others, will hopefully provide a regular snapshot of the 'Rebirth of AT&SF 2926'.

Read "The CMO Corner" in future issues, along with Mike Hartshorne's "Banging On A 2900" that will pick up again in the next issue.

NOTE: To see all that is happening, and get to know a bunch of guys and gals who are definitely not 'foamers' you still need to drop by and get a tour of the site. ...*Editor*



BEHIND THE SCENE: At work inside the 'reefer'. It is our 'ice age' rail car that predates refrigerated cars, but was still often referred to as a 'reefer'. The produce and other perishables it carried were kept cool by circulating air over ice stored in bins at each end.

It serves as office, computer center, meeting room, etc. Karla DeGroft and Warren Janke are busy with all important admin duties. Karla is assembling information for the auditors while Warren is sweating over the details of the database that holds info on all those 'parts and pieces'.

THE CMO CORNER

By Rick Kirby

For those who haven't been at the site lately or haven't visited our web page, we thought it may be a good time to brief folks on all that's going on.

Work of late has been the side rod removal along with removing all the old paint revealing shiny metal.

Our machinists and welders have been fabricating pullers to remove the driver rod bearing. Two are off and two await puller fabrication. Both current and retired Timken personnel have been offering guidance along the way.

One brass insert from one rod was pressed out and sent to non-destructive testing to determine its metallurgy. Separating the eccentric bearings from their pins has been a mixed endeavor. The fireman's side was removed easily while the other had to be cut off. New replacements are now on site.

Most of the lubricators have been cleaned and new seals installed.

New springs have been ordered for the hot water boiler feed pump check valves. A second set is being made for 3751 in California. The two groups are sharing the expense. I expect our set will be on site at the end of April.

The big project underway is the firebox outer sheet replacement on the fireman's side. Final fit-up and joint beveling will be complete in the next few weeks. We will then begin tack welding the sheet in place. Once tacked all the new stay rods will be tacked in place.

As you all can tell we are embarking on areas of the restoration which are, to say the least, bank account draining activities. We have had great support in the past and we hope it will continue. We still have tube and flue sponsorships available for those who may wish to help us out with the restoration.

The following photos will provide a glimpse of just a few of our day-to-day activities. Visit www.nmslrhs.org for more details.

Thanks for your support as always.



ABOVE: We are keeping machinists Ralph and Eric busy making parts and tools.
BELOW: Not-so-glamorous grunt work. Gail Kirby is busy cleaning one of the myriad pieces of pipe that must be cleaned, inspected and stored for later reinstallation.





*ABOVE: Removal of side rod reveals some nasty looking rust. Fortunately, it is not as bad as it looks, and cleans up well.
 BELOW: The hours of cleaning reveal beautiful shiny metal beneath the many layers of paint applied over 46 years of display on the park.*



ABOVE: Removing The Side Rod Brass Insert: Sixty years ago, in the AT&SF backshops, two guys with one of the many small cranes, a stock mandril tool, and a handy press would have made quick work of removing the insert. In frame one, we see Rick Kirby, Ken Dusenberry, Clem Harris, Bob DeGroft, John Gibbons, (and a couple more members out of sight) lifting and guiding the rod into place in our press, so that 'pusher' tool manufactured by machinist Eric Rave, can be fitted over the insert. In frame two, Randy McEntire checks the position. After pressing the insert from the rod, Randy (center), Dave Van De Valde, and Ken inspect and mark the insert. The insert was then sent to Rob Gunter, our brass expert, for non-destructive metallurgical analysis to determine its composition.

(See more CMO Corner pictures on the following page).



REMOVING THOSE PESKY BEARINGS: **Frame one:** A build-our-own bearing puller in place ready to pull. **Frame two:** A few good men?... And one woman. Seems there are plenty of puller advisors, but who is in charge? Gail Kirby, moving the tool wagon seems to be the only one working. **Frame three:** The just removed bearing is placed on the workbench by Clem Harris.

WRAPPER SHEET PATCH

One of the more exacting tasks in the restoration is the wrapper sheet patch on the firebox where ultrasonic testing revealed weak spots. The spots, caused by corrosion, probably resulted from the locomotive's position on display at Coronado Park for 46 years. That portion, on the fireman's side, faced north under the park's elm trees, where moisture accumulated under the insulation.

GETTING THE PATCH IN PLACE: The following pictures show the step-by-step process of lifting the patch into place. Once there, the final precise trim will be made before welding the patch in place. Danny Rivera can hardly wait to begin welding on the patch. **Frame 1:** Jon Spargo and John Gibbons display the patch below the hole to be patched. **Frame 2:** The lift begins, using a winch attached to our gantry crane, 'Big Bird'. Rick Kirby (on scaffold) and Danny Rivera guide the patch as it is lifted. **Frames 3 and 4:** John Gibbons, Rick, and Danny pry, jiggle, and wiggle the patch into place. **Frame 5:** The lifting crew, Nate Phillips (on lower ladder), Chuck Mangold, and Ken Dusenberry survey their work. **Frame 6 & 7** With patch in place Rick checks alignment.



To Be Continued: Soon, welder Danny Rivera will begin the delicate process of welding the patch into place. The resulting patch must be strong enough to withstand the boiler pressure of more than 300 psi.

NMSLRHS Co-Sponsors Los Lunas Rail Exhibit

Led by John Taylor, some members of our 'Rail History Gang', Steve Bradford, Dave Traudt, and Andy Rutkiewicz, have been working with the Valencia County Historical Society to develop a museum display. The display reveals the significance of railroading in Valencia County from its arrival in the 19th century to current activity in the 21st century. In the following brief article, John Taylor mentions some of the highlights of the exhibit, and encourages everyone to drop by and learn about Valencia County's role in the development of New Mexico and the Southwest U.S.*Editor*

RAILROADING IN VALENCIA COUNTY

Highlighting railroad activity in Belen, Los Lunas and surrounding communities in Valencia County

The railroad first arrived in Valencia County sometime in the spring of 1880, and the County was changed forever. That momentous era in our history is now being memorialized in an exhibit at the Los Lunas Museum of Heritage and Arts entitled "Railroading in Valencia County." Co-sponsored by NMSLRHS and the Valencia County Historical Society and hosted by the museum, this exhibit traces the history of railroading from the frantic days of the 1880s through the present.



NMSLRHS members take a break for a group photo at the opening of the Valencia County Historical Society's railroading exhibit. L to R, Mike Swanson, Doyle Caton, John Spargo, Steve Bradford, John Taylor, and Pete Adair

Highlights of the exhibit include a section on Wrecks and Robberies that features the Great Belen Train Robbery and the infamous Abo Canyon Gang; a section on the Era of Steam that includes photographs, artifacts from our own 2926, and some of Dave Traudt's classic HO models; a section on the Transition from Steam to Diesel with a first-person account of the Last Steam Run on the Santa Fe; sections on the Belen Harvey House, the Belen Cutoff, and the Luna Mansion with several unique artifacts from each; and a section on Today and the Future that features BNSF and Rail Runner.

The exhibit includes unique artifacts, video tapes, and lots of photographs, maps and diagrams. Also featured are several items of original railroad art by Jack Ostrom, Gayle van Horn, Gil Bennett, and our own Steve Bradford, plus an award-winning O-scale layout that was loaned to us by Jon Spargo.

The exhibit opened on March 26 and will run through June 25. The museum is located at 251 Main Street in Los Lunas (under the water tank just east of the tracks) and is open from 10 to 5 Tuesday through Saturday.

Make a point of visiting the museum sometime this Spring—you'll be glad you took the time!

LOS LUNAS MUSEUM OF HERITAGE AND ARTS
251 MAIN STREET, LOS LUNAS NM
HOURS 10:00 AM TO 5:00 PM TUESDAY THRU SATURDAY

CALENDAR OF EVENTS

The coming of spring has brought more than just more comfortable weather for our work crew. Plans have sprouted for a number of train and railroad related events during the next few weeks. Here are some of them.

March 26—June 25

Railroading In Valencia County
Los Lunas Museum Of Heritage and Arts

Saturday May, 7

Train Day In Albuquerque

Albuquerque Transportation Center
Amtrak, BNSF, and RailRunner will have equipment on display, with other transportation exhibits. NMSLRHS will have a display, and members will be there in force in our official uniform 'pinstripe overalls'.

Saturday May 21

Albuquerque Railroad Fair
Expo New Mexico (State Fairgrounds)
9:00 AM to 4:00 PM
Operating Model Railroad Exhibits
Model Railroad Equip & Parts For Sale
Railroad Collectibles For Sale

Saturday May 21

BNSF Belen Public Library Benefit Display
Across Tracks From Belen Harvey House
BNSF will have on display one of its newest diesel locomotives, and a caboose. BNSF employees will be on hand to conduct tours for a small fee. Fees to benefit Belen Library.

June 4-8-11, 2011

Savor Albuquerque June 3 to 12 2011

A new signature event showcasing the best of Albuquerque's arts and culture including the Festival Flamenco Internacional de Alburquerque.

During the 2011 Savor ABQ Event, NMSLRHS will hold a series of Mini Open Houses. Saturday June 4 will be the grand opening of our New Mexico Centennial exhibit entitled, **The Role of Railroads in the Growth and Development of the State of New Mexico.**

The exhibit, supported by the New Mexico Department of Cultural Affairs will be displayed at various venues around the state during New Mexico's centennial celebrations.

The June 4 event will be repeated on Wednesday June 8 and Saturday June 11. Unlike our annual autumn Open House, restoration work on our huge steam locomotive, Santa Fe #2926, will continue on those days. Thus there will be no music or games. The only entertainment will be watching our volunteers busy at work.

HISTORIC RAILROAD FACILITY IS SITE OF C&T ANNUAL BANQUET

NMSLRHS Well Represented At Cumbres And Toltec Scenic Railroad Spring Event

The evening of March 25th saw Mike Hartshorne, Lida Crooks, Dave Traudt, and Jon and Dora Spargo at the Hotel Parq Central in Albuquerque to participate in the Friends of C&TSRR annual affair.

In case 'Hotel Parq Central' doesn't ring a bell, try AT&SF Hospital. The historic facility, located on Central Avenue just across I-25 west of the current Presbyterian Hospital Center, has been turned into a neat boutique hotel.



Built in 1926 as a sanitarium, the historic building later became the Santa Fe Railroad hospital, a role it filled during the mid portion of the last century.

The historic building that had once been a rail hospital has added meaning for some of the rail aficionados, especially Dr. Elizabeth Hume, wife of our old friend Bill Hume. Dr. Hume who once had Dr. Lida Crooks as a med school residency student remembered operating in the building's surgery suite when it was a hospital.

The NMSLRHS members visited with Dr. Craig McMullen, President of the Friends of C&TSRR Board of Directors. Dr. McMullen, a retired radiologist (h-m-m-m, I think we know one radiologist) has returned to student status—learning to operate a C&TSRR engine.

Jim Wrinn, Editor of Trains Magazine spoke at the meeting. He expressed interest in our efforts on 2926. He plans to come back this summer, and bring his overalls. Mike will give him a hard hat, and let him get dirty climbing around inside 2926.

* * *

Editors Note: *The historic hospital building also has a special place in my memory. My grandmother's brother, Roy Minson, was the only real railroader in our family. A longtime Rock Island hostler in Shawnee OK, he passed away in the AT&SF hospital in 1967.*

Uncle Roy retired to Las Cruces after WWII, where he and my aunt owned the old White Dot restaurant on Las Cruces' west side. He spent a good bit of time back and forth to the hospital before his death.

Some of my earliest steam memories are the cab rides on a siding in the Rock Island yards that Uncle Roy would give me when we visited him in Shawnee. (OSHA would frown on such rides now.)—Doyle Caton

NEW MEMBERS COME ON BOARD READY TO GO TO WORK

We are always happy to see new members join the effort to bring our big machine back to life. It is especially pleasing that we have new members from various parts of the country. They contribute in many different ways. Some send financial support that is always welcome. Others make the trip to Albuquerque and show up ready to go to work.

Typical of some out-of-state members is Birmingham Alabama resident H.T 'Tommy' Ryan. Not close enough to show up on site for hard labor, he recently purchased a lifetime membership and \$900 in flue tube sponsorship.

Other recent long distance flue tube sponsors include: Stuart L. Scott, Lake Bluff, Illinois; Richard R. Donnelley, Scottsdale Arizona; Neil R. Artman, Cincinnati, Ohio; and William Pierson, Lewisberry Pennsylvania.

It is really great to see that some of those new members represent a younger generation. Though many of us experienced the thrill of seeing huge steam locomotives operate in their heyday, it is the current and future generations that will keep the historical perspective by caring for and operating 2926 in coming years.

When new members show up ready to go to work, they receive safety training (the gospel according to Jon Spargo), a thorough tour of the site, don their safety gear and get to work. The following pictures capture that process.

In the first picture, Hayley Clifford of North Hills California works at a vise while boy friend Gordon McDonald, from Grenada Hills California looks on. Now, that looks like a dedicated steam locomotive couple.

Another out of state couple showing up for work was Dan Nicolini and daughter Ariana from Tucson Arizona. In the second picture, Ariana is shown with father and son John and Henry Roberts of Albuquerque. They are inside the water container of the restored 2926 tender on their introductory tour.



THE 2926 STORE IS OPEN

Storekeeper Pete Adair reports that he has ordered more 2926 memorabilia. We have hats, T-shirts, coffee cups, pins, etc. as well as a variety of train art. The items will be available at a number of events around Albuquerque and other parts of the state as the summer season advances.

The warm weather also means that we will have increased visitor traffic at the restoration site. Pete will have a display set up at each work session so that visitors can get a look at 2926 items—and in the process help put New Mexico's big historical icon back on the high rails.

The art pictured at right and in our new mast-head is a Gayle Van Horn rendering of a 1950's era Stan Kistler photo of 2926 in San Diego California. Prints of various sizes, along with prints of additional art by Gil Bennett, Jack Ostrom, and Steve Bradford, are available for purchase from the 2926 store.

