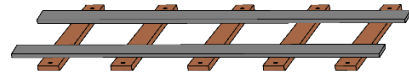


# On Track



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**If you are receiving this newsletter for the first time, welcome to the fold! We are in the process of cataloging our visitors logs for the last few years, and your name and email appeared! If you wish to be taken off our list, just let us know, but we hope that you will stay with us, follow us on line, and return as a visitor sometime soon. Previous editions of this newsletter may be found on our [website](#). If you have comments on the newsletter, please send them to [nmslrhs@nmslrhs.org](mailto:nmslrhs@nmslrhs.org).**

**Current Status:** The engineer's side air compressor has been removed for overhaul, and a first draft of an electrical systems manual for the 2926 has been completed. Work continues on the tool car as fixtures and appliances are relocated to accommodate other necessary systems. Inspections and refurbishment activities at the turntable continue, as do plans for allowing access to the Sawmill Spur. Work on installing the STADCO generator on the tool car is nearly completed. This will enable us to supply 480-volt power wherever needed during operations. The new-to-us forklift, generously donated by Kohlhaas Corporation, was converted to run on liquid propane gas and is almost ready to run.

**Accomplishments:** We missed a few workdays in January due to inclement weather (mostly high winds). The locomotive was rolled out to permit compressor removal on January 28. We continue to plan for exhibition of a steamed-up 2926 at the Alvarado Transportation Center for National Train Day, May 13, 2023. This is largely contingent on repairs to the Sawmill Spur which are currently estimated to cost around \$50,000. The New Mexico Department of Transportation (NMDOT) brought in a track inspector who will report back to them on the condition of the Sawmill Spur. We will meet with them and discuss the results when the report is complete. Leaders of the Society were invited to present an informational briefing to the New Mexico House Transportation Committee at the end of January. The meeting was set up by Kristine Jacobus and the presentation was given by John Roberts, Mathew Casford, and Phil Jacobus. The presentation was well received and there were a number of supporters within the committee members. We continue to work on the turntable at the Albuquerque Rail Yards and are going to attempt to move the turntable to align its jacking brackets to the jack pads.

**Profile of a member:** This month we are featuring one of the several couples that work on the 2926—Bill and Jane McSweeney (but mostly Spirit the wonder dog!). Bill and Jane hail from New Jersey where they met while in high school.



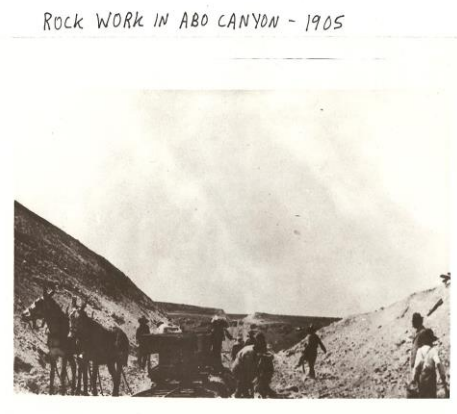
Jane, a third-generation firefighter, started emergency response work at 16 and Bill chased fire trucks to get her attention until he was stopped by the constable for being an “ambulance chaser” and decided to sign up for himself. They got married in 1981 and have three children and two grandchildren.

Bill (better known as “Pecos Bill”) and Jane moved to New Mexico in 1981 and settled on a 15-acre guest ranch named Los Pinos in Cowles (just north of Pecos) which was owned by his parents. They both joined the Glorieta Pass Fire District where they have worked for over 40 years, Bill as a Fire Captain and Jane as a First Aid/CPR instructor and the current Fire Chief of the District.

They found out about the 2926 in 2009 through the good offices of the late Bernie Brock. Bill belonged to the local model railroad club, and, on one occasion, was told by Bernie that he had “put his damn caboose on backwards.” Bill dutifully repositioned the caboose, and Bernie told him that he should be working on real trains. The rest is history.

They have had Spirit, a certified service dog, for eight years, since the mostly Labrador mixed-breed was only eight weeks old. Spirit has been declared the unofficial mascot of the 2926 and is largely friendly to everyone (except Bob Martin—no one can figure out why—Bob is a really good guy!).

**A short historical note: The Belen Cut-Off 1902-08:** In the 1880s the AT&SF had completed a transcontinental line from Kansas City to California through New Mexico. Unlike other transcontinental lines, this one required no connections with other railroads. It was “Santa Fe all the way.” However, the steep grades over Raton Pass had been an operational problem from the beginning. Numerous extra locomotives and engine crews had to be stationed there to help trains over the pass. The best alternative involved a route from Rio Puerco, through Belen, transiting Abo canyon, then crossing eastern New Mexico and the Texas Panhandle, to Amarillo, connecting with existing AT&SF lines or subsidiaries.



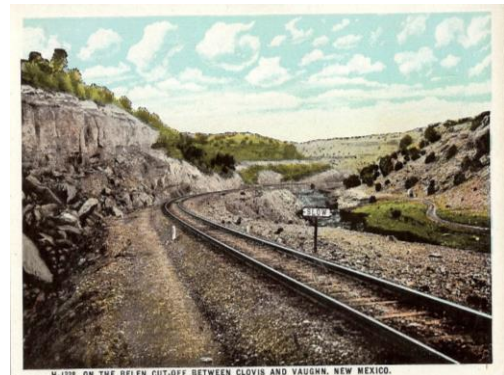
Map of the Belen Cut-off

Survey work for the new line was performed in 1902 and work began the next year, starting in the most difficult section, Abo Pass. The start of construction created a short-lived economic boom for Belen.

Twenty miles of track had been laid east toward Abo Pass, and much grading had been done for the line through the pass, when an economic recession hit, halting construction.

Work did not resume for two years and the line was formally completed in 1908, although commercial traffic had begun in December 1907. The completion of the Belen Cut-Off marked the end of major railroad construction by the AT&SF in New Mexico.

New and greatly expanded railroad facilities were built in Belen to support operations over the Cut-Off. A new railroad yard was built, along with locomotive servicing facilities, a turntable, and large roundhouse. The new facilities required a significant labor force and many of the newly hired workers either already lived in Belen or moved there, swelling the town's population overnight and spurring economic activity. Because it was the major intersection between Santa Fe's north-south and east-west lines, Belen soon became known as the Hub City, a moniker that it has retained to the present day.

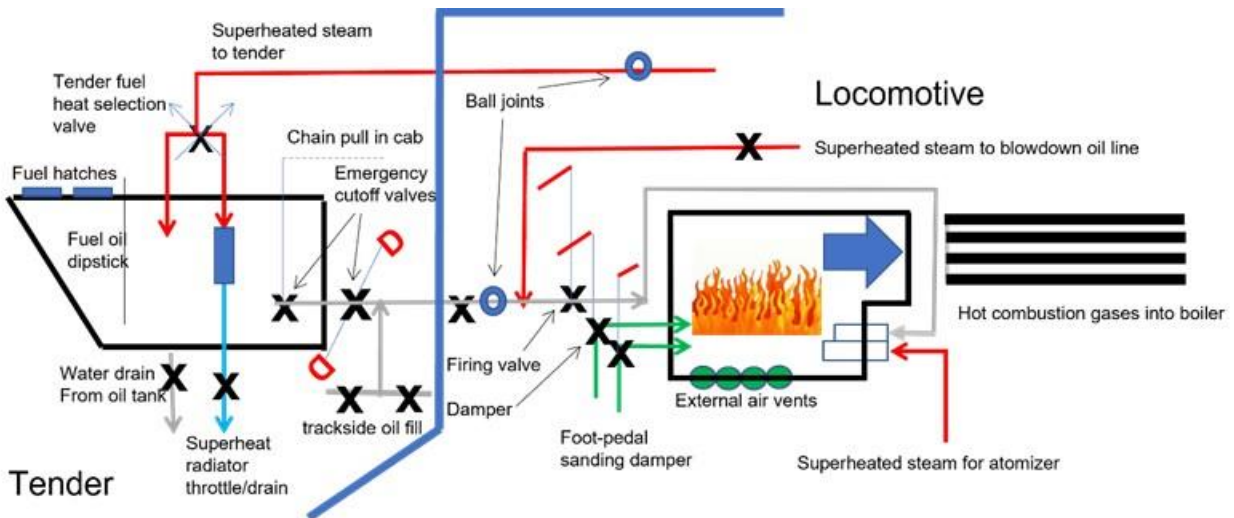


H-1038 ON THE BELÉN CUT-OFF BETWEEN CLOVIS AND VAUGHN, NEW MEXICO.

**What's new in the store?** Welcome all to a New Year at our NMSL&RHS Restoration rail site. Our on-site store is in process of refreshing our inventory stocks and adding new items to our merchandise inventory selections. Please stop by and visit with Marsha Marsden, and find out about our closeout items, and pending arrival of new merchandise! Our site store and (mini artifact museum) is accepting donations of AT&SF materials, books, artifacts, and selected model RR items. Please see Rick Marsden for details!



**How does it work?** The 2926 runs on liquid fuel. It originally used thick Bunker C oil but now runs on either used motor oil or diesel oil. Fuel is stored in a 7,200-gallon tank that sits in the front middle section of the tender where coal was stored in the original tender designs (the oil tanks were designed to fit into the existing coal bunker space). The tender fuel tank can be filled either through two large hatches on the top of the tender or through two retrofitted trackside fuel fill valves, one on each side of the front of the tender. Superheated steam is introduced into the tender to either agitate and heat the fuel oil or through a radiator to warm the oil. Superheated steam is also used to blow back the fuel line to prevent buildup of contaminants in the line.



Fuel flows by gravity through a series of valves to the burner, which is situated on the front of the firebox below the combustion chamber and facing towards the cab. There are two emergency stop valves in the fuel line between the tender and the burner. The first one is located inside the fuel tank and is actuated by pulling a cable that runs from the top of the tender into the cab. This valve would also shut if the tender were somehow to separate from the locomotive while underway. Just downstream of this valve, but outside the tank, is an emergency shutoff valve which can be actuated by pulling red handles on either side of the tender from trackside.

The fueling stop valve is located under the floor of the cab and is used to stop pressurized fuel flow to the burner during refueling operations. It is followed by the firing valve which controls the amount of fuel flowing to the burner. The firing valve is controlled by a red valve handle adjacent to the fireman's position in the cab. Immediately below the firing valve handle is the damper control which controls air flow into the firebox (note that there are also permanent air inlets on both sides of the firebox). There is also a foot-pedal damper which is closed to enhance the vacuum in the firebox during flue sanding operations.

The fuel flows in a "waterfall-like" manner through a shallow trough in the top of the burner. Immediately under and behind the "waterfall" is a superheated steam outlet slit, referred to as an atomizer, which breaks the fuel into small droplets to enhance combustion. The flame temperature in the firebox will vary depending on several factors, including the type of oil being burned, the demand level of the boiler, etc., but is generally between 1,800°F and 2,700°F. The hot combustion gases pass forward through the 52 tubes and 220 flues in the boiler into the smoke box.

**What's new on the website ([2926.us](http://2926.us))?** We continue to add more photos and information to the website—please check it out!

**Follow the money:** If you are interested in donating to our cause, check the [website](http://website) to donate through [Paypal](https://www.paypal.com) and/or click on our [GoFundMe](https://www.gofundme.com) and [Venmo](https://www.venmo.com) links! Be sure to check out our [Facebook](https://www.facebook.com), [Youtube](https://www.youtube.com), and [Instagram](https://www.instagram.com) pages as well! Other potential sites of interest: our friends at the [Wheels Museum](http://www.wheelsmuseum.com) and activities at the [Albuquerque Railyards](http://www.albuquerque-railyards.com).



HAPPY VALENTINE'S DAY  
FROM YOUR FRIENDS AT THE  
2926

