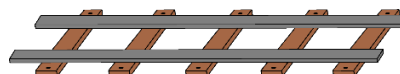


On Track



Vol 2, Number 3, March 2023

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, return as a visitor sometime soon, or even become a member!. 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.

Current Status: We are still aiming for displaying a steamed- up locomotive at the Alvarado Transportation Center. Our target date is May 15 (National Train Day), but this is contingent on obtaining a number of permissions and completing rail repairs. If May 15 does not work out, our plan is to schedule an event sometime in June. Stay tuned! Progress on relocating various components underneath the support car continue so that the various electrical components can be run. We are awaiting the turntable inspection report and proposal from Next General Rail. The New Mexico Legislative session is winding up as we publish this edition, so we will get more information on our capital outlay request in the near future. We received some good publicity from KRQE, our local CBS affiliate, on our turntable efforts.

Accomplishments: More pit clean up and engine wiring work on the turntable is ongoing thanks to Janet, Chris, and others. The engineer's side compressor has been removed and transported to an offsite work area. It has been disassembled, the cylinders honed, and valves lapped. Watch the compressor rebuild video here: [compressor video](#). Henry is investigating sources for new T-bolts. The video system and event monitor is being installed and the turntable inspection has been completed.

Profile of a member: Do you need a heavy load moved? Do you need someone to wear an orange vest and help move the locomotive? Do you need a shoulder to whine or cry on? Or do you need a beautiful, thoughtful poem? Well, if any of these apply to you, we have just the man for the job—Lewis Monette!

A trained social worker with a bachelor's degree from UNM and a Masters in Social Work from NMSU, Lewis was born in Mescalero and graduated from the Santa Fe Indian School in 1982. He has worked for the Albuquerque Public Schools for 26 years as a special education social worker. He not only works with special needs kids, but spends a lot of time with academic and administrative staff, helping them to understand the fact that some of the students for whom they are responsible aren't bad kids, but are simply "wired differently" and need unique and individual attention.



Lewis specializes in working with elementary and middle school children. He deals with cognitively, physically, and emotionally challenged kids, focusing much of his efforts in developing social skills. "These kids won't always be in special ed," he notes. "Eventually they will have to make their way in the real world. They must be treated individually, but I don't coddle them. They need to realize that there is no 'special education' in life." Although he was not hired as a Native American specialist, Lewis is the only male Native American on the APS special education staff, and he is frequently consulted concerning issues related to some of the Native American students that he encounters.

Lewis gives a lot of credit to his mother, Donna. She is Choctaw-Chippewa, a retired nurse, and a single mom who raised three children while still working full time. She also frequents our site with a huge smile and wonderful sense of humor. She is something of a Native American activist, having sponsored and organized the Mothers' Day Pow Wow in Socorro for several years.

Lewis is married and has a daughter who is also a social worker. In his spare time, he reads and writes and has journalled for many years. Many of you will recall the beautiful poem he provided at a dinner several years ago. If you don't recall, look in the restoration history book—it will inspire you!

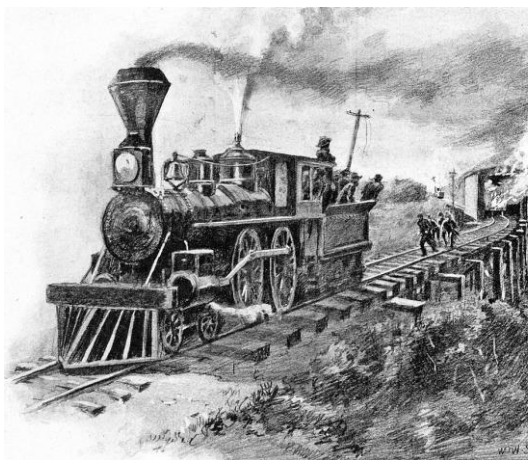
Lewis found out about the 2926 from a flyer in the teachers' lounge at one of the schools where he was working. He said that he was having a lot of stress at work at the time, and the locomotive and its band of brothers (with a few sisters mixed in) was a great stress reliever. He said that he was initially intimidated by working around a bunch of technical folks, although, from this author's point of view, having someone with a more visceral and less cerebral world view has brought a great balance to our organization.

Lewis brings a spiritual side to the 2926. He sees the locomotive and our organization from a very different point of view. He performed a cleansing ceremony on the support car shortly after it was delivered using sage and his own burn pot to bless the car and give it and all who work on it good luck.

A man with a strong back, a quick wit, and a unique ability to see technical things from an emotional and spiritual point of view, Lewis is one of the special members of our really special organization!

A short historical note: The Great Locomotive Chase: On April 12, 1862, a group of 23 Union soldiers led by secret agent and spy James J. Andrews snuck into Atlanta. Their goal was to steal a northbound train and drive north, destroying the trackage, telegraph wires, bridges, and other infrastructure. The northbound train to Chattanooga, pulled by the 4-4-0 wood-burning locomotive *General*, had stopped for breakfast at 6:45 AM at the Lacy Hotel just south of Big Shanty (now Kennesaw), Georgia. The raiders who had boarded the train at Marietta disguised as civilians, disconnected the passenger cars, leaving the three boxcars immediately behind the tender and took off north, leaving Conductor William Fuller fuming as he chased his locomotive on foot through a steady rain.

After running for about two miles, Fuller found a pole-driven handcar, and after being derailed because of damage to the rails caused by the raiders, Fuller commandeered the small switch engine *Yonah* which was on a siding at Etowah. When the *General* reached Kingston, Andrews learned that he would have to wait on a siding to allow three special southbound trains to pass. After an agonizing hour wait, Andrews was finally able to resume his race north with Fuller and his pursuers were just minutes behind.



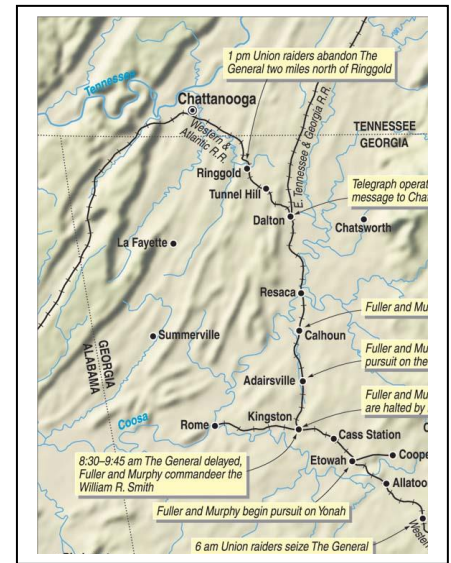
When Fuller and the *Yonah* reached Kingston, the now-furious conductor traded the *Yonah* for the more powerful *William R. Smith*. Because the pursuers were gaining on the *General*, Andrews and his soldiers did not have time for serious destruction of bridges and rails, although they did manage to cut some telegraph wires and pull up a few rails along the way.

At Adairsville, Fuller changed out the *William R. Smith* for the more powerful *Texas*, opting to drive it backwards rather than wait to turn it around. By the time the raiders reached Calhoun, they could hear the whistle of the *Texas* and they knew that forces in Chattanooga had already been alerted. Just 18 miles south of Chattanooga, the raiders tried, unsuccessfully, to set a bridge at Chickamauga on fire. However,

the rain doused the flames and, after racing north for 87 miles, the *General* had run out of fuel and water, so the soldiers abandoned the locomotive and ran off into the Georgia woods.

Most of the group, including Andrews, were captured, and he and seven others were tried as spies and hung. Six of the men were kept as prisoners of war and later exchanged for Confederate prisoners. The remaining eight escaped and managed to reach Union lines. One of the men, Private (later First Lieutenant) Jacob Parrott, was the first person to receive the newly authorized Medal of Honor. Eventually, all but three of the raiders would receive the Medal, several posthumously.

Although the raid was largely unsuccessful, it has been glorified in books, movies, and monuments. In addition, both locomotives have been restored and preserved—the *General* in the southern Museum of Civil War and Locomotive History in Kennesaw, Georgia, and the *Texas* at the Atlanta History Center.



The *General*



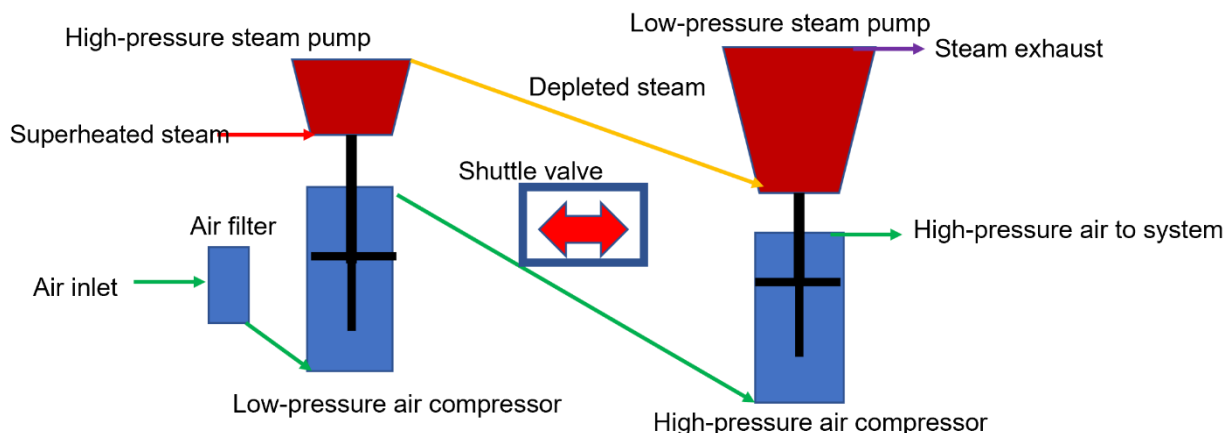
The *Yonah*



The *Texas*

How does it Work? The 2926's main air system operates on 130 to 140 psig (pounds per square inch gauge pressure) air provided by two steam-powered, reciprocal-pump-driven, cross-compound air compressors. Superheated steam enters the high-pressure pump which, in turn, drives the low-pressure air pump. Exhaust steam from the high-pressure pump drives the low-pressure steam pump. The low-pressure steam pump drives the high-pressure air pump. A shuttle valve between the two air pumps regulates the air output to provide the net increase in air pressure.

The steam pumps are controlled by a duplex governor which senses pressure in the #1 main reservoir (fireman's side). When the 140 psig sensor senses pressure below 130 psig, it opens the main steam valves to start the compressors. When the air pressure rises to 140 psig, the governor closes the steam inlet valves. However, the compressors keep cycling at a low speed to maintain lubrication. The steam sides of the air compressors are lubricated with steam oil which is heated from the steam exhaust header to ensure sufficient viscosity for flow. The air side of the compressors have separate lubrication sources.



Air is directed to the #1 main reservoir either from the air compressor pipe through radiators or from the main reservoir equalizing line if the air is being provided by the trailing diesel. The #1 reservoir is connected to the #2 main reservoir (engineer's side) through a check valve which prevents total loss of air pressure should one of the auxiliaries (bell ringer, sanding valves, stack lifter, or foam meter blowdown valve actuator) develop a leak or should a main reservoir MU equalizing line become uncoupled. The brakes and the power reverse get their air from the #2 main reservoir. Both reservoirs have auxiliary air connections to permit charging the systems from site air if the steam-driven compressors are not operating.

What's new on the website (2926.us)? We continue to add pictures and video, so check it out!

Money, etc.: If you are interested in donating to our cause, check the [website](http://2926.us) to donate through [Paypal](https://www.paypal.com) and/or click on our [GoFundMe](https://www.gofundme.com) and [Venmo](https://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). The Board of Directors is soliciting volunteers to act as a Webmaster for the organization. This person would need to be a member but could work remotely. Tasks would include maintaining the website, adding photos and photo captions, and adding other materials as needed (e.g., newsletters, advertisements for the store, etc.). If you are interested, please contact [John Roberts](mailto:John.Roberts@2926.us) or [Gail Kirby](mailto:Gail.Kirby@2926.us). In addition, election season is not far off. We know that we will need candidates for Secretary and Treasurer, so please be thinking about helping us out!



*Have a kiss of the
Blarney Stone!*

