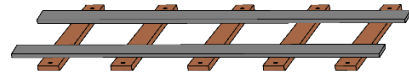


On Track



Vol 2, Number 7, July 2023

If you are receiving this newsletter for the first time, welcome to the fold! We are cataloging our visitor 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 online, 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 nmheritagerail@nmheritagerail.com or directly to your humble editor, John Taylor, at jtlymtnest@aol.com

Current Status: We are preparing for a second run to Tractor Brewing on August 26! Watch for the details and be sure to join us! In the meantime, the engine is rolled out on workdays to facilitate lubricating the running gear under the engine, sample the axle oil to check its condition, adjust the brake linkages and brake cylinders, and to provide a better experience for our many visitors. Work on the turntable continues at a slow but steady pace as preparations are being made to remove the rails from the bridge deck. We are currently helping Edie Cherry and Jim See, with the New Mexico Architectural Foundation, on a piece on their website about the Albuquerque Rail Yards.

Accomplishments: We continue to pare down the post-May-move punch list. The long-suffering injector steam line is being modified by inserting a short section of high-temperature, high-pressure flex tubing in the hopes of producing a permanent fix to our constant leaks. A recent focus has been on identifying and documenting all the lubrication points on the engine and tender. Bob Martin continues to develop a detailed set of prints that show the locations, types of lubricant, and frequency of lubrication for all these points, which will be used for preventive maintenance prior to all movements. The installation of the 480-volt features and the MU fixtures on the support car is also underway. John Roberts and Kristine and Phil Jacobus had an interesting and productive meeting with Bernalillo County Manager, Julie Baca. She seems to be eager and willing to help us accomplish our goals.

Profile of a member: So, you probably remember the shaggy-haired guy in the faded green sweatshirt—you know, the one who can lift the turntable with one hand while starting a seventy-year-old diesel with the other. Well, he apparently sold his sweatshirt to some new guy who is clean cut and clean shaven and still claims to be Chris Rosol. Yep, that's our Chris, the King of the Railyard crew!



Chris, like Janet Penevolpe, Jon Spargo, and probably others, hails from New Jersey (not sure what it is about these Garden Staters who are coming to the Land of Enchantment in droves!). He went to school at West Morris Central, home of the Wolfpack, where he majored in shop—wood shop, metal shop, auto shop, stop-n-shop, etc., graduating in 1987.

After high school, he joined the Air Force where he was a cargo loader at Dover Air Force Base, Delaware, Travis Air Force Base, California, and in Riyadh, Saudi Arabia, during Desert Storm. He left the Air Force in 1993 and moved to Albuquerque where his family had relocated (once again, from New Jersey!) in 1987.

Chris attended UNM from 1993 through 1997, obtaining a degree in Civil Engineering. He went to work for URS (now AECOM) as a roadway engineer where he was one of the designers on the “Big I,” project (where I-25 and I-40 intermingle in the middle of Albuquerque). You can blame him the next time you get stuck on one of the flyovers! He still works as a roadway engineer, having recently moved from URS to Horrocks.

Chris always liked trains and mechanical work and found the 2926 at our Open House in 2016. He told someone how cool it would be to work on the locomotive and was given a membership for his birthday! He is also one of our fearless Lurch drivers. (Our Shuttle Wagon, who we affectionately refer to as “Lurch,” is the vehicle we use to move 2926 around the restoration site 99% of the time.) Because of his unique civil engineering background, he was an ideal choice to head up the turntable renovation.

So, the next time you see this clean-cut young man, don’t be fooled—he’ll let his hair grow out, keep the green sweatshirt, and resume his secret identity as Chris Rosol, Turntable Man!

A short historical note: First a bit of etymology. The word caboose comes from a Dutch word *kabuis* meaning a small cabin on the deck of a ship, frequently used as a kitchen. It started being applied to the last car on a train in the mid-19th century when part of the crew (usually the conductor and one or two brakemen) would cook, eat, and sleep in the car. Note that the plural of the word is cabooses, not, as some would have it, cabese. Of course, all of this becomes a bit moot when we note that the Santa Fe referred to the last car in the train as a waycar, terminology that originated in the early 20th century from the name “Way Freight Rider Car,” or car for extra crewmen. I personally prefer the term caboose, but so it goes.

Some of you may recall, or may have been told, that when the locomotive was in Coronado Park there was a waycar attached. It was not put there with the original Santa Fe donation of the engine and tender in 1956 but was added sometime later. So, what ever became of the wayward waycar? Well, according to “them what’s in the know,” when Jack Messer and company moved the locomotive out of the park in 2000, they put the waycar on a low-boy truck, and it was driven to the railyards where it sat on a siding, along with the kitchen car and the military guard car that were donated to NMSL&RHS when Sandia National Laboratories closed the rail spur that went from Kirtland Air Force Base to the main line.

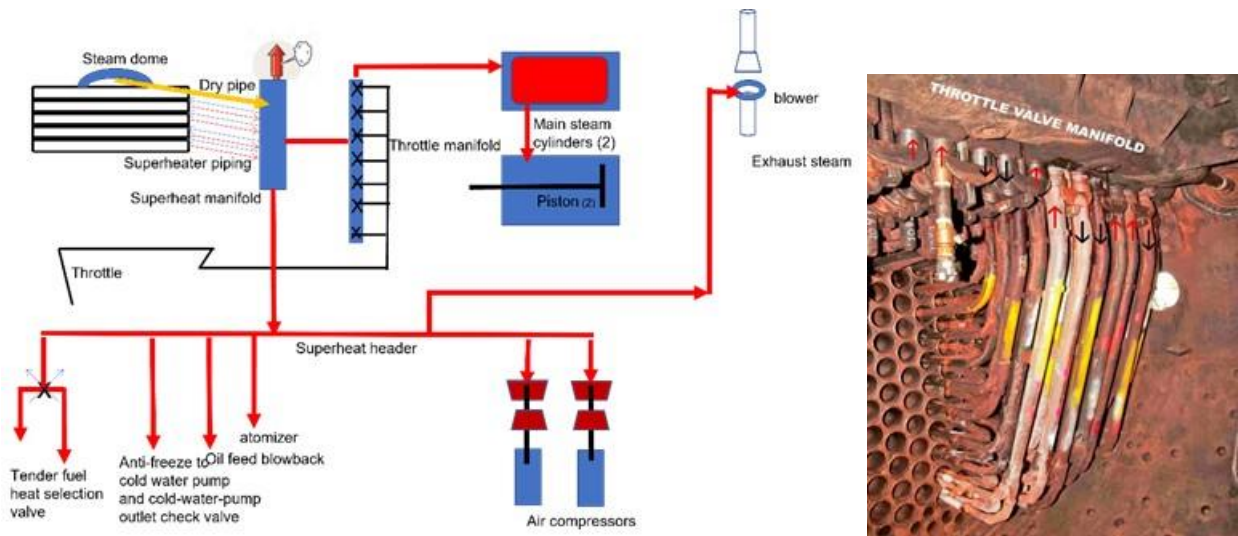


In 2018, the city decided that they needed the space where the cars were stored and told us to move them. After some scrambling around, the cars were sold, and moved out of the Railyards. The waycar, which was in terrible condition, ended up in a location at Roma and Commercial where, as rumor has it, it will be incorporated into a microbrewery or restaurant sometime in the future.



How does it work: The 2926 is a *steam* locomotive, so this month we are going to talk about part of the steam system. 2926's boiler has over three miles of piping, which are the key elements in providing the steam required to operate the engine. The boiler has 270 tubes and flues that pass the hot gasses generated in the firebox, through the water in the boiler and to the smokebox at the front of the engine. With hot gasses on the inside and water on the outside, this arrangement boils the water to a saturated condition, nominally 300 psi and 418 degrees Fahrenheit. This saturated steam, steam that exists at the boiling point for the pressure to which it is subjected, rises into a dome on the top of the boiler. Some of it moves aft to the steam fountain (more on this in another edition). The remainder moves forward through a large pipe, known as the dry pipe, to the superheater manifold which sits just behind the throttle manifold in the smokebox.

This saturated steam passes through a set of U-shaped pipes that are installed inside the larger flues. Now we have saturated steam on the inside of the pipe with hot gas on the outside. This provides more thermal energy to the steam, causing it to become superheated. Thus, superheated steam is steam that has been heated to a temperature that exceeds the boiling point for the pressure to which it is subjected. This approach is used to put extra energy into the steam, without raising the pressure to a more dangerous level, so that the extra energy can be extracted from the steam.

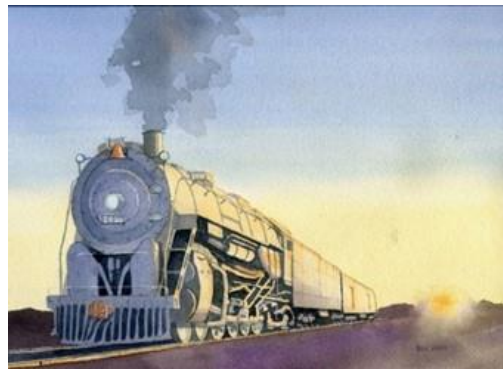


This highly energetic steam is piped to the cylinders to drive the pistons. It is also used for some auxiliary equipment including the blower, the atomizer, various heating and defrosting systems, the whistle, and the air compressors.

What's new in the store The store has a complete stock of the most popular items—hats, mugs, shirts, and art. Two new items are a brass key fob, cast in our own foundry! and a cute little cast-resin Bear Moosehead Train.



On a sad note: The Society lost one of our long-time and stalwart members with the death last month of artist Gayle van Horn. His glorious paintings of the 2926 in action grace many homes in New Mexico and elsewhere. Although he is no longer with us, he will live on in our hearts and in his art. The haunting image of the 2926 at sunset is one of his last 2926 paintings.



How you can help and other tidbits: If you are interested in donating to our cause (because operating a steam locomotive takes money!), check the [website](#) to donate through [Paypal](#) and/or click on our [GoFundMe](#) and [Venmo](#) links! Be sure to check out our [Facebook](#), [Youtube](#), and [Instagram](#) pages as well! Other potential sites of interest: our friends at the [Wheels Museum](#) and activities at the [Albuquerque Railyards](#). The Board of Directors is soliciting a volunteer 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](#) or [Gail Kirby](#). Please see our Membership page to discover our other volunteer opportunities. In addition, election season is here. We need candidates interested in filling the Secretary or Treasurer positions, so please help us.

Some Upcoming July Holidays

July 23—Vanilla Ice Cream Day



July 28—Chocolate Milk Day



July 31—Avocado Day



(July 29—My wife's birthday—so I don't forget!)