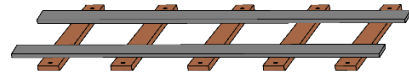


# On Track



Vol 1, Number 1, October 2022

With much gratitude to Doyle Caton who has kept us so well informed for so many years, welcome to our new, more frequent and muchly abbreviated newsletter. We will try to get this out with the same general topics every month or so to keep people updated. In the regard, if you have newsworthy information, please contact John Taylor or one of the other Board members.

**Current Status:** The mechanical restoration of the locomotive is essentially complete, although there are a few projects still ongoing. Most notable of these is the overhaul of the air compressors under the direction of Henry Roberts. The other major efforts underway are administrative—obtaining permission to operate on the Sawmill Spur, negotiations with the City for access to and permission to work in the Railyards, and fund raising to support these efforts and other rail upgrades.

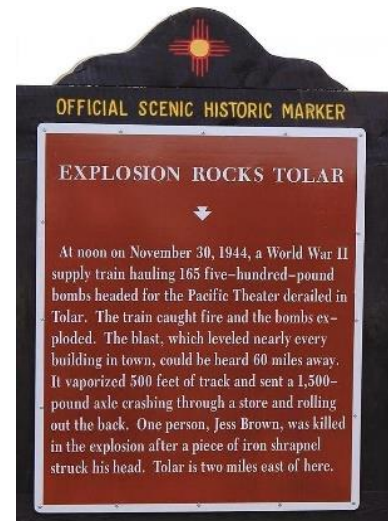
**Accomplishments:** the largest single accomplishment in the last month or so is the completion of the upgrade to the 8th Street grade crossing. Jon Spargo oversaw the project which was completed by Mountain States Constructors. In addition, we had a successful Open House with about 1,200 visitors to “ooh” and “ahh” at our beautiful locomotive! We are also very close to getting permission to work at the Railyards in preparation for a possible move to that location.



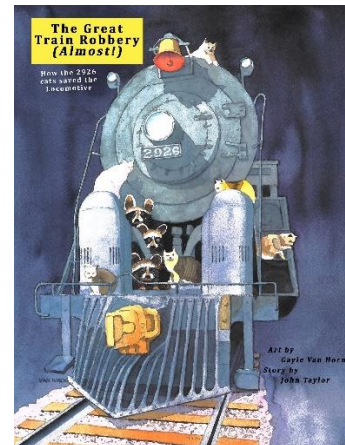
**Profile of a member:** This month we sadly recognize Ken Dusenbery, one of the most senior and most knowledgeable of our members, who passed away last month. Ken joined the organization before the locomotive left the park and was the second Chief Mechanical Officer. He oversaw most of the tender overhaul as well as the move from the Menaul Siding to our 8<sup>th</sup> Street site. Ken was a proud Vietnam veteran and a retired Albuquerque police sergeant who pioneered the concept of community policing in a particularly rough part of Albuquerque. In addition to his work on the 2926, Ken was one of the leaders of the New Mexico Civil War reenactor community. He spent many weekends firing a cannon at reenactments across the state, and he was always available to talk to school students about American history, especially the Civil War. Ken was a loving husband and family man and our thoughts and prayers go out to his wife, Marilyn.



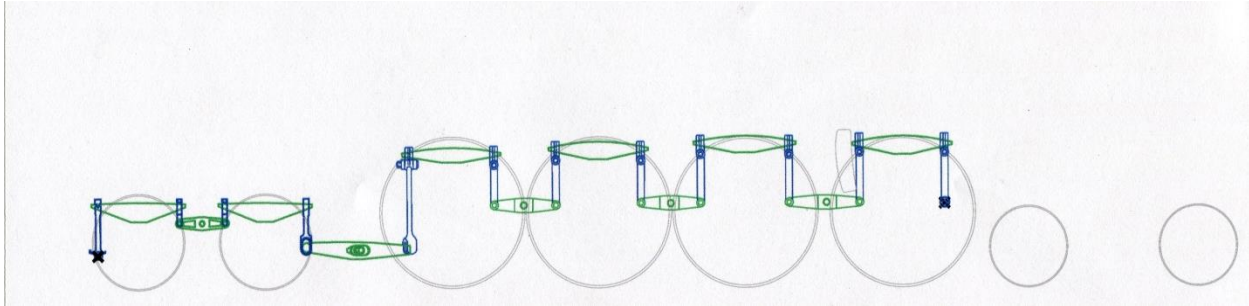
**A short historical note:** Each month we will delve into the archives and dredge up a piece of history. This month, we'll discuss the Tolar explosion which occurred on November 30, 1944, at the small town of Tolar on the Santa Fe Railway near Melrose. A west-bound mixed freight train was carrying, among other cargo, a boxcar filled with 165 500-pound bombs, bound for the war in the Pacific. One of the freight cars suffered a hot box (a fire in one of the axle journal boxes) which caused one of its axles to break. Several cars derailed and an oil tanker caught fire. The fire eventually spread to the munitions car, and the bombs exploded. Even though the town of Tolar was essentially leveled, only one person, a shopkeeper named Jess Brown was killed. The reason there were not more casualties was that almost all the town's residents had gone to Clovis to see the movie "Gone With the Wind!"



**What's new in the store?** We recently received the donation of an old UP lantern, still in working order. We also have miniature boiler serial brass medallions, new round logo patches, and a new Gayle Van Horn image in stock. In addition, the children's coloring book, "The Great Train Robbery, Almost" is now available for the bargain price of \$10 (plus S/H). Everyone with children, grandchildren, crayons, or colored pencils needs at least one copy!



**How does it work?** I'd like to include a brief description a particular system on the locomotive in each edition of the newsletter. Of course, you can get the "Full Monte" by purchasing one of the System Manuals that we sell in the store. Let's start this month with a rather simple system—the suspension and equalization system. The eight drive wheels and four trailing truck wheels are linked by six sets of leaf springs (elliptical shapes below), five rocker bars, and twelve connecting rods that are anchored at the front and the back of the chassis on each side of the locomotive. The purpose of this suspension system is not to provide a smooth Rolls-Royce style ride to the crew in the cab but to ensure that there is equal pressure on each of the drive wheels as the locomotive moves down the track.



**What's new on the website?** Our website is now up and running with new content being added every week. Note that the new site name is 2926.us, although the old one will redirect you if you forget!

**Follow the money:** Even though we have over three hundred twelve thousand unencumbered dollars in our various accounts, we are not yet home free! In addition to potential costs associated with the air compressors and other equipment, we will have a lot of expenses associated with getting off our site, onto the Sawmill Spur, down to the Railyards, and eventually onto the Main Line. Bob DeGroft is championing a Go-Fund-Me site to help us raise money for the rail repairs and upgrades that may be necessary. Tell all your friends to open their wallets!



**FREE 2926!**



**WE NEED YOU!**  
Help us get "On the Rails"  
Beyond our restoration site

Sign our petition!  
We need to move to the south  
end of the old Rail Yards for  
more operational space

**Become a member today!**