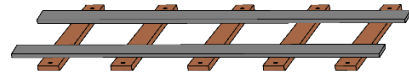


# On Track



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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 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](mailto:nmheritagerail@nmheritagerail.com).**

**Current Status:** The engine and tender are back in the engine house. The boiler and tender were drained to minimize corrosion, and our crew is working on a short “punch list” of minor issues that emerged during the recent operation. We are also working hard on the turntable at the Railyards, using the very generous appropriation from the Legislature and the Governor.

**Accomplishments:** This month saw one of the biggest accomplishments in our restoration history when the 2926 steamed out of the restoration site and traveled ½-mile down the Sawmill Spur for a fundraising event at Tractor Brewing Co.-Wells Park. We had lots of interested and curious people, and a few VIPs, come to watch us move and learn about 2926, who we are, and what we’re working to do. The Phoenix, which had risen from the ashes in the summer of 2021, finally escaped from her 8<sup>th</sup> Street cage to much cheering and not just a few tears of joy. Please visit our various online platforms (linked below) where you can view images and video of this momentous occasion. Please remember that operating a steam locomotive on the rails, even a short trip like this, is EXPENSIVE and we need your help to be able to continue these, and longer, trips!



**Profile of a member:** Our family of 2926 volunteers has many well-educated and well-trained individuals. We have certified boiler welders, professional engineers, tool designers, and PhD physicists. to name just a few. However, our best-educated member is almost certainly Janet Penvelope with a BS double major in Chemistry and Biology from Douglas College at Rutgers University, an MA from Rockford University in Secondary Science Education, and a second MS in Science Teaching from New Mexico Tech. You probably don’t want to challenge her in a game of Trivial Pursuit!

Janet hails from Morrestown (no, not Morristown!) in South Jersey where she attended Morrestown High School, home of the Fighting Quakers (huh??). After graduating from Rutgers, she moved to Illinois where she worked for Laidlaw Environmental Services for 25 years as a field chemist, a lab supervisor, and eventually as a manager responsible for generating safe operating procedures and overseeing safety training.



Janet moved to New Mexico in 1998, citing several reasons for selecting the Land of Enchantment: a decent airport, a good college, and four distinct seasons. With her degree from New Mexico Tech, she was hired as a science teacher at Rio Rancho High School where she taught for ten years before moving to CNM where she continues to teach chemistry.

She first met the 2926 at one of our Open Houses and has been an active volunteer since 2016. As one of our currently employed volunteers, she comes to the restoration site as often as she can, mostly on Saturdays. She is particularly well known for her organizational and management skills, making sure that those of us who are not particularly good at staying on task get our assigned jobs done. To put it more bluntly, she can really kick butt and take names!

When not teaching or keeping 2926 volunteers in line, Janet is a falconer. She started in this hobby in 1991 after rereading “The Once and Future King,” a favorite book from her childhood. She has worked with Harris hawks, red-tailed hawks, and a hybrid falcon.



**A short historical note:** Here is a description of the 2926 in action in 1952 by the late Jim Burke:



On January 4, 1952, I was in my second month as a fireman on Santa Fe’s Middle Division. I was called at Emporia at 9:15 p.m. for an “81 Train.” My engineer was Harry Richmond, our engine—the 2926. We climbed into her cab at the round house as usual, and our brakeman lined us through the yards to our train. When the airmen pulled their blue lanterns down, the 2926 howled her highball through Emporia’s night, and at 10:10 p.m., she had 4,000 tons stretched and rolling. We eased down the departure lead toward Merrick, facing a glowering red light east of the tower. Halfway there, the eye blinked green in agreement. Mr. Richmond, half standing, swung the pendulum throttle; the 2926 shuddered and coughed and came alive. My inch of water turned into five. I eased open on the oil. We passed the tower with cannonading stack. Her drivers were trying to slip on the crossovers. She found the westbound main, and Mr. Richmond sanded the rails. I was down on the deck with the sand scoop blotting out the stars. The pressure came back to 300. We were pushing the limit through Ellinore switches at 45. We trembled the

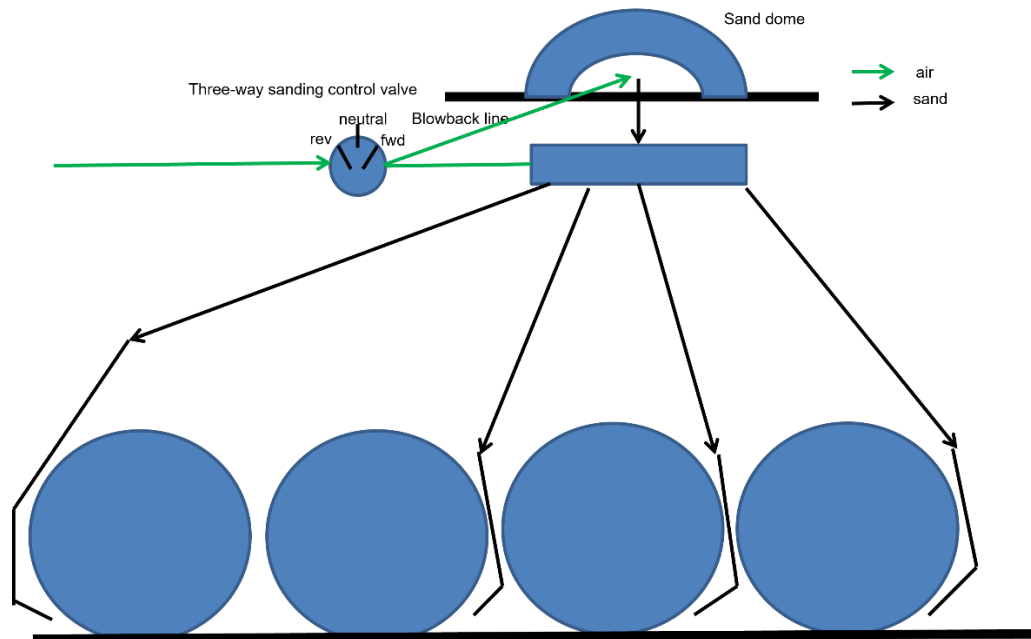
Cottonwood Bridge and hit the Flint Hills. The railroad was ours to the top—crackling through the cuts and curves. We were back up to 50 at Cassoday, but with double yellow ahead. Into Aikman siding at 40, we met a GFX halfway through. Out the west end without stopping to drop like a rock through Chelsea. We leaned to the left at 60 past Tower B—brake valve roaring. He snaked them through the curves, saving the conductor's coffee.

**How does it Work :** Since Jim Burke mentioned the use of sanding in his description above, it seems appropriate to make the sanding system our topic this month!

There are two independent sanding systems on the 2926. The first is a large sand container attached to the front of the tender fuel tank and accessed from the cab. The sand from this container is manually introduced to the firebox periodically to scour the tubes and flues to remove any residue or deposits that might reduce the effectiveness of the heat transfer in the boiler. Note that when sanding the flues, the fireman closes the pedal damper to increase the air flow into the firebox, pulling the sand through the tubes and flues.

The second sanding system is designed to increase driver traction. Approximately three tons of sand are stored in the sand dome on the top of the boiler. Sanding is controlled by using a sanding valve in the cab. When the engineer opens this valve, air is applied to the sanding system. This air pushes sand out of a cup and into the various tubes through which it falls by gravity down one of the pipes in front of the first three drive wheels or behind the number four driver when moving in reverse. When the valve is in the neutral position, no air is provided to the sanding system.

There is a blowback line to blow air into the sand dome to loosen the sand so it free flows into the sanding lines. The blowback line is activated when the sanding valve is moved from neutral to either forward or reverse. When the lever is returned to neutral, blowback air clears the lines.



**What's new on the website ([2926.us](http://2926.us))?** Be sure and checkout the video (part 1) and local press coverage of our May 6 run on the Sawmill Spur, the "sizzle reel" from the Stagecoach Foundation, and other news. Go to the website's "News" page.

**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!



*A special thank-you to all our veterans!*