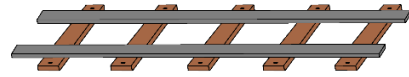


On Track



Vol 2, Number 11, November 2023

If you are receiving this newsletter for the first time, welcome to the fold! We continue to catalog our visitor logs, 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. Additional financial support will not be turned down! 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 to your humble editor, [John Taylor](#).

Current Status: We have started working on all of the various punch-list items identified from our mainline trip to the Albuquerque Rail Yards. The locomotive's oil burner was recently removed so that it can be fully cleaned in preparation for being repaired. The high-pressure steam orifice and oil pan are clearly steam cut, which is thought to be affecting its performance. The restoration site is undergoing big changes as one of our landlords, the Bureau of Indian Affairs, has started demolition of all their buildings immediately to our north on their property. This requires us to protect and alarm the northern side of the property as the buildings, which were an integral part of our property line, will no longer be there.

The organization is in need of a board member, secretary, treasurer, and volunteers to help record and track our volunteers' work hours and run and operate the restoration site store so that we can continue our forward progress. Please become an active member and help us out! Your skills and participation are valuable and we need your help. Reach out to [John Roberts](#) and tell us how you'd like to help.

Capital Outlay Corner: NMHR continues to work with the City of Albuquerque to complete the Use Agreement that will allow us to use them to be our fiscal agent. We are told that the paperwork is "with the state," which is the next step in the process. Once the Use Agreement is in place, the state can authorize the city to allow us to spend the \$200k of non-recurring funds that we have been allotted to us by the governor. We have until June/July 2024 to spend or, at a minimum, encumber the funds. The primary plan for these funds is to refurbish, renew, or replace the track from the city's fence line to the edge of the turntable located at the south Rail Yards. If any funds remain, other smaller purchases to support the refurbishment of the turntable will be made. The completion of the first Use Agreement is supposed to help finalize the other use agreement needed for the \$475k in capital outlay funds that are waiting in the wings. These funds will be used to complete the refurbishment and restoration of the turntable, though it's unknown if these funds will fully cover the cost of bridge's rail and tie replacement, hydraulic drive system restoration, and central-support bearing inspection.

A couple of months ago, NMHR's president submitted a response to a request for proposal (RFP) from the County of Bernalillo. The response to the RFP included a request for funds for site security perimeter fencing, restoration of selected radius tracks, and construction of a short-term secure storage facility for the locomotive at the south Rail Yards (for our eventual move to a new home). Utility infrastructure upgrades (e.g., water, sewer, gas, electric, etc.) was also requested but a cost was not associated with this activity as it will require consultations with the appropriate utilities. NMHR's proposal was accepted as an awardee but that doesn't mean we get any money, just that the County of Bernalillo found our proposal acceptable for them to work with us and to be our fiscal agent. The president and our lobbyist will now have to work on the legislators to ask for their financial support.

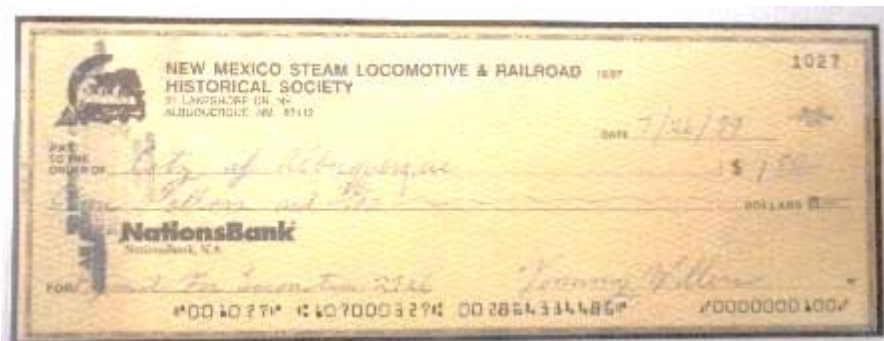
Accomplishments: Things are relatively quiet as we move into the winter months and we don't have any moves planned through the rest of the year. Our New Mexico Railroad Days event at the Albuquerque Rail Yards was a big success and also a big learning experience for our organization. There were some things we missed during planning, but we will get better as we move forward and we know a bit more of the process and required permissions. NMHR gives a big THANK YOU to all of the city and state officials and departments, volunteers, and crew who helped us make NMRD happen!

Profile of a member: This month we are featuring one of our founding members, Tommy Willers. Tommy is an Albuquerque native and a 1969 graduate of Albuquerque High School (Go Bulldawgs!). After high school he attended UNM for a year but was put off by the Vietnam-era university atmosphere so switched to the Technical Vocational Institute (TVI, now CNM) where he studied accounting and data processing. He put those skills to good use in a 26-year career at University Hospital, followed by 12 more years at Lowes hardware. He was forced to take an early retirement due to some health problems, but fortunately (especially for us) those are largely in his rear-view mirror.



Tommy characterizes himself as a “wheel creature.” He is a plastic model collector (e.g., ships, cars, planes, dirigibles: note to self—ships and dirigibles don't have wheels!), a member of the Old Car Club, and an N-gauge and O-27-gauge modeler with a modular section that depicts Albuquerque's old Alvarado Station. He has carted his module around to shows in New Mexico and Texas. He is also something of a Packard nut; owning two Packards, a 1954 Patrician, a 1947 Super Clipper, as well as 1/8-scale models of a 1957 Packard hearse and an ambulance.

Tommy was NMSL&RHS's first treasurer and was the man who signed the one-dollar check that purchased the 2926 from the City of Albuquerque. He was befriended by the first president, Ed Bukove, who persuaded him to join the infant organization in the mid-1990s. Ed's only requirement of Tommy was that he “write neatly.”



Willers has lots of friends in the modeling and railroad community and one sister in Denver who keeps an eye on him. So, if you want to know anything about modeling or the early days of our esteemed organization, sit down with the guy in the blue hoodie with an ATSF cap—he's got the info!

A short historical note: Docents at the site are frequently asked to compare the 2926 with Union Pacific’s Big Boy #4014, the largest steam locomotive ever built. As Steve Bradford has correctly pointed out, this is a bit like comparing apples and oranges (although both are round fruit, about the same size, and close to the same color!). With many thanks to Steve, here are some of the statistics:

Specification	2926	4014
Builder	Baldwin Locomotive Works	American Locomotive Company
Build date	May 1944	November 1941
Class	2900-class	4-8-8-4-1
Wheel configuration (Whyte System)	4-8-4	4-8-8-4
Driver diameter (inches)	80	68
Length (including tender)	122 feet	132 feet 9 7/8 inches
Grate Area (square feet)	108	150
Total weight, Empty (lbs.)	974,850	1,198,500
Weight on Drivers (adhesive wt-lb)	295,000	540,000
Axle Load (lbs)	73,500 (4 axles)	67,500 (8 axles)
Water capacity (gallons)	24,500	24,500
Fuel capacity (gallons--oil)	7,200	6,450 (originally 28 tons coal)
Fuel consumption (at 60 mph)	11 gal/mile	20 gal/mile (originally coal-11 tons/hr)
Water consumption (at 60 mph)	100 gal/min	200 gal/min
cylinder configuration	28 diam. x 32 inches	23 3/4 diam. x 32 inches
Maximum rated speed (mph)	100	80
Drawbar Horsepower (dbh)	4,590 at about 60 mph	6,290 at 41 mph
Valve gear	Walschaerts	Walschaerts
Boiler pressure (psi, as built)	300	300
Tractive effort (lbs-force)	66,000	135,750



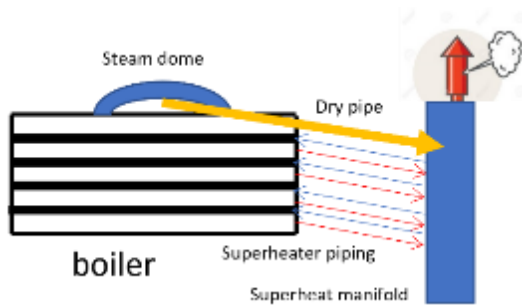
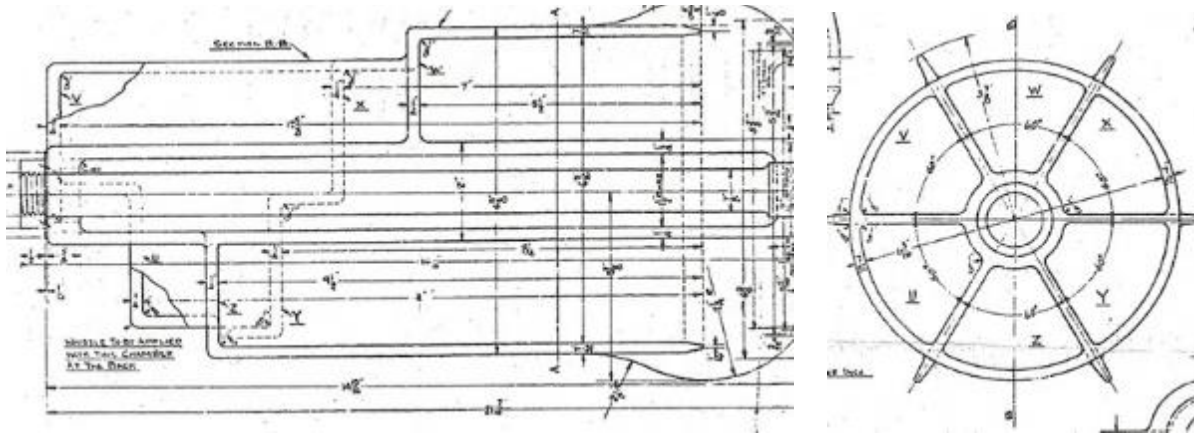
ATSF 2926



UP 4014

How does it work: This month, let’s look at our loudest feature—the whistle. Steam warning devices have been used on trains since 1833 when George Stephenson invented and patented a steam trumpet for use on the Leicester and Swannington Railway. Our Santa Fe six-chime whistle is an LM-540, manufactured by the Locomotive Finished Material Company of Atchison, Kansas. It is situated immediately above the superheat manifold in the smoke box and uses 700 °F, 290-psig steam to meet the Federal Railway Administration requirement to be heard for a mile in all directions. A replica is attached to the on-site air compressor and is used principally to scare entertain guests! The whistle has six vertical sound chambers

arranged circumferentially and shown in the diagram below. Each chamber has a unique length and diameter that produces the whistle's unique sound.



Henry Roberts holding the whistle

What's new in the store: It's a perfect time to think about a 2926 gift for that special rail fan in your family or circle of friends. The store has shirts, caps, books, and knick-knacks that are sure to please. Drop by and see what we have available.

How you can help and other tidbits: If you are interested in donating to our cause (because operating a steam locomotive is expensive!), go to our website and make a donation 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.

Happy Thanksgiving!

