

NEW MEXICO STEAM LOCOMOTIVE

AND
RAILROAD HISTORICAL SOCIETY
P. O. BOX 27270, ALBUQUERQUE, NM 87125-2720 TEL (505)332-2926

Board of Directors Election

The annual election of the NMSL&RHS Board of Directors brought two changes to the Board. Subsequent Board selection of corporate officers also resulted in a pair of changes.

The terms of Board VP Bob DeGroft and Board member Doyle Caton expired. Marlin Allison and Bob Scott were elected to fill the vacancies.

A vacancy among Officers of the Board occurred when Pete Adair opted to step down as Treasurer. He will remain on the Board.

The Board chose Bob Scott to fill the position of Vice President. Board member and former Treasurer Ernie Robart was chosen to return to that position replacing Pete.

The newly elected Board members bring real strength and talent to the Board at a propitious time in the 2926 restoration effort.

The tender restoration is near completion. Everyone is eager to start on the enormous task of restoring the locomotive itself. There is great promise of increased support for that effort. And, there are some real exciting opportunities on the horizon.

New Vice President Bob Scott is a long time avid rail fan. Bob joined the Society about a year ago after retiring to Santa Fe from Annapolis Maryland. A naval architect, he brings to the Society a lot of knowledge and experience in large complex projects. He is also well versed in working with large government organizations and corporations. Both his technical knowledge and project development skills will bring great benefit to the NMSL&RHS.

New Board member Marlin Allison, (USAF Ret.) is a native of Española New Mexico. Before retirement he was a flight engineer on USAF C-5 aircraft. The broad technical knowledge gained as part of the crew operating the massive transports to all parts of the world will benefit the Society in many ways.

During the past year, Marlin has shown his talents by upgrading and networking the Society's computers. He has also digitized our growing collection of 2926 engineering drawings and locomotive folio, as well as a number of other technical tasks.

These two Society members who have already proven their abilities during the past year are excellent additions the the Board.

CHASING ED'S DREAM

NMSL&RHS Members Chasing Union Pacific 844 Were Really Chasing A Dream Of Founder Ed Bukove

By Doyle Caton

NMSL&RHS founder Ed Bukove was determined to save 2926 from rusting away in Coronado Park. He had seen Union Pacific's Number 844 on some of its numerous excursion runs. He dreamed that someday, a fully restored AT&SF 2926, slightly larger than 844, would put on an even bigger show.

On two days in May, a number of NMSL&RHS members had a chance to more clearly understand Ed's motivation. As we chased UP 844 on its recent excursion through eastern New Mexico, we were really chasing Ed's dream. It was very easy to look at 844 steaming across the desert between Carrizozo and Alamogordo and visualize 2926 returning to its glory days on AT&SF tracks in other parts of New Mexico.



UP 844 Cruises Through A Steam Era Trestle Near Carrizozo Photo by Jon Spargo

The chase by NMSL&RHS members started in Dalhart Texas in the early morning of May 7. After a 40 mile straight line run, it entered New Mexico near Nara Visa. It logged another 240 miles through Logan, Tucumcari, Santa Rosa, Vaughn, Corona, Carrizozo, and Tularosa before stopping for the night in Alamogordo.

In the early morning of May 8, 844 departed for El Paso Texas with only one NMSL&RHS member still in the chase. That was Ernie Robart, who logged the most miles, having picked up the chase at Logan, New Mexico.

Three of our newer—and younger, more energetic—members logged less chase miles but certainly had the most grueling weekend schedule. Chris Zahrt, Zack Hall, and Jason Sobczynski drove from Williams, Arizona to Albuquerque, worked all day at the 2926 site, and then drove to Dalhart Texas to meet 844 for its Dalhart departure. They chased 844 from Dalhart to Tucumcari before heading back to Williams and their real jobs at the Grand Canyon Railway.

More than a dozen members picked up the chase at Vaughn, where the Union Pacific line (formerly Southern Pacific) passes under the very busy BNSF east-west line. To get an early start, Bob and Karla Degroft spent the night at a motel in Vaughn. Others drove from Belen, or in the case of Ernie Robart, followed 844 to Vaughn.

At a 1950's style roadside diner in Vaughn, Travis Atwell, Dave Traudt and I linked up with El Paso based UP engineer Gary Bonine and UP Road Manager John D. Tilley. Tilley informed us that 844 was about an hour behind

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President—Michael F. Hartshorne
Vice President—Robert J. Scott
Chief Mechanical Officer—Ken Dusenberry
Chief Safety Officer—Jon Spargo
Newsletter Editor—Doyle L. Caton

MAILING ADDRESS: NMSL&RHS
P.O. BOX 27270
Albuquerque, NM 87125-7270
Tel: (505)332-2926 web: www.nmrhs.org

OPEN HOUSE 2006

Open House Set For Late October

We have been working on the 2926 fuel tender for almost four years. It is near reassembly, and we plan to start on the locomotive itself in the near future.

To allow one more look at the locomotive before its disassembly, we have scheduled an open house. On Saturday October 21st, from 9:00 am to 5:00pm, there will be an opportunity for visitors to climb into the cab and get up close to the locomotive.

Once disassembled, 2926 may look more like the contents of a spare parts yard than a locomotive.



Open House 2005

Though the program is not complete yet, there will be more than just a look at the locomotive in its pre-restoration state.

In addition to the locomotive, there will be a other historic items and a variety of educational activities. The younger set—and maybe a few older ones—will be able to ring the locomotive's huge bell, and blow the whistle.

There will be music and entertainment, videos, hot dogs and soft drinks, and other activities for a fun day and a walk back into the history of steam railroads.

Put October 21 on your calendar now. Plan to bring the kids, bring your camera, and bring a hot dog appetite.



Our Locomotive In Its Prime: San Diego, Circa 1950

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schedule. We opted for coffee and donuts, before going to the UP siding just northeast of Vaughn, about a mile east of the BNSF underpass. There, we found the DeGrofts, along with the Adairs, McClures, Sons, and a lot of other people who were obviously not local residents of Vaughn New Mexico.

A few UP railroad police and a rather harried New Mexico State Trooper were trying to manage a traffic jam in the small parking strip alongside the UP siding right in the middle of New Mexico's wide open ranch country. The trooper's wife and small children seemed to enjoying the prospect of seeing a real live steam locomotive up close, and even asked about visiting 2926.

When 844 arrived and came to a stop, we were all envious as Gary Bonine climbed aboard to pilot 844 on to Alamogordo. As the locomotive began rolling a mad scramble began to get position for following it south to Carrizozo and Alamogordo.

We got some good video from the overpass just north of Corona, jumped back into our cars and headed for the ghost town of Ancho, three miles east of U.S. Highway 54. There we found our Chief Safety Officer Jon Spargo and Dave Matthews. They had driven over from Socorro.



Service Stop: A steam Locomotive Draws A Crowd, Even In A small Town Like Carrizozo

Another few frames of video and a lot of snapshots as 844 flew past the clanging crossing bells on rural road 462 in Ancho, and we were off to catch up with the locomotive in Carrizozo where it stopped for service.

At Carrizozo, NMSL&RHS member Bernie Brock joined the chase. Bernie lives in Santa Fe, so he had to get up early and drive some extra miles to catch up with 844 and the steam fan entourage following it.

Leaving Carrizozo in early afternoon, 844 headed for the long straight stretch alongside U.S. 54 toward Tularosa. It was on this stretch that jockeying for position in a caravan of 100 or so cars and vans became serious. We did get some good video as well as the two following photos by Jon Spargo.



Heading For Tularosa, 844 Speeds Down A Slight Grade Past A Juniper And Pinon Landscape.

A quick photo op on the overpass south of Tularosa and it was on to Alamogordo as 844 veered away from the highway cruising through the pecan and pistachio groves and vineyards paralleling White Sands Missile Range.



UP 844 At Speed Crossing An Arroyo North Of Tularosa

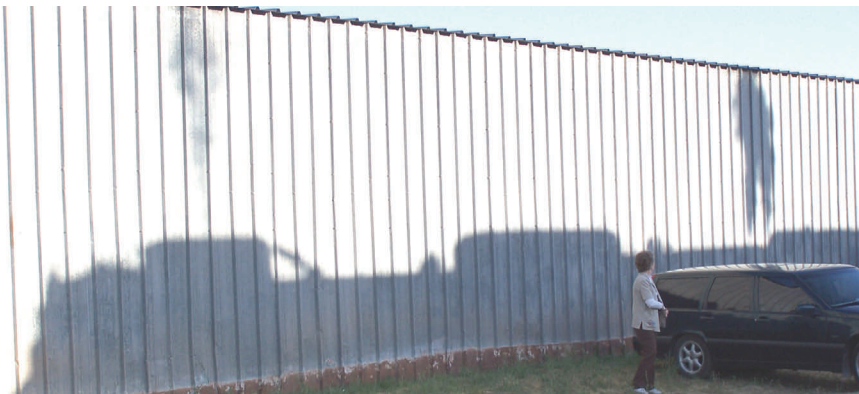
Union Pacific 844 came to a stop in Alamogordo next to a park with a garden train and a crowd of onlookers. Crowd control tape separated the park from 844 on the east side. It did not take long for the crowd to wise up and get closer. They went up the street and crossed over the tracks to gain access to the locomotive between the track and a warehouse belonging to the New Mexico Museum Of Space History.

A friendly group of UP employees answered questions, allowed visitors to tour a couple of the passenger cars, visit the UP company store, shoot photographs, and mingle with the crew. In our case, the mingling continued over dinner at a local Chili's restaurant and the lobby of Gary Bonine's hotel.



UP Officials and NMSL&RHS Members Chat Alongside 844 As Other Visitors Take Up-Close Photos Of The Famous Locomotive. The Busiest Guy Around (Profiled in Center of Photo) was UP Road Operations Manager John Tilley. Even During Dinner His Phone Never Stopped Ringing.

Gary is a true steam aficionado. He showed pictures of locomotives he has operated or ridden in such places as Rhodesia, Australia and various parts of Asia. During our visit, he decided to join the NMSL&RHS. When he retires



Escaping Steam and 844 Cast An Early Morning Shadow On The Side The New Mexico Museum Of Space History Warehouse.

in the near future, we expect to see him at the 2926 restoration site frequently.

Jon Spargo got good closeup pictures of the 844 operation, including linkage between the tender and the water canteen. That knowledge should prove useful this summer, as we complete similar connections on the 2926 tender.

The 844 crew allowed Travis Atwell into the cab to get pictures of all interior fixtures. Those and other pictures will be useful in many ways as we proceed with the restoration and operation of 2926.

At sunrise on Monday morning we arrived at the 844 parking site. Hissing steam impatiently, the locomotive was ready to roll. A number of sightseers were already at the scene, walking around the locomotive and snapping pictures.

We visited a while with the crew. Gary Bonine climbed back into the cab to pilot 844 on to El Paso. The rest of us hurried to find a spot down the track for departure shots.

Ernie Robart continued the chase on to El Paso where he planned to meet his wife.

Dave, Travis and I drove on to the White Sands Missile Range Museum for a bit of additional sightseeing before heading back to Albuquerque. Along the way we discussed what we had learned and how much work we still have to do on 2926.

We know we still have a long way to go until 2926 can share the national limelight with 844 on the high rails. But, after watching 844 transit a long section of New Mexico rail, we feel a certain resurgence of energy.

We can now see Ed Bukove's dream with a bit more clarity.

AN 844 FOOTNOTE

Several additional NMSL&RHS members wanted very badly to join the chase, but because of other commitments, work, etc. were unable to do so.

However, one such member did something about it. Bob Scott, our new VP, drove all the way to Austin Texas a few days later to pick up the chase.

Bob followed 844 on to Palestine Texas. He confirms that rail fans in Texas are just as excited about a big steam locomotive as we New Mexicans. He reports that there was a large entourage of steam chasers jockeying for position alongside the locomotive as it traveled through central Texas.



A sincere thanks to Union Pacific and their steam crew for presenting us with an opportunity to look down the track to a time when we can have 2926 under steam.

**YOU ARE WELCOME
BACK ANYTIME**

NMSL&RHS
P. O. Box 27270
ALBUQUERQUE, NM 87125-7270



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UPCOMING EVENTS

All regular monthly NMSL&RHS meeting times are 9:00 AM on the second Saturday of each month.

When weather permits, meetings are held at the restoration site.

In inclement weather, meetings are held at the India Pueblo Cultural Center
On 12th St NW, North of I-40

2006 OPEN HOUSE

We are planning an even bigger and better open house in October
Check inside for dates and details

REGULAR WORK SESSIONS

Wednesdays and Saturdays at 0900-1600 hours at restoration site.

The restoration site is located at 1833 8th St NW

Visitors to the site are welcome between 9:00 AM and 3:00 PM on Wednesdays and Saturdays

Visits at other time available by appointment

Changes in schedule or announcements of special events will be posted on the NMSL&RHS web site:
For further information, contact NMSL&RHS at: www.nmrhs.org or (505)332-2926