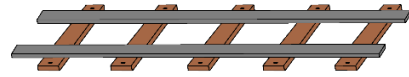


On Track



Vol. 3, Number 4, April 2024

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 never be turned down (maintaining and operating a steam locomotive is expensive)!** 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](#).

FROM THE PRESIDENT:

Current Status:

Lots of work in preparation of our FRA-required annual hydrostatic test of the boiler and finishing off punch list items for our 4 May 1st Anniversary Return to Tractor on 4th St. In addition to the 4 May outing, we also have a handful of other events on the calendar:

- June 26th & 27th, Private event for the Santa Fe Railway Historical & Modeling Society at the Albuquerque Rail Yards
- September 27th, 28th, & 29th, NMHR's 2nd Annual New Mexico Railroad Days 2024 at the Albuquerque Rail Yards!
- October 28th & 29th: Pete Lerro photo shoot at the Albuquerque Rail Yards



R.Duck Locomotive works is selling the 2-inch and 4-inch gauge "SUPERSCALE" model of the 2926 in their Etsy store and are working with BNSF Marketing and Communications to obtain permission to use their cross logo to put on the packaging. R.Duck's owner and founder, Tripp Aquadro, recently live-streamed the build of the SUPERSCALE model. Check out R.Duck's Facebook page. We are told that the SUPERSCALE model is 9-ft long!

The radiator and fuel tank off the turntable's diesel engine have been removed and are being repaired and rebuilt, respectively. Guzman Construction is scheduled to begin the track replacement project on 1 May and should take no longer than the end of May to complete. We have a meeting scheduled in the middle of April to talk with city leaders about obtaining a renewed cooperative use agreement for our activities on the turntable and in the South Rail Yards in general.

John Roberts and Spenser Lotz are working through two grant applications for the New Mexico Tourism Department's Destination Forward grant program. We are applying for grant funds for some Rail Yards site planning and/or an economic impact study and construction efforts.

For all the above, wish us luck!

Capital Outlay Corner:

Not too much to report regarding capital outlay this month. Guzman Construction, on behalf of the city and state, is in communication with a turntable restoration organization out of Kentucky

that we recommended to the city to perform the work. As of this writing, no commitments have been made or contracts signed. We await word on the outcome.

This wouldn't be a proper newsletter if we didn't ask for your financial help supporting projects like the trackwork and the upcoming PTC install. The track work was many tens of thousands and the PTC will be even more, so please consider donating to help us cover these not insignificant costs. Thank you!

Profile of a member: Every organization can benefit from a senior member who represents the organization's corporate memory. For us, that member is the venerable Doyle Caton. Born near Ada, Oklahoma, in 1934 and a proud and oft-proclaimed Oakie, Doyle is one of the few remaining founding members of the Society. A veteran of the Army Intelligence program (just look at his ball cap), he can regale you with stories of the early days at White Sands Missile Range where he filmed and analyzed missile launches in the beginning days of our missile and space programs. One of the individuals he worked with was Clyde Tombaugh, the astronomer who discovered Pluto and who also designed the specialized telescope that Doyle and his colleagues used to track and film the missile flights. After leaving



the Army, Doyle spent several years working for NASA performing information support and technology transfer. Along the way, he picked up two Bachelor's degrees and a Master's in Education.

In 1974, Doyle came to UNM where he continued to work in tech transfer for NASA. He eventually transitioned to the Department of Energy's (DOE) Energy Information Center and became the legislative interface for DOE. Retiring from UNM in 1995, he hired into Albuquerque's transportation department where he developed a network of contacts that made him the go-to person when challenging problems faced the organization. He is fond of pointing out that he was never one of the luminaries but was the essential "broker" that

brought the right luminaries together at the right time and place to get a situation resolved.

In 1996, Doyle was recruited by a neighbor, Ed Bukove, to use his connections with the City's transportation department to help with the acquisition of the 2926. In many ways, Doyle has continued to fulfill this "broker" role for the 2926 over the years. He also wrote and published the Society's first newsletter, leaving a big set of shoes to fill for your humble editor when he stepped down from that role.

In addition to providing foundational history for the 2926, Doyle is also active in managing a growing collection of military artifacts here in Albuquerque and has been on the media committee for the annual Balloon Fiesta for many years.

Doyle characterizes his professional life as "the accidental career of a wandering Okie." So, when you see that older gentleman holding forth at the picnic table by the World Headquarters, listen in. You might just pick up a nugget of history that would be unavailable anywhere else!

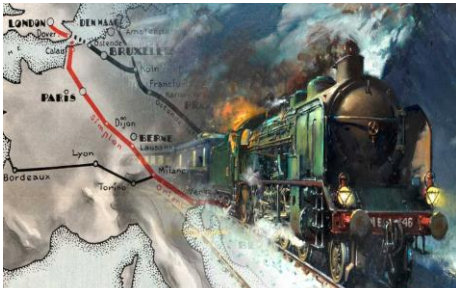
How does it work: The fountain (also called the turret) is the valved plenum that distributes saturated steam to various auxiliaries. As shown in the photo, the fountain is located immediately forward of the cab on the top of the boiler and consists of a large manifold with a series of input and outlet pipes and valves.



The two large pipes coming from the front of the boiler bring saturated steam from the steam dome to the fountain. The valve in the middle of the fountain and on the center of the valve manifold in the cab (shown below) allows the steam to be introduced into the plenum. Once steam is admitted, the other valves allow the engineer or fireman to activate the various appliances that are driven by saturated steam. The rightmost valve provides steam to the injector. The next valve handle inboard has a butterfly configuration instead of the red circular handle; it provides **emergency** steam to the power reverser. The third valve provides steam to the forward (#2) dynamo. Note that the piping for this dynamo moves aft and bends toward the fireman's side. The fourth valve controls steam to the cylinder drain valves, or cylinder cocks, as they are known. In the center is the main steam valve noted above. The small valve on the forward right side of the fountain provides steam to the cylinder lubricators. To the left of the main valve is the control valve for the aft (#1) dynamo. Its piping parallels the piping for the # 2 dynamo. The last valve provides steam to the hot water pump. The small, blue-handled valve on the far left plugs the line that provided steam heat to the railcars. Currently, it is only used to drain the fountain if required. If you examine the manifold in the cab, you will notice two unused valve stem holes--one is labelled bypass but is no longer used. The second empty hole is outboard of the feed pump valve handle and was originally for the steam heat radiators under the cab seats. The valve handle canted to the left just above the handle for the #1 dynamo on the left side of the manifold in the cab does not go out to the fountain but controls the valve to the top of the engineer's sight glass.



A short historical note: There are several famous railroads in the world—the Flying Scotsman, the Trans-Siberian, the Canadian Pacific, but one of the most famous is the Orient Express. This train ran from various destinations in eastern Europe to Paris by a variety of routes (one started in Athens, Greece) from 1882 until 2009 with cessations for the two World Wars. It finally became a "victim of high-speed trains and cut-rate airlines." The brainchild of a Belgian engineer and businessman, the train was initially called the "Lightning Luxury Train" and featured sumptuous accommodations and a menu fit for a king which included "oysters, soup with Italian pasta, turbot with green sauce, chicken 'à la chasseur', fillet of beef with 'château' potatoes, 'chaud-froid' of game animals, lettuce, chocolate pudding, and a buffet of desserts. The first train ran from Paris to Vienna, taking about 29 hours. In 1891, the route was extended to Istanbul (then known as Constantinople), and the name was changed to The Orient Express.



terminal would take passengers across the Bosphorus to Haydarpaşa Terminal, the terminus of the Asian lines of the Ottoman Railways. The Orient Express was a favorite of potentates, spies, and diplomats, but it was also a functional railroad for businessmen and tourist who wished to cross the continent in style. It is perhaps most famous for its role in popular culture including Agatha Christie's 1934 novel "Murder on the Orient Express" (later made into several movies), "From Russia with Love" starring Sean Connery as James Bond, and even "101 Dalmatians."

If you are interested, there are plans to resurrect the Orient Express from Paris to Istanbul in 2025 using 17 "original railcars." No word yet on ticket prices!

What's new in the store: We now have a full assortment of merchandise that have been rebranded with the new New Mexico Heritage Rail moniker. Be the first on your block to own some of this great material! If you don't see something that you would like to see, let us know. We are getting closer to having our online store go live. Stay tuned!

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 [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](#). Please see our Membership page to discover our other volunteer opportunities.



*We Wish All of Our Jewish Friends a
Happy and Blessed Passover!*

