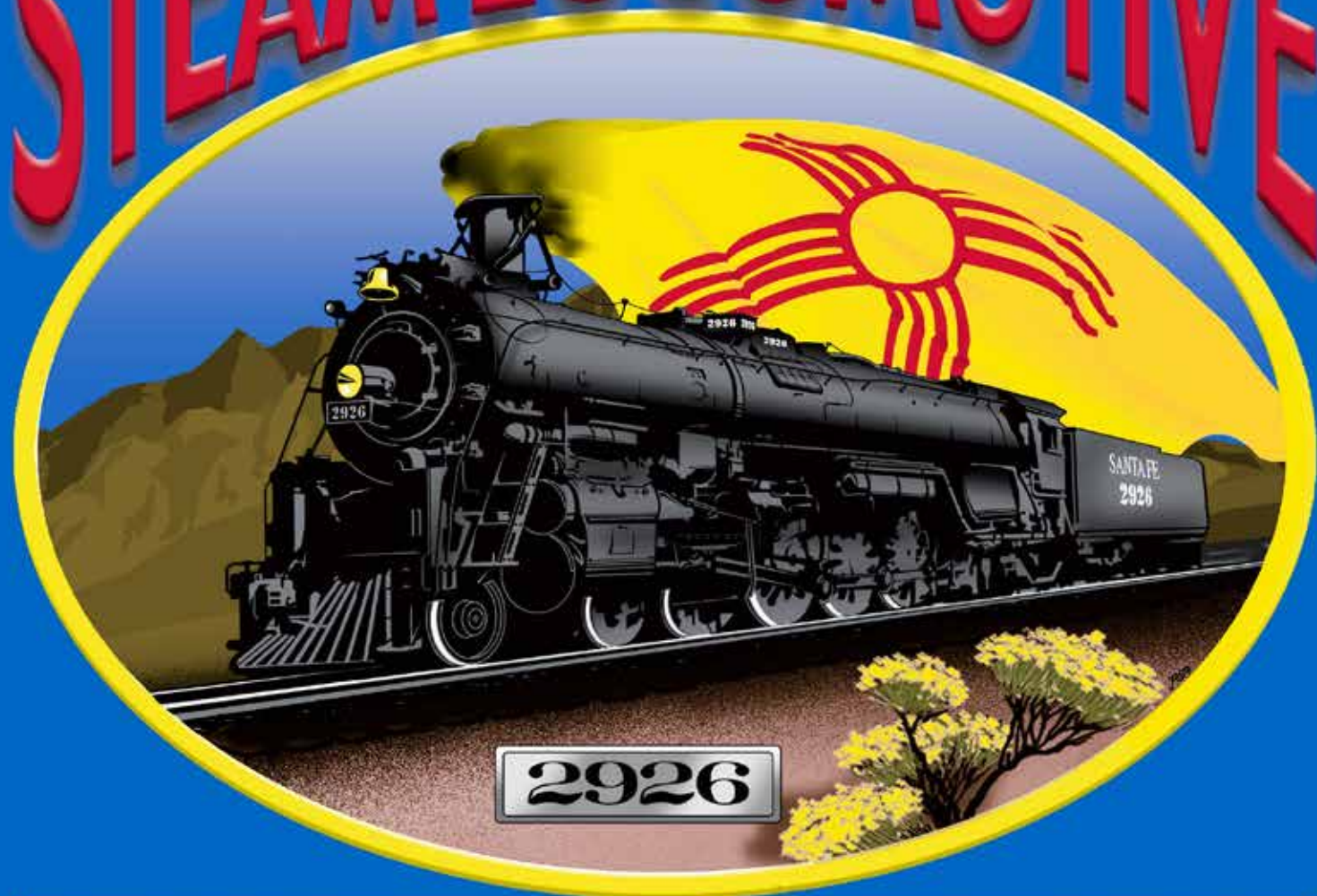


NEW MEXICO STEAM LOCOMOTIVE

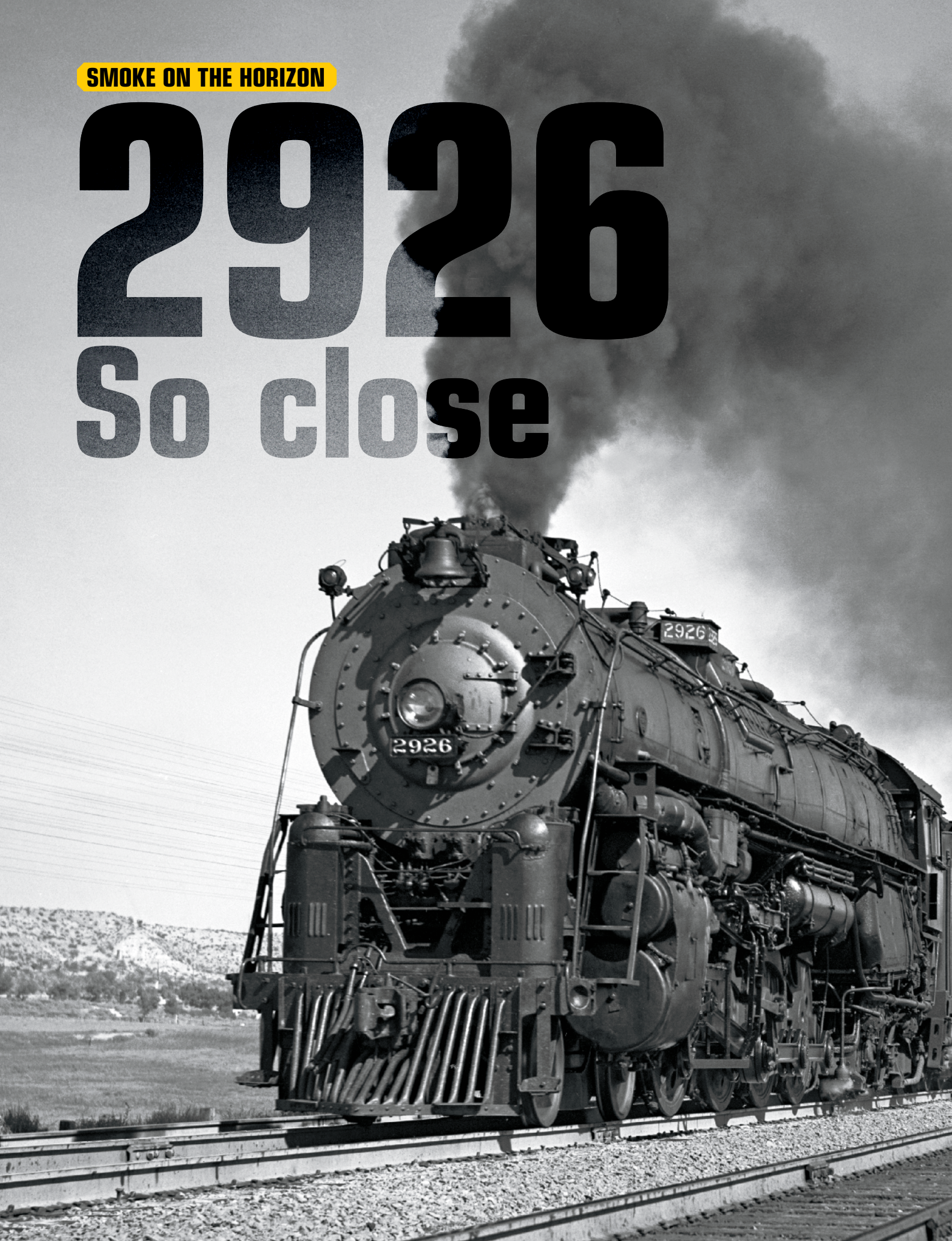


and RAILROAD HISTORICAL SOCIETY

SMOKE ON THE HORIZON

2926

So close





Running wide open and bound for Los Angeles, No. 2926 smokes up the skies near Victorville, Calif., in 1947, left. Above, volunteers with the New Mexico Steam Locomotive & Railroad Historical Society fit sheet-metal jacketing for the smokebox as the big 4-8-4 gets ready for the main line. Left, Western Railway Museum; above, William P. Diven

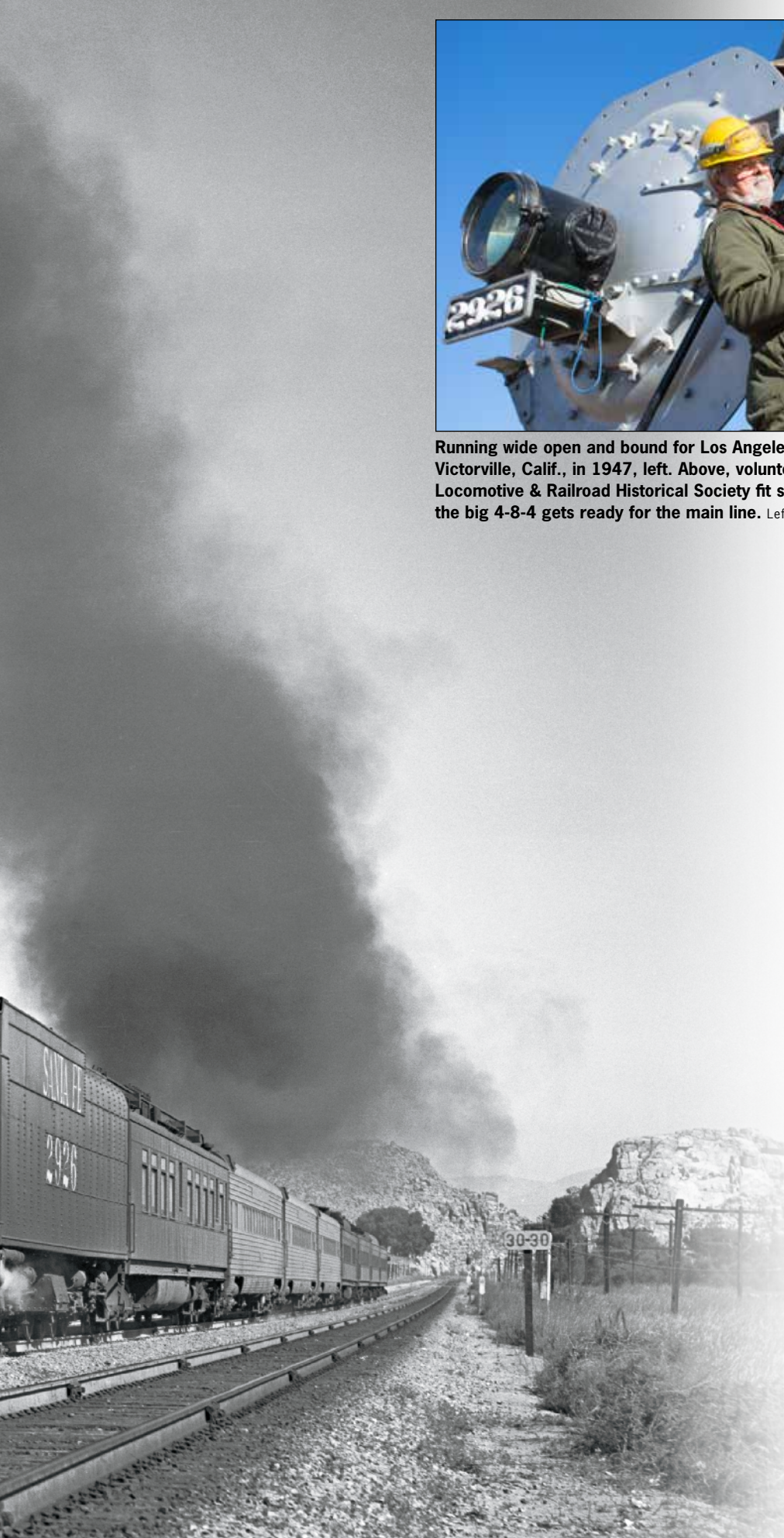
Legendary Santa Fe 4-8-4 nears completion in New Mexico

by William P. Diven

Standing not quite at attention, with eyes front and an air of reverence, dozens of men and women in hard hats watch the parade pass. Neither band nor color guard graces this pleasant Saturday morning. Instead, members of the New Mexico

Steam Locomotive & Railroad Historical Society are inspecting the cold, black steel of a steam engine that's creaking as a railcar mover nicknamed Lurch pulls it by slowly.

With chocks placed against the 80-inch driving wheels of ex-Atchison, Topeka & Santa Fe Railway No. 2926, Lurch sounds a final horn blast. Chief Safety Officer Jon Spargo yells an all clear, and 50 railroad historical society members, their ages spread from late teens to early 80s, get to work. Some fetch tools; two cinch up safety harnesses and climb atop the boiler to work on throttle valves 16 feet off the ground. The clamor of grinders, hammers, and conversation blends with the smells of lubricants, cleaning compounds, and grinding stones assaulting resistant steel. A few folks with a





No. 2926 looked like this after it had been placed in Albuquerque's Coronado Park in 1956. Talk of a transportation museum with the engine as its centerpiece went nowhere. NMSL&RHS

coffee or a burrito in hand wait to pitch in.

The need is great when your goal is bringing back to life a Baldwin 4-8-4, extending almost 122 feet between the coupler knuckles. Other roads called these Northerns, but on the Santa Fe, in a nod to the earlier 4-8-2 type, they were called heavy Mountains. "This group is working on the restoration of the biggest, prettiest million pounds of metal in Albuquerque," society President Mike "Dr. Mike" Harts-horne says. Only two things count in a project like this, he is fond of saying: dirty hands and money.

Grime and expense are never in short supply as No. 2926 edges closer to excursion service. Wild optimism launched the project amid speculation that the engine was in top shape when planted in Albuquerque's Coronado Park in 1956. It needed little more than lube and steam to run, the thinking went. Faith and persistence also are not in short supply as the restoration grinds through its 17th year. But the day for steam is getting close, amazingly close, and the time when No. 2926 is ready once more is not that far off.

BIRTH OF THE WAR BABY

The Santa Fe began its two-decade push to dieselization in 1935, even as its love affair with Baldwin 4-8-4s continued. Its first 4-8-4, No. 3751, arrived in 1927 with 73-inch drivers and a boiler pressure of 220 pounds. In road tests, it started 26 heavy-weight cars on level track and pulled nine cars unassisted over Raton Pass, overcoming grades of 3.5 percent climbing out of Colorado and 3.3 percent on the New Mexico side. "It was obvious to management that it would be desirable to equip the eight daily through passenger trains operated over the New Mexico Division,

between La Junta (Colo.) and Albuquerque, 347.5 miles, with 4-8-4 power," author and career Santa Fe man Lloyd E. Stagner wrote in his TRAINS series on modern Santa Fe steam power. "This engine district was the most difficult on the Chicago-Los Angeles route." [see "Thirty Years of 4-8-4s," TRAINS, February 1987].

Thirteen more 4-8-4s followed by late 1929, and all were converted to fuel oil and 80-inch drivers during the 1930s, setting the standard for future classes. Baldwin delivered 11 3765-class oil burners in 1938, not quite two years before the Santa Fe tested Electro-Motive Corp.'s long-haul freight diesel, the four-unit FT. When the railroad signed up for 10 more 4-8-4s, which became the 3776 class of 1940, it also ordered its first FT diesel locomotives. EMC, soon to be the Electro-Motive

Division of General Motors, rated the A-B-B-A set at 5,400 hp, about the maximum developed by the 3776.

The 100 class, the first FT production units, impressed immediately, speeding 110 freight cars from Chicago to Los Angeles without helpers on mountain grades, holding downgrade speeds with dynamic braking, needing none of the good water hauled to desert stations, and knocking two days off the six-day steam run. The end of new steam seemed possible until the U.S. entered World War II in December 1941.

Despite the U.S. Navy having first claim to diesel engine production, and higher-strength steels diverted to armaments, West Coast military traffic pushed the War Production Board into allocating additional FTs to the Santa Fe. The War Production Board also authorized more steam power, all of it Baldwin-built. They would be the last new steam locomotives Santa Fe would acquire: 25 Texas-type 2-10-4s numbered 5011 and up, and 30 4-8-4s, the 2900 class, arriving in 1943-44 and weighing in as the heaviest 4-8-4s ever built.

The 2900s employed 80-inch driving wheels on roller-bearing axles, 28-by-32-inch cylinders, Walschaerts valve gear, and an operating pressure of 300 psi. Wartime restrictions on low-nickel alloy steel plates fattened the 2900s by 14,000 pounds. Where the 3776 without tender weighed in at 494,630 pounds, a ready-to-run 2900 tallied a whopping 510,700 pounds, 975,400 pounds with tender.

A copy of service records at the New Mexico railroad society, apparently transcribed by Stagner, shows No. 2926 was outshopped in April 1944 and entered freight service on the Pecos Division between Clovis, N.M., and Argentine Yard in Kansas City, Kan. Shortly after the war ended in 1945, Santa Fe sent the engine to the Los Angeles Division, where it sped passenger trains to Kansas City, Mo., and back into June 1949. After two months in the San Bernardino (Calif.) Shops, it emerged with lighter Timken roller-bearing side rods and an air-actuated smoke-stack extender for better draft.

As diesels took over passenger assignments, No. 2926 returned to freight work west from Argentine, with a five-month stint on passenger runs in 1951 while the Korean War blazed and steam handled second sections of name trains. Back in freight duty, No. 2926 moved to Clovis in September 1953. It made its last regular run from Argentine to Clovis the following December, before being stored in the yard at Belen, N.M.

No. 2926 moved under steam to Albuquerque Shops in June 1955, accumulating more than 7,000 miles that month and in July, although the available records don't

Santa Fe 2926

Wheel arrangement: 4-8-4
Builder: Baldwin Locomotive Works
Builder's date: April 1944
Boiler pressure: 300 psi
Serial number: 69814
Tractive effort: 79,968 pounds
Total length: 120 feet, 10 inches
Wheelbase: 108 feet, 2 inches
Engine, tender weight: 974,850 pounds
Fuel capacity: 7,000 gallons
Water capacity: 24,500 gallons
Driver diameter: 80 inches
Valve gear: Walschaerts
Date retired: July 12, 1956
Owner: New Mexico Steam Locomotive & Railroad Historical Society
Date restored: 2002-2018
Location: Albuquerque, N.M.



A pair of Santa Fe Geeps, one fore and one aft, tug and push No. 2926 to its restoration site in downtown Albuquerque on May 4, 2002. For the first time in 45 years, the engine was back on home rails. Efforts to complete the engine in 10 years were unsuccessful. William P. Diven

explain how. Regardless, it was then listed as stored in good order. It was written off on July 12, 1956, five days after it became the property of the city of Albuquerque.

LIFE AS A RELIC

At least three future New Mexico railroad society members — Advisory Council President Albert Leffler, council member Jon Messier, and former treasurer Ernie Robart — joined other youngsters on Oct. 30, 1956, when a bulldozer shoved No. 2926 down a temporary track into Coronado Park. Messier also was among 3,000 present on July 8 when city officials formally accepted the engine as an asterisk to a bigger event: the official christening of the all-coach, extra fare *El Capitan*, newly equipped with Hi-Level cars. “That kind of overshadowed the engine being given to the city by Santa Fe President Fred Gurley and his wife,” Messier says.

Staged as part of Albuquerque’s 250th anniversary celebration, passenger specials from Chicago and Los Angeles met nose-to-nose as champagne bottles containing Pacific and Great Lakes water clanked against the Warbonnet F units multiple times without breaking. No. 2926, parked with other cold colleagues near the roundhouse, wasn’t invited to the party. [see “Riding High: Santa Fe’s Big Move of 1956,” *CLASSIC TRAINS*, Winter 2016].

Talk of No. 2926 anchoring a transpor-

tation museum went nowhere over the next decade before construction of Interstate 40 on a raised right-of-way gobbled up a third of the acreage just short of the engine. Surrounded by industry and the highway berm, the park devolved over time to a haven for drug users and the homeless, who found the tender tank a safe place to start out-of-sight fires on cold nights.

By the mid-1990s, Ed Bukove, son of a Santa Fe machinist, had seen enough. After firing Santa Fe steam in his younger years and a career of selling industrial tools, Bukove gathered a few like-minded souls, including Doyle Caton to bring No. 2926 back to life. They incorporated the nonprofit railroad society in 1997, and just in time.

Messier, by then senior planner with the city of Albuquerque, knew Caton from the Transit Department and alerted him that I-40 would be widened. While the locomotive was not in immediate jeopardy, it would be permanently landlocked. Navigating city hall proved tricky in part because No. 2926 had been declared an official city landmark, but in July 1999, the city sold No. 2926 to the railroad society for \$1 and the assumption of environmental hazards and the landmark status. No. 2926 has since been added to the National Historic Register of Historic Places.

All the society had to do was move the locomotive and a Santa Fe waycar that came with the deal. With time running



An ingenious “sand turntable” in a parking lot helped to get the locomotive out of Coronado Park. NMSL&RHS

short and access to the vacant Albuquerque Shops in limbo, Frank Gerstle, who succeeded Bukove as president, arranged for an interim home on a private siding next to the BNSF Railway main line. The society prepped for the move by disconnecting drive rods, separating engine from tender, cutting bolts welded to the rails as chocks, and lubricating anything that moved.



"This group is working on the restoration of the biggest, prettiest million pounds of metal in Albuquerque," says historical society President Mike "Dr. Mike" Hartshorne. He is working in the firebox in this image. Two photos, William P. Diven

Reaching the siding, however, required a two-block tug up Indian School Road and a 90-degree left turn under an I-40 overpass. Enter Messer Construction Co. Inc. of Hereford, Texas, a rail-services company with side-boom D8 and D9 Caterpillar tractors used to clean up derailments. With one Cat pulling and another braking, Messer's crew leapfrogged three sections of panel track on pavement and then onto a sand bed until they faced the main line.

To make the hard left turn, Jack Messer envisioned a sand turntable. With Cat operators deftly pulling steel cables hooked to ties, they dragged the engine until it aligned with the siding. The side booms then walked the tender out.

With \$30,000 in the treasury and Messer's bill at \$165,000, the society offered to make payments, Gerstle recalled. "Aw hell, Frank. Forget it," Gerstle quoted Messer as saying. "So we sent him the \$30,000 and a case of beer and eight cans of Skoal tobacco." Messer became one of many businesses, foundations, and individuals whose donations, large and small, now top \$1 million. A \$10,000 *Trains* magazine Preservation Award in 2014 helped to buy a modern 26-type brake system. (A complete list of donors is on the 2926 website, www.NMSLRHS.org.)

The engine sat two years as hope faded for working under the cover of the vacant



Rick Kirby, No. 2926's chief mechanical officer, adjusts the tension on a part during a work session in Albuquerque, N.M., where the big 4-8-4 is nearing completion.

Santa Fe Railway Albuquerque Locomotive Shops. So on New Year's Day 2002, Caton and Gerstle walked the Sawmill Spur leading into a once-bustling industrial district near the park and 2926's interim home. There, they spotted a fenced and weed-choked siding, and Gerstle secured agree-

ments from two federal agencies to use it.

On May 4, two BNSF engines still in Santa Fe blue and yellow — ex-Toledo, Peoria & Western GP38-2 No. 2376 leading and GP35 No. 2628 following — handled the move as Albuquerque police and society members blocked streets with members on foot lubricating moving parts. For the first time in 45 years, No. 2926 returned to its home rails. Restoration began, aimed at big steam helping New Mexico to celebrate its statehood centennial, 10 years in the future.

REALITY SETS IN

What Hartshorne calls the "magic phase of unfounded optimism" ended quickly, as inspections showed that despite regular class repairs and new flues, tires, and more than 200 boiler staybolts installed late in its career, the engine had earned all of its 1,090,539 miles.

The axle roller bearings checked out, but problems included asbestos, superheater tubes, staybolts and caps, eroded firebox sheets, throttle valves, extensive rust, and the archaic No. 8-ET brake system. Crossheads and lubricators needed rebuilding. "How are you going to fix something when there are no parts for it?" Chief Mechanical Officer Rick Kirby said. "We built tools to take things apart and had to build tools to put those parts back on. In the old days they'd just go to the shelf and check out a tool!"



No. 2926's restoration was getting underway in June 2011. Three photos, TRAINS: Jim Wrinn



First major component to be completed was No. 2926's tender in 2011. The eight-axle rectangular tender holds 7,000 gallons of fuel oil and more than 24,000 gallons of water.



New boiler plate was installed on the fireman's side of the locomotive's firebox.



New superheater units are prepared for the boiler. The units were on display prior to installation at one of the New Mexico group's annual fall open houses. William P. Diven

Work began with the tender. After Crane Service Inc. removed the 7,000-gallon fuel bunker, Messer's crew returned to hoist the tender structure and its 24,500-gallon water tank onto cribbing and place the eight-wheel trucks onto homebuilt track. Years of spilled fuel oil mixed with blown sand had left a thick asphalt atop the tank that had to be hacked away. Kirby, one of several past and current members of the United Association of Plumbers and Pipefitters Local Union 412 who volunteered their services, went to work welding cracks in and around the axle-bearing boxes.

Santa Fe Railway's infamous water problems appeared, as crews working around the tank baffles removed three tons of caliche — mineral deposits known for being rock-hard when dry and gooey-slick when wet. Side-mounted hose fittings for

filling the tank were added.

The restored tender made an appearance on National Train Day in May 2011 as New Mexico's centennial observance began, and again in May 2012. The spiffiest switch engines ever to grace the Sawmill Spur, Amtrak P42 No. 811 the first year and No. 822 (in Amtrak 40th anniversary markings) the next, snagged the tender and spotted it for display by the Albuquerque station.

Union welder Carlos Osuna, who'd helped build nuclear power plants, tackled the superheater challenge: 880 welds on 220 new tubes bundled into 58 superheater units. That took two years for assembly and hydrostatic testing. "The only difference is, this is moving down the rails and moving fast," he said when asked to compare the engine to his past work. "Steam is steam."

As work progressed, railroad society membership neared 400, with 90 of those

completing safety training. Wednesday and Saturday workdays often draw 20 or more men and a few women who aren't afraid of dirt. "How awesome the guys are and how fun the work can be, regardless of how hard it can be," says Teddy Becker, one of the teens on the crew, as she polished side rods. "Getting greasy and grimy is my favorite thing. That's my makeup."

The project draws diverse and often highly technical skills, given that metro Albuquerque is home to Sandia National Laboratories and support companies. A historian may work with an analytical chemist, an aerial photographer with a nuclear-weapons expert who's free to talk trains but not bombs. "Out of somewhere the right guy walks in," Hartshorne says.

Paul Baynes, one of those walk-ins, installed, repaired, and inspected brake systems during 34 years with Great Northern,

2926: A love story in steam

While the match may have been made in heaven, the couple met in the Santa Fe Railway roundhouse in Clovis, N.M. Vicente Davalos was a boilermaker. Later, he would become one of the last serving steam firemen on the Santa Fe. Melita Martinez was an engine wiper promoted to engine hostler as World War II sapped the male workforce. "They actually met working on a 2900," said their grandnephew Anthony Padilla. "They don't remember which one it was. They always say it was the 2926."

The couple was at Albuquerque's Coronado Park on Oct. 30, 1956, for the dedication of Santa Fe No. 2926 as a monument to the city's railroad history and the intended centerpiece of a transportation museum that never happened. Later they became regular visitors, Padilla recalled from Sunday drives in his childhood.

"And my great-uncle, before he passed away, rest his soul, would look at me and go, 'Mijo, if I wanted to, right now I could put a fire in this box and get this locomotive out of here,'" Padilla said. "He swore by the integrity of this locomotive."

Padilla, exposed before the age of 5 to Thomas the Tank Engine books and live steam on the Cumbres & Toltec Scenic Railroad, asked Vicente and Melita to tell him everything. They laid out the family history, telling the boy of his grandfather and great-grandfather, Juan P. Martinez, a porter and later brakeman at Clovis, and Juan's father, Celistriano Martinez, an engineer and Santa Fe man from the early 1920s until almost the end of steam.

Fast-forward past two generations, and Padilla is in high school, where he met a boy wearing a 2926 T-shirt. From Henry Roberts he learned that volunteers were restoring the engine Padilla had only peered at through the chain-link fence. Padilla, now 22, and Roberts often work together on the restoration. One of his assignments involved crawling under the boiler, and from contorted positions, removing staybolts, a job he described to his great-uncle. "I told him the boiler wasn't off the frame, and he looked at me and he laughed and laughed and laughed until he cried," Padilla said.

Davalos visited the 2926 during an open house and had the same reaction while talking to Mike Hartshorne, president of the New Mexico Steam Locomotive and Railroad Historical Society. "He thought it was the funniest damn thing he'd ever seen," Hartshorne said. "Who in his right mind would work on a boiler still sitting on the frame? He had a point." And the restoration project didn't have a 250-ton overhead crane. The AT&SF Albuquerque Shops has such a crane, two in fact, although an attempt to use the shops in restoring the 2926 didn't work out.

Work at the shops peaked during World War II as 1,500 people repaired and rebuilt steam locomotives. About 100 workers repairing maintenance-of-way equipment were left when the shops closed in 1991. No. 2926 passed through the shops three times in its later years for light and heavy work, according to a service record in the railroad society's possession, compiled by and attributed to author and Santa Fe man Lloyd E. Stagner. On the last visit in 1953, shop forces patched the throat sheet connecting the firebox to the boiler barrel, installed 200 new staybolts, and lifted the engine off its drivers so the tires could be turned and trued.

Albuquerque lost its roundhouse in 1987 after hopes for a museum fell through. By then the Santa Fe had donated locomotives stored there to the California State Railroad Museum. Those included two well-preserved examples from the last steam engine classes the Santa Fe acquired: 4-8-4 No. 2925 and 2-10-4 No. 5021. The rest of the 27-acre shop property remains largely intact, including the turntable and transfer table, machine, boiler, tank, flue and blacksmith shops, and the 1920 fire station built with sandstone salvaged from the 1881 Atlantic & Pacific roundhouse that was located nearby.

Redevelopment plans have come and gone, but the former Stores Department warehouse is now home to the Wheels Museum. A seasonal Railyard Market is held on Sundays in the tank shop, and the giant erecting bays have provided interiors for movies like "The Avengers" and television productions like Albuquerque-based "Breaking Bad." — William P. Diven



Volunteer Anthony Padilla holds a photo of his great-uncle, Vicente Davalos, who was a Santa Fe boilermaker. William P. Diven

Burlington Northern, and BNSF at Northtown Shops near Minneapolis. The difficulty of retrofitting a modern 26-L system — a brake system familiar to most engineers today and one that is easy to maintain — dawned on him when he peered inside a GP38 on display during a 2926 open house. "It looked like a spaghetti bowl," he says. "I finally realized we were going to have to redesign it."

Many months and consultations with past and current colleagues later, a collection of valves, solenoids, and expensive stainless steel hoses nears completion, tucked below the cab on brackets fabricated on-site. The system controls engine, train, and dynamic braking, as well as overspeed penalties and the brake cutoff, an original feature to prevent overheating that can separate tires from wheels on long downgrades. The TRAINS grant paid for the 26-L brake stand. Also in the works are cab controls for multiple-unit operation of a trailing diesel, which places No. 2926 under separate federal codes governing diesel and steam operations.

Aiding the project were the Grand Canyon Railway (rebuilt crossheads), The Timken Co. (rebuilt and helped install side-rod tapered roller bearings), Strasburg Rail Road (steel castings), and BNSF (26-L brake parts). The San Bernardino Railroad Historical Society, restorers of AT&SF 3751 (pages 12-17), and other groups and individuals offered assistance and advice. The Santa Fe Railway Historical & Modeling Society collection at the Temple (Texas) Railroad & Heritage Museum had a near-complete set of blueprints, which the New Mexicans organized while copying.

Along the way the project suffered two significant setbacks. In 2009, member Jim Hills fell from a stepladder onto the track, sustaining injuries that required surgery. He died after complications from an existing health issue set in, and a memorial in the project office remembers him and his contribution. His story became integral to safety training. And in 2012, metal thieves made off with hundreds of pounds of parts. Osuna and crew spent a year fabricating replacements, using as patterns parts loaned by the Pueblo Railway Museum from No. 2926's sister engine, No. 2912.

Gerstle and Larry Lukens, both mechanical engineers retired from Sandia Lab, are working on the FRA Form 4, a six-page document backed up by several hundred pages of data certifying that the boiler can safely handle 650-degree steam at 290 pounds pressure needed for operation. More than 7,000 ultrasonic readings measured boiler thickness and guided placement of flush patches on larger areas and overlay cladding on smaller ones. Gerstle, a materials scientist, ordered up additional work

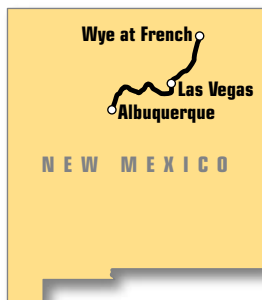


During an open house, volunteers on No. 2926 display and describe engine components within feet of the locomotive. On this table are tender hose connections, brake shoes, staybolt caps, turbo generator, and headlight, among many smaller parts. William P. Diven

where thickness met federal specs by small margins. "Our calculations have shown that all boiler components meet the required safety factor of four," he said. "We want the restoration to be both professionally done and something we can all be proud of."

By current estimates, another \$100,000 will finish the work and buy \$14,000 worth of fuel oil for road testing. The project to-day exceeds \$2.5 million in value, about half from donations and grants, the rest from more than 150,000 volunteer hours valued at \$10 an hour.

Railroad society leaders are wary of forecasting when No. 2926 will be under steam again, although planning for what comes next is already underway. The New Mexico Department of Transportation, which oversees Rail Runner Express commuter trains between Belen and Santa Fe, will train and test excursion crews and issue them General Code of Operating Rules certificates. Operations with rented passenger cars would be under contract with Amtrak to include the engineer, insurance, and the m.u.ed backup diesel, mostly for head-end power.



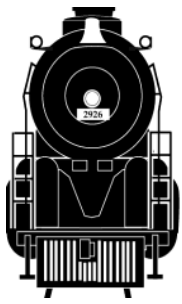
Future excursions may include an overnight trip of 132 miles to the northeast on BNSF Railway's ex-Santa Fe Glorieta Sub to Las Vegas, N.M., with an additional afternoon run of 80 miles up the Raton Sub to the wye at French, N.M., to turn the locomotive and train. Discussions on the logistics of handling hundreds of visitors are underway in Las Vegas. Allan Affeldt,

known for his magnificent restoration of La Posada Hotel, a former Fred Harvey trackside hostelry in Winslow, Ariz., owns the historic Plaza Hotel in Las Vegas and is renovating the nearby La Casteñeda, another Harvey hotel. And of course, there is the dream team that many wish for: Doubleheading Nos. 3751 and 2926, the alpha and the omega of Santa Fe 4-8-4s, on the main line across fabled Raton Pass.

While no date exists for No. 2926 to bellow and shake the ground again, the grease- and grime-stained crew working to make that happen is certain the day will come. When it arrives, the biggest 4-8-4 in the land will run once more, and Santa Fe steam will have a home under the New Mexico sun once again. I



Famous face of a Santa Fe 4-8-4 returned during an open house in October 2015. Expect to see the big locomotive back in steam in coming years. Kimberley Garcia



2926

NEW MEXICO STEAM LOCOMOTIVE
AND
RAILROAD HISTORICAL SOCIETY, INC

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Telephone 505.246.2926 www.nmslrhs.org

Dear members, friends and supporters of the New Mexico Steam Locomotive and Railroad Historical Society,

I hope you enjoy this reprint of the article "2926: So Close" by William P. Diven recently published in the *Big Steam is Back* special issue of TRAINS magazine. The article tells the story of how we've have worked to acquire and restore the mighty AT&SF 2926 steam locomotive. As the title says we are "So Close" to getting the job done and begin steam passenger operations.

Many of you are volunteers who have labored on the locomotive earning only dirty hands as your badge of honor. Many others have generously contributed cash and in-kind donations that have kept the restoration moving forward. All have spread the good word of our work to their families and friends and to visitors to our locomotive. Everyone involved should have great pride in the part they have played to help put 2926 back in steam.

Those familiar with the project will understand that the end of the restoration is in sight but there will be no end of bills, invoices, expenses, and such associated with completing repairs, testing, insuring, and operating the 2926. The Society's expenses to complete and test the 2926 in the next year will exceed \$130,000. The acquisition and refitting of a tool car to run behind the 2926 will require another \$100,000. Fundraising will never end. Knowing this I hope you will all continue your strong support of the Society in every way you can manage. Thanks for your past and future help. "Dirty hands and dollars" will make 2926 steam again. May I remain...

Respectfully yours,

A handwritten signature in cursive script that reads "Michael F. Hartshorne". The signature is fluid and elegant, with a large initial 'M' and 'H'.

Michael F. Hartshorne, M.D.
President, NMSL&RHS



A



B



D

A. The romance of Santa Fe passenger traffic as movie stars walk along the station at the Albuquerque Alvarado Hotel. Gayle Van Horn. **B.** Firebox panorama [please add description to caption]. Ron Taylor. **C.** Flag [please add description to caption] NMSL&RHS. **D.** The 2926 and the feral freeloader hobo clowder of the restoration site. Teddy Becker



C



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