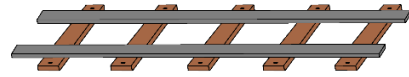


# On Track



Vol 2, Number 12, December 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 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](mailto:nmheritagerail@nmheritagerail.com) or to your humble editor, [John Taylor](#).

## FROM THE PRESIDENT:

**Current Status:** The organization needs 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:** We continue to make progress on being able to access the state's monies for us to work on the turntable (and only the turntable! – sorry, but that's the way the funding crumbles 😊) at the Albuquerque Rail Yards. The most-significant accomplishment is that Mr. Roberts recently signed the completed Use Agreement with the City of Albuquerque. The Use Agreement allows the city to be our fiscal agent, spells out the city's and NMHR's responsibilities to ensure, among other things, that the state's anti-donation clause is not violated, and gives the city guidance on what NMHR wants to do with the funds. For those of you who don't know, NMHR is not allowed to touch these funds (they are never added to NMHR's coffers) and everything that we need or want is purchased through the city with minimal input from NMHR. NMHR is now waiting for a fully signed and executed Use Agreement and information on how to proceed to the next step. The plan is to have the lion's share of the funds go towards replacing the lead-in track from the city's Rail Yards property line to the edge of the turntable pit.

**Accomplishments:** Things are relatively quiet at the restoration site as we work through the punch list items identified from our New Mexico Railroad Days event at the Albuquerque Rail Yards. We are planning to rebuild the fireman's-side compressor in the coming months and the turntable crew stripped the hardware and ties off of the turntable deck in earlier this month. (Does anyone have a cherry picker to help us mount a 10 x 16-ft banner about 10-ft up in the turntable's superstructure?) The 2926's burner was removed and sawn into three pieces to facilitate its repair as the steam slit and fan (see this month's "How does it work") were severely steam cut. Its pieces will be TIG-brazed back together once its various features have been fill-brazed and repaired.

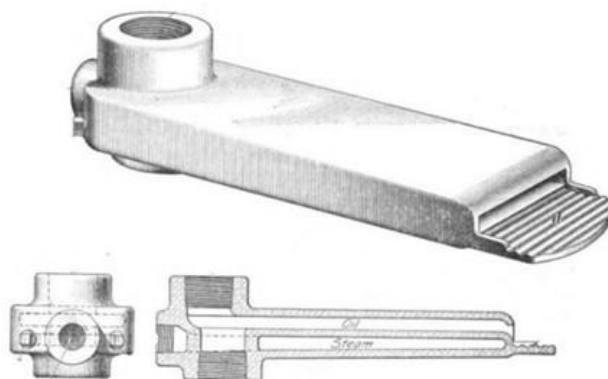
**Profile of a member:** Johnnie Cash is known around the world as “The Man in Black.” Well, we at the 2926 have our own “Man in Black” (or sometimes fuchsia, but usually black). Instead of wandering across the stage with guitar in hand, he wanders across the restoration side with his signature black hat and a camera in hand. He is, of course, Nathan Arellano. Nathan is one of our youngest active members. He was born in Taos and went to school at the Lighthouse School in North Bend, Oregon, but has commuted between a home in Taos and one here in Albuquerque since about 2019. In Taos he works for his grandfather’s arborist company, PBJ Trees. He has been “chasing trains” with video and camera equipment since he moved to Albuquerque and found out about the 2926 in 2021 when his mom suggested that they come to one of our Open Houses.



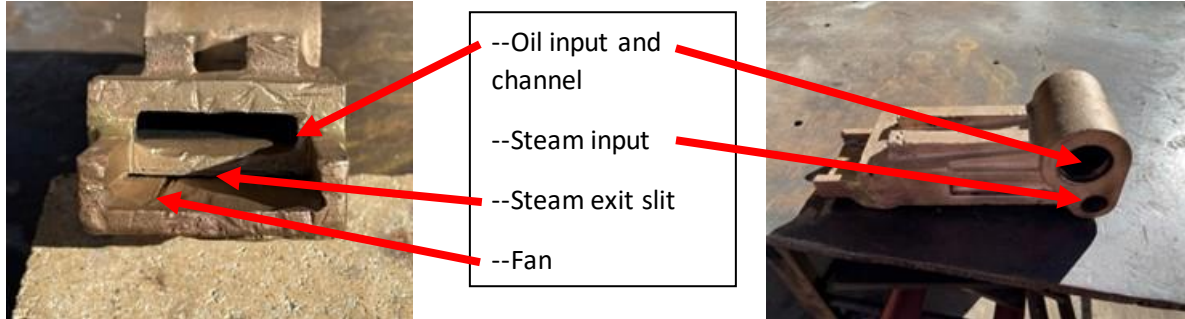
Nathan is our duty videographer and maintains our YouTube channel with lots of videos of the restoration project and the 2926 underway on our recent movements to Tractor Brewing and to the New Mexico Railroad Days event at the Rail Yards. In addition to working on our locomotive, he has his own HO layout. He also has an “antique” Polaroid camera (a 1960 model 660) which he uses to take retro black and white photos.

So, if you want to be famous in 2926 videos, just follow the Man in Black and you’re almost assured of finding your own 15 seconds of fame!

**How does it work:** This month we’ll examine the locomotive’s burner that, alone, is responsible for heating ~6,000 gallons of water to the boiling point. The 2926 uses a Van Borden-Ingles burner that was patented by George F. Van Borden and Edwin F. Ingles in 1904. This rather simple object is a straightforward bronze casting at the front end of the firebox, located at the bottom of the combustion chamber and facing the rear of the firebox (i.e., towards the cab). It has two passages—the larger top one is for oil and the bottom one, no more than a slit, is for steam. The oil flows by gravity from the oil tank, located in the front of the tender, through a series of valves to the large passage on the top of the burner. From there, the oil flows through the top channel and runs out, waterfall-like, onto a flat surface called the fan. Superheated steam exits through the slit (~0.035 inch), located just above the top of the fan, at high velocity. A cutaway of the Van Borden-Ingles burner is shown below. The 2926 version is slightly different in that the oil and the steam enter the burner from the sides rather than the top (for the oil) or rear (for the steam). Early versions of the fan were corrugated to facilitate burning heavy-weight oil but 2926’s is flat and smooth.



The high velocity, super-heated steam breaks the oil into extremely small droplets in a process called atomization, which allows for more-efficient ignition. The steam flow is controlled by the atomizer valve on the fireman's superheat manifold. The oil flow is controlled by the firing valve immediately in front of the fireman's seat. 2926's burner is shown below.



Combustion air is admitted through two manifolds, one on each side of the bottom of the firebox near the front of the firebox. Additional air can be added using a valve below the firing valve.



**What's new in the store:** **It's not too late to think about a 2926 Christmas 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. (We are working to get our online store up and running. Please be patient!)

**A short historical note:** Have you ever wondered why the town of Bernalillo, namesake for Bernalillo County, is the county seat for Sandoval County? It is largely because of the way the railroad came to central New Mexico in the 1880s.

As the Santa Fe railroad was progressing south from Raton after winning the battle with the Denver and Rio Grande at Raton Pass, its representatives were moving far ahead of the track layers, surveying possible routes, and purchasing right-of-way. By 1879, the AT&SF advance party had selected Bernalillo, then the county seat of Bernalillo County, as their preferred site for a main hub with a river crossing, shop facilities, a depot, etc. They approached Jose Leandro Perea, the "kingpin" of Bernalillo and one of the richest men in the Territory, with a rather standard proposal. They would purchase the considerable acreage required for all the facilities for the going price of \$2-3 per acre. Perea, who had made his fortune as a freighter along the Santa Fe Trail, saw the railroad as a threat to his business and to the Hispanic culture and way of life. Because of these concerns, he countered with a price of \$425 per acre. The Santa Fe executives simply rolled up their plans, got back in their carriage, and went south to Albuquerque where three businessmen—Franz Huning, William Hazeldine, and Elias Stover—were already prepared to **donate** land, which they had recently acquired from local farmers and ranchers, to the railroad.



Jose Leandro Perea



Franz Huning



William Hazeldine



Elias Stover

The rails finally reached Albuquerque's so-called New Town, about one mile east of Old Town along the newly refurbished Railroad (now Central) Avenue, to wild celebration and much speechifying on April 22, 1880. Judge Hazeldine called the ringing bells of the locomotive "the clarion notes of progress" which would banish "old fogyism and superstition." Albuquerque's star was rising while Bernalillo's was fading, and in 1883 the Bernalillo county seat was quietly moved back to Albuquerque. Bernalillo finally got some of its prestige back when Sandoval County was created from the northern portion of Bernalillo County in 1903 with Bernalillo as its county seat.

**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.

*Merry Christmas, Happy Hanukkah,  
Happy Kwanza, Happy Festivus!*

