

# NEW MEXICO STEAM LOCOMOTIVE

AND  
RAILROAD HISTORICAL SOCIETY

P. O. Box 27270, ALBUQUERQUE, NM 87125-7270—TEL (505)332-2926

## MILESTONES

### NMSLRHS Reaches Major Milestones In Second Quarter

In the last newsletter, completion of the tender, removal of superheater pipes, and other accomplishments led us to say that 2008 “started with a bang”.

Those accomplishments, together with other significant events, have led to several important milestones described in this issue. Those milestones, and the events leading to them include:

- A visit and an endorsement by Governor Richardson and Lt Governor Denish
- Completion of all asbestos removal
- Assignment of an official reporting mark by the Association of American Railroads
- First official visit by an official of the Federal Railroad Administration
- Media coverage in ‘Steam Today’, a special issue of Trains Magazine

The asbestos removal is critical to the actual work on the locomotive restoration. No longer do we have to work around asbestos laden areas in the restoration process—it is all gone, and good riddance.

The other landmark events are very necessary to obtaining continued support for the restoration effort and our long range plans.

The official designation (NMSX), and our first FRA inspection provide NMSLRHS with a level of legitimacy that has not been experienced to date. We are now beginning to look like a real honest-to-goodness rail operation.



*Who ever said the job of an FRA inspector is an easy one?*

*FRA inspector Ralph Gutierrez emerges from the dark and dirty confines of the firebox as Clem Harris looks on.*

The rail media coverage, and Executive Office support will provide a significant boost to our efforts to acquire additional financial support from both public and private sectors.

## EXECUTIVE ORDER 2008-011

### Governor Bill Richardson Visits 2926 Site To Sign Executive Order Creating Centennial Task Force: Assigns Task Force Its First Job

Tuesday, April 8 was a red-letter day at the 2926 restoration site. Governor Bill Richardson visited 2926. He was accompanied by Lt. Governor Diane Denish and Stuart Ashman, Secretary of the New Mexico Department of Cultural Affairs (DCA). Richardson chose the 2926 site as the location to sign an Executive Order creating the New Mexico State Centennial Task Force.

Word had arrived at the restoration site on the previous Saturday that a couple of distinguished visitors would drop in about midday on Tuesday. All local members and a few selected guests were alerted by phone and email.

The weather was cooperative. Tuesday dawned warm and sunny, and the site was a beehive of activity by 9:00 AM. Members were busy setting up chairs and tables, putting up signs and doing last minute cleanup. By 10:30, when a few early bird visitors began to show up, the site was ready to welcome the Santa Fe visitors to the current home of Santa Fe Locomotive # 2926.



*Bare Facts: AT&SF 2926, stripped of sheet metal cladding, asbestos insulation, accessories and appliances stands naked as it awaits distinguished visitors on April 8, 2008.*

Lt. Governor Denish and Secretary Ashman arrived early. They had time to receive a tour of the site and visit with NMSLRHS members and invited rail fans before the Governor arrived.

When Governor Richardson arrived, he was given a quick tour of the site by his old friend, Chief Safety Officer John Spargo, President Mike Hartsorne, and CMO Bob DeGroft. All of the visitors seemed to be impressed at the restoration progress the NMSLRHS volunteers have made since moving 2926 from Coronado Park.

Sec. Ashman opened the meeting with comments regarding New Mexico’s 100th birthday. His agency, the DCA, will lead the planning, coordination and management of the 2012 New Mexico Centennial Celebration.

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President—Michael F. Hartshorne  
Vice President—Robert J. Scott  
Chief Mechanical Officer—Bob DeGroft  
Chief Safety Officer—Jon Spargo  
Newsletter Editor—Doyle L. Caton  
Webmaster—Marlin Allison

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

## OFFICIALLY NMSX NMSLRHS Receives AAR Reporting Mark Assignment

Effective March 10, NMSLRHS was officially recognized by the Association of American Railroads. The recognition was in the form of assignment of a unique identifier called a Reporting Mark.

Commercial rail operators and other rail organizations operating or planning to operate in the U.S. must have a reporting mark.

NMSX, the mark assigned to NMSLRHS identifies it as a private rail organization. The mark will be prominently displayed on NMSLRHS equipment and documentation.

NMSLRHS has been a legal corporation in New Mexico for more than ten years. During that time, we have been very diligent in maintaining current audits and related reporting required of professional organizations.

However, with the assignment of the official railroad reporting mark, we can say we are really "legal at last". NMSLRHS is now a real railroad organization.

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## ON THE AIR WORLDWIDE NMSLRHS Receives Radio License

NMSLRHS now has another way to get our word out to the world. For years, we have had a web site on the world wide web. Now, thanks to the efforts of a couple of our members, we can go worldwide via ham radio.

In April, the Federal Communications Commission granted the NMSLRHS an amateur radio license.

The FCC also accepted a special request from members, (amateur radio operators) Marlin Allison and Gary Bonebrake. That request was for a vanity FCC license incorporating our reporting mark. The request was granted, and our amateur radio call letters will be NM5SX.

Travis Atwell is donating a 19 foot tower for fixed base operation at the restoration site. Several other members also hold ham radio licenses, and plan to pitch in and help.

Once 2926 is operating, the NMSLRHS ham operators plan to establish a mobile capability to keep the amateur radio world up-to-date on excursion activities and operations.

(Continued from page 1)

Governor Richardson spoke next. He offered his support for the efforts to resurrect an important piece of history, and congratulated NMSLRHS volunteers on restoration progress to date. He stated that because he loved steam, he chose this day and this location to create the New Mexico Centennial Task Force. He further stated that he was assigning the Task Force its first job—that of reviewing the Centennial Train concept proposed by the NMSLRHS.

In his remarks, Governor Richardson committed \$30,000 to help keep the restoration moving in the near term. He also promised to work long term with NMSLRHS in its effort to acquire funding from public and private sources to ensure rapid completion of the restoration of 2926.

Upon concluding his remarks, Richardson signed State of New Mexico Executive Order Number 2008-011 creating the Task Force.



Lt. Governor Denish comments on NM Centennial. The map on the 2926 drive rod behind Denish is a conceptual draft of the possible Centennial Train routes. From concept to reality will require detailed study by numerous public and private entities.

Lt Governor Denish then addressed the issue of planning for the New Mexico Centennial. She voiced support for the Centennial Train concept as an integral part of the 2012 statewide centennial celebration. In conversation after the meeting, she stated that it was an excellent way of ensuring that small towns and rural areas in all parts of the state could participate directly in the celebration of New Mexico's 100th birthday.

The Governor's office followed the April 8 meeting with a press release and a letter of endorsement and support. (The press release is printed in its entirety on page 3.) These documents, along with his instructions to the newly appointed Centennial Task Force will be very beneficial in NMSLRHS effort to acquire the funding needed to bring 2926 back to life.



Lt. Gov. Denish and Gov. Richardson take notes as Sec. Ashman opens the April 8 meeting. WHEELS Pres. Leba Freed and NMSLRHS Pres. Mike Hartshorne look on.

—PRESS RELEASE—

### Governor Instructs Task Force to Analyze Centennial Train Proposal

SANTA FE- Governor Bill Richardson today signed an Executive Order creating the New Mexico Centennial of Statehood Task Force. New Mexico will celebrate its centennial on January 6, 2012.

“Today we begin looking forward to our past and how we can best honor New Mexico’s rich history and traditions,” Governor Richardson said. “The Task Force will determine what activities and celebrations will capture the spirit of our great state and the contributions of all New Mexicans.”

The Governor also today gave the task force its first job—consider integrating a Centennial Train into the celebration. The New Mexico Steam Locomotive & Railroad Historical Society proposed the Centennial Train project.

The Society is currently restoring Santa Fe Steam Locomotive No. 2926 which would power the Centennial Train. The train would travel to all corners of the state carrying with it exhibits that tell the stories of New Mexico.

“The centennial is a celebration for all New Mexicans,” Governor Richardson said. “With this train we can ensure that everyone is included by taking a keystone of the festivities to their communities.”

Governor Richardson is committing \$30,000 to help the historical society to restore Locomotive 2926 to operational status and has instructed the Centennial Task Force to do a cost-benefit analysis of public and private financing for the project.

## NMSLRHS AND 2926 GET MEDIA NOTICE

### TRAINS Special Issue On Operating Steam Includes 2926 Restoration

STEAM TODAY, a special collector’s edition of TRAINS magazine currently on newsstands, included coverage of the 2926 restoration. NMSLRHS and 2926 received mention in two articles in the special edition.



Cover of TRAINS Magazine’s Special Collector’s Edition. STEAM TODAY will be on display at newsstands and in bookstores through June 24. Pick up a copy for great reading on surviving steam.

Peter Hansen’s article, “Keepers Of The Flame” focuses on the people who are working hard to keep steam alive. Three NMSLRHS members were pictured in the article.

Don Phillips article, entitled “Great North-erns” provided a good overview of the five operating 4-8-4 Super Power-locomotives. The article cited a number of factors that could lead to one more 4-8-4—AT&SF 2926— joining the five. It also included a picture of NMSLRHS members at work on 2926.

According to Phillips, factors favoring 2926’s addition to the elite group include:

- 1) Governor Richardson and other state officials have expressed strong support;
- 2) New Mexico ownership of the line between Belen and the Colorado line.
- 3) The New Mexico Centennial in 2012;
- 4) The City of Albuquerque’s purchase of the AT&SF backshops;
- 5) Strong local support for the 2926 effort;
- 6) Close relations between the NMSLRHS and the SBRHS, owners of AT&SF 3751; and
- 7) The NMSLRHS members’ determination to see the restoration through to completion.



**Centennial Train Flagship:** This picture, with NMSLRHS Pres Mike Hartshorne addressing the Governor and other visitors accents the enormous size of AT&SF 2926. The NMSLRHS plan is that this locomotive, the largest of its type ever built, will be restored and ready to serve as the flagship of the New Mexico Centennial.



Richardson pulls rope to sound the 2926 whistle connected to an air compressor.



Secretary of Cultural Affairs Ashman addresses the group.

## WHEELS MUSEUM IS BENEFACTOR OF CLOSING U.S. ARMY FACILITY

### NMSLRHS Members Assist WHEELS In Acquisition Of Diesel Switching Unit

Fort Wingate near Gallup was closing. Part of the process meant that the U.S. Army must dispose of surplus equipment. The disposal list included one item of railroad rolling stock—a diesel switching unit, built to U.S. Army specs in 1953 by Fairbanks Morse.

TPL, Inc, a contractor assigned the disposal task announced the surplus, and placed a sale price on the unit. There were no takers.

They offered to give it away. Word of the availability of the switcher bounced around the museum and rail history community.

The Pueblo Rail Historical Society wanted it, but the cost of transporting it to Pueblo was prohibitive. PRHS mentioned it to NMSLRHS. Same story—too costly to move and distracting from restoration work on 2926.



*WHEELS Power: U.S. Army diesel switching unit AMC-WDA 1859, built by Fairbanks-Morse in 1953 sits on a siding at Fort Wingate.*

Leba Freed, President of WHEELS museum was informed of the availability of the unit. She struck a deal with the contractor and acquired it for the WHEELS collection. It will join ‘Lurch’ the car mover that was donated to WHEELS by Sandia National Labs, and is used regularly by NMSLRHS.

Next, Leba called on NMSLRHS for help checking the condition of WHEELS new gift and getting it to Albuquerque.

Led by Albert Leffler, NMSLRHS reentered the picture. A team of NMSLRHS members drove to Fort Wingate to check the condition of the switcher. They found it to be in excellent condition. One battery was replaced. It started immediately and ran smoothly.

WHEELS plans to move the switcher to its future museum site at the AT&SF back shops in Albuquerque. Leffler is working with WHEELS to arrange transport.

The switcher is in excellent operating condition. It can be more than just a static exhibit. As WHEELS and NMSLRHS move forward with the museum and excursion operations, the switcher will be used to move rolling stock about the facility.

## BANGING ON A 2900

### Contractor McEntire Is Super Scrounger—And More

Years in the general contracting business have made NMSLRHS member Randy McEntire a go-to guy for unusual needs at the restoration site. Whether it is some odd tool, material, or equipment, Randy always seems to know where it is and how to get it. In an activity where scrounging for parts and materials is absolutely necessary, he is fast becoming our ‘super scrounger’. When Randy’s truck begins backing through the 8th street gate, everyone wonders what he has brought to the operation this time.



*Randy McEntire emerges from the firebox where he has been drawing grid lines to be used in the UT process. Ultrasound readings will be taken at the line intersections. The readings will be used to determine points at which boiler repair may be necessary.*

Randy’s ability and talents are equally varied. He seems to know something about most of the tasks that we encounter daily. He is always willing to pitch in and help on any task, no matter how dirty or challenging. His involvement in drawing grid lines on the boiler has been especially beneficial in a critical portion of the restoration process—preparation for ultrasound testing (UT) of the boiler.

Randy is a native of Sterling City Texas. That’s a small town somewhere between Midland and San Angelo. He hasn’t shared with us how he found his way out here to Albuquerque. Perhaps he may have forgotten just how he escaped West Texas. At any rate, we are certainly happy he decided to join NMSLRHS when he began to ease toward retirement from a busy life in the contracting business. Yep, Randy is just the type of person we like to see ‘banging on a 2900’.



*With marker in hand, Randy is caught inside 2926’s enormous firebox, where he is gridding the inside of the boiler’s wrapper sheet.*

# NMSLRHS EDUCATION PROGRAM OR— The Continuing Education Of Steve Bradford

Is that really Steve Bradford conducting an elementary education class?

Well, he does know a lot about steam locomotives and other railroad history. And, yes, for years before retirement, he traveled about the country giving defense intelligence briefings to Generals, Colonels, and other high ranking government officials. Isn't that like talking to an elementary school class?

Steve discovered the similarities (and differences) when NMSLRHS recently hosted an elementary class from Tijeras. He had done extensive preparation, with audio visual materials, handouts, accented by an escorted tour of the 2926 restoration site. Yet, some of the questions from the students may send him back to the drawing board for the next such session.



*Steve Bradford describes the finer points of steam as students and teachers look on.*

The students accompanied by several teachers and parents were ready for Steve. First, they paid close attention to his presentation. Then they hit him with some very good questions. Steve quickly learned that he would have to study hard himself to stay ahead of this bunch of bright energetic students.

The experience with elementary students provided us with valuable information. It seemed to more effective than previous efforts at mid school and high school level. Students at this level are old enough to understand the historical significance of railroads and steam locomotives. They are not yet distracted by an interest in cars, dating, Ipods, gameboys, sports, etc.

The NMSLRHS education program will continue to be available for all levels. However, Steve's first effort at elementary education may have identified our primary student audience.



*Students and teachers pose in front of 2926's massive drive wheels as Steve Bradford, (lower right) continues his lecture on railroad and steam locomotives.*

## BOILER TESTING

### Marking A Grid On The 2926 Boiler For Detailed Ultrasound Testing (UT)

A few peeks inside the boiler brought good news and some not-so-good news. The boiler is in very good condition—*inside*. Not so, the outer surfaces. Once the sheet metal and asbestos insulation were removed, the effect of 46 years of trapped moisture was evident. Several areas of surface corrosion were revealed.

This meant more preparation before the ultrasound testing (UT) required by the FRA. A considerable amount of hard labor with scrapers, needle scalers and wire brushes was required before a grid could be drawn to establish hundreds of UT test points.



Some parts of the gridding were not so difficult, as seen in the picture above. However, in the picture below, John Taylor has wiggled over the drive wheel, to grid on the bottom of the boiler with only his feet visible.



Once the surface was clean, drawing the grid began. That too, was quite laborious, demanding a lot of climbing, crawling and contortions by those drawing the gridlines. Lines often had to be erased and redrawn when measurements went astray.

During his recent visit, FRA inspector Ralph Gutierrez gave his approval of the grid design. As of Saturday May 17, the grid on the difficult staybolt section of the boiler is complete. UT readings—hundreds of them—will be taken at the intersection points of the grid. The resultant data will determine just what boiler repairs are necessary.

## A MATTER OF TIME

*"Each engineer will be furnished with a watch which shall be regulated by the Station Agent at the commencement of each trip and must be deposited with him when the engine returns. If not returned in as good order as it was received, the Engineer must pay the expense of repairs." P.R.R. 1849*

NMSLRHS members check their watches while waiting for VIP guests. L to R, Clem Harris, Albert Leffler, Bob DeGroft, Ed Strebe, Mike Hartshorne, and Jon Spargo synchronize watches—just like steam railroaders once did.

It appears Leffler has upgraded to 21st century satellite time with a modern railroaders' 'Blackberry timepiece'.

Three famous railroad timepieces are pictured below.



Hamilton grade 992E S/N 2,629,075 Model No. 2 in "Bar-Over-Crown" case.



Waltham-Ball Official RR Standard S/N B 263497 in stirrup bow case.



Elgin grade 571 B. W. Raymond S/N K 696370 in classic "Teardrop" Model 3055 case.



Governor Bill Richardson and Secretary Stuart Ashman arrive onsite, and are given a tour by President Mike Hartshorne (L) and CMO Bob DeGroft (R).



Lt Governor Diane Denish arrived early and visited with NMSLRHS members while touring the site.

## CALENDAR OF EVENTS

### NMSLRHS SAFETY TRAINING SCHEDULE

Annual Safety Refresher Session Saturday June 7, 10:00 AM at 2926 Restoration Site  
Members who have not yet taken the new member or safety refresher in 2008 should try to make this session.



## 2008 NMRA Regional Convention! Rails Along The Rio Grande

Convention And Train Show  
*A Celebration of New Mexico's Rail Heritage*

Location: Marriott Pyramid North  
Phone: 505-821-3333  
5151 San Francisco Rd NE  
Albuquerque, NM 87109  
For additional information, go to:  
[www.neighborhoodlink.com/org/rarg/](http://www.neighborhoodlink.com/org/rarg/)