

And the winner is ...

TRAINS' grant will fund brake system for Santa Fe 4-8-4 No. 2926



All dressed up and just about ready to go somewhere in 2016, Santa Fe 4-8-4 No. 2926 entertains an open-house crowd in Albuquerque, N.M., in 2014. Kymberley Garcia

Atchison, Topeka & Santa Fe No. 2926

Builder and date: **Baldwin, 1944**
 Wheel arrangement: **4-8-4**
 Horsepower: **4,600**
 Class: **Nos. 2900-2929**
 Weight: **510,710 pounds**
 (heaviest 4-8-4s built)
 Service: **Passenger**

Cylinders: **28 inches by 32 inches**
 Valve gear: **Walschaerts**
 Driver diameter: **80 inches**
 Boiler pressure: **300 psi**
 Tractive effort: **66,000 pounds**
 Fuel capacity: **7,000 gallons of oil**
 Water capacity: **24,500 gallons**

The winner of TRAINS' annual \$10,000 preservation award, the New Mexico Steam Locomotive & Railroad Historical Society, will use the money to buy a modern 26L brake for Atchison, Topeka & Santa Fe 4-8-4 No. 2926. The aim is to put the big 1944 Baldwin, under restoration in Albuquerque, N.M., back in steam by 2016.

Work has been under way since 2002, and we asked Chief Mechanical Officer Rick Kirby to catch us up on what's been done so far and what is yet to happen.

Here is what he told us:

"So far, more than 113,000 volunteer hours and about \$1.7 million have gone into the restoration. That includes cleaning the tender, rebuilding the tender trucks and braking system, and repainting and updating the oil and water tanks for excursions.

"About 7,000 ultrasound measurements of the boiler were made to determine the thickness of the material, and that resulted in a left-side firebox patch approximately 4 feet by 5 feet in size, as well as three 1-foot-square patches on the engineer's side.

"Among other work, nickel alloy siderods were removed and rebuilt. More than 1,000 staybolt sleeves were replaced. Rebuilt or repaired were the cab, air compressors, dynamo, hot and cold water boiler feed pumps, brake cylinders and linkages, along with the lubricator pumps and lubrication distribution system."

So what is left to do? "The next big step is the construction of the brake stand and related valves, filters, and piping. Then it will be time to install the tubes, flues, superheaters, and firebrick; rebuild the safety valves; recondition or buy gauges and water glasses; and update the electrical system.

"After break-in runs, the engine will get new insulation and jacketing before painting and lettering.

"The project relies completely on the labor of its members and generous donations received each year from hundreds of individuals and various local and national organizations. In 2014, a large donation to repair the siding where No. 2926 rests came from an anonymous donor."

What is needed to finish? "More donations, large and small, to fund the final assembly, Kirby says. More than anything, he'd like to see a roof over the locomotive to shelter all of the work that has been done to bring the 4-8-4 back to life."

To help or for more information, visit www.nmslrhs.org.

For the last 15 years, TRAINS' preservation award has contributed \$150,000 to worthwhile railroad history projects, including locomotive and passenger car restoration and archive preservation and cataloging. Look for application information for the 2015 award in September.