

Volume 1, 2019

New Mexico Steam Locomotive & Railroad Historical Society's Official Newsletter*

AT&SF 2926 NEWS



AT&SF 2926 with the second section of Train 24, The Grand Canyon near Highgrove California August 1946 - a Jim Ady photo recently found and relayed to the NMSL&RHS by Stan Kistler

* The NMSL&RHS Newsletter is changing. We'll present news as it occurs and work on new styles and formats to compliment the website (www.2926.us) and keep our members up to date as important things happen.

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SUMMER STEAM-UP SUCCESS – ANOTHER RESTORATION MILESTONE

Monday, July 29th, 2019 the crew of the AT&SF 2926 fired the AT&SF 2926 for static testing.

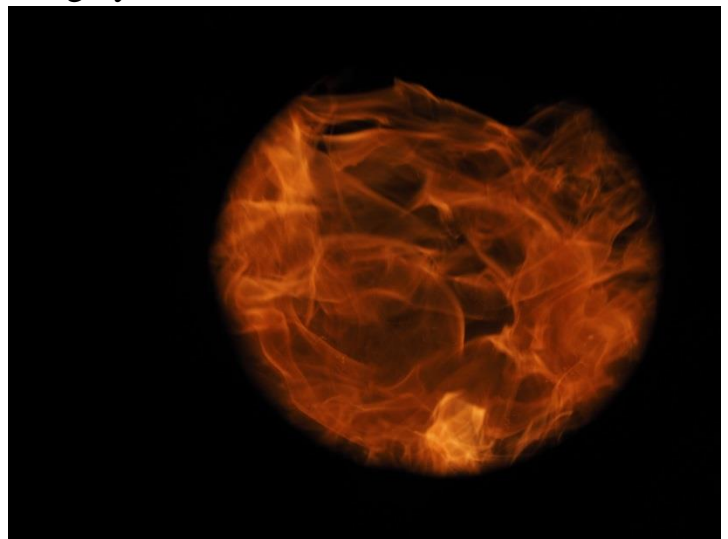
At 0700 the volunteers got the locomotive out for the crew to perform their steam-up procedures tasks. As they finished each job the procedure master log was signed and dated by each worker under the watchful eyes of Chief Safety Officer Jon Spargo. About 0830 CMO Rick Kirby showed up with a big rented air compressor and BNSF and AT&SF 3751 Engineer Matt Casford. The air compressor was hooked up to run the atomizer and the blower. A safety briefing and walkaround inspection were completed with FRA Inspector Dan Lucero in attendance. Matt and volunteer Henry Roberts lit the fire at 0933. Volunteers carefully monitored water temperature and pressure and recorded them at 10 minute intervals for the duration of the exercise. It was a 100 degree day at 1833 8th Street but it was a lot hotter in the 2926.



Matt Casford



Sign your work



By 1120 the boiler temperature was 195 degrees and steam venting started. At 1143 the vent was closed and pressure began to creep up at about 2 psi per minute.



A thin gray haze rises from the extended stack. Venting steam at 195 degrees.

At 1305 and 70 psi in the boiler the fire was killed, the air compressor disconnected, and Henry opened the root valve. The fire restarted with the atomizer and blower running on steam. At 1350 the boiler was at 100psi and 335 degrees F. At 1400 the pressure was 150 psi and the injector was successfully cycled. Planning on the first safety valve lifting at 290psi the crew was surprised at 1500 when the first safety lifted at 265 psi. Multiple attempts to adjust it were not successful. CMO Kirby decided that fixing the safety valve(s) will wait for another day.

The rest of the test program commenced. With boiler pressure at 260 psi a dynamo was successfully tested against a dummy load, the injector run again, all the blowdowns were noisily demonstrated, and the air pumps were run on steam for the first time since 1953. The day ended with multiple blasts on the whistle while the bell rang.

A lot of hard work led to this second steam up. The root valve (at the fireman's side of the smoke box) had to be completely rebuilt with a special die driven by a unique Ron Taylor gizmo welded to the Big Bird crane.



The main shut off valve on the fountain (atop the locomotive just in front of the cab) required a new shaft and a newly made bonnet machined from a 105 lb, eight inch diameter piece of bronze. Machinists at McClintic RDM did some fine work making this valve young again.



Plenty of hard work on hundreds of small jobs got the boiler in shape for this steam up. Our volunteer crew and all of our supporters should be proud of themselves.

FUNDRAISING FOREVER -



“FUNDRAISING IS LIKE SHAVING. IF YOU DON’T DO IT EVERY DAY YOU LOOK LIKE A BUM.” **A loose quotation from UNM Basketball Coach Paul Weir**

The John H. Emery Rail Heritage Trust generously awarded \$25,000 to the NSML&RHS to fund the Positive Train Control solution needed by the 2926 for future mainline operations. The check was received on the 6th of March, 2019 and the 2926 crew could not be happier to receive this substantial support of their work. The BNSF Railway Foundation Granted \$2,500 for the Tool Car Campaign May 17th, 2019. The Foundation has helped before and their continued support is most welcome.

The members and friends of the NSML&RHS have donated in a generous fashion over the life of the Society. In the last year urgent appeals for help when the derailment recovery and pit track rebuild brought in more than \$25,000. Membership renewals and general donations amounted to tens of thousands of dollars. The 2018 Annual Open House made almost \$10,000 in donations. The Candelaria Fund awarded the Society \$50,000 to offset the cost of an 80Kw Tool Car #3939 generator at the same time as a Go Fund Me campaign brought in almost \$120,000 for the Tool Car rebuilding costs. The John H. Emery Rail Heritage Trust awarded \$20,000 to the general fund last year. Thousands of dollars of in-kind donations of materials and services have been made by local outfits like Grainger, Matheson Tri-Gas, Reliance Steel, B&H Wholesale, Albuquerque Pipe and Pump Supply and dozens of others. And don’t forget that genuine brass 2926 cast tender badge sales put almost \$70,000 in the Society’s war chest. Visitors to the site put hundreds of

dollars in our donation box each week and purchase 2926 memorabilia from our store. Our 2018 Christmas membership renewal drive has brought in thousands of dollars.

All that sounds pretty good. And it is. But the costs of doing the restoration business are high. Our business expenses include insurance that is getting more and more expensive as 2926 transitions from a museum piece to a hot steam locomotive. There are bills, bills, bills every week like those (in no specific order) for the porta-potty, audit and financial services, fuel, computer services, communications, shop supplies, tools, lubricants and many more. The restoration of 2926 still needs thousands of donated volunteer hours and tens of thousands of dollars for the materials and services. The same goes for the Tool Car! Steam operations will be even more expensive. The Society needs all the help it can get and that will never change.

The Society loves all of our donors, big and small, and honors their support. They can best be thanked by our volunteers doing a bang-up job of restoring and operating the AT&SF 2926. Thanks to everybody who keeps the wrenches turning and the welding rod burning.

Mike Hartshorne
President and Fundraising Chair, NMSL&RHS

HELP THE AT&SF 2926

(The NMSL&RHS is a 501(c)(3) non profit – donations are tax deductible)

- 1. Become a member. \$30/year individual. \$50/year family. \$500 lifetime. See www.2926.us for a membership application.**
- 2. Make a cash, check or paypal donation of any amount. See www.2926.us for paypal or mail a check.**
- 3. Use GoFundMe to help with the Tool Car campaign (see the website home page).**
- 4. Use Smith's Community Rewards.
Visit SmithsCommunityRewards.com
Sign on to your Online Account or create an account
Select as your organization (Nonprofit Organization # 48995) and click save.**
- 5. Use SmileAmazon.com and select New Mexico Steam Locomotive and Railroad Historical Society as your charity. You can "Change your Charity" in "Your Account" at any time. Remember to use SmileAmazon.com when you shop.**
- 6. Buy stylish 2926 merchandise at the gift shop at the locomotive.**
- 7. Add to your legacy by naming the New Mexico Steam Locomotive and Railroad Historical Society in your will.**

NMSL&RHS Board of Directors:

Michael F. Hartshorne, President
Rick Kirby Chief Mechanical Officer
Jon Spargo, Chief Safety Officer
Ron Taylor, Member

Don MacCornack, Vice President
Gail Kirby, Secretary
John Gibbons, Treasurer
John Roberts, Member

THE 75TH BIRTHDAY PARTY FOR THE AT7SF 2926

May 18th, 2019 from 10AM to 1PM our volunteers invited community kids to the 2926 locomotive at 1833 8th St, NW, Albuquerque for her 75th birthday.

More than 700 kids (of all ages) came for a party with birthday cake, ice cream, and soft drinks with the crew of the New Mexico Steam Locomotive and Railroad Historical Society. Homemade birthday cards for the 2926 were posted on the tender along with many made on site at the Birthday Card Station. Photos of kids in their best RR attire, visits to the cab and exciting music by Doctor Rock and Jazz a la Carte made for a wonderful event. Speeder rides put the icing on the birthday cake!



