



NEW MEXICO STEAM LOCOMOTIVE RAILROAD HISTORICAL SOCIETY

CELEBRATING NEW MEXICO CENTENNIAL 1912-2012

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Vol. X, No. 2

Tel: 505 246-2926

Apr-May-Jun 2011



CMO REPORT

Restoration Is Moving Along

Despite the high afternoon temperatures, the 2926 restoration work is moving along very well with each passing week. The heat has its effects, but our volunteers are standing up very well. One member who doesn't seem to be as affected by the heat as some people is Mike Swanson. He has a good point of reference. After spending time in Kandahar, Afghanistan, it probably does seem moderate here.

Looking ahead, the next few months will be eventful indeed.

I anticipate the completion of the firebox side sheet repairs. At this writing staybolts are being installed to secure the repair patches before their final welding.



Engineer's side firebox sheet patches shown during staybolt installation and tacking process.

All the tube expansion is finished, and superheater re-fabrication is about to begin. The salvaged bifurcate assemblies are being pre-cut to length and cleaned.

Various parts, appliances and assemblies will be painted and prepared for installation.

All valve gear parts and bearings will be inspected as needed prior to painting.

Pending word from the Timken Bearing Co., the side rod bearings will be boxed and shipped to them for reconditioning.

Preliminary preparations have begun for the Annual Open House which will occur on October 1st this year.

Thanks to a growing number of supporters, the word of our project is spreading. The most frequent asked question to me at the NRHS convention was "When will the 2926 be done?"

My reply was that it really depends on how many people and organizations help us financially. As evidenced elsewhere in this newsletter, such assistance is increasing, but to speed

(Continued on Page 4, Column 1)

BNSF SPECIAL 2011

NMSLRHS Members, Families, And Guests

Are Treated To A Special Ride By BNSF Railway

Starting in Emporia, Kansas on Friday June 3, BNSF Railway's 2011 Special rolled through four states over a three week period. During a three day stay in Albuquerque, BNSF officials invited NMSLRHS members to a ride in one of their vintage passenger cars.

The 2011 BNSF Special consisted of 15 restored vintage passenger railcars from the 1950s and 1960s. The classic consist was powered by a pair of BNSF's newest locomotives.

During the three week circuit, the 2011 Special provided rides for special guests in 11 cities. Passengers included; 1) more than 5,000 BNSF employees and their families; 2) an estimated 1,000 Boys & Girls Club participants in three cities; 3) BNSF customers; 4) state and local officials; and 5) a group of very happy and appreciative NMSLRHS members and their guests.

Our Ride

The NMSLRHS contingent was assigned to the Valley View, a mid-twentieth century club car. Our hosts were Joe Faust, Regional Director BNSF Public Affairs, and Jeffrey Schmid, BNSF Special Operations Coordinator. Other BNSF officials and employees on board pitched in to make our excursion a truly memorable event. Joe had said we would be provided snacks and non-alcoholic drinks on our excursion.

What an understatement!! Cajun cold jumbo shrimp, chips and salsa, skewered filet mignon with pineapple, spinach pot stickers, prosciutto, salami, assorted cheeses, chocolates and all of the water and non-alcoholic beverages one can drink! For a bunch of folks accustomed to hot dogs, soot, and grease at our restoration site, that's a bit more than snacks. Thanks again Joe, Jeff, and all the BNSF crew.



At The End Of The Excursion, Several Of The NMSLRHS Crew And BNSF Staff Pose Next To The Valley View Club Car.

Jeff Schmid's Surprise

BNSF has been a good friend to the rebirth of 2926 all along. In 2002, they provided two diesel units (with Santa Fe logos) to move 2926 to its present site. We have received two grants from the BNSF Foundation, and BNSF officials and employees have visited us on occasion. We knew they were keeping eye on the bunch of folks 'banging on a 2900' in Albuquerque. The

(Continued on Page 5 Column 2)

This newsletter is published quarterly by the New Mexico Steam Locomotive & Railroad Historical Society, a New Mexico Non-Profit Corporation.

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ANNUAL BOARD ELECTION

Pursuant to Articles V and VI of the By Laws of the NMSLRHS held its annual meeting Saturday July 9. Board of Directors election results were duly approved and recorded.

This year, positions held by Mike Hartshorne, Ernie Robart, and Clem Harris were up for a vote. Both Hartshorne and Robart sought reelection, while Harris chose not to run.

Both of the incumbents were reelected, and Andy Rutkewic was elected to the position vacated by Clem Harris.

After the meeting and certification of the election, the Board met to choose officers for the next year. There were no changes. Mike Hartshorne remains President, Ernie Robart as Treasurer, and Gail Kirby as Secretary

* * * *

TIMKEN BEARINGS

Bearing Specialist Checks 2926 Bearings

In 1930 ALCO built Timken 1111, the first locomotive with all sealed roller bearings. All previous locomotives had either friction bearings or a combination of friction and roller. Number 1111, also called Timken Four Aces, was Timken's way of proving the superiority of roller bearings. To demonstrate their point in all types of railroad work from heavy freight to fast passenger service, Timken chose the relatively new 4-8-4 configuration.

The Four Aces first run was a freight haul on the New York Central Railroad. After that, it was used by 13 other major railroads. To demonstrate the low friction of roller bearings, Timken often arranged demonstrations with as few as three people pulling the locomotive.

In early 1933, the locomotive was purchased by the Northern Pacific Railroad. It was renumbered NP 2626 and used for 23 years, retiring in August 1957. Unfortunately as Timken considered repurchasing the locomotive, it was scrapped. However, Timken had proved their point. **ROLLER BEARINGS WORK!!!**

With Timken's Four Aces showing the way, the railroads followed, and friction bearings were replaced throughout the industry.

(Continued on Page 4, Column 1)

NATIONAL RAILROAD HISTORICAL SOCIETY ANNUAL CONVENTION, TACOMA WASHINGTON

In June, Rick and Gail Kirby, along with a couple of family members attended the National Railroad Historical Society Convention in Tacoma, WA. This year, in addition to receiving the news that NMSLRHS would receive a grant to help with 2926 cab restoration, there were a number of interesting activities, including excursions behind SP 4449.

The week of events was not without a few bumps. Here is Rick's summary of the trip.—Editor



SP 4449 Under Steam And Ready To Roll for the 2011 NRHS Convention crowd.

NRHS 2011 IN THE PACIFIC NORTHWEST

We always enjoy the annual NRHS conventions, and this one was no exception, especially the good news that NMSLRHS was getting a NRHS grant to pursue the woodwork restoration on 2926.

There were a couple of unfortunate things this year. Gail began feeling so bad Saturday evening we had to turn in our Sunday tickets for the 4449 return trip back to Portland.

Second, our travel companions ran into a problem. We normally attend these conventions with our brother-in-law from Birmingham, AL. He's also a Lifetime Member of NMSLRHS as of this year. Whenever possible he rides Amtrak to the host city and looks forward to that ride every year. This year, he had our great niece along for the ride.

When their westbound train arrived in Chicago they were informed the connecting train to Denver/Sacramento had been cancelled due to flooding. They quickly contacted my niece in Birmingham who set up their travel. She had to scramble to find airline tickets and lodging for them.

They flew to Sacramento where they met the Amtrak Coast Starlight to Vancouver. Toward the end of the week the eastbound Empire Builder was also cancelled due to flooding. That required two more airline tickets home via New Orleans. A long day for someone who doesn't care to fly.

- We arrived in Tacoma Monday afternoon, June 20th, and settled into our room at the convention's Hotel Murano.
- Tuesday morning we were bused to the Tacoma Amtrak Station to catch the Cascades south to Vancouver. After an hour the SP 4449 arrived to return us to Tacoma. The first of three planned trips behind the 4449.
- Wednesday we were taken by bus to the Northwest Railroad Museum in Snoqualmie where several wooden passenger cars are being restored. We were provided a barbeque lunch in their newly erected shop.
- Thursday we left Tacoma by diesel powered train to a rendezvous with a passenger train pulled by a logging steam engine.
- Friday consisted of NRHS business meetings throughout the day. I attended the BoD meeting that morning. Among many topics discussed

was the announcement of the annual grant recipients of which we were fortunate to be awarded one for \$2900. This is intended to purchase materials for the engine cab restoration.

- Saturday another trip behind 4449 was on tap. It was about 180 miles round trip up through Stampede Pass. Once there, the engine was serviced and provided run-by's for all the rail fans. Lunch was served on the train. Great mountain scenery was had at every turn.

Wooden Car Restoration in Snoqualmie

In addition to the steam rides, a high point of the annual affair was a visit to the wooden car restoration facility in Snoqualmie. A tour of the facility provides a great educational opportunity for anyone involved in the resurrection of historical artifacts. See more pictures at our website www.NMSLRHS.org.



An Interior View Of A Wooden Car Under Restoration.



A beautifully restored wooden car ready for service.

Logging Train Ride

One interesting event was a 'ride in the rain' excursion behind the only operating Willamette geared locomotive. The Willamette is a modified version of the Shay, built by the Willamette Iron and Steel works after the original Shay patents expired.



These passengers may have been a bit wet, but their enthusiasm for the scenic ride were not dampened., as they rolled through spectacular scenery.



A side view of a Willamette geared locomotive. (File Photo)

SAFETY OFFICER'S REPORT

Update On Confined Space Safety And Heat

We are making steady progress towards completion of our Permit Required Confined Space Entry process. We now have in hand an M40 Gas Monitor. We also have some of the calibration equipment necessary to calibrate the M40 every two months. We are waiting on one last canister of test gas that should arrive soon.

Safety Officer John Cekala will be conducting short training sessions on how to use the M40. Initially, all members who took the confined space rescue training plus the welders who will be working in the fire box must take this training. Members who are authorized to issue confined space permits should also take the training. (See next paragraph.)

The first step for confined space entry will be to obtain a permit. These can be found in the "Confined Space" binder in the WHQ. When the permit checklist has been completed, it must be signed off on by an authorized person. The current list of authorized persons is John Cekala, Dave Anglen, Jon Spargo, Bill McSweeney, Rick Kirby and Bob DeGroft. No one else may issue a permit. Permits are valid only for the date and time specified on the permit and may not be reused.

To carry out confined space entry, once the permit has been granted, the following conditions must be strictly adhered to. In addition to members who will make the entry (minimum of two), there must be an attendant and a minimum of 4 trained confined space rescue members on site at all times during the entry.

If, during the course of work in the confined space, the number of trained rescue personnel becomes less than 4, work will stop and personnel will exit the confined space. **NO EXCEPTIONS!**

The attendant will monitor the progress of the confined space entry. The attendant must maintain a log of the confined space activities. Copies of the logs can also be found in the Confined Space binder in the WHQ. After an initial set of readings taken with the M40 gas monitor, the monitor will be taken into the confined space by one of the members making entry. Every half hour thereafter, the attendant will get the attention of the workers in the confined space. He will ask that a reading be taken and will record the number on the log.

This welding operation is a critical task. We do not want to interrupt it. Therefore, we could still use a few more members to step up and take the confined space rescue training. This will insure that there will always be enough rescue people on site so that the welding operation can continue without interruption.

See Cekala to sign up for the training..

Finally, we continue to experience high temperatures at the work site during regular work sessions. We want you to remember how important it is to drink lots of water and take frequent short breaks in the shade to cool off.

(CMO Continued from Page 1)

up the process, and keep everything on track, we still need your support.

The more support we receive the sooner the 2926 restoration will be finished. In this newsletter, you will see mention of several different types of support we have received during recent months.

If you are not yet a member of NMSLRHS consider joining our ranks and lending your support. At this point any level of additional support will help speed up the process of restoring an important piece of rail history.

Check our article on the National Railroad Historical Society Convention. Just think—wouldn't it would be great to see the 2926 pulling a NRHS Convention train in the future?

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(Timkin, Continued from Page 2)

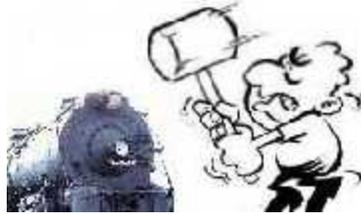
Representing the pinnacle of high speed steam, 2926 obviously moved on roller bearings—and yes, they are Timken. These are BIG BEARINGS, and a very critical part of the restoration. Thus, we contacted Timken.

Timken's response included a lot of long distance advice and a recent visit from Dave Aungst, a Timken service representative from Dallas. Dave's assessment was that the bearings are in surprisingly good shape, and Timken can refurbish them.



Timken service representative Dave Aungst takes a look at one of the 2926 roller bearings.

Timken wants all the bearing assemblies at once to facilitate tooling up for the work. Several of our members are busily removing the remaining bearings, and others are organizing the assemblies and building shipping containers for them. Watch for a followup report on our web site and in the next newsletter.



BANGING ON A 2900

FEATURING—

CHUCK MANGOLD

BY MIKE HARTSHORNE

Kirtland Air Force Base and our national laboratories have long been a major local source of talent for the restoration of AT&SF 2926. That is certainly true in the case of Charles "Chuck" E. Mangold. Equally at home 'getting dirty' banging on 2926 or pursuing NMSLRHS interests while stuck at distant USAF accommodations in pursuit of military duties, Chuck is always busy helping bring our "War Baby" back to life.

He has proven especially adept at writing proposals seeking financial support for NMSLRHS. In addition to achieving such support, he can be credited with developing a closer friendship with BNSF Railway Company.

Mike was lucky to get a bit of Chuck's time to document the globetrotting career of a native of the area where 2926 once operated.—Editor



AT&SF 2926 isn't the only 'War Baby' in Chuck's world. Here he poses with a B-17 Flying Fortress, another restored and operating relic of the WWII era.

* * * *

For Chuck Mangold, the slogan "Join the Navy and See the World" is incomplete. It should also mention the Air Force.

Charles was born in 1966 in Stillwater, Oklahoma, the third child of four, and the only son of an OSU astrophysics graduate student. When he was less than a year old the family moved to Boulder, Colorado where his dad completed a PhD in astrophysics and went to work for the government.



Chuck's interest in large steam equipment began early. At left he is pictured as a 4 year-old with a toy steam shovel.

A few years later, he is seen visiting a considerably larger steam driven machine at the Colorado Rail Museum.



Dad's astrophysics thesis experiment flew on a U2 and he got work with NASA on the Skylab project. Bouncing around the Denver area, Charles attended elementary school. In second grade the little league football team had their first names on the uniforms, but the coach ran out of "L" letters for Charles, so he put "CHUCK" on the jersey instead. That was the start of a nickname that has lasted 35+ years.

Summers saw young Chuck visiting his maternal grandfather in Parson, Kansas where the WWII veteran was an accountant for the Missouri-Kansas-Texas Railroad; (the MKT or "the KATY"). Railyards made for great entertainment and fun rides back and forth with granddad's switching crew friends.

I guess it could be said that Chuck comes from a railroading family! A family tradition that seems to be carrying on to his two young daughters.



*Next generation railroaders?
Left: Chuck and 2 1/2 year old Grace set up a train set in the kitchen floor.
Above: A Polar Express ride at Christmas time 2010.
Could Chuck's long range planning include a couple of well prepared crew members for 2926 operation?*

In 1978 the family moved to the Washington, DC area living in Reston, Virginia, where Chuck did 6th through 8th grade. The family was back in Colorado Springs by 1981, and Chuck graduated from high school in 1985. He spent a year at Western State College in Gunnison where he picked up his EMT training (and did a lot of skiing), but then transferred to Colorado State University to pursue a Sports Medicine degree. He was in Air Force ROTC and worked nights as an armed campus cop; keeping order in the dorms. Law enforcement appealed to him.

Also at Colorado State, his rail interest was renewed. For three college years, he found summer work on the Pike's Peak Cog Railway on the section crew that maintained track up to the 14,110 foot summit. Early each season it was a challenge to keep the snow cleared to the top. With dynamite, a plow on a flatbed car, a rotary snowplow, and shovels they kept the route to the top open. As weather warmed, came rail repair and maintenance. Three man teams had quotas of 20 ties to replace each day (by hand). They rode a work train up and back to the job site.

Chuck got an Air Force commission in Dec, 1990, but wasn't brought on to active duty until Nov, 1991. He spent the majority of those 11 months as a Fire Fighter with the National Parks Service, station at Mount Rainier National Park. Having what he called "the best summer of my life", Chuck spent his time hiking, participating in search and rescue missions, driving the Parks ambulance, and even fighting a few small fires on the 14,410' mountain.

With the collapse of the Soviet Union in the late 1980s and the US military "right sizing", a lot of ROTC students were released from their obligations. About 80% of the graduates did not go on to the Air Force. Chuck did go active Air Force, but as a non-flying Second Lieutenant with the Air Force Security Police.

After training in San Antonio Chuck wound up doing police work at Seymour Johnson AFB in Goldsboro, North Carolina. His squadron had three officers (guess who was junior) and 175 enlisted Security Police. They pulled security on a base transitioning from F4s to F-15Es, and had 20 KC-10 tankers. Chuck got his first trip overseas to Cairo where his detachment pulled guard on tankers flying in support of Egyptian Air Force exercises. Later he took a detachment to Columbia from August 1993 to January 1994 to secure a radar site manned by waves of two-week rotation guardsmen and reservists who watched for low flying drug runners. The two-week crews came and went on C-130s, which introduced Chuck to the roles and missions of Tactical Airlift.

Back from South America in Jan 1994, Chuck spent four weeks at the Air Force Academy in a prep course before pilot training. On a blind date he met Kris, an elementary school teacher from Fond du Lac, Wisconsin, who was teaching in

(BNSF Special Continued from Page 1)

excursion ride on the Valley View was a treat, but there was one more thing—Jeff had a surprise gift for AT&SF 2926.

As we rolled back into Albuquerque, Jeff revealed his surprise. It was the speed recorder from BNSF F3 unit # 19.



Jeff removes the cover from BNSF's surprise gift. He presented the speed recorder to CMO Rick Kirby. Rick gave it a tour from end to end of the club car.



The guys who put together our memorable rail experience. Joe Faust, BNSF Director of Public Affairs, Rick Kirby, Jeff Schmid, and Bob DeGroft.

All in all, it has been a good year for our relationship with the company that owns the rail lines once frequented by 2926 and her high speed sisters. We hope that friendship continues. Maybe someday, AT&SF 2926, as the world's *largest operating high speed steam passenger locomotive*, can return to those rail lines to pull the BNSF Special.

Continued Page 6, Column 2

NMSLRHS Awarded Grant For 2926 Woodwork

The National Railway Historical Society (NRHS) announced on June 30 that NMSLRHS has been awarded a grant of \$2900.00 for the purchase and installation of woodwork in the cab of 2926

Thirty five requests by various non-profits resulted in fourteen grants. The announcement was made at the annual NRHS meeting in Washington State last month with our CMO Rick Kirby in attendance. Stephen L. Wasby, Director, Heritage Grants Program made the award announcements. Selections were based on merit of the project. The requests were screened by an eight member review board and approved by NRHS President Gregory Malloy.

We requested a grant to be used for acquisition of materials to replace the original cab and firing deck woodwork that was all but trashed by years of neglect and vandalism. Samples of the original wood have been saved and pictures taken of cabs of other remaining ATSF 2900's in order to make a faithful restoration.

We thank the people of NRHS and appreciate this award, particularly in these tough economic times. It tells us that folks all over the country are convinced that our project will succeed. This is the second grant award received this year, the first being a \$5,000.00 award from BNSF Railway.

Work will begin on the cab project as soon as the funds are received. Keep track of our progress on our website, NMSLRHS.org.

* * * *

COMING ATTRACTION New Mexico Centennial Project

There will be more about the New Mexico Centennial project as the state's Centennial celebration approaches. But here is a 'heads-up' for that coming attraction.

NMSLRHS is developing a series of Interpretative Pictorial Panels demonstrating the role of railroads in the growth and development of the State of New Mexico. The 3' X 4' panels will be available for display at various locations around the state during the Centennial.

As the panels are completed, they can be viewed at the AT&SF 2926 restoration site, 1833 8th St. NW. Visitors are welcome to drop by the site for a hard hat tour between the hours of 9:00 AM and 3:00 PM on Wednesdays and Saturdays.

Two of the panels depict the growth of the railroads and their effect on the population

(Continued on Page 8, Column 2)

(Continued from page 5)

Colorado Springs. The hook was set but Chuck was a moving target. They would continue dating for the next 4 years.

In April of 1994 Chuck started flight school at Vance AFB in Enid, Oklahoma flying the T-37 Tweet. Most graduates from that course would go on to T-38 Talon training, but

a new program for those destined to fly C-130s was opening and Chuck volunteered for the T-44 Pegasus twin engine training course at the Naval Air Station in Corpus Christi, Texas. Flying and studying dominated each day. Success was a lead in to further training on the C-130 training in Little Rock AFB, Arkansas.

Chuck's first operational assignment was as a C-130 copilot "trash hauling" around the far western Pacific. He flew missions to places like Cambodia, Laos, and Viet Nam (repatriating servicemen's remains from the RVN conflict) as well as Korea, Guam and Australia.

After two years in the Pacific he was sent to Albuquerque to learn the MC-



Columbian AF pilot standing next to OV-10 with Teniente Chuck in cockpit, during drug interdiction mission while he was an AF cop.



Newlyweds on a balloon ride while assigned to RAF Mildenhall, England. No steam, no prop noise, just a nice quiet ride.

130P. His new job would be flying as an airborne gas station for Special Ops. At the end of the course he took a few days off to marry Kris, and was subsequently assigned to RAF Mildenhall, England.

Kris got a job teaching at the on-base elementary school, and spent four and a half years there. Chuck only spent two and a half years of that tour in England...the rest of the time he was either deployed or back in the States upgrading to Aircraft Commander and later Instructor Pilot. His biggest mission in the Air Force came on night 78 of Operation Allied Force; the war in Yugoslavia.

On that night he and his crew were sent in to support the rescue of an F-16 pilot shot down 3 hours earlier. By the time the sun rose, the downed pilot had ridden the MC-130 back to Aviano Air Base, Italy; where his wife had been notified of the shoot down and the subsequent rescue. There were numerous

deployments and exercises, and a humanitarian aid trip to South Africa to help flood victims in January and February of 2000. As of last count, his flying career has taken him to 6 continents and over 65 countries.

By Sep 2002, the family was back in the States, assigned to Hurlburt Field in Florida, home of Air Force Special Operations Command and 1942 training base of Doolittle's Raiders. Daughter Grace was born there in June 2003. Chuck spent a lot of 2003-2005 doing 60 days on and 60 days off flying in support of Operation "Iraqi Freedom". Chuck was part of an insertion of US Special Forces into western Iraq two days prior to the official start of the war. By August 2005, with the Katrina flood waters rising toward their home, daughter Emily was born. She and mom hunkered down at the hospital while Chuck and Grace stayed with friends on higher ground. Maybe it was that storm which prompted the Mangold's to leave the Florida coastline and move to the desert of the Southwest United States.

In April of 2006 Chuck was assigned to the 58th Special Operations Wing in Albuquerque. His job for the next 5 years would be to train student aircrew. It would not be long before he found the New Mexico Steam Locomotive and RR Historical Society. Chuck had to go to Iraq in 2008 as a squadron Commander during "the surge". Later, he went to Little Rock again; learning the new C-130J while on-duty, and learning to fly an autogyro while off-duty.

Most recently he has been the Commander for the new C-130J Detachment at the 58th SOW. On July 6th he gave up command of the Det as he prepares for his August move. And yet, he has found time to turn wrenches on the ATSF 2926 restoration and become a go-to guy for our fundraising efforts. Twice he has secured \$5,000 grants from the BNSF Foundation.

Now he has permanent change of station orders for August, 2011. The family will be going back to Hurlburt Field. For the next few years he will be working as a test pilot; supporting the war fighters with both new airplanes and with the latest and greatest modifications ("mods") to the existing in fleet.

Chuck plans to keep working for the Society as a member of Andy's gang helping raise funds. He even has a complex scheme by which his flying for the Air Force might even see him back in Albuquerque for some work sessions. With a modern e-world upon us, Chuck will continue as one of our stalwart volunteers as he writes grant packages from the beach! We'll all be glad to see him from time to time at 2926, and we'll all stop and look up when a C-130 flies overhead. You never know....it might be Chuck.

BURKE IS BACK

James Burke Visits An Old Friend

The statement 'Burke Is Back' calls for a bit of clarification. Actually his trip here in June was his first visit. However, he and old friend 2926 were back together once again.

Burke is also back in this newsletter. We first wrote about his experiences, his book, and his incredible handwriting over a year ago. This time, we observed his reunion with the famous locomotive that he knew as a young hobo, and as a fireman working for AT&SF.



Back Together Again: James Burke stands next to the massive locomotive with its 80 inch drive wheels as a backdrop. He knew AT&SF 2926 well when she was plying the high rails.

Burke brought wife Kathryn with him. He also brought several copies of his book, entitled "The Iron Horse & I". It is a two volume set with a photo history of his involvement with steam locomotives. All narrative is done in Burke's amazing handwriting. They are available for sale at the restoration site, with proceeds going to the restoration of 2926.



AT&SF 2920 pictured in a 2-page spread of Burke's book

A few excerpts from 'The Iron Horse & I':

"I had heard about the big new "Twenty Nine Hundreds", with tenders bigger than boxcars and drivers over their heads as a twelve year old kid around the Climax KS, depot"

"On October 26 1947, at 5:00 AM at the Harper KS depot, I was being a juvenile delinquent as was my habit in those far away days when the #2926 roared thru with the Grand Canyon. Such passages thru small town America may be our greatest loss."

"On June 11, 1950 my hobo buddy Richard and I were in Canadian, Texas, fresh out of work and looking for a ride—preferably west. Lo and behold! The 2926 rolled in with westbound refers. As she started to depart we snagged a ladder—had a seat on top."

He'll be back!!!



Most of the bunch down at the 2926 restoration site are betting that when Air Force retirement rolls around, Chuck and Kris will be back to Albuquerque full time with their well trained third generation railroad crew members.

VISIT BY 'TRAINS' MAGAZINE EDITOR

Jim Wrinn Follows Up On Promise

At the Spring Membership Banquet of the Friends of Cumbres & Toltec, Jim Wrinn promised Mike Hartshorne that he would be back to Albuquerque soon and would drop by to see 2926 first hand. On June 3, he made good on that promise.

It is hard to impress a guy who writes about trains for a living, but Jim enjoyed the visit, and we hope he was impressed with our years-long project, and the progress we have made. Below are some pictures of his visit.



Jim Wrinn and Rick Kirby stand next the huge drive wheels of 2926.



Clem Harris briefs Wrinn on restoration of the 2926 water/fuel tender.



Jim Wrinn and CMO Rick Kirby discuss work that was done on the tender to facilitate loading of fuel and water. Caton and DeGroft in background.

(Attraction, Continued from Page 6)

growth of New Mexico. The remaining panels will focus on the development of logging, agriculture, mining, tourism throughout the state. One specific business will be highlighted for its significant contribution to New Mexico development. That is the Fred Harvey Company, well known for its traveler hospitality and its famous hostesses, The Harvey Girls.



The above photo is a snapshot of one of the posters. The posters can be made available for display at activities, events and locations associated with the New Mexico Centennial. For further information or suggestions regarding display opportunities, please contact NMSLRHS at the address, telephone or email contact points listed at the top left of Page 2 of this newsletter.

2926 OPEN HOUSE 2011

Saturday, October 1, 2011

Each year, the New Mexico Steam Locomotive & Railroad Historical Society holds an Open House so that our supporters, rail fans, friends, and neighbors can come by and check our progress in bringing 2926 back to life.

Members will be available in their finest dress “striped bib overalls and hard hats” to show our visitors around, and to answer questions, share good music, and refreshments.

—FOOD—

Free hot dogs and soft drinks and water

—MUSIC BY THREE GROUPS—

Holy Water & Whiskey

Los Radiators

New Mexico Territorial Brass Band

GAMES FOR THE KIDS

LOTS OF SOUVENIERS

Come on out, check out our progress and join the fun

At

**The AT&SF 2926 Restoration Site
1833 8th St NW (4 blocks South of I-40)**