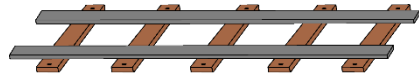


On Track



June2026

If you are receiving this newsletter for the first time, welcome to the fold! We continue to catalog our visitor logs, and your 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 to visit us in person 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 or to your humble editor, [John Taylor](#).

FROM THE PRESIDENT

As we move into the heart of 2026, New Mexico Heritage Rail continues to make significant progress toward building a lasting railroad preservation and operating organization here in Albuquerque.

One of the most important milestones achieved this year has been the execution of our access agreement with the City of Albuquerque for operations at the Albuquerque South Rail Yards. This agreement represents a major step forward not only for NMHR, but for the long-term preservation and activation of one of New Mexico's most historically significant railroad sites.



I would like to personally thank the City of Albuquerque for being a strong and supportive partner throughout this process. We greatly appreciate the cooperation, professionalism, and shared commitment shown by City staff and leadership as we continue working together to preserve and revitalize the Rail Yards for future generations.

Over the past several months, NMHR has continued expanding its operational presence while advancing infrastructure improvements, equipment projects, and long-term planning efforts that will help shape the future of railroad preservation and operations in New Mexico. Restoration work on Tracks 173, 174, 176, and 177—the four original roundhouse lead tracks—along with coordination surrounding the turntable project and continued collaboration with our railroad and community partners, are all part of a much larger vision: creating a sustainable center for railroad preservation, education, tourism, and operations in Albuquerque.

We are also excited to report continued progress regarding ex-BNSF 534, the Dash 8 locomotive that will serve as protection power for NMHR operations as required under our Joint Use Agreement with NMDOT. This is being accomplished through a partnership arrangement, with ownership remaining with the current owners, who share our belief that railroad equipment is best preserved through active use rather than sitting idle in long-term storage.

The locomotive is currently undergoing mechanical work and preparations for service and has now entered the paint preparation phase. As many of you may have seen, the locomotive is presently wearing full primer paint while awaiting its final paint scheme—which we are intentionally

keeping a surprise a little longer. The transformation already underway has been remarkable, and we believe our members and supporters will be very excited when the final appearance is unveiled.

The addition of the Dash 8 partnership represents another important step forward as NMHR continues preparing for future excursion operations and expanded operational capabilities. Alongside our ongoing Positive Train Control (PTC) efforts, this locomotive will provide the operational flexibility and protection power necessary to support safe and reliable mainline steam operations.



Events such as Route 66: Roads & Rails and preparations for New Mexico Railroad Days continue to demonstrate the growing public interest in railroad preservation and the increasing visibility of NMHR within the community. None of this would be possible without the countless volunteer hours contributed by our members.

Whether you are helping restore equipment, assisting at events, supporting administrative work, donating financially, or simply sharing our mission with others, you are helping preserve an important part of New Mexico and Santa Fe Railway history.

Thank you again for your continued support of New Mexico Heritage Rail and Santa Fe 2926. We still have a great deal of work ahead of us, but we also have tremendous momentum—and I believe the future of this organization has never been brighter\

—MathewCasford
President & Chief of Rail Operations

PROFILE OF A MEMBER We have lots of different professions in our illustrious band of ferroequinologists, but only a few attorneys. One of our newest board members, and one the few of these legal beagles, is Spenser Lotz. Spenser is Albuquerque born and bred. A graduate of Albuquerque Academy in 1995 where he was a percussionist for the Charger marching band, Spenser got a BA in music from UNM and went on to the UNM Law School where he picked up his *Juris Doctor* in 2022.



Lotz put his law degree to work in private practice with an emphasis on natural resources and the environment for a year or so before he was recruited to work as an attorney for the State, splitting his time between Santa Fe and Albuquerque and putting lots of commuting miles on his car in the process.

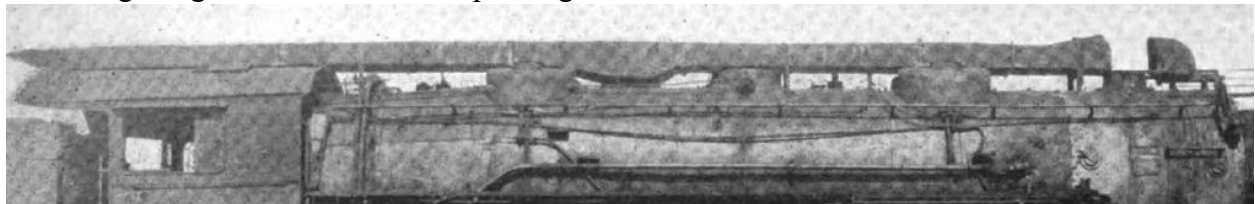
In his copious spare time Spenser enjoys gravel biking (the fat-tire side of the cycling sport) and photography. When I met him for the first time, he had a camera with a lens as long as he is tall! He assures me that he uses both film and digital techniques and said he would like to install a darkroom at his house so that he could develop some of his own film, but he would have to evict the spiders first!

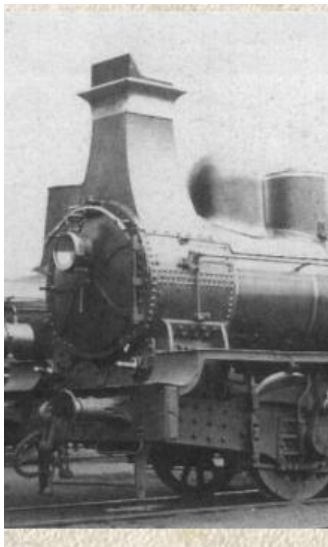
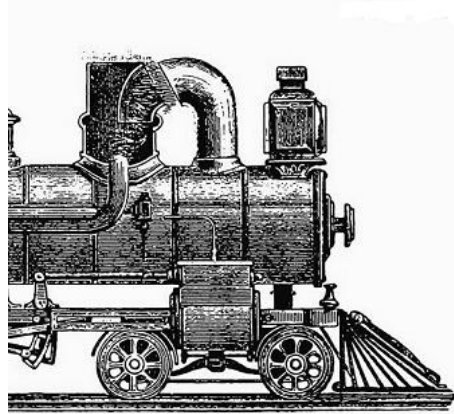
His gravel biking hobby actually led to his involvement with the 2926. His grandfather had the train bug, but Spenser was busy with other things until after law school. Then, one day In 2021, he was scouting out potential bike routes along the old rail lines in Albuquerque and happened to go down the Sawmill Spur. There in front of him was our gorgeous locomotive, and he was hooked once again. He particularly liked the idea of “turning wrenches,” because it was completely different from his daily task of turning pages in the next edition of the Law Review.



In addition to turning wrenches, he has taken on the job of Secretary of the Society, for which all of us are eternally grateful. So for photos, torts, law suits, or gravel paths, Spenser is your man of the hour!

A SHORT HISTORICAL NOTE: There have been a variety of designs for stacks over the years. Here are just a few—some were designed to prevent embers from flying out and starting fires and some were used for recycling the spent gas. Others were designed just to avoid getting smoke in the cab or passengers cars.



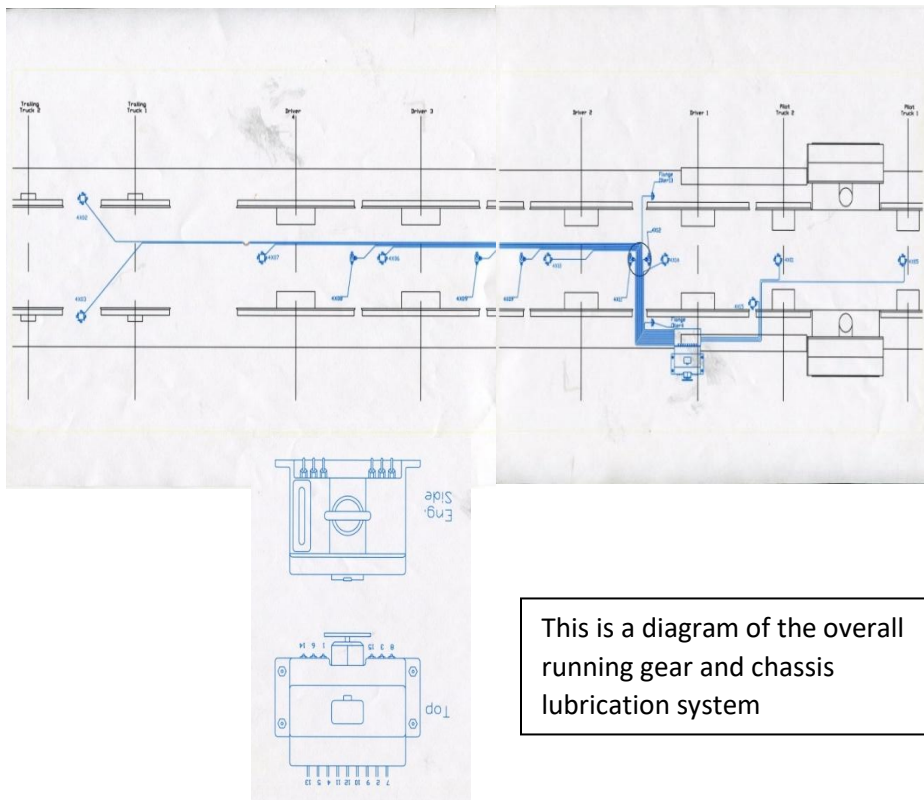


HOW DOES IT WORK: Lubrication is a critical part of keeping the 2926 moving. We've addressed special needs of the cylinder lubrication system, so today we examine the more mundane chassis and running gear. The chassis and running gear lubrication system consists of a Nathan lubricator located on top of the Walscherts valve gear on the engineer's side of the engine. The

lubricator contains an oil sump which holds 90-weight engine oil. With each stroke of the main piston, a connecting rod from the valve gear pushes oil into a manifold which contains 15 small, camshaft-driven pumps. Each of these pumps delivers oil to one or more splitters which port the oil to one of 64 lubrication points on the chassis and running gear. Roller bearing boxes on the ends of each main driver axle contain oil sumps at the bottom which lubricate the roller bearings as the axle rotates.



The Nathan lubricator



There are numerous zero fittings to lubricate moving parts on the axles, roller bearings, and pivot points on the valve gear, the brake system components, and other moving contact locations.

WHAT'S NEW IN THE STORE: Two new items for your consideration (AND PURCHASE!): Route 66 stickers which combine 2926 and the Mother Road. And some Alton Railroad passenger timetables for the discerning collector.



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 [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](#), [Rio Metro](#), and activities at the [Albuquerque Railyards](#). Please see our Membership page to discover our other volunteer opportunities.

You Remembered Mom—Now Don't forget Dad!

