On Track

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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 It's been an exciting and productive time for New Mexico Heritage Rail, and I want to take a moment to thank each of you for being part of what we are building together.

First, I'm pleased to announce that the Board of Directors has approved the restoration of two additional roundhouse leads—Tracks 176 and 177—at the Albuquerque South Rail Yards. Once completed, this project will provide an additional 640 feet of storage capacity, a critical step in establishing a permanent and functional base of operations for NMHR at the former Santa Fe Shops.

We also had a very successful weekend at the Route 66: Roads & Rails Transportation Festival. Events like this showcase not only the locomotive, but the people behind it—our volunteers—and the growing role NMHR plays in the community. Thank you to everyone who came out, supported, and helped make it happen.

As we continue to grow, leadership and participation from our membership are more important than ever. The Board of Directors nomination window is now open, and I encourage anyone who is interested in helping guide the future of NMHR to step forward. If you would like to run or learn more, please contact Chris Rosol at vice.president@nmheritagerail.com.

We are not just preserving history—we are building it right here in Albuquerque. NMHR is creating a new home for Santa Fe 2926 at the Albuquerque South Rail Yards. This is a rare opportunity to get in on the ground floor of something truly special. Whether you volunteer your time, lend your expertise, or support us financially, you can be part of this effort. If you'd like to contribute, please visit: https://2926.us/donate

Together, we are ensuring that this history not only survives—but thrives for future generations. Thank you for your continued support—we couldn't do this without you.

—MathewCasford
President & Chief of Rail Operations

PROFILE OF A MEMBER This month we feature Ward McCartney, our own mountain man, actually a Montana Man, since he spent/spends a good deal of his time (and money!) in the mountainous part of Big Sky Country.

Ward was born in Kalamazoo, Michigan, and graduated from Lay Norrix High School, home of the Knights, in 1967. He moved west to the Rockies after high school, getting a BS in geology from Colorado College in 1971. Not particularly interested in rocks and dirt, he chose the life of a ski bum: Skiing and flipping burgers at the Tram Café at the base of Teton Village, Jackson Hole Ski area, washing dishes at the Big Mountain ski area in Whitefish, Montana, working as a lifty for several summers and then managing the lift crew and operating a snow cat at the top of the Beartooth Pass.

In 1980, after working four years in the construction trade in Whitefish, Montana, he and two others partnered in a general contracting business, specializing in the Co-op sponsored Super Good Cense, building energy efficient homes. He also acquired land and rental properties in Whitefish and rebuilt a caboose on 10 acres for one of his daughters and her family.

Ward met his wife, Anne, a prominent local environmental attorney, on a Grand Canyon rafting trip in 2006. They have a large, blended family of five children, all of whom have become very successful in a variety of occupations ranging from ministry to salmon fishing guiding. They also have two and one-half grandchildren (the number may be three by the time this is published).

Ward moved to New Mexico after his youngest daughter went to college, and he and Anne have two homes in Valencia County and several rentals in the area. One home serves as Anne's office, and the other is in the wide open spaces off Route 47 southeast of Belen. Despite putting down roots in the Land of Enchantment, he frequently returns to the mountains of Montana for extended hiking trips as he has done for the last 50 years.

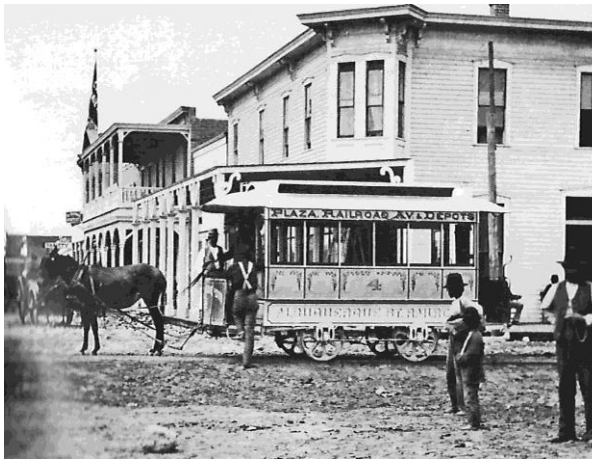
Ward's interest in trains began at the age of eight. He enjoyed making models of airplanes, etc., but they just sat there—he wanted something that moved. He and his father put together a 4 x 8 layout in their Kalamazoo basement, and he acquired some of the early Ahearn rubber-band locomotives. Starting with rubber bands on plywood, his interest has certainly blossomed. At his open-space home south of Belen he has a magnificent G-scale layout that traverses a classic New Mexico vista.

Ward "discovered" the 2926 not long after he moved to Albuquerque. He started off by cutting staybolt caps but, as is obvious from his "newsletter portrait," he has "experienced" a wide variety of the tasks that have arisen since then. He is an active member of the Friends of the Cumbres and Tolec and goes to Chama for restoration sessions whenever he can. His G-scale equipment has also been featured at several of our open houses, to the delight of "children of all ages."

A SHORT HISTORICAL NOTE: Today, we see Central Avenue as a seamless crowded business artery from Broadway all the way to Rio Grande and beyond, but when the railroad reached Alburquerque (yes,

that is how it was spelled then) in 1880, the depot and rail yards were two miles east of Old Town down a dusty dirt road that was called Railroad Avenue. Author Marc Simmons wrote,

> From the upper stories of the Armijo House or the Grant Building, New Towners could look westward across the depressingly bare floodplain to the low cluster of adobe buildings huddled around the towers of San Felipe de Neri Church. Even the most optimistic among them could scarcely imagine that population growth would ever fill the yawning gap.



So, how did folks get to New Town for shopping or "to catch the train?" Well, for ten cents, they rode in one of eight open-air, mule-drawn streetcars from Old Town to New Town and Barelas along rails installed on a two-foot mound in the center of the street by the Street Railway Company.

The early days of the trolley service were apparently rather laissez-faire. Drivers would stop and wait for ladies to shop or might park by a bar and go in for a drink. Some of the passengers raised local eyebrows, It was reported that "It is a common occurrence to see females of questionable reputation seated boldly on the front platform, ofttimes holding the reins."

In addition, the rails were not always reliable, and winds were sufficient to blow the cars off the track. A report in the *Albuquerque Democrat* noted

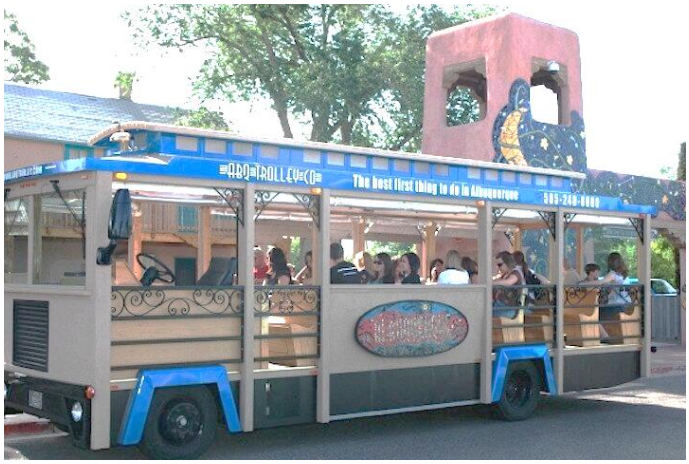
> Those who patronize the streetcar line running between the east and west end have become so used to being off the track that whenever the vehicle stops from any cause whatsoever, they all rush to the back door, get their shoulders under the car and prepare to boost it on the track again.

In the 1890s, draft horses with brass bells replaced the mules. While marginally more reliable, the common wisdom was, "If you're in a hurry, walk, but if you have time, take the streetcar."

In 1903, a new organization, the Albuquerque Traction Company, bought out the horse-drawn line and electrified the system with overhead wires. The system expanded to include a route north on 12th Street to the Albuquerque Lumber Company, and a competing company opened the Highland Line serving the University on the East Mesa. The two electric groups merged to form the City Electric Company.

Unfortunately, times were financially challenging and automobiles were becoming more popular. In 1928, the streetcar company folded and the twelve electric cars were sold and converted to motel rooms at Napoleon's Deluxe Service Station and Auto Camp.

Today, streetcars are back in the Duke City, albeit on a truck chassis since the tracks are long-gone. The Albuquerque Trolley Company offers tours that include, among other sights, Old Town, Downtown, Nob Hill, and the University in the only trolley car in the world covered in stucco!



HOW DOES IT WORK: The engineer has primary responsibility for the throttle, the power reverse, and the brakes. The fireman is responsible for providing the fuel, air, and water to make those components function. The fireman's control panel is shown below. The fuel supply is controlled by the horizontal red handle and the air supply damper is opened or closed by the vertical black handle immediately below the fuel handle (Note that there are permanent vents in the firebox to supply basic airflow for startup and low speed operations.)

The valves in the manifold outboard of the damper handle control the superheated steam to four auxiliaries:

- Steam to the atomizer—this steam enters the burner below the oil flow, breaks up the oil into small droplets, and disperses it throughout the firebox for more even combustion.
- Steam to the cold water pump and its outlet check valve—this steam goes into the cold water pump and the cold water pump outlet check valve to ensure that the water in the front end of the Worthington system is not frozen.

- Steam to the tender oil heating system—this steam goes back to the tender fuel heat selection valve on the front of the tender where it can either pass directly into the fuel oil tank to prevent the oil from stratifying or can be routed to the fuel oil heater.
- Steam to the oil feed blowback—this steam goes to the fuel line between the firing valve and the fuel shutoff valve and forces oil in the fuel line back into the tender.

Below and to the left of the manifold is the blower control valve. This controls the steam to the blower that sits atop the pedestal in the smoke box and provides exhaust flow up the stack to maintain a vacuum flow in the firebox.

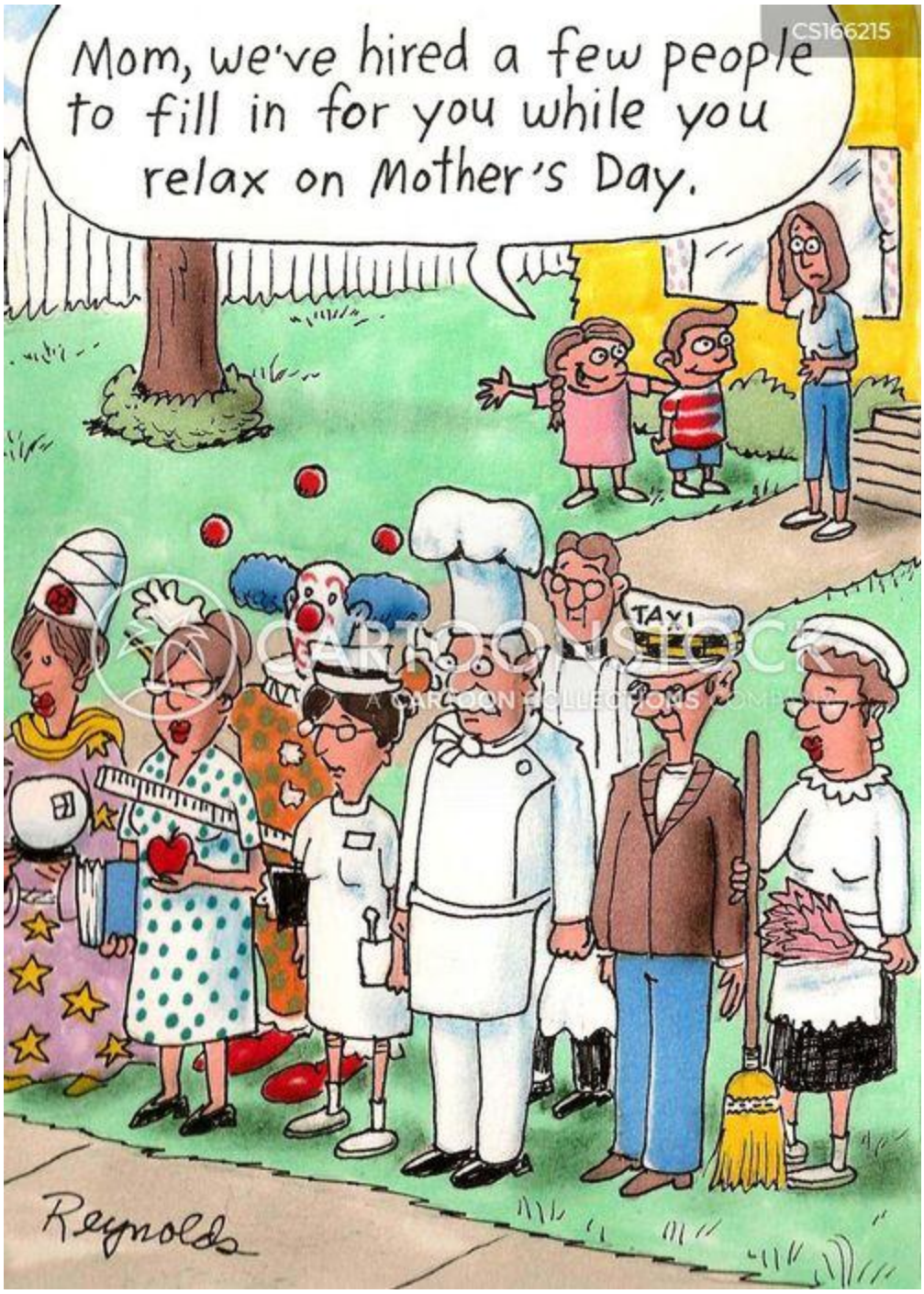
Above and to the left of the manifold is the \hot water pump control valve. This routes saturated steam to the hot water pump steam cylinder which, in turn, operates the pump itself. This is the only operator control for the Worthington system. Once the fireman has set the hot water pump flow rate, the system is internally regulated by the float valve in the freedwater heater which controls the amount of saturated stem that operates the cold water pump.

Directly above the manifold are two gauges—one shows the pressure in the feedwater heater and the other shows the cold water flowrate in the Worthington system.

The fireman is responsible for two blowdown valves. Below and to the right of the firing valve operating rod is a small air valve on the backhead. This valve operates the blowdown valve on the engineer's side which exhausts steam to the cyclone separator on the top of the engine. This valve is used if the foam meter shows significant foam in the boiler. The second blowdown valve is the large pull valve in the lower left corner of the image. This operates one of the main boiler blowdowns on the fireman's side of the engine.

WHAT'S NEW IN THE STORE: The 2926 gift shop has something for kids as well as adults. Check out these pullback toy locomotives..

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.



Please Don't Forget Her on May 10!