



BIG STEAM NEWS

NEW MEXICO STEAM LOCOMOTIVE & RAILROAD HISTORICAL SOCIETY
Quarterly Newsletter Vol. XV No. 1 Jan. Feb. Mar. 2016

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SANTA FE 2926™ Is. . .

NEW MEXICO True

NEW MEXICO STEAM: PAST, PRESENT, FUTURE

NOW, THEREFORE, BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES OF THE STATE OF NEW MEXICO that the Santa Fe 2926 steam locomotive be recognized as a representation of all railroads, **past, present, and future** contributions to the economic and cultural growth and stature of New Mexico.

Excerpt From New Mexico House Memorial 100, Feb. 2016

*The first three months of 2016 can be summarized in the words highlighted above—**past, present, and future**. In no particular order, the words could be a mantra for the 2926 volunteers. They provide a framework for all the activity during the first quarter of what is expected to be an extremely busy year. By 3/14/16, (**πDay**) it was obvious that 2016 will be a very good year. It will be a year in which a Big Steam icon will return to action to provide current and future generations with an opportunity to experience travel as it was during the settlement, growth, and development of New Mexico and other parts of the American West. . . .Editor*

RECOGNITION OF AN ICON

In February, the New Mexico State House of Representatives formally recognized the history of 2926, the current restoration, and plans for future operation. **House Memorial 100, Santa Fe 2926 Steam Locomotive** was introduced by House Speaker Don Tripp on February 11. Five days later, following National President’s Day, a group of the 2926 volunteers were invited to attend the legislative session and observe floor action on HM 100 as guests of Speaker Tripp. The vote was 66-0 favoring the Memorial, and several legislators spoke to express their support for HR 100 and the restoration project. A framed copy of HM 100 is already posted for display at the restoration site. A summary of the content follows.

The Past

HM 100 recognized the history of 2926 as a former Atchison, Topeka, & Santa Fe steam locomotive built by Baldwin Locomotive Works for AT&SF in 1944. The memorial saluted the locomotive’s service by noting the more than one million miles that 2926 had logged in passenger and fast freight service throughout the U.S. West. It then cited the locomotive’s presentation to the City of Albuquerque in celebration of the city’s 250th anniversary in 1956, when it was retired to display in Coronado Park.

The memorial described the acquisition by NMSLRHS, move from the park, relocation to the current site, and beginning of the restoration. .

The Present

The ongoing restoration was duly noted in the memorial, as was the \$2,000,000 value of the restoration, and the more than 130,000 volunteer hours spent on the restoration to date.

Included was recognition that, having long been listed on both Albuquerque, and State of New Mexico historic registers, Santa Fe 2926 is now on the national historic register as well.

The Future

With recognition that 2926 is nearing operational status, HM 100 set forth the statement excerpted at the top of this page, and concluded with the following.

WHEREAS, once restored, the Santa Fe 2926 will create a new and significant tourist attraction, and;

BE IT FURTHER RESOLVED, that the Santa Fe 2926 be recognized as NEW MEXICO’S STEAM LOCOMOTIVE.



ABOVE: NMSLRHS Members with Speaker Don Tripp At His Office. The poster Pictures 2926 pulling The Santa Fe Chief In Passenger Service Near Victorville California in 1947.

BELOW: The contingent of NMSLRHS members are seated at the Speaker’s rostrum as guests of Speaker Don Tripp prior to beginning the House Floor Session at which House Memorial 100 was introduced and passed unanimously.—Photos by Dave Jenkins



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LOOKING DOWN THE TRACK

This newsletter reflects changes that Society members are encountering. The changes will increase as Santa Fe 2926 steams up and enters a much wider public arena.

The restoration has been a complex challenge—a significant accomplishment done in a professional manner. It is a credit to all the volunteers who have spent time and energy on the site, often in less than optimum conditions.

In operation, volunteers who enjoy the mechanical aspects will have plenty of work. It will be maintenance rather than restoration. Steam locomotives are labor intensive and require a lot of attention when in operation.

Many changes the Society must face include tasks having little to do with mechanical issues. They include marketing, operational management and public relations issues dealing with people instead of machines.

Big steam locomotives are major people magnets. To date, 2926 has had visitors from all U.S. states and 15 foreign countries. A majority of those visitors appeared to be dedicated rail fans, more interested in the machine and the restoration work than the locomotive's historic public role. In operation, Santa Fe 2926 will show its ability to attract huge crowds interested in its iconic role in rail history and U.S. westward growth.

In operation there will be a variety of non-mechanical activity. Access to the main line carrying passengers entails regulatory issues insurance needs, access negotiations, marketing, scheduling, and ticket sales. There will also be safety, security, crowd control, and related issues. Some of those activities may be done by contracting with other organizations. However, there will be many new tasks for the volunteers.

No longer a static attraction on Coronado Park or a restoration attraction on 8th Street NW, Santa Fe 2926 is now New Mexico's Steam Locomotive. It was so designated by the State Legislature to represent New Mexico's rich rail history. It will be a major *mobile* tourist attraction, with the ability to reach other parts of New Mexico and adjacent states, directly connecting other tourist destinations.

With Santa Fe 2926 in operation, the Society will become a more active member of New Mexico's important statewide tourist industry. It will be necessary for our members to work closely with, and actively promote, other New Mexico tourist destinations. Such cooperation will assure Santa Fe 2926 its place as an icon of the railroad history of New Mexico and the U.S. Southwest.

BEYOND THE EIGHTH STREET GATE



Looking East Through The Eighth Street Gate: NMSLRHS volunteers remove scrap material and clean the site at the 8th street entrance in preparation for construction of the engine house described on page 3.

May 2, 2002, A Place To Restore Santa Fe 2926

In a few weeks, fourteen years will have passed since BNSF diesel number 2628 nudged Santa Fe 2926 through a switch from the Sawmill Spur onto a long unused siding between 7th and 8th streets. Vacant for many years, the siding had provided rail service to the Bureau of Indian Affairs (BIA) and U.S. General Services Administration buildings (GSA).

Built in 1937, the track on the siding was in very poor condition. The heavy locomotive was slowly pushed along the siding and across 8th street. It tilted visibly on the track crossing the dirt lot next to a BIA building. It was then eased through another gate and onto the paved lot next the GSA warehouse. With the arrival of Santa Fe 2926 on that day in May, the two lots became a restoration site and home to New Mexico's Steam Locomotive.



Looking West From The Eighth Street Gate: Site of the soon to be built engine house. BIA building is on right.. The GSA warehouse is visible beyond the tender and locomotive at center of the picture.

Two years ago, thanks to a generous donor, the track from the 8th street gate through both lots to the GSA warehouse was rebuilt. The new engine house will cover that new track just inside the gate. Now, only a portion of the original siding between the gate and the switch at the main rail spur must be upgraded. Though very short in length, the remaining section of the siding will involve a city street, utility easements, the hot zone on the state owned rail spur, and the switch connecting the siding to the rail spur.

That final portion of the siding must be improved before 2926 is under steam and ready to exit the 8th street gate. Discussions and planning are now underway with the proper authorities to have that portion of the siding upgraded before the restoration is complete.

Outside The Gate

The rail spur to which the BIA/GSA siding is connected once served a large sawmill complex west of 12th street and businesses in Albuquerque's Old Town district. The sawmill is long gone, but the spur is still referred to as the 'sawmill spur'. At just under 1.5 miles in length from the main line near 1st Street to the museum neighborhood in Old Town, it still serves some local businesses.

Now belonging to the State of New Mexico, the spur has only occasional traffic. It will serve as a location for initial testing of 2926 once under steam. The portion of the spur to the west toward Old Town, though rebuilt a couple of years ago, has some turns that are too tight for the big steam locomotive. Preliminary testing will be done in the straight portion between 8th street and the main line.

The local 'short line' testing on the sawmill spur will mean that the 2926 volunteers will inherit additional duties. Taking 2926 beyond the gate will mean encountering traffic and onlookers as well as numerous tasks relating to the test process. And that is only the beginning of activity BEYOND THE EIGHTH STREET GATE.

ENGINE HOUSE CONSTRUCTION STARTS

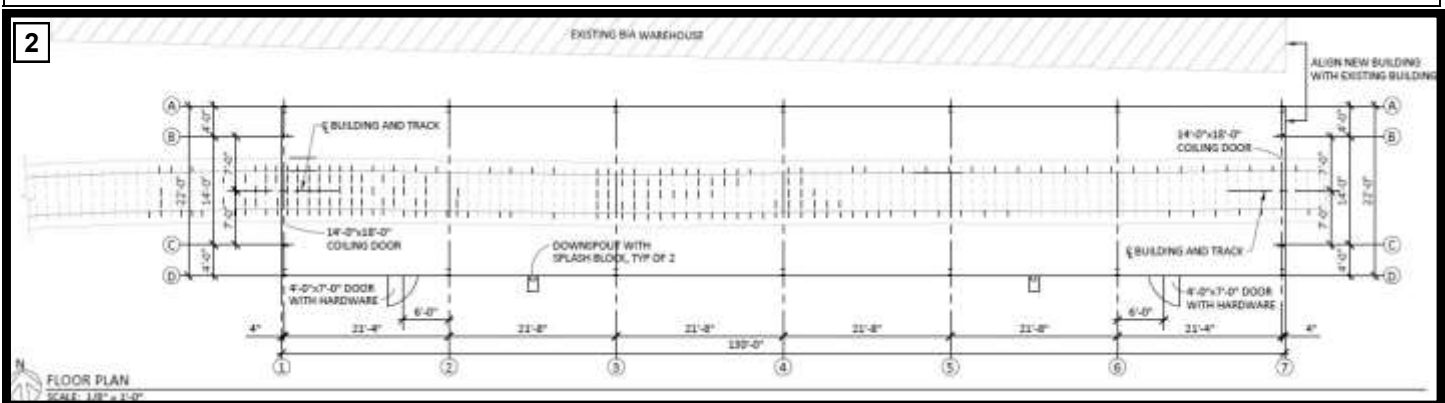
Scaled Back Just A Bit, The Building Will Provide Protection And Security, But Most Maintenance Must Still Be Done Outside

The fundraising effort to construct a secure shelter for 2926 when the restoration is complete has been steadily proceeding. But seeing the need for that protection rapidly approaching, the team of volunteers planning the building went back to the drawing board. By removing a few features that could be added later as funds become available, the projected cost to get a secure cover built was lowered. An anonymous donor matched the current total on the GoFundMe program. That made the financial situation strong enough that the NMSLRHS Board of Directors decided to proceed with the engine house project.

Due to limited space, the building under construction will be primarily for cover and security. Most maintenance, especially any that would require the crane or large equipment, will still have to be done outside. With the locomotive and tender inside, there will only be room for limited maintenance and servicing activity. The graphics (1,2,&3) below, provide an overview of the site and the engine house.



Restoration Site, Google Earth View: The dotted line defines the home of Santa Fe 2926 for the past 14 years. The left (wider) portion of the site is paved. Vacant, and no longer used by GSA, it was made available to NMSLRHS in late 2001. The locomotive (1) is in the center, parked over the pit, and surrounded by mobile storage units containing machine shop, storage, tools and supplies. The tender and car mover (2) are parked in the narrow unpaved portion of the site with a box (dashed lines) showing the approximate location of the soon to be built engine house.

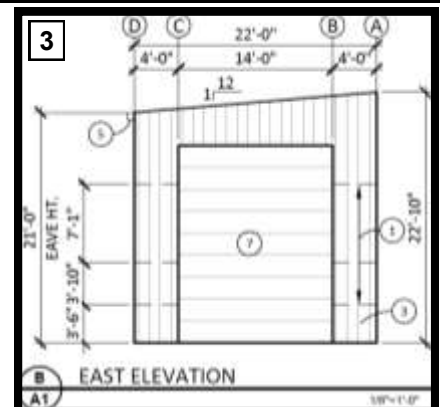


Floor Plan And East Elevation:

The engine house floor plan (2) above depicts the 130 foot long building's relationship to the rail siding. The overall length of the locomotive is 119 feet 11 inches. When the locomotive and tender are inside, there will be just a bit more than 4.5 feet clearance front and rear from 2926 to the roll-up doors at the ends of the building. Clearance on each side of the locomotive will be about the same.

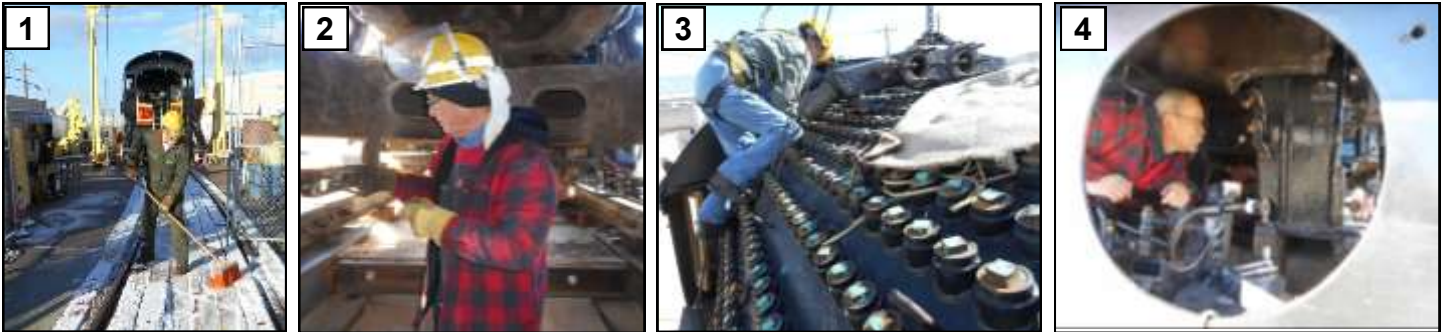
The east elevation view (3) at right shows that access to the top of the locomotive will be possible, but that clearance is also limited. Such limited clearances mean that any use of fork lifts and the gantry crane must still be outside.

With such limited clearance, the engine house will be a tight fit for 2926. It will allow routine service and limited maintenance to be done inside. However, the real benefit is protection from the weather as well as security from tagging and related vandalism that the locomotive has experienced for years.



THREE BUSY MONTHS

Other articles in this issue might seem to infer that restoration tasks are giving way to operational considerations. Such inference is definitely not the case. Yes, operational considerations and public outreach are increasing. But that has not lessened the on-site activity. If anything, both the tasks and number of volunteers working on site actually increased during the first quarter of 2016. The pictures on pages 4 and 5 show just a few of those activities since the start of the year in which 2926 will return to steam. For more pictures and details of specific tasks, check our website at www.nmslrhs.org or our Facebook page at <https://www.facebook.com/NMSX2926> (*Busy Months, Cont. below*)



Above: The year started with a bit of snow (1), but it was swept away, and the volunteers went to work. They worked in the pit underneath (2); on top of the boiler (3) and squeezed under the cab to check completed work (4).

Below: There was a lot of heavy lifting, (5 & 6). There was also assembly and fine tuning of small electronic parts (7 & 8) that did not exist when the locomotive was built, but are now required for operation.



Right: Reassembly tasks involving small parts, oil lines, etc. often require working in very tight spaces (9 & 10).

Below Right: Many of the large bolts, nuts and heavy pipe fittings were not accessible to power tools. Providing sufficient torque to secure them required considerable muscle, (11), and even a cheater pipe on a big wrench, (12).

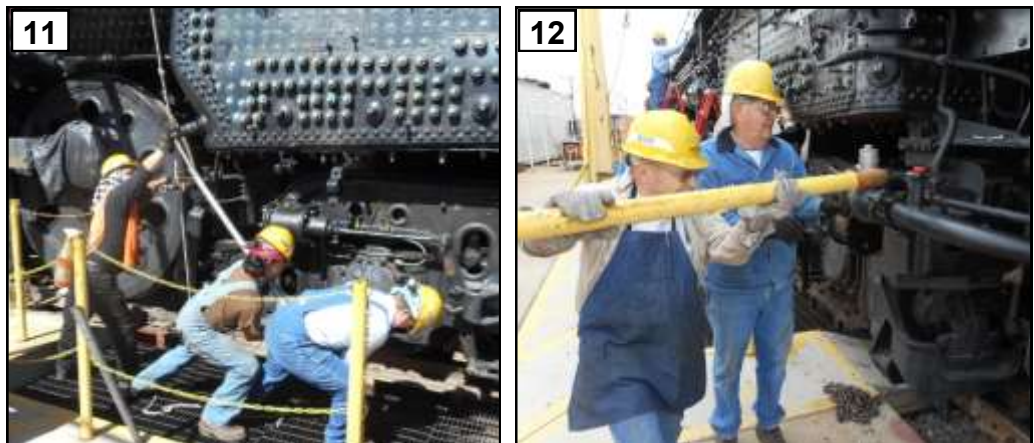
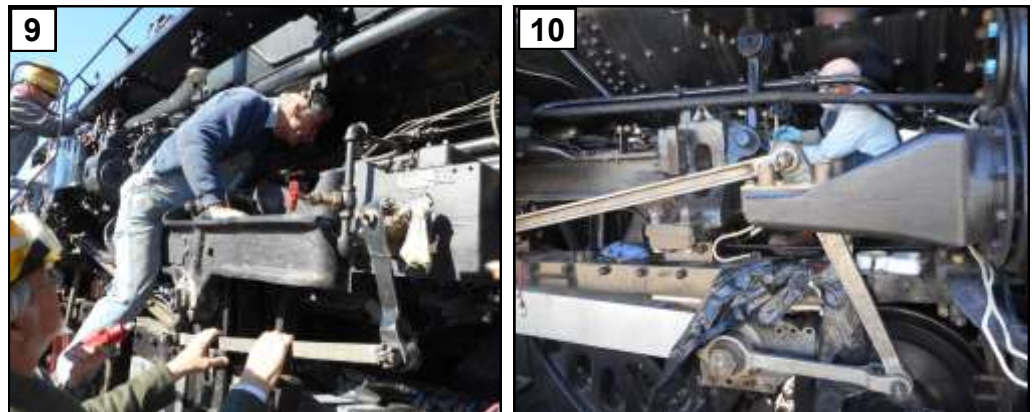
(Busy Months Continued)

Though the year started with snow, there were weather breaks, and the volunteers adjusted to varying temperatures, wind, and even a little rain.

Refurbished parts that had been stored were pulled from storage and work continued.

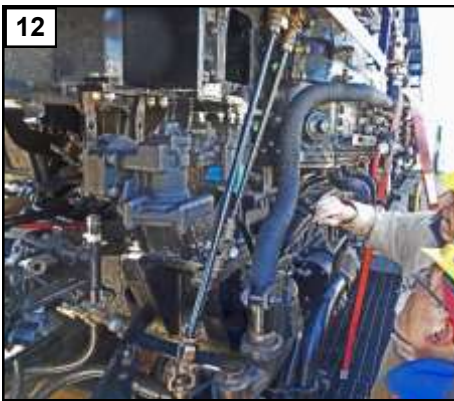
Much work now involved small parts, pipes, and accessories. That meant many tasks were relatively small, even somewhat simple, but there were many more of them.

(Continued next page)



(Continued, Three Busy Months)

In the series of photos below, the first one (12) reveals a large number of those small parts in place. Their installation was a result of many tasks. There are pipes, pipe unions, tubes, control rods, bolts, nuts, plugs, etc. that must be assembled and installed or connected in proper order, then sealed, and torqued as needed. Sometimes, just jiggling an odd shaped part into place, (13) is a challenge. Often, its back to the database (14) to identify, or locate a particular part. Then it may be a trip to the machine shop (15) to repair, modify or fabricate a particular part.



Call it what you wish—omen, random chance, luck, or serendipity,—photos 16 and 17 show what CMO Rick Kirby encountered in a parts search.

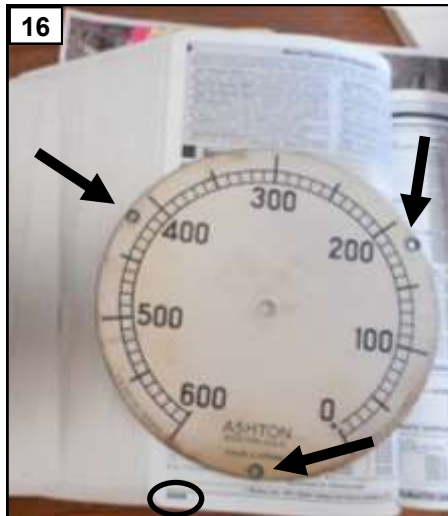
As described in the last newsletter “Odyssey Of The Main Steam Gauge”, searching for and locating parts can be a challenge. Many such searches start with references like the massive McMaster Catalog.

In this case, CMO Rick Kirby was searching for small ferrules, (sleeves for faceplate screws).

To locate the proper ferrules he checked his catalog. When he located the ones he needed, he was surprised to see the page number on which they were listed.

It was page 2926! Just a coincidence or **Maybe A Good Omen?**

Rick, have you tried the lottery?



Above: The first picture (16) shows one of the old gauge faceplates on an open copy of the McMaster's catalog. The arrows point to the screw holes for which ferrules are needed. The second (17), shows a close-up with the page number in the lower left corner.

Also Around The Site

The computer work at the top of this page (14) is not the only work done sitting down. The two volunteers below left (18) find a way to sit down while working on the brakes.

In the photo at right (19) the three guys have a question. What is the purpose of this cable?

Hint: It is not used as a sewer snake. **(Answer on Page 8)**



NMSLRHS SAFETY PROGRAM CHANGES

LEAVING A SECURE FIXED SITE FOR OPEN RAILS AND OTHER LOCALES WILL BRING CHANGES IN SAFETY RULES AND PROCEDURES

From the beginning of the NMSLRHS, even before the acquisition of 2926, founder Ed Bukove recognized the need for a strong safety program. He knew that the volunteers joining the effort to restore the huge locomotive possessed a wide variety of skills and talents. He was also aware that the volunteers did have one thing in common — none were experts in locomotive restoration. The diversity and lack of experience with the task at hand was a recipe for disaster without an effective safety program.

At an early meeting, there was discussion of just what experience was available within the group, Jon Spargo asked Ed if he had someone to establish a safety program. When Jon stated his experience—years as Chief Safety Officer at the National Radio Astronomy Very Large Array (VLA) west of Socorro New Mexico—Ed considered the search for a safety officer settled and moved on to other organizational issues.

Following that meeting, Jon proceeded to develop a safety program. It was specifically tailored to fit an eclectic bunch of volunteers facing a complex challenge with activity that could prove hazardous to anyone involved. The focus of the safety program he devised, with proper training and work procedures was directed to work on the restoration site.

Since the start of the restoration, every new member has been required to attend safety training and comply with NMSLRHS safety regulations before performing work on the site. All members are required to attend an annual safety refresher meeting. The regulations also include procedures for accommodating visitors to the site.

Now with 2926 nearing operational status, the safety program must be expanded. Safety considerations on a worksite are one thing. Safety in operation means additional regulations, frequently changing venues, crowds of people, maintenance on the road, etc. That is definitely an additional challenge.



Feb. 27, 2016 new member safety training session —the largest to date.



The NMSLRHS Annual Safety Meeting gets underway at the facilities of Plumbers and Pipefitters Union.

Jon set to work planning an **operational safety program**. Fortunately for Jon, 2926 has a friend in Kansas who stepped forward to help introduce the operational safety program. That friend is Warren Scholl, retired AT&SF Safety Director. Thus, the 2016 annual safety meeting became more than just addressing safety issues on a closed site. It was expanded to include operational safety. Scholl came down from Kansas to conduct the meeting, and it was attended by a large crowd, including individuals representing other rail operations.

Jon is still working at assembling the NMSLRHS Operational Safety Program. It will necessarily include such subjects as crowd control, traffic issues, on-tour maintenance, etc.

The **Operational Safety Program** will be in place, and all members properly trained when 2926 rolls out of the restoration site in a few months. The venerable locomotive will then meet the public under steam for the first time in more than half a century.



Retired AT&SF Safety Officer Warren Scholl addresses the Annual Safety Meeting

PLANNING FOR AN EXCITING FUTURE

Operating Big Steam Will Mean Increased Activity Beyond Restoration Work

Outreach and liaison activity during the past several years has focused on fundraising, enlisting new volunteers, technical support, and related forms of assistance directed primarily at the restoration. For the first eight or ten years of the 2926 project, such activity consisted of the NMSLRHS web site, brochures, local rail history events, this newsletter, and word-of-mouth/email by members and supporters. Three or four years ago, NMSLRHS initiated membership in tourism organizations and the establishment of a community liaison program. Now, as Santa Fe 2926 nears operational status, those external relationships are becoming more active. Big steam excursion operation will involve regular association with numerous government agencies, rail corporations, tourist destinations, and related organizations.

Outreach and liaison activities of the past three months can be generally categorized as follows:

- 1) Operational Authority, Regulations, Rail Access, and Safety As the restoration has progressed, NMSLRHS members have had contact with government regulatory officials and representatives of rail corporations. The contact has been primarily of a casual and informative nature. There has been both direct and indirect support from some of those organizations, and individuals representing some of them have visited the restoration on several occasions. One instance of support is the Legislative Memorial described in this newsletter. Beginning early this year, such contact picked up pace. Our management team began to address details of the above issues. NMSLRHS officials have met with NMDOT and other state and corporate interests to discuss future activities, needs and requirements. With a matter of months until Santa Fe 2926 will be ready to pull excursions, such liaison will become an ongoing responsibility for the Society.
- 2) Rail Excursions, Marketing, Public Relations Like category 1 above, this has been occurring on a relative casual and informative basis for some time. Much of it has been directed to maintaining support for the restoration. With the beginning of 2016, both local and statewide outreach tasks have increased, adding an emphasis on future excursions. Liaison with tourist destinations, public and private organizations promoting tourism, and the general public will continue to increase. The following items describe some of that activity in the first quarter.

LOCAL PRESENTATIONS AND SITE VISITS

These activities were in the Albuquerque area. Some were on site, and were carried out as a part of the Community Liaison activity led by Steve Bradford.

January 30: Trail Life kids, group of 20 (elementary through high school) visited the site. We are especially interested in such groups. We hope some of these youngsters will step up to become future operators of Santa Fe 2926.

February 3: Presentation to the Sandia Kiwanis club at the Wecks at Montgomery and Louisiana with 20 attendees.

February 10: Site Visit and briefing by about 20 Albuquerque Convention & Visitors Bureau volunteers.

February 18: Presentation to Academy Hills Neighborhood Association

February 21: Presentation to the Albuquerque Historical Society. Town hall format with 40 attendees. Already planning to have another such presentation.

March 10: Steve Bradford and Doyle Caton lunch meeting with Jen Schroer, President & CEO of New Mexico Hospitality Association. Discussed opportunities and strategies relating to future tourist excursions.

March 16: Steve Bradford and Bob DeGroft met with Bill Woldman of Senator Udall's staff. Discussed concerns regarding operational issues.

March 23: Site visit by members of El Dorado Senior Center. Organized by Dorothy Brock, (wife of Bernie Brock, long time 2926 volunteer from Santa Fe,) Referred them to the Pueblo Harvest Restaurant at the Indian Pueblo Cultural Center (IPCC) for lunch. The IPCC is our tourist destination neighbor a few blocks north of the site.

March 30: NMRail Meeting: Steve Bradford and Jon Messier met with Chuck Larabee, and Lyn Aldrich to plan the evolution of the former Amtrak Southwest Chief Coalition into a broader New Mexico passenger rail advocacy group to be named NMRail.

STATEWIDE MEETINGS AND ACTIVITIES

These activities are a part of the Society's long range planning. They include legislative activity, state tourism meetings, and meetings with local government officials.

Trends Conference Feb 8-10: John Gibbons, Steve Bradford and Doyle Caton attended the New Mexico Tourism Trends conference in Santa Fe. A key annual meeting, it was preceded by a quarterly meeting of the New Mexico Tourism Department Regional Marketing Boards. The annual event also included visits to the NM State Legislature..

The conference agenda included nationally recognized tourism speakers, work sessions, and exhibits. The picture at right shows a panel of New Mexico State Agency Directors in a question and answer session with those in attendance.



(Continued on Page 8)

(Statewide Continued)

Meetings With Las Vegas Officials

"The historic town is making a comeback, spurred by Wild West can-do spirit and the renovation of its landmark hotel."—New Mexico Magazine, July 2014.

The above headline, and the picture at right show that the NMSLRHS is not the only activity bringing New Mexico's rail history back to life. Las Vegas, once a major New Mexico rail destination, was home to La Casteñada, the first of the famous Harvey House facilities that occupied spots along the Santa Fe Railway.

Built in 1898, La Casteñada had been allowed to deteriorate and was in sad condition. Then, it was acquired by Harvey House fan Allan Affeldt, who previously restored the La Posada Harvey House in Winslow, Arizona. He now has restoration of La Casteñada underway. Mayor Ortiz, Governor Martinez, many other New Mexicans, and of course the Santa Fe 2926 volunteers, are cheering him on.

In passenger service between Kansas City and Los Angeles, Santa Fe 2926 could often be seen next to La Casteñada. One of the objectives of NMSLRHS is to once again park Santa Fe 2926 next to La Casteñada. To bring that plan to fruition, several members of the 2926 team have begun meeting with Mayor Ortiz and other Las Vegas officials to plan for such grand occasion. Future issues of this newsletter, our web site, and facebook site will keep our supporters informed.



Gov. Martinez and Mayor Ortiz welcome visitors to La Casteñada to announce renovation of the grand hotel.

Visit To Spaceport America And Virgin Galactic

Four NMSLRHS members attended the April 2 Spaceport Open House. The Spaceport has initiated a program for tourists visiting the Spaceport while Virgin Galactic and other Spaceport tenants are making preparations to send tourists into space. The bus tours are from T or C. For info go to <http://spaceportamerica.com/experience/>

Visits with Spaceport Director Christine Anderson, Virgin Galactic's Mark Butler, and other officials should prove beneficial in long range planning. They can see an opportunity for future cooperation with NMSLRHS. Though it is far too soon to start trip planning, members of both groups envision hosting tourists to experience "Steam To Space". After viewing New Mexico from space, the visitors might want get a closer look at ground level via rail. The rails alongside the Spaceport run from Las Cruces to Raton, passing near the home of Santa Fe 2926 in Albuquerque. Experiencing two forms of travel from different centuries would be quite a thrill

There are rail fans at Spaceport America. Mark first visited the 2926 site two years ago. Dave MacKay, VG Chief Pilot, is a rail fan and has a film of his engineer uncle piloting the Flying Scotsman.



Virgin Galactic Senior Program Manager Mark Butler explains Space Ship Two to Jon Spargo as Doyle Caton and Julie Tiedemann listen in. Mark would like to bring some of the VG staff members to Albuquerque for a 2926 visit ---Photo by Ernie Robart

Discovery Map Of Albuquerque: Santa Fe 2926 is on the map!

When Santa Fe 2926 was carrying passengers across the U.S. Southwest, and motorists were tooling along a two lane Route 66, the only maps readily available for any traveler were *sometimes current* paper maps available at service stations. The paper maps were out of date, and generally showed just highways and roads, not business establishments. They were never at hand when needed, and were virtually impossible to refold to their original state. There are probably a few such maps still around, but in Albuquerque, there will soon be a far better way to find points of interest. A new Albuquerque franchise of Discovery Maps offers much more. NMSLRHS has just signed a subscription contract with Jeff Stevens, owner of the Discovery Map local franchise.

The map produced by Jeff's company will be used by the Albuquerque Convention & Visitors Bureau as the Official Map of Albuquerque they distribute. And it couldn't be more different from those paper maps of yesteryear. Yes, there are paper copies of Discovery Maps available. But Discovery Maps contains far more information, and they are available anywhere in electronic formats accessible by PC, laptop, and mobile devices. The Discovery Map Albuquerque will be up and running soon. Check it out at www.DiscoveryMap.com.

* * * * *

ANSWER TO QUESTION ON PAGE 5: What does this cable do?

It is the speed recorder cable. Pictures 1 & 2 show the cable sheath, connected to the speed sensor that engages the right rear driver. The other end connects in the cab to the speed recorder, similar to the one in photo 3, .

