



# THE COUPLER

*Official Bulletin of the Northeastern Region of the National Model Railroad Association*



## SUMMER ISSUE OMITTED

The Summer Issue of the COUPLER was omitted this year for two major reasons. The first being a great lack of copy. This was the major consideration for dropping the issue. The second consideration was the low number of membership renewals received by the mailing office prior to press time.

The receiving of copy has always been a running battle with the various editors of this paper. The current editor has written pleas in the *Hostler Sez* as well as speaking on the subject at the last two conventions. No newspaper or magazine can survive without material. That is the problem with the COUPLER. Without contributions of material from more members, the magazine will be forced to curtail publication. It is hoped by the directors that this will not have to happen.

The COUPLER is the only voice of the Region. It is the only way that officers and other members can get, or receive, information from one another. It does not matter whether the items be about meetings or an article about a layout, anything that would be of information to the other members of the Region is needed.

A person does not have to be a finished writer to submit an article. It is the job of the editor to correct spelling and grammatical errors and, if necessary, rewrite items into the proper journalistic form. As long as the editor has the facts in their proper order he can write the story. There are many phases of model railroading that can be written up. George Allen has done a wonderful job on keeping members of the Region informed on the progress of the Tuxedo Junction and how some of his ideas have worked after being put to use. Wayne Roundy has written an article on his experiences with scenery. There are many members of the Region who have experimented on their own and could write about them as well as explaining how they solved various problems which crop up from time to time. We could use articles on how members modify some of the commercial items, or improve upon some of the designs or operations. The field is unlimited as far as articles for the COUPLER are concerned.

As we have been saying, the only way that the COUPLER can best serve the region is for its members to submit articles on their experiences. The closing date for the Winter issue will be January 5, 1959, with the closing for the Spring issue being in March or early April depending on the date for the Spring Convention.

Support the COUPLER by sending material to the editor. He'll be glad to receive it and the other members of the Region will be glad to read about your model railroad or experience.

The second reason for the omission of the Summer issue was somewhat of a minor one. The mailing office reported a very slow return on memberships

CONTINUED ON PAGE FIVE.

## ANNUAL MEETING AT MANGER, BOSTON

The Hotel Manger, North Station, Boston, will be the site of the Fall '58 Northeastern Region Convention scheduled for October 10, 11 and 12. This will be the annual meeting with the election of directors to be held on the morning of the 12th.

Early registration will be held Friday evening, the 10th, for those arriving that night, from 7 to 8 P.M. Visits to local club layouts as well as movies and slides have been arranged for the remainder of the evening.

There will be the usual Saturday morning registration until noon. This will also be the deadline for entries for the model contest. The fan trip, starting at 1, will be along the B & M lines and will be more of a guided tour with plenty of time allotted for taking pictures.

The model contest judging will take place at 6 P.M. The contest rules will follow those as approved by the Directors this spring.

The speaker at the banquet will be a surprise this year, but reports have it, he (or she) is quite popular and a good speaker. We have been told he (or she) is one that most people won't want to miss.

A new feature of the evening program will be the Pass Exchange Bazaar. This will give everyone an opportunity to exchange passes with other model rails. Perhaps decals could be swapped too. Other activities scheduled are a Prototype Operation Clinic (phase I) which will be given by Doug Smith, using color slides of his own pike. This will be the clinic he gave at the National this year. There will also be an auction and a draw-bar contest.

The annual meeting will follow breakfast Sunday morning. Following reports from the various committees and officers, the election of Directors will take place.

Phase II of the Prototype Operation Clinic will be held at the South Shore Model Railway Club in East Weymouth after the business meeting. This will be a "live" clinic in the club rooms using their newly completed yard for switching demonstrations.

The convention shapes up as a good one. It is hoped that as many members as possible will attend.

### NOTICE

If your copy is stamped on the front page in red: "This is your last copy until membership is renewed" please take heed and forward your buck to:

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# THE COUPLER

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At the last Directors' meeting of NER it was voted "That the MATING DIMENSIONS of the X2F Coupler be adopted as standard as they are shown on Data Sheet D11." The NARA Board of Trustees at Pittsburgh tabled the motion until January 1959 in order to get more information and also to give the Conformance Committee a chance to test our complaints.

The reason for our Directors' action was that complaints were voiced regarding the difficulties experienced in trying to mate couplers of different manufacturers. It was felt if we had a Standard set of mating dimensions the BOT could enforce manufacturers to comply or not produce an X2F.

For those of you who use the other good automatic couplers which have been on the market for ever so long, I have letters from four of the leading manufacturers who state they will continue to produce their particular automatic coupler as long as there is a market for them. So those of you who are using one of the original automatics can be assured of being able to purchase them as long as they are in demand. The letters all stated that demand for their automatic has been good during the past year. All these automatics are patented and could, therefore, not be adopted as a standard.

This Coupler question has stirred a lot of bitter discussion in the past but we can get nowhere through heated arguments. If you sit down quietly and think about this question, try out the item, then you are more apt to see the good points and help analyze the poor aspects too. We need good, level-headed discussions to further any organization and make progress, not just plain cantankerous criticism. Please write to me regarding your feelings on any of these points and any difficulties you have experienced with the X2F of different manufacturers.

It also occurs to me that although this is basically an HO problem the voting on this subject and any other similar gauge problem should be limited to those in the gauge under question. You may be interested in all gauges but usually you are familiar with more details of only one size.

IRWIN LLOYD, PRESIDENT

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It has come to the attention of the Directors that members of the region feel that the Directors are entirely responsible for the location of our conventions. While the Directors have arranged in the last few years for conventions in places where there have been no active clubs, the original plan of urging clubs, or groups, to invite the Region is still in effect.

Your Directors urge any group, club, or division that feels their area has value to a convention, to contact any member of the Board about an offer. It is, of course, far better for a group to volunteer than to have the Directors scramble to find some one that can be talked into running a convention at short notice.

While we have attempted to spot the conventions so that we did not return to any area for atleast four years, many of you realize that we are gradually running out of new areas, and the Directors feel that the advantages of some locations for repeats should not require a formal stand on the time of a return engagement. So, if your area has possibilities, come forward and brag about them, even though we might have been around your way not too long ago.

What we don't know about building scenery would fill a set of encyclopedias, but that which we have learned we will pass on to the rest of the gang.

The Beaver Brook RR was nearly completed as to track, signals, turntable and various buildings on an area of 10 x 3/4 feet. We were, however, sorely lacking something to put in the gaps in between -- Scenery!

The NMRA Periodical Index was consulted and, under "scenery" we found several references which we looked up. In the Kinks section of Model Rail-roader we found an item to the effect that linoleum paste could be used to make scenery. The item said no more than that. So, off we went to hardware and floor covering supply stores to search for linoleum paste. Prices ranged from 29¢ a quart to \$4.45 a gallon. We bought the cheapest and all further comment will refer to this grade. This type is not waterproof and will wash off hands, tools, etc., with cool water as long as it is done before it hardens.

Our next problem was what to use for a base for this slippery goo. It turned out that the paste would stick to anything with which it comes in contact, so we used plain window screening. It might be noted at this point that only a minimum amount of support is necessary as the paste itself, when it hardens, will support the whole thing. You may need some temporary supports but later will be able to take them out for use elsewhere. We used temporary support over tracks in tunnels then removed them.

You will note the reference in the last paragraph to slippery goo. That is one of the troubles with linoleum paste. To overcome this problem we thoroughly mixed two or more handfuls of sawdust into each quart. Sufficient was put in to make the result material quite stiff so that it could be applied with a putty knife. The sawdust gives the otherwise shiny surface a texture surface as well as giving the paste enough body that it will not run through the screening.

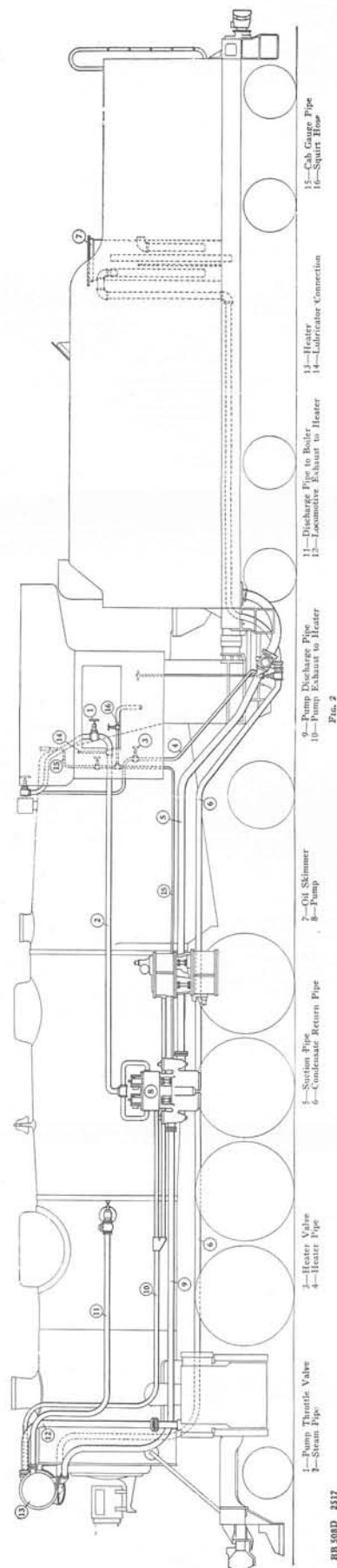
Experiments with the above features were reasonably successful but everything came out a horrible blackish-brown color. This could be painted although still not too good a job resulted (we are not artists). The answer came in the form of dyed sawdust which is very easy to make using RIT or the equivalent. (The trick in this is to get your wife right in the middle of cooking and then begin. I suspect all of the girls will appreciate this.)

Mix the dye in boiling water as directed then put in a good lot of sawdust and boil for about a half hour. DON'T let it stick to the bottom of the pail. After removing from heat drain off as much of the water as possible. Lay out a good thick bunch of newspapers on the cellar floor, or some other place where the dye will do no harm if it soaks through, and spread the sawdust out to dry. This probably will take two or three days. We suggest drying each color you want to use separately and then blending the dried sawdust for the desired effect. The final step is to sprinkle the dyed sawdust onto the wet paste and lightly pat it in.

Using this method you have not only the foundation and texture, but also the color all in one operation. With some experimenting in shading and blending some very surprising results can be obtained.

WAYNE ROUNDY

In 1956, the prices for a box car ranged from \$6,954 to \$12,964; the average price being \$7,982. This compares with an average price of \$3,726 in 1946 and \$2,371 in 1936.



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## ON THE TUXEDO JUNCTION

Although very little has been mentioned in print there has been an intensive drive going on throughout recent years in search of a foolproof track detection circuit. This has given birth to quite a few types, of which the NMRA circuit appears to be the most popular. And now we have the latest, Linn Westcott's Twin-T setup which breaks away from the pack and ingeniously puts transistors to work. He must have burned a lot of midnight oil ----it looks good!

So far the main objections to the various circuits have been their complicated wiring, troublesome installation of car resistors, expensive relays and rectifiers (though this wouldn't be a big deterrent to many if "guaranteed" operation came with them) -- and track maintenance. Westcott's circuit has cleverly eliminated much of the above. But again, the use of a capacitor and resistor to get around pickup problems is recommended. Finally he suggests keeping the track clean at all times.

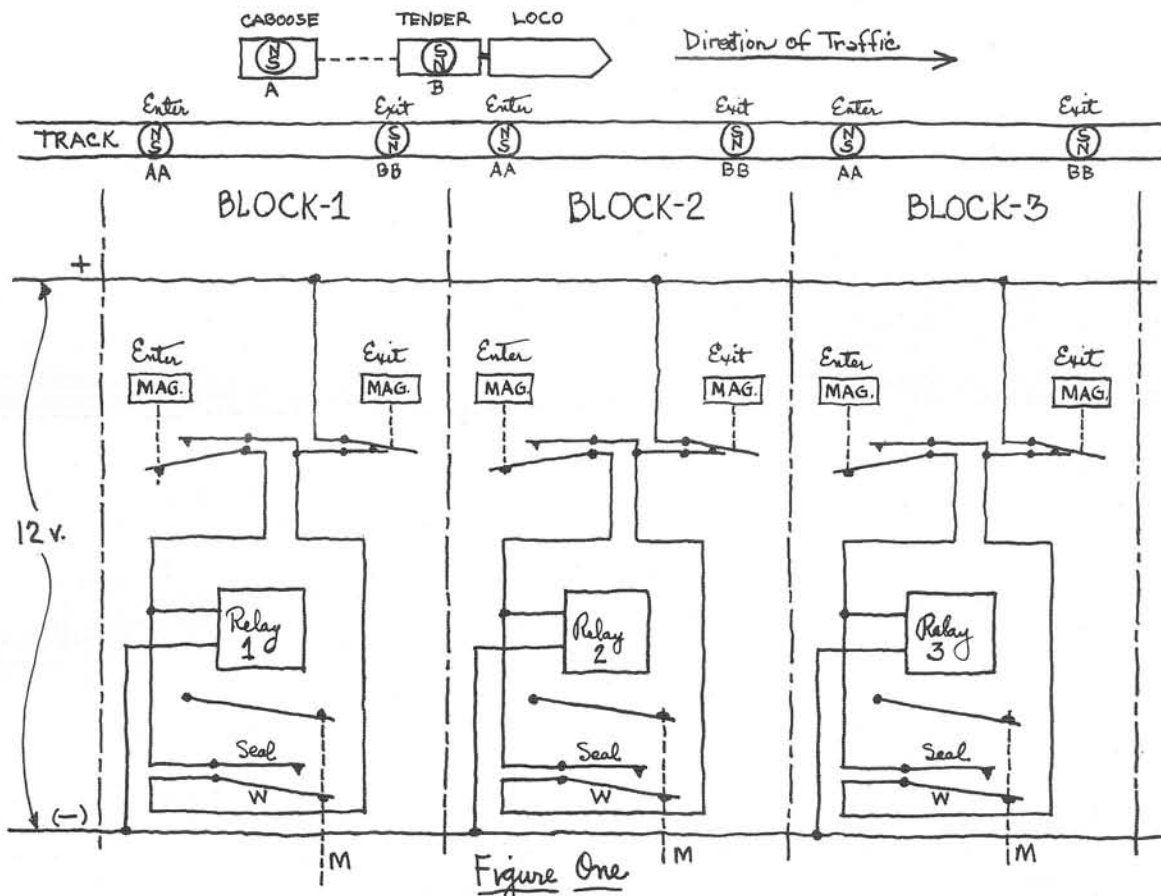
So what is the answer? Any true detection circuit which works (like the prototype railroads) on an isolated track current is also dependent on the condition of track. Not all of us can, or care to, swing to nickel silver rail which eliminates track oxidation (the enemy). And none of us, particularly those with large layouts, look forward to interminable track-cleaning sessions.

You might consider, then, a system that is ridiculously easy to install...never fails to operate regardless of condition of track...gives you one or two-way traffic control...and is low in price. Moreover, it also throws in some nice extra bonuses. Among other things, you get automatic loop reversing and crossing gate control, interlocking and automatic route selection.

I am praising Pioneer's Per-Mag Track Magnet which has been kicking around for quite some time. You drop it into a hole in the center of the track. Paint it black. And completely forget it. But if you are a purist you'll have one valid objection. It is not a true detection circuit like the prototype. No real railroad uses magnets. Real railroads don't use Pittman motors, either. So it's up to you where to draw the line. It works fine on the TJ. We like its versatility and, as you have gathered, we abhor maintenance in any form.

So here is an attempt to give you, on these pages, the various circuits as developed by Phil Daniels, but the story can't be told in one sitting. As a starter let's take a look at the simplest circuit -- for ONE-WAY TRAFFIC. This is shown in Fig. 1 and illustrates a typical 3-block setup. Add as many blocks as you please. The only components needed per block are two Per-Mag Track Magnets, one Indian Head Relay (6 or 12v. are okay) and a two-bladed "sealing" contact set. That's all.

The track magnets are actuated by two magnets to a train. One under the loco tender and another under the caboose or tail-end passenger car. The loco magnet sets the block; and the caboose or tail-end magnet clears the block. All other cars are left just as they are. Figure 2 shows a typical installation: car magnet A, track magnet B, magnet



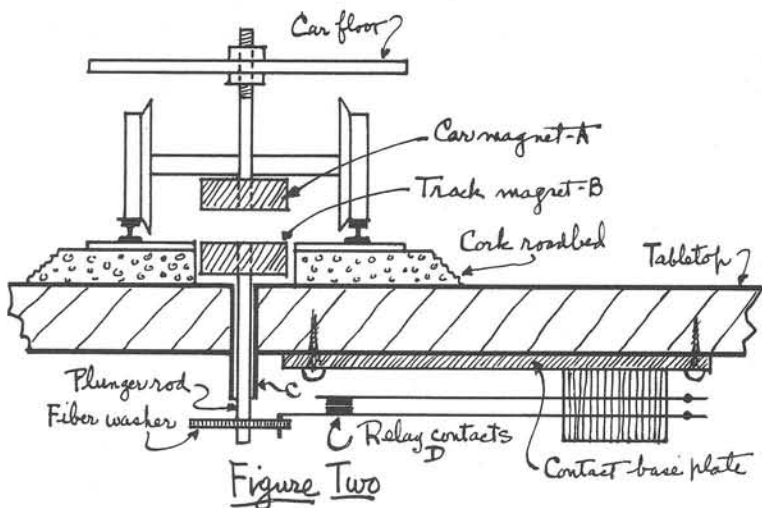


Figure Two

sleeve C, and two-blade magnet contact D (which comes with Per-Mag kit). Drill a hole through baseboard for press fit for sleeve C and a  $\frac{1}{8}$ " hole in cork roadbed for magnet B. Adjust magnet so that the top is level with the ties. If your tracks rest on the baseboard, as in yards, drill a  $\frac{1}{8}$ " hole in board just deep enough to clear magnet.

Car magnet A is fastened permanently into position with bolt and two nuts furnished and should clear the rail by  $\frac{1}{8}$ ". Inasmuch as the track magnet is down level with the ties this would appear to be quite an air gap for two magnets. But these are powerful Alnico babies and, in tests on the TJ, will snap up at 100 mph scale speeds. For the 300 mph tinplate-type operators you merely close the air gaps slightly. (These magnets provide wonderful metal spike-and-nail-picker-uppers so check your magnets after the first few trial runs to be sure they're clean.)

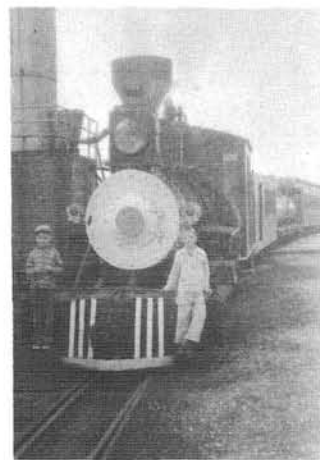
The magnets in the caboose and tail-end cars should be turned opposite to those in the tender. Thus, as shown in Figure 1, magnet B in the loco will pull up "enter" magnet AA (unlike poles attract) which actuates the relay below and run over "exit" magnet BB with no effect. Meanwhile, caboose magnet A will ride over "enter" magnet AA and only pull up "exit" magnet BB, releasing the circuit and clearing the block. All track magnets make momentary contact so a means must be provided to hold the relay. This is accomplished by a sealing circuit via contacts W on the relay -- which are released when BB magnet is pulled up by the caboose.

How does an engine running light clear a block? It can't. This will be one of the few minor disadvantages of the magnet system and when we send an engine around alone on the TJ, we simply cut the main switch and deactivate the block system. Dotted line M is the throw-bar for the various other contacts needed for block control and signalling, which will be detailed in the next issue.

GEORGE ALLEN

terminal no cars will be picked up and train 31 ceases to exist. The locomotive, caboose and crew become number 32 leaving Gladstone for Summit at 8:54 and start making up the train with all cars ready at Gladstone before that time.

There are many factors other than a satisfactory car-accounting system which must be considered to make good operation possible, but they will not be discussed in this article. The basic requirements for moving freight, the knowledge of origination, destination and ready time for each car are met by the system used on the Delaware. It does require a certain amount of writing which is not necessary when using a card system. However, it avoids the necessity of close association of cards with cars,



Two future engineers enjoying a day at Edaville during Rub Division's Family at the South Carver, Mass. resort this spring.

SUMMER ISSUE.....Con't from page 1.

during the first part of the year. As most of you know, a good majority of funds received by the Region are used for the printing of the COUPLER. As the financial status of the Region was in Question and there was an acute shortage of material, it was the opinion of the President and the Editor that the Summer issue be dropped for this year.

We hope that this type of action will not have to be taken again. The only way to prevent this is by prompt renewal of membership, recruiting of new members and by contributing articles to the COUPLER.

MEET YOUR DIRECTORS!

Douglas S. Smith is a model railroader of long standing having started with Lionel standard gauge at the age of seven. Born in Philadelphia April 7, 1918, he has been a resident of Connecticut since 1919. As a boy he loved to go down to the tracks to watch the trains go by and still finds trainwatching fascinating.

He started serious model railroading in 1939 with a Varney box car. A layout was started later in the same year. World War II and the building of a house caused an interruption but a second layout was begun in 1948. This one seemed like "playing with trains" after two years, so a new layout was carefully planned on paper. In 1952 this third layout, the present Brook Valley, was started and is still being added to. Doug particularly enjoys making his models look true to prototype. He has made many friends in the hobby and is fortunate in having a wife who enjoys taking part in building the layout.

During the past year Doug has become an author and has written several articles for Model Railroader. He is also active in an informal club with several other modellers in the Hartford area.

## CLUB NOTES

The annual picnic of the Pioneer Valley Model Railroaders (HO) of Springfield, Mass., was held on Sunday, June 22 at the home of member Dana Blood in East Longmeadow. Officiating at the broilers were Gerard Benoit, hot dogs, and Victor Ferguson, hamburgers. This year, for the first time, wives and children were included and short work was made of the abundance of food and drink.

At a short business meeting the following officers were elected for the ensuing year; Gerard Benoit Superintendent; Victor Ferguson, Trainmaster; Ernest Harrington, Chief Clerk; and Norman Provost, Ticket Agent.

Following the meal, Arm Chair Railroading (Maj. Vic Ferguson, USAF, was responsible for that "Clinic on military aircraft which got going), woman talk, and children's games were the order. In the evening movies were shown for the children. A wonderful time was had by all.

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Nelson Cook, of Unionville, N.Y., was named General Manager of the Tri-Village Railroad Club at its annual meeting held at the club rooms at 420 Kenwood Ave., Delmar, N.Y., June 10. Other officers elected were; William Cotrofeld of Albany, Secretary; and Brian Webb, also of Albany, Treasurer.

The club is presently improving the operation of the Bethlehem Short Lines. Mainline maintenance and yard repairs have been accelerated. A standard coupler for the club's HO equipment is about to be chosen by the members.

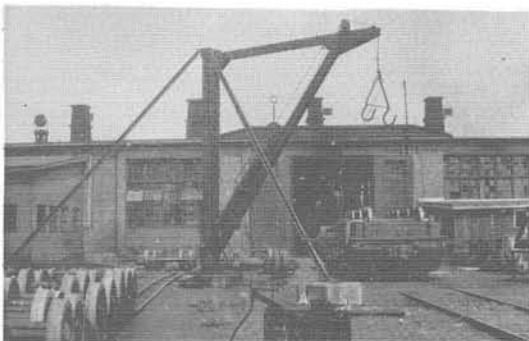
Club meetings are held on Tuesday evenings at about 7:30 and model railroaders are always welcome.

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The Franklin County Model Railroad Club, Greenfield, Mass., was asked by the local Chamber of Commerce to provide a display of a typical electronic classification yard for their annual meeting, held June 19. The club provided a blowup picture of Seaboard's Hamlet Yard. This display was combined with an aerial photo of the area in Montague, Mass. which has been selected by the Boston and Maine Railroad as the site of their proposed \$21 million dollar electronic yard. The whole display gave the chamber members and guests an approximate idea of what is entailed in an electronic yard.

On Friday the club met in special session for a sendoff party for Dick Blood, a club member who left for Florida. Saturday, the members and their families enjoyed a cookout at the home of Charles Ogren.

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Pneumatically controlled crane with wheel hook located behind roundhouse at C.N.R.'s Turcot Yard outside Montreal, Canada.

## ALONG THE DIVISIONS

53 adults and children enjoyed Family Day at the Edaville Railroad at South Carver, Mass. The outing was sponsored by the Hub Division. It was voted by the directors to hold the meeting at Edaville and make it a family affair instead of a formal meeting as originally planned.

Although the skies were overcast and it threatened rain all day, those attending had a great time. The day started at 10AM with a round trip on a special train. Two photo stops were included. A Bar-B-Que was served at noon and then a trip through the museum and a tour of the ground was enjoyed. A short business meeting was held where it was decided to hold the next meeting at the Seashore Electric Railway at Kennebunk Port, Maine, on September 20.

Springfield, Mass., was the site of the March 22 meeting of the Nutmeg Division, with the Pioneer Valley Model Railroaders (HO) as hosts and guides.

A short business meeting started the evening. It was noted that 21 members (and 10 wives) were in attendance. NER President Irwin Lloyd was introduced and spoke on Region activities.

At the conclusion of the business meeting railroad slides and movies were shown. Following this the group was split into two sections for visiting local layouts.

The first visit was to the layout of Major Victor Ferguson of Longmeadow. The major, stationed at Westover Field, designed his layout for portability even though it is of basement size. His HO pike features extensive working catenary.

The final stop was at the home of Jerry Benoit, whose layout is under construction but features a scratchbuilt, five-foot model of the Hell Gate Bridge.

Refreshments and bull sessions at Jerry's completed the evening.

A rummage sale and a visit to CTC Tower S.S.75 were highlights of the Nutmeg Division's June meet.

The group met in New Haven June 7 at the Railroad YMCA on South Orange Street and started the evening with a railroad rummage sale. Following the sale, movies and slides, a short business meeting was held. Russ Cox of Stamford conducted a clinic on his method of hooking up head and rear marker lights on his engines and RDC's so that the proper lights are on at the right time. He not only explained his ideas, but presented schematic diagrams and had a loco and track to give an operating demonstration.

The Division members then visited the electric motor terminal and Tower SS 75, adjacent to the New Haven R.R. Station. The Electric Motor Terminal has most of the different types of electric motors used by the New Haven. Tower SS 75 is one of the latest in the area and controls all movements between Milford and Branford and North Haven, including trackage in and out of Cedar Hill Yards.

September 20 is the date set for the Nutmag Division's family outing. The picnic is to be held at Rocky Neck State Park, Route 156, East Lyme, Conn. The outing will be held rain or shine. The New Haven Shoreline Division through the park on a protected right of way which offers an excellent number of vantage points for picture taking.

A family type picnic is planned, but there is a cafeteria on the premises which will be open for those who do not wish to bring their own baskets. There are plenty of individual fire places and picnic tables available.

## HOOSAC TUNNEL CONSTRUCTION

The Hoosac Tunnel on the Boston and Maine Railroad has two distinctive claims: it was the first major tunnel-driving venture in the United States and it marked the first practical use of compressed air rock drills and nitroglycerine in the country.

Considering the handicaps existing, the accomplishment was something of a triumph. Throughout the prolonged period of work, progress was impeded by difficulties of engineering, financial and political natures. The hazardous conditions took a heavy toll of human lives.

In 1848 plans got underway for the construction of the tunnel. However, up to January of 1869, little more than one-third of the work necessary for the completion of the tunnel had been done and the actual amount of money expended by the state and contractors thus far was in excess of seven million dollars.

On February 9, 1875, the first train of cars, a construction train, passed through from the East End. This train consisted of engine, three platform cars and one boxcar carrying many notables who had advanced money and energy to this enterprise.

Walter and Francis Shanley of Montreal were the contractors credited with the completion of the tunnel. They employed from 800 to 900 men, 500 being kept constantly at work in the tunnel. The tunnel men were made up of two classes: miners who did the drilling and the rock men whose business it was to clean away rock for blasting. They worked in three shifts, each working eight hours out of 24.

Up to 1865 the drilling was done by hand and the only explosive used had been black powder. Later, around 1867, nitroglycerine was experimented with and finally used. Needless to say, the tunnel advanced slowly. A drilling machine first used in 1866 was complicated and failed to do the work. A short time after a machine was found which was not so expensive, lighter and more easily repaired. It proved to be far more effective.

During the entire time of the construction of the tunnel, only 196 lives were lost...a comparatively small number compared with 1,000 lives sacrificed during the construction of the Mt. St. Cins Tunnel in the Alps.

It is interesting how a tunnel of five miles in length could be worked from either end so accurately that the holes projected should exactly meet.

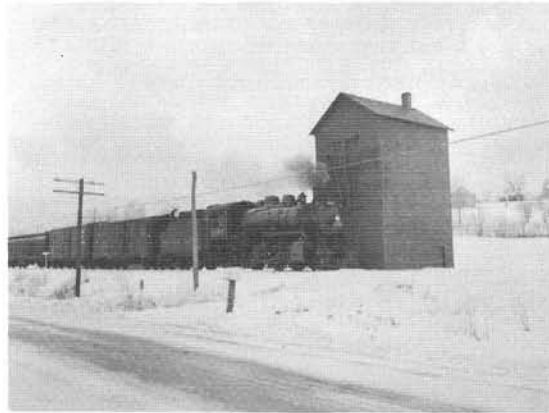
Directly over the tunnel there are two summits. When the tunnel was determined upon and the surveys made, a masonry signal house was built upon each summit. Iron poles, 15' in height and two inches in diameter, were erected on top being placed exactly on the proposed tunnel line. This line was extended Eastward beyond the proposed East Portal, across the Deerfield River to a point of the hill beyond the place known as Row's Head where another pole was erected. Westward in the same manner this line was extended across the Hoosac Valley to a point on what is known as Notch Mountain where another signal house was built. Thus a line drawn from the center of the pole established on Row's Head which lies several thousand feet east of East Portal to the one on Notch Mountain would pass directly through the center of those on the east and west summit of the Hoosac Mountain.

From these summits the portals of the tunnel were not visible and for that reason the line was extended to points named from whence it could be readily seen. By use of a transit instrument with a powerful telescope, center lines were extended into the tunnel and at intervals of 25 or 30 feet hardwood plugs were placed in the roof of the tunnel into which were driven iron hooks -- these being placed exactly in the center of the tunnel line.

After the tunnel had been pushed into the mountain so far that it was no longer possible to establish centers from the portal, a plummet line was suspended from the most advanced hook and another from the hook back of it, the transit being placed in position ahead of these, and the engineer getting both in line of his sight, readily established another point further ahead. In this manner the lines were extended into the mountain east and west as the tunnel advanced up to the time of the meeting at the central shaft heading.

At central shaft a long strong wire was used. This wire acted as a plummet and was lowered down the shaft, the lower end being held in a tub of light oil to eliminate the vibration; thus a line was established east and west for the workings in the central headings.

The first train of cars passed through the tunnel February 9, 1875. In the year of 1910 electrification of the tunnel was started. The use of steam engines through the tunnel was entirely eliminated by the adoption of electric motors to haul trains through the tunnel in both directions. Conditions that existed in the tunnel in the old smoke days were greatly improved. Now on clear days, a man standing at central shaft can look out through to each portal when visibility is good. The total cost of building this tunnel is estimated at \$14,000,000.



C.P. ten-wheeler 1097, hauling train #575 pulls up for water from a square tank near Otis, New Brunswick, January, 1958. Robinson photo.



Freshly painted snow plow of St. J. & L.C. R.R. stationed at Swanton, Vermont.

THE DISTAFF SIDE

My railroading life started about the same time as my husband's, although I did not realize it at the time. Friday night was railroad night, but to me it usually meant movies. After attending a few conventions and inspecting other layouts, I gradually became a railroad minded as Arthur. It has been a wonderful experience and I have found that railroading is serious, fun, expensive and at the same time inexpensive as compared to other hobbies, but always rewarding.

I have attended National, Regional and Divisional conferences, Directors and Committee meetings and, of course, our own Deer Island and Lake Shore meetings, and I have enjoyed them all. I've trampled through railroad yards in pouring rain, walked under riveting machines while men worked on steam engines, ridden on the outside of a diesel engine along the water front, hung out of baggage car doors while on a fan trip, rode on a roundhouse turntable, ridden on a flat car and almost froze, been practically deafened by the blowing of a diesel horn by enthusiastic railroad fans and have traveled many, many miles just railroading. I have enjoyed many wonderful meals and some not so good (one most excellent meal I shall always remember was in the Indian Room in Worcester); I've met many railroading fans, learned so very much about railroading, done a lot of shopping (always for the children) in cities large and small--always on the lookout for railroad materials, pins, earrings, ties, etc. I have picked up railroad terms and am now able to understand them in conversation..at least I know what Arthur is talking about. We have traveled in all kinds of weather and have been very fortunate in obtaining baby sitters (sisters-in-law) but now our two older daughters who are 19 and 16 are the official keepers of the house while we are railroading. I have climbed on and through all types of engines, cars, towers, trestles, etc., looked over many layouts and believe that I can still say I am enthusiastic. See you in Pittsburgh or Boston!

By the way, I am a member of the NMRA and the NER, and a charter member of the Nutmet Division.

HILDA G. WADHAMS

Steel industrialist Benjamin Fairless suggests that the hand which rocks the cradle might also do well at the throttle of a locomotive. Addressing the girl graduates of Sweet Briar College in Virginia, Fairless observed, "For some reason there are no women locomotive engineers, which may or may not have something to do with the shape the railroads are in today."

ASSOCIATED PRESS

THE WHEEL REPORT

Because of the annulment of our last schedule we will have a longer than usual consist this time.

Of primary importance is the Rocky Mountain Railroad Club's announcement of its forthcoming Pictorial Supplement to Mac Poor's Denver South Park and Pacific. The book will contain some 400 pictures and six full-color paintings together with brief histories of the DSP&P and allied narrow-gauge lines. Also to be covered is information which has come to light since the original book was published. Those who have the first book have, I am sure, been impatiently awaiting this announcement since the publication of a supplement was first rumored but it is not necessary to have it to be able to appreciate the new one. Publication is scheduled for late in 1959. Orders placed before December 31, 1958 are \$12.50 per copy; after that date \$15.00 per copy. Address all orders to: Rocky Mountain Railroad Club, 2561 South Cook St., Denver 10, Colorado. Include a check or money order payable to the club and your name and address.

The Book Chairman has advised me that copies of the paintings appearing in the above book will be made available separately for framing. Details concerning their sale have not been decided at this time.

Another book on narrow-gauge railroads is already available. It is Beebe's "Narrow-Gauge in the Rockies." This book covers the major lines with an historical text and pictures which, in some cases, are rather skimpy. There are chapters on the D&RG, The Hears Short Lines (Silverton, SN and SG&N), DSP&P, P&CC, Uintah and RGS. Several small lines however are conspicuous by their absence. In spite of its shortcomings the book is worth its price to anyone interested in slim-gauge railroading. Published last June, this book should be available through any book dealer. The price escapes my memory but it is around \$10.

While I am on a "Narrow-gauge Kick," I will also mention the lithographed reproductions of water color paintings by Otto Kuhler. Published in April was "Big Mountains, Little Engines" and due this month is "Chowstop At Como." Others will be made available at intervals in the future. The price is \$7 each and they may be ordered from KZ Ranch Publishers, Pine, Colorado.

That fills out the consist for this issue. Remember, when placing mail orders, to say where you obtained the information. It probably won't do you any good but perhaps I will get a free copy of the items for advertising them.

DONALD S. ROBINSON

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