

THE

OCTOBER
1933

N Y S M E

BULLETIN

Issued by the New York Society of Model Engineers, 152 West 42nd St. New York City.

Although our Society has been in existence six years, this is the initial step in presenting a record of its doings which will be periodically issued to its members. To make this a success, each and every member should try to contribute something so the news of our progress will be as complete as possible. Your co-operation is necessary; it is your bulletin or news service.

Regarding the name of this paper, if you have any suggestions as to what it should be permanently, write it down and give it to one of the officers. We'll adopt that which receives the most "votes".

It is only fair to our members who thrive on power boats that we mention them first now that season is over.

The First Annual Model Power Boat Race for the Walter Elliot Memorial Cups.

The race was held on Conservatory Lake in Central Park on Sunday, October 15, 1933. There were approximately 30 men present who were directly connected with the race and a gallery of 200 or more craned their necks to see what made 'em go.

All boats were run in a 100 ft. radius circle.

Following is a list of the boats run;

"Monkey" - owned by Mr. H. Parohl, a one
1ST step hydroplane, length O.A. 42" power-
(GAS) ed by a 2 cylinder 2 cycle post engine,
1 1/16" bore by 1 1/32" stroke. Best
lap 12 sec., speed 17.85 m.p.h.

"384" - owned by Mr. Melvin Golder, single
step Sea Sled, length O.A. 30" powered
1ST with a 2 cylinder steam engine, 5/8"
(STEAM) bore by 5/8" stroke using a flash
boiler. Best lap 17.50 sec., speed 12.24
n.p.h.

These two boats were the winners in
each of the two classes.

"Hell Diver" - owned by Mr. Victor Duska.

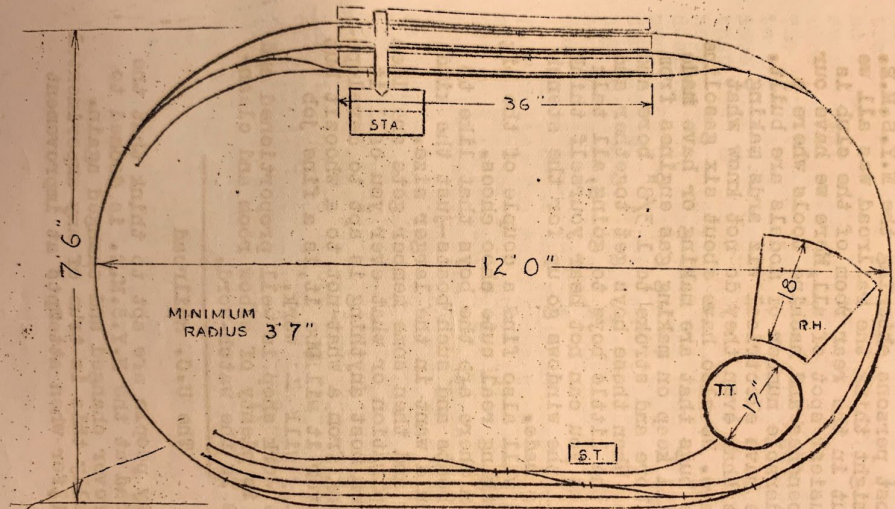
A single step hydroplane length O.A.
39" powered with a single cylinder 2
cycle gas engine. Best lap 18 sec.,
speed 11.90 m.p.h.

"Mrs. Frequently" - owned by Mr. J. Scholl.
Length O.A. 39" powered with a single
cylinder 2 cycle gas engine. Best lap
18.00 sec., speed 11.73 m.p.h.

"Nira" - owned by Mr. F. Eisert. A one
step hydroplane length O.A. 39"
powered with a 2 cylinder double
acting steam engine, 5/8" stroke and
5/8" bore, semi-flash boiler. Best lap
20 sec., speed 10.71 n.p.h.

Mr. F. C. Leibers' "Nysme" was just
showing some speed when her valve eccentric
went "phooey." Mr. T. Scholl had to with-
draw his "Miss Spitfire" when she blew
a gasket.

On the committee for the race were
Mr. Geo. Brundges, Mr. Wagner, Mr. Richard
A'Merie, Mr. Herrick, and Mr. Harry Gorst.



'00' GAUGE LAYOUT

Shop Notes

Most persons entering the N.Y.S.M.E. room might think the railroad was all we had, but in the rear room of the club is the busiest spot of all. Here we have our work benches and machine tools where a considerable number of models are built.

We have electrical wizards making things that even they do not know what they are. We also have about six gasoline engine bugs that are making or have made and will keep on making gas engines from 5/16" bore and stroke to 1 3/8" bore and stroke. When these boys get together and start the little boys to going, all talk stops, as you can not hear yourself think and all the windows go up for the stench that is made.

You will also find a couple of the big boys making real cute choo choos.

Then there are the boys that like to build boats and such boats—just the kind you would want in the larger size.

Now and then some member gets an idea or inspiration or what-ever you call it and then most anything is apt to develop—anything from a what-not to a whoozit but what ever it will be it, is a fine job and will work.

The work shop is well proportioned and there is plenty of elbow room and cleanliness is the watch-word.

The U.C. Railroad

Many people are apt to think that the railroad at the N.Y.S.M.E. is doomed to be forever changed and changed again. Naturally this is true of any experimental outfit, for when attempts at improvement

cease any scheme may be considered dead. It is for this reason that the "0" gauge tracks seem to be in a constantly disrupted state - though during the entire past summer only a locomotive and a switch key were required to operate the entire system. The latest improvements are not so obvious to the casual observers as many of the previous ones have been, due chiefly to the fact that most of these have been of a technical nature and involving few radical changes in design. This last year has been devoted mostly to details - all of these being of the greatest importance to anything approaching efficient operation. It is safe to say that these additions and changes are more or less permanent.

At present the railroad consists of four units: The main loops consisting of almost half of the entire trackage are 240 feet in length. In actual length of track the yard, due to its compactness holds 138 feet of storage and make-up space, and is longer than the two remaining divisions put together. These other two are the Bridge and Mountain Divisions, respectively 30 and 95 feet overall. Exclusive of the yard, the entire layout contains 365 feet of track, and the grand total is 503 feet; some kindly mathematical shark has figured this out to be 4.6 scale miles.

The apparent deficiency in the size of the Bridge and Mountain Divisions call for an explanation. Actually there is more interest per foot in these two than in any other part of the railroad.

Of course the entire reason for the existence of the Bridge Division lies in the drawbridge; while there is no doubt

that it forms a valuable connecting link between the two loops, the requirements of the space during the exhibition would make it possible were it not for the movable span. It may be a surprise to many of the members to learn that this bascule bridge is not a mongrel in design, but a scale model of the Big Four Bridge crossing the Cuyhago River at Cleveland. The two Spans, placed end to end, have the very respectable total of 92" to their credit, and are of actual utility during the rush of the Annual Exhibition.

The Mountain Division is fully as spectacular in its construction. It contains a grade on the generous side of 5% built on a concrete embankment, reaching its peak where it passes over Tracks 1 and 2. A large station is surrounded by model scenery amazingly accurate in detail, among which a crossing will stand up under the closest scrutiny. Here again we run into a bridge, this time a scale model of the Soo Line trestle where it spans the Missouri River. As is usual with the prototype, the Union Connecting Railroad goes through mountains rather than hire Alpinists for engineers, and a single track tunnel is in order when the trestle finds itself up against an alarmingly realistic peak. After a ride in the dark any adventuresome train tackling this route emerges onto another concrete embankment, less of a grind than the other, but just as well built. Another station climbed up one night and parked itself here - a train doesn't have to stop ... provided it carries dynamite and its own track. But someday there are hopes of laying more track on this Division and giving both

passenger and freight trains more of a ride when they do get up there.

It should be understood before going any further that each of these Divisions is a separate unit; each has a tower and is in complete control of any trains in its territory. With one exception all towers are manually controlled. The exception on its own merits could stand a series of articles about itself.

SK is a real interlocking tower - probably the most complete model plant in the world. It is here, in the installation of its 50 relays and the things they control that the most interesting and technical of all the work has been done. Any machine which puts a total of eight switch moves - five of these being cross-overs, at the fingertips of one man, is more than an accessory to any railroad ... when the same operator can control, at the same time, some 15 signals it is something to climb up on a signal bridge and "holler" about. An achievement is an achievement - and SK is just that. It is true that this nerve center of the entire system is not new ... but SK in the 1934 model is much different than it was a year ago. Basically it is the same - just as an automobile is an automobile - regardless of Blizzard control or Planetary transmission - but it has been entirely rebuilt from track level down. One cross-over has been added - No. 5. Just as adding one wheel to a car with only three makes a big difference in smoothness of operation, so does No. 5. In this case the figure '5' means that there are no back-up moves nor jockeying required to get a train from one track to another - where

ever it is it can be sent directly to to where it is to go. One word more; interlocked means just that, independent switches and signals is a more expensive way of putting it, but no matter what you call it, SK is still something to tell strangers in the subway about.

But in spite of its importance we must not let SK crowd some of the smaller towers out of the picture. Take for instance Towers TU and DB, leading to the tunnel and bridge respectively, each with their crossover and single turnout protected by five signals, or YD in the yard with 7 switches, one of which leads to the double switch roundhouse tower RD ... they may not appeal as much to the oldtimers as JS way up in the hills with 4 turnouts and a vigilant orderboard standing on the station roof ... but everyone of them does its share to make the U.C. R.R. a real railroad.

So next time you come into the clubrooms look at the railroad with no more than a dyspeptic glance. Spend a few minutes looking at what it took some of the members all summer to accomplish. There are more blobs and gadgets than you probably imagine - and nine of them are dummies ... when you push one something happens. Lots of things have been accomplished in the last few months, and if everybody piles in and helps we will be able to take over the New York Central for this Exhibition.