

BULLETIN

VOL. I

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No. 2

Wednesday Niters Plan Rearrangement of Yard To Facilitate Operation

Improved Layout Would Remove Greatest
Obstacle to Speedy Yard Movements,
Greater Storage Space Made Available

By JOHN H. GILL

Wednesday Nite Operation has shown that with the present layout, yard movements seriously interfere with train movements on the Mountain Division and thru SK interlocking. A plan suggested by H. Gorst and later developed by the other members which has many desirable points follows.

Two switching leads would be built inside of Mountain Division at the present yard level which would converge to single track at each end. These tracks would then meet and lead to track 4 via No. 13 switch. No. 15 switch would be moved closer to the East End Station and connect track 4 with the mountain branch. A crossover would be placed near the halfway point, to the left of DB, to increase the flexibility of the leads.

Yard to be Divided

The roundhouse would occupy a point near Shropshire's bridge and the center island would be removed. This would split the yard into two parts, the first paralleling the two switching leads in front of East End Station with leads facing DB tower and the other part adjacent to the roundhouse with leads facing SK tower.

All switches would be operated

(Continued on Page five)

COMING EVENTS of INTEREST

In order to show what progress is being made, members are requested to bring in their new models to the General Meetings. These meetings, for the balance of 1934, will be held on the following dates: Sept. 25, Oct. 23, Nov. 27 and Dec. 18.

Walter Elliott Trophy Race Sept. 9th.

Boating Division Forges Ahead As W.E. Memorial Race Looms

OLD TIMERS WELCOME NEW FANS

By WILLIAM LEIBER

After what seemed to be a lull in the activities of the ardent boat enthusiasts, during which new accomplishments in the way of speed and reliability were not being attained with the frequency that they had been last spring, the boating division is now roaring ahead at full speed.

Love's Labor Leads to Levity

The greater turnout the past few Sundays is outstanding evidence of the renewed interest. An old friend, Mr. Brailsford of Larchmont, was present on one of these Sundays. A fine example of the modelmakers art at the last show was his little flash steamboat "Mite". Once during July Mr. Brailsford brought his tiny steamer to the Central Park Lake, but although the results were indifferent he promised a real show when he finished his new 30 inch boat driven by two engines and having twin screws. On Sunday,

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152 W. 42nd St., New York City
"MULTUM ex PARVO"

**BULLETIN EDITOR
LOST TO BUFFALO TIMES**

It is with regret that we are forced to part with our Editor and Publicity Representative, T. K. Peck, who has accepted a position with the Buffalo Times. We need only to point to the present state of the Bulletin and the press notices received for the last exhibitions to demonstrate the success which has attended his efforts. His editorial duties will be taken over by Charles S. Small. Paul Bidonde has been appointed Circulation Manager with Charles Cunningham as his assistant.

**MEMBERS' ASSISTANCE
HELPFUL; SEE OUR NEXT**

The Bulletin wishes to thank all those who assisted in getting out our first issue and to give our promise of a better newspaper in return. There were several regrettable typographical errors, particularly the misspelling of the names Walter Elliott, M. De Brosse and Frederic D. Grimke. We hope to set a higher standard for our future Bulletins.

**WE NEED YOUR HELP
TO PUT OVER THE SHOW**

The advent of September marks the full resumption of Society activity and preparation for our next exhibition. It is to be hoped that lessons which were learned in the past will not be forgotten; that the time to get ready for the show is NOW!

**SHOP COMMITTEE
LIKES COOPERATION**

The Shop Committee is proud to note the cleaner appearance of the shop in general. While all details of the new shop are not yet complete, much congestion has been relieved by the new mountings of the lathe, drill press and grinder—the work of Committee Chairman Frank P. Campbell.

**CORRESPONDING
MEMBERSHIP OFFERED**

Our Corresponding Membership is offered to the out-of-town model enthusiasts who wish to keep in touch with what is going on in the model world and with the activities of the N.Y.S.M.E. All such members will receive one year's issue of the Bulletin and a free pass good for the duration of our next Annual Exhibition. The price is one dollar. Those who subscribe now will receive Vol. I No. 1 and on up to August, 1935.

Single numbers of the printed editions will be available to non-members while they last at ten cents each. We shall be glad to mail the Bulletin gratis to Model Societies and to receive any of their own publications relative to Modelmaking. The coupon below is for your convenience.

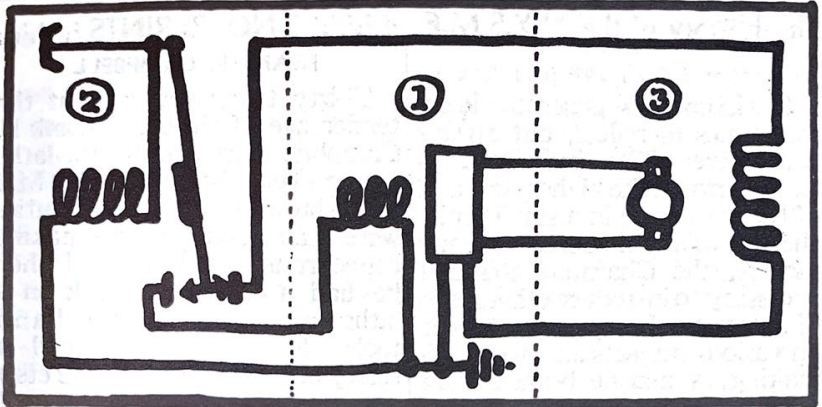
**NEW YORK SOCIETY of
MODEL ENGINEERS, Inc.,
152 W. 42nd St., New York City**

I desire to become a Corresponding Member of the N.Y.S.M.E., Inc., and enclosed is \$1.00 for one years dues.

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ADDRESS

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Simplified Control Circuits for A. C. Running—D. C. Sequence Reversing

A Novel Experiment in A. C. Remote Reversing

By RICHARD I. a MERIE

To effect the remote reverse of an A.C. loco, the writer built and successfully operated an engine arranged as outlined below. Subsequently two others were so equipt, one of which was in frequent use at our last show.

Third rail energy was 18 volts A.C., with variable resistance speed control and individual section switches. A separate 12 volt D.C. supply was connected to a S.P.D.T. switch so that either A.C. for running, or D.C. for sequence reversing, was available at will in third rail system.

Necessary Equipment

Each engine was equipt with a Lionel sequence reverser (1) and a high impedance (i.e. high resistance to and non-operative on A. C.) heavy duty Luxtron relay (2). This type of relay picks up on D. C. only, and is the heart of the system employed.

As will be seen from the diagram, the back contact of the relay on A.C., completes the traction motor circuit (3), permitting

the running of the engine in such direction as reverse unit may be set. Meanwhile the sequence operating coil circuit is open and remains inoperative despite engine stops and starts.

However, with the momentary introduction of D.C., the Luxtron relay is energized instantly, traction motor circuit opened and that of sequence reverser closed instead, reversing the motor armature leads. On A.C. again, the loco will run in the opposite direction and continue to do so.

This controlled sequence reversing eliminates the "see-saw" defect of the usual arrangement as no interruption to the third rail current will change the direction in which the engine will start.

HITS, RUNS AND ERRORS

Howell Dalrymple has deserted the railroad gang for the Sea of Matrimony.

Harry Gorst is a step ahead with a bouncing baby boy. Exact height of bounce will be reported in our later issues.

"Pop" Graves should now be called "Unc"—and its twins!

The History of the N.Y.S.M.E.

(Continued from Previous Issue)

Criticism was generally keen, sometimes merciless, but always instructive. The fruits of this were shown in the higher standard of the work. As in a small group there can only be about so many models, the Chairman found it necessary to introduce other items of interest. Lectures were given on various subjects akin to model-making; a marine branch came into being; a prize was offered for the best locomotive model to be built after the inception of the Society; a power boat race was arranged and police protection used to handle the crowd; a permit was given by the Commissioner of Parks to rope off water for racing purposes each Sunday morning.

Newsreels and illustrated papers carried pictures of the events, which circulated everywhere. Membership grew, and larger quarters were needed. The New York Society of Model Engineers had become known throughout the country, and from that time on its growth was rapid.

Early in 1928 the Society moved into the United Engineering Societies' Building, where there was the necessary accommodation for its increasing membership. It was here that their first model track was assembled, after being built at the home of one of the members. When not in use it was taken apart and stored away. The running of steam engines gave added interest to the meetings and also proved an incentive to those who before this time had been interested but doubtful of their ability along these lines.

(to be Continued)

FINGERPRINTS

FRANK P. CAMPBELL

Thirty two years ago, at the tender age of thirteen, Frank P. Campbell started out as a lathe apprentice at Barbour's Flax Mill in Lisburn, Ireland. His duties were many and varied—making coffee, running errands, and when he had a chance, to work on a lathe with old fashioned hand tools. For this he received a salary of 3 shillings (about 72 cts.) per week which was increased yearly until at the end of 7 years, he was receiving the equivalent of \$8.66. One shilling per week was held back during all this time and paid in a lump sum of 18 pounds 4 shillings at the end of his apprenticeship. Frank says that he had more money then than he has now.

It is interesting to note that time clocks, tool checks, high speed steel and temperature and humidity tests were already in vogue at that time and that screw threads were being cut with hand tools.

Frank has been working at it ever since, and can run a lathe upside down in the dark, in addition to doing machine work of any kind. He built the interlocking machine at "SK" and has improved the Society's lathe, drill press and grinder.

He is a member of the recently formed Chess Club, is Chairman of the Shop Committee and a member of the Board.

"O" Gauge Scale Couplers Non Automatic — 35 cents pr.

Strong, detailed, Art Bronze castings
Guaranteed against service breakage

N. Y. Scale Model Works
Bellerose, Long Island

Boating Division Forges Ahead*(Continued from Page 1)*

Aug. 12th he came, arrayed in white flannels, and his boat glistening with shining brass pipes that fully brought out the complicated nature of the flash steam plant. He succeeded in getting a few laps, a performance which is good for a boat powered with flash steam at any time and especially the first. But those white flannels

Frenchy DeBrosse was as happy as a little boy with a new toy, when for the first time, he saw his boat merrily pop along. He had a little trouble the week before when his boat did not come up to expectations, but the performance last Sunday more than made up for the banged fingers and skin abrasions incurred during the manufacture of the engine.

Henry Parohl as usual was there and coaxed his boat along for several runs. We haven't seen a repetition of that "thirty per" that he succeeded making once before.

The Scholl brothers have a fast outfit driven by a 32 c.c. two cycle engine which consistently made about twenty two m.p.h., but on this last occasion started scooting around at an amazing pace.

And so it goes—headway is being made again, and with the added interest of the spectators at the pond it seems likely that the model power boating game will shortly eclipse sailboating.

CHESS CLUB ORGANIZING

The question as to what model-makers do on their day off is soon to be answered by the Happy Hour Chess Club. Campbell, Gill, Graves and Robertson are guilty.

Wednesday Niters Plan*(Continued from Page 1)*

by solenoid mechanisms of an improved design, controlled from two locations, one in front of East End yard and the other near the roundhouse.

This will make it possible to reach any portion of the yard from inside the loop without any assistance from the operators at tower SK.

It will be evident that this plan has four main advantages: first, yard moves will not conflict with main line moves; second, these switching tracks will furnish storage for inbound and outbound trains; third, it will furnish a means of turning trains without recourse to the main line tracks; fourth, the centralized control thus effected will speed up train operation.

The lessons learned in the construction of the other parts should be remembered when this construction is started. Traffic will be maintained during the entire undertaking.

**CINCINNATI CLUB VISITS N. Y.
WITH FINE DETAILED MODELS**

Messrs. Dechert and Thornburgh of the Cincinnati Model Club favored us with a visit recently and showed some very fine super-detailed models of English equipment which included a 2-4-0 type loco as used on the Isle of Man, a Great Western covered van, a shunters truck, a brake van and an L.M.S. goods engine. The latter was an 0-6-0 built to 3 mm scale and "HO" gauge.

These models were pronounced perfect by all who examined them and we hope that we shall be able to exhibit them at our next show.

◆ **STOVEPIPE** ◆

E. R. Graves recently tried out a new type of combination chart light and track circuit with much success. It is the standard closed circuit track circuit with no resistance at the relay end and the chart lamp substituted for the feed resistance. The operating values of the light and relay are such that with no train on the circuit the relay is picked up and the light out. When a train shunt drops out the relay, enough current will flow thru the lamp to illuminate it to full brilliancy.

After two months of hard labor F. D. Grimke has completed a master drawing of every circuit on the U.C.R.R. This will be a boon to those who have occasion to do any trouble shooting.

Jack Robertson has recently returned from camp and will resume his duties as R.R. Super.

Wanted—New recruits for the Wednesday Night railroad operation. All those with ambitions of becoming brass hats should see the R.R. supervisor.

A new convert to the ranks of the Wednesday Niters, Mr. H. Nolde, has built two American type locomotives, No. 121 and No. 135. These engines are powered with new Bing and Marklin mechanisms and represent his initial attempts at loco building.

If the excellent cooperation of the trade members who have offered material and labor in various ways is matched by the members our rolling stock will be increased by 11 hopper cars, 4 day coaches, 2 Pullmans and a New Haven type G.E. switcher.

H. Gorst, so our agents tell us, has been appointed official water boy of the Wednesday Niters. He is studying to be a dispatcher.

▲ **MARINE MURMURS** ▲

The boys are learning all the time. Archie Kimmel has discovered that a 1-72 tap is not the thing for a 2-56 hole, while Henry Parohl finds that tool steel can't be sharpened on a buffing wheel, not and keep clean, anyhow.

This same Archie also had a big time with his gas boat recently. From what we can gather, the boat failed to describe a true circle, headed north by east, then turned over two or three times and dove under the waves amid the groans of Archie, the laughter of his pals and the Bronx cheers of the audience.

R. H. Claudius has a four cycle gas engine in a 36 inch hull which is very reliable tho not extremely fast. That quality of reliability, while not of particular interest to the pure dyed in the wool speed demon who cares only for a lap or two at breakneck speed, is the goal of those who come to the lakeside to see their boats run, and not to spend hours fastening broken parts together with hair pins and picture wire.

All hands out for the Walter Elliott Memorial Race Sept. 9th.

SHOUTIN' OUT LOUD

We Boatmen are a gallant lot,

We're daring and fearless
and brave,

We're not afraid of fire and
smoke,

And our boats fear no
mountainous wave.

The Winter's ice is melted now,

Our boats are neat and trim,

And we'll terrorize those

Rairoad Guys,

With Vitality, Vigor and Vim.

—B. L.