

N. Y. S. M. E.
BULLETIN

VOL. I

February 1, 1935

No. 7

**NEW, REVOLUTIONARY MODELS
STRIKE KEYNOTE OF EXHIBITION**

NEW TRAINS FEATURED

**Largest Collection of Amateur
Models Ever Assembled
Shows Hobbyists' Skill**

EXHIBITION SPACE ENLARGED

Fast passenger trains careen around the track at breathtaking speed, freight trains rumble and roar through the tunnels and up heavy grades; signal lights blink and flash as terse orders hurtle through space on telephone wires -- the Union Connecting Railroad is in full operation.

To the cacaphony of railroad noises the gasoline engines, some smaller than a matchbox, add their throaty roar. These midget wonders of the engine builders' art undertake the herculean task of driving sleek and polished racing boats through the water at speeds that stagger the imagination of the most ardent racing fan.

Steam, the power which brought about the present machine age, is harnessed to the modelbuilders' desires. Generated in special boilers at pressures exceeding twenty tons to the square foot, its energy drives racing boats, sends locomotives chugging up the track carrying many live passengers who completely dwarf their means of locomotion.

(Continued on Page two)

**TRADE FIRMS ASSISTS
MODELMAKER TO
GET MATERIAL**

MAKE PRESENT MODELS POSSIBLE

By RICHARD I. MERIE

Embarking on the construction of a model the average model engineer is guided in his planning and building by the following considerations: the factual data, photographs, etc., of the prototype; availability and source of the required materials and parts; and the tools and equipment, and his skill to employ them.

While to a large extent the contact with others in his hobby fosters the gathering of photographs and plans, it is to the trade he must turn for the important materials required.

In the not so distant past proud model builders boasted of constructing the model 'from the ground up'. They were obliged to, for trade concerns had little to offer, and all materials had to be gathered piece-meal wherever found.

Original plans had to be re-scaled and simplified, or the dimensions taken from the prototype. Photographs were scarce and hard to obtain. Patterns had to be made, and a foundry, competent to cast, found.

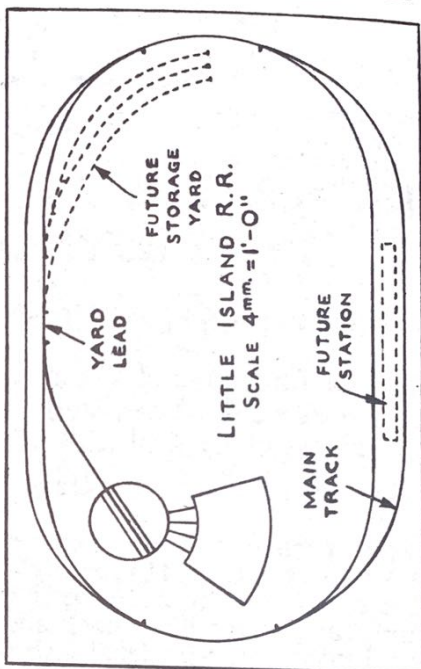
(Continued on Page six)

NEW MODELS ON EXHIBITION

(Continued from Page 1)

To attempt to catalogue all the individual models on exhibition would be an almost unending task. It is easy, however, to analyze the general trends as explained by the contents of this year's exhibition. It will be noticed that the models give a broad panorama of the transportation and power fields. In these fields of human endeavour the keynote is action. The imagination of the modelmaker has been captured by this action and he attempts to capture in his reproduction in miniature the action that characterizes the prototype. Thus having defined certain of these fields of endeavour as the "action" fields, we must now speak of the remainder of our category, or the static fields.

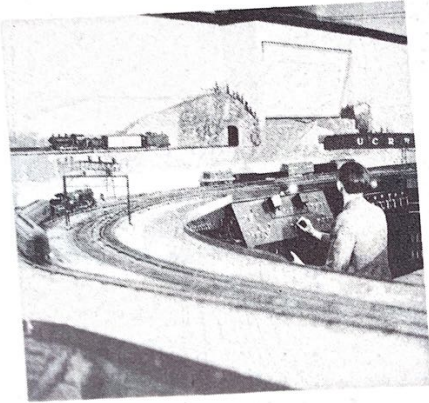
These are also represented in the models on display and very seldom stand alone as an entity, but usually serve as a background to complete the picture and to accentuate the dynamics of the other models.



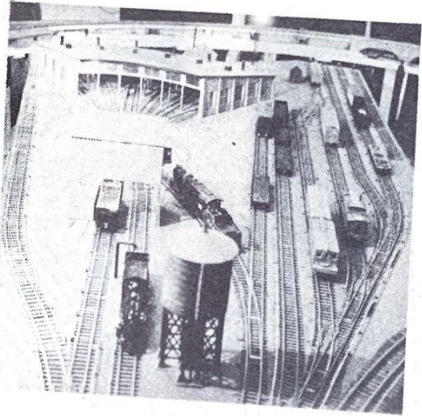
DEVELOPMENT OF "OO" GAUGE

The "OO" Gauge has been developed, through a number of years, from an obscure beginning into the present practical standard. At first the scale used was 1/8 in. to the foot, then 3 1/2 mm., and at present 4 mm. has found favor with the majority interested in this size.

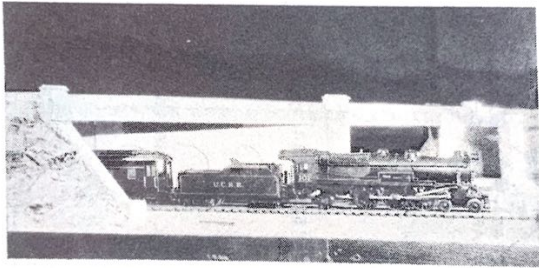
Material can now be gathered more readily, especially a powerful electric motor, yet small enough to fit into almost any type of motive power.



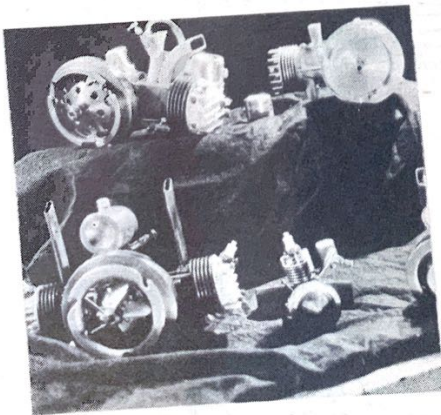
At The Main Controls



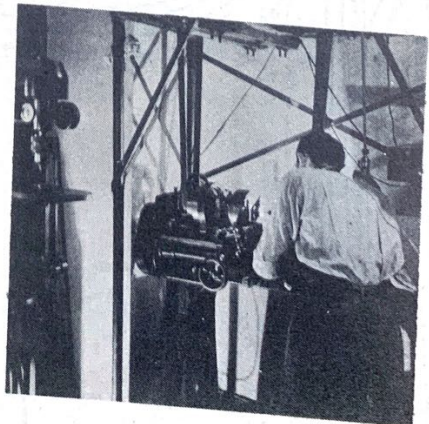
In The Yard



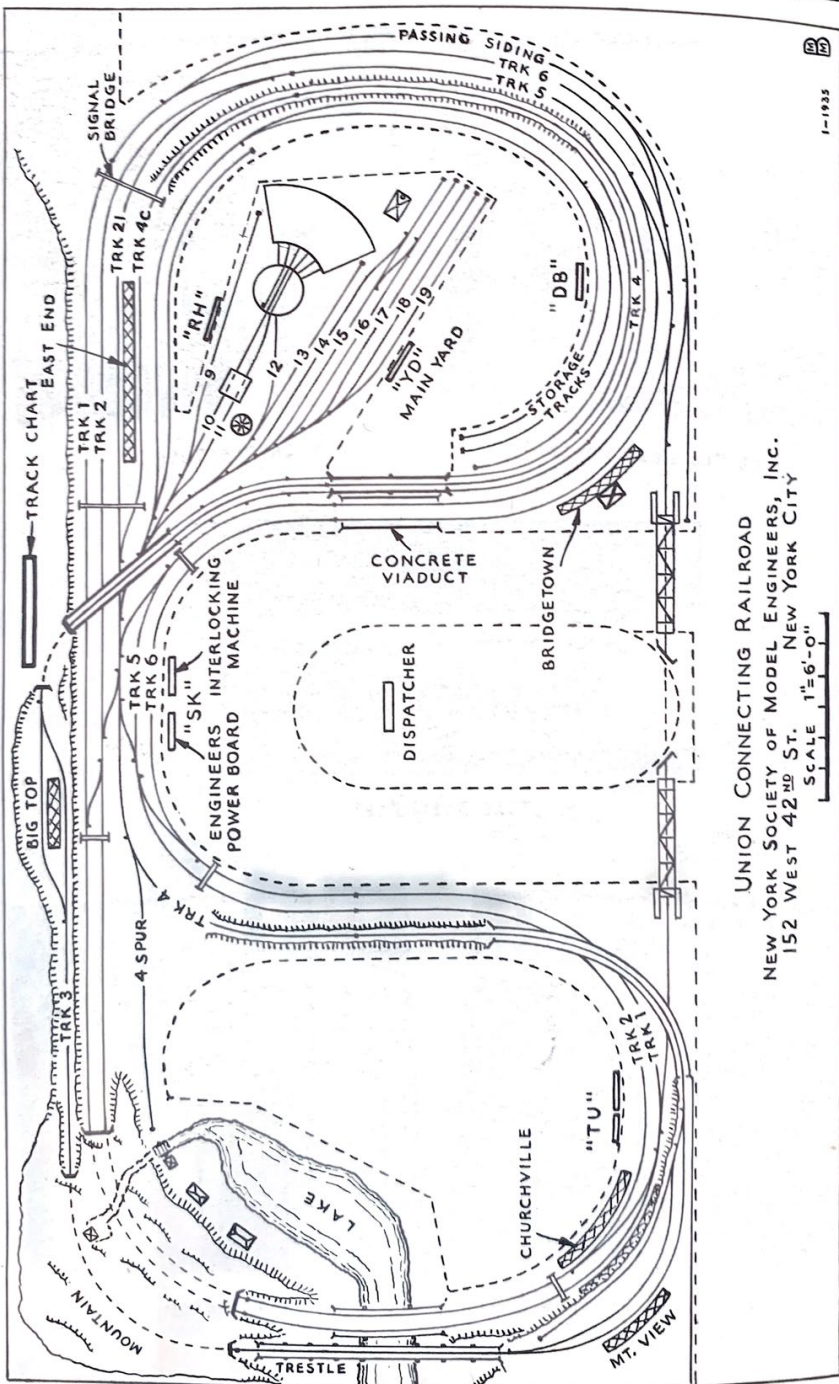
"Old Faithful"



A Few Gas Engines



In The Shop



UNION CONNECTING RAILROAD
 NEW YORK SOCIETY OF MODEL ENGINEERS, INC.
 152 WEST 42ND ST. NEW YORK CITY
 SCALE 1"=60'-0"

The UNION

CONNECTING

RAILROAD

The Union Connecting Railroad consists essentially of three loops interconnected by switches a yard and auxiliary tracks.

The power for the system is derived from a .5 KVA rotary converter and a transformer with taps so that various voltages may be used. In addition to the converter, a motor generator set is used to supply power for the signal system.

The focal point of the system is "SK" interlocking. Here is installed a model of a Union Switch and Signal Co. Type F interlocking. The switches are powered with electric motors and the usual signal control circuit is used. The chart or illuminated diagram permits the operator to know the exact location of a train even though it is out of his range of vision.

The power is controlled by a device known as the "Engineers Control Board", an invention of several members of the Society.

Here are grouped the switches which put the power on the third rail and the signal repeaters. When the towerman clears the signal the repeater on the Engineers Control Board clears and then the engineer works the power switches accordingly.

At towers "TU" and "DB" the same method of operation is used but here some of the switches are hand thrown.

A telephone line runs between all the towers and into the yard and enginehouse. This line is used for train dispatching and as a message wire. Thus all the operators may keep in constant communication with each other.

The bridges are driven by shunt motors and are equipped with micromatic switches and mercury switches so that they are automatic in operation, once they have been started either up or down.

Although relatively simple to operate, the system contains miles of wire and many complicated electrical circuits, but we are not yet finished.

COMPLEXITY OF MODELS

NECESSITATES MODERN SHOP

The space limitations of the modern dwelling and the increasing cost of modern machine tools led to the formation of the N.Y.S.M.E. Shop.

Here are grouped the power tools generally used in metal and woodworking with facilities for the storage of hand tools owned by members. A number of benches provide an adequate place to work and everything to help the modelmaker is present.

Shop Becomes Important Factor

With the increasing complexity of the modelmakers art the use of the lathe, the drill press, the power filing machine and the other types of machines becomes imperative and without these the more advanced type of model is nearly impossible.

The shop, both as a place to work and as a source of these important tools, is becoming a more important factor in the daily activities of the members.

For the man who at present

TRADE ASSISTS MODELMAKERS

(Continued from Page 1)

Then followed a long search for the suitable metals, cross-sections and gauges required and also for small thread sizes, boiler fittings and sundries.

While some modelmakers own machine tool aids, the majority as yet, particularly the beginner, uses but simple hand tools.

To simplify construction, complete kits have become popular, which makes possible the purchase of required parts for a variety of models.

Today all the experience of the past in design, construction and development on a host of popular models are available to model enthusiasts old and new. For any problem, for the latest in equipment and ideas, and where to get them, consult your Silent Partner -- THE TRADE.

is not qualified to operate the various tools in the shop there are held at frequent intervals instruction periods where the beginner is taught the use of the different tools.

MARINERS ENGAGED IN INTENSIVE
MODEL SPEED BOAT RESEARCHES

Gas Engine Development Rapid

The Marine Division of the Society has, from the inception of the organization been primarily concerned with the development of the miniature speed boat.

This research has included a study of hull types and an intensive work on the gasoline engine. One of these experiments having far reaching consequences was conducted by building two identical hulls and powering them with various types of engines.

Out Door Racing in Summer

In the spring and summer months, outdoor racing of the group is done on Conservatory Lake in Central Park in the City and numerous informal race meets are held with other clubs in the Metropolitan area.

The climax of the outdoor season is the Walter Elliott Memorial Race held early in

September. This race is held in honor of the late Walter Elliot who was an early pioneer in the game and for years the undisputed champion of the Society.

Tank Facilitates Testing

A large testing tank was built so that boats could be tested under conditions closely approximating those of actual racing. This tank together with a test bench for the gasoline engines enable the design of both the engine and hull to be accurately calibrated and thoroughly inspected in the winter months when outdoor racing is impossible.

Ample provisions have been made for those interested in sailing craft and the decorative type of models and many fine examples of these types of the shipbuilders art have been constructed.

On bulletin boards under any corresponding model number will be found additional information on all amateur exhibits.

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**WHY MEMBERSHIP
IN THE N. Y. S. M. E. ?**

The New York Society of Model Engineers is a non-profit organization whose purpose is to gather modelmakers together and provide a place where they can meet others interested in the same or kindred subjects and exchange views and information.

The vocations of the membership body are as varied as the models they construct. Doctors, toolmakers, locomotive engineers, students and musicians forget their daily profession and submerge themselves in their hobby.

In the Society the beginner may find experts in every branch of modelmaking ready and willing to help him solve his problem. From a complicated electrical circuit to the best method of milling spiral flutes, someone can be found that has done the job before. This accumulated experience represents one of our most valuable assets.

The Society has two major internal divisions, the Railroad group and the Marine group. There is no formal division of membership, but the members gravitate to that group in which their major interests lie. This flexible type of organization is well suited to the modelmaker whose interests shift as his field of endeavour changes.

The equipment at the club-rooms is available to properly qualified members without additional obligation. This equipment ranges from the Union Connecting Railroad to the lathe and drillpress.

Various group activities are carried on. The railroad group operates the railroad every Wednesday night following standard railroad rules. The marine division has various competitions and races, and the publishing division issues the Bulletin.

Those requiring additional details of membership should write the Secretary.

**SOCIETY MEMBERS
WELCOME VISITORS**

The officers and members of the Society extend a hearty welcome to those visiting our show. We hope that your visit will give you an insight into what modelmakers are accomplishing. We have assembled the best models from every field for your inspection.

Should you require aid or help with a problem do not hesitate to call on one of our members for assistance.

**BULLETIN STAFF
FELICITATES MEMBERS**

The BULLETIN wishes to congratulate the members whose un-failing efforts have made this Exhibition possible. That their work was crowned with success is amply demonstrated by even the most cursory glance at the handiwork. In spite of apparently insurmountable obstacles they have forged ahead to a bigger success than ever before.

To use the politicians phrase, we 'point with pride' to their efforts.