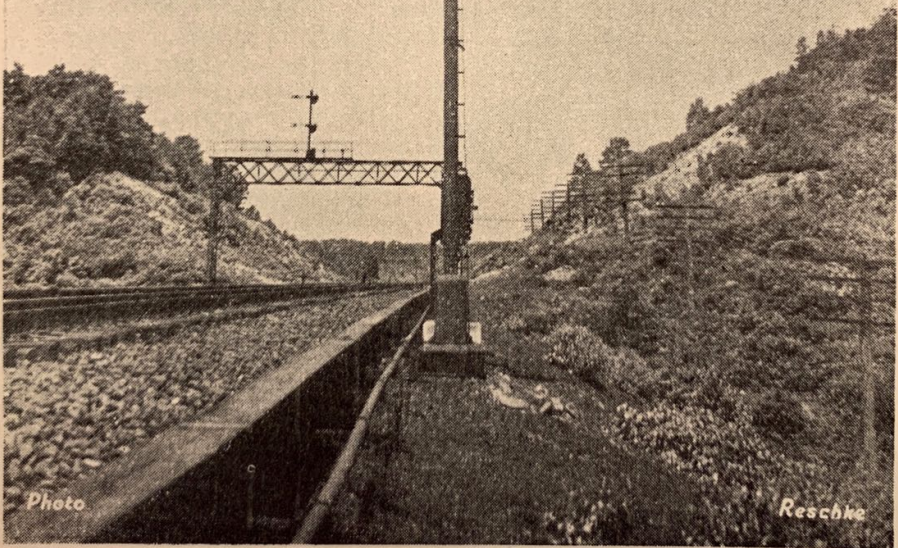


N. Y. S. M. E.

BULLETIN

FEB.

1938



TENTH ANNUAL EXHIBITION

FEBRUARY 12th to 26th, 1938

"O" GAUGE
1/4" SCALE

"HO" GAUGE
3.5 mm SCALE

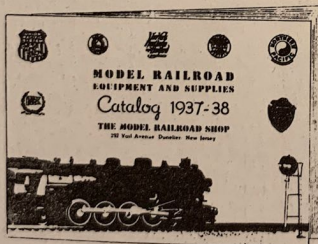
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Volume 3

No. 1

JOHN B. RESCHKE Editor
 M. BROWNSTEIN Staff Artist

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 10,000 Copies

A Decade of Modelmaking

The New York Society of Model Engineers welcomes you to the Tenth Annual showing of the work of its friends and members. This exhibition, which evokes nationwide interest, represents modelmaking achievement in many of its phases. Close observation of the show case models will reveal exquisite bits of workmanship by men professionally skilled in the art of working with fine tools. Other models show delicate and neat craftsmanship by those, who in their everyday toil are far removed from the machine shop but were spurred on by ambition to produce worthwhile models. Some take pleasure in creating the smallest boat or engine that can be made, others the most intricate and elaborate.

In the operating railroad, more fully described elsewhere, is concealed thousands of hours of patient thought and toil. This phase of modelmaking is akin to actual railroad practice and is a vital part of model railroading, even though for some of our members it represents a "sailor's holiday."

If there is any particular bit of information that you want, or question you wish to ask about the exhibits, any of our members in attendance will be glad to assist you.

The current show will be open daily from 1 to 10 P.M., Sundays excepted. On Saturdays and Washington's Birthday doors will open at 10 A.M.

A Call to Arms

Membership in the New York Society of Model Engineers is open to bonafide amateur model makers with an interest in some form of modelmaking or development work. The activities of the society are not restricted to model railroading but extend to other fields of model building and engineering.

Through the facilities of a well equipped shop the amateur is enabled to do his own lathe and milling work and with a spirit of co-operation and interchange of ideas becomes more proficient. The signal and power departments of the Union Connecting Railroad offer an outlet for the up and coming electrical wizards.

Only applicants, 21 years of age and over, who evidence a genuine interest and can show a completed piece of work will be considered for membership. Application blanks and further details may be obtained by addressing the club's secretary.

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Our cover shows a signal location on the main line of the Lackawanna Railroad west of Port Morris Junction.

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By Edward Beal

Foreword by Cecil J. Allen

Every model railroad maker, whether enthusiastic amateur or professional expert, needs this book.

Every problem confronting the builder is taken up and explained clearly and comprehensively. All aspects of the craft are treated exhaustively and with a wealth of illustrative detail. The line drawings and diagrams are workmanlike and accurate—the author is a recognized authority—and the photographs make this book the finest pictorial survey of the subject that has yet appeared in print.

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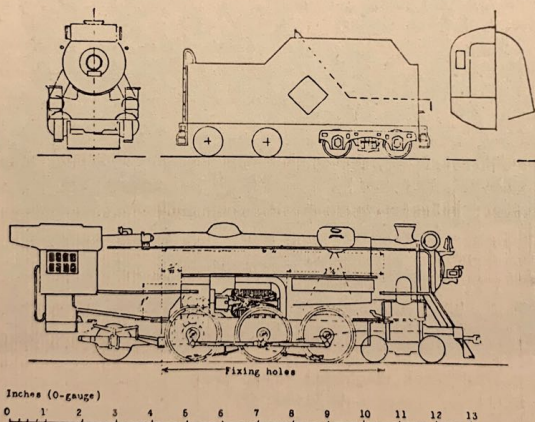
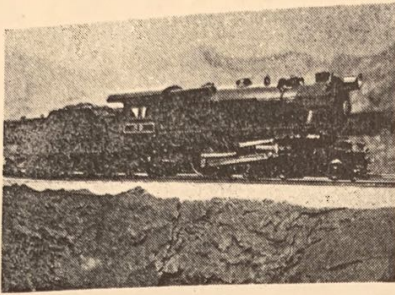


FIG. 119.—Design for American Pacific locomotive with Leeds mechanism.

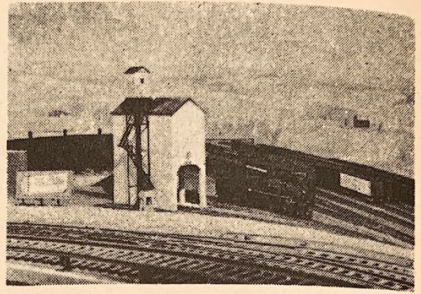
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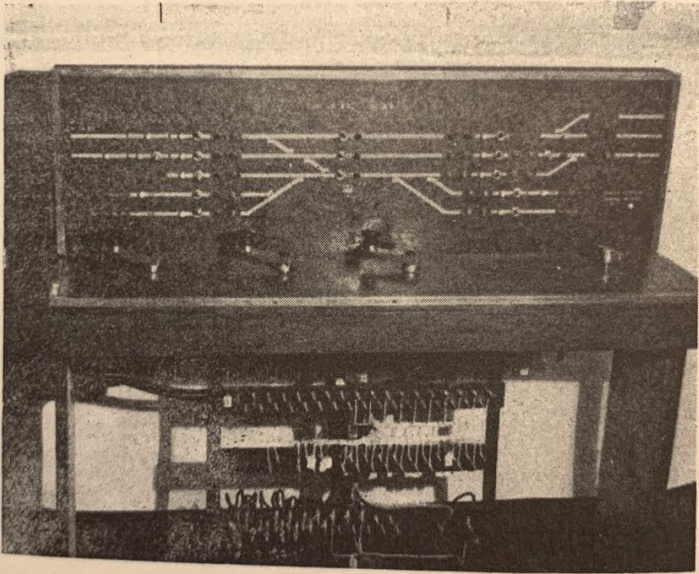
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"THE POINT OF VIEW"

THE UNION CONNECTING R.R.

The New York Society of Model Engineers operates a scale model railroad known as the Union Connecting Railroad. Built at a scale of $\frac{1}{4}$ " to the foot it is complete with yards, engine terminal, viaducts, bridges and lineside equipment. Track is $1\frac{1}{4}$ " between rails or O gauge as it is more commonly known.

The name Union Connecting was chosen owing to the fact that equipment of representative railroads operates over its lines. Rolling stock ranges from the lowly "hack" to 12 wheeled Dining Cars, while motive power runs the gamut from 0-4-0 switchers to Berkshire type freight hogs.

The trackage consists of a double tracked loop for two way operation with a single track mountain division with cut off for freights. With yards and sidings the total trackage amounts to 850 feet or about 7 "scale miles." Direct current, at 15 volts for operating the motive power is supplied by means of an outside third rail of brass supported on miniature insulators. Running rails are bonded for power return and signal circuits.

There are two power units; a 115 volt D. C. shunt wound motor which in turn drives two 15 volt D. C. generators connected to supply 15-30 volts with three wire service, and a reversed rotary convertor. The latter converting 115 volts D. C. to 115 volts A. C. which by means of an auto transformer gives A. C. voltages in two volt steps up to 32 volts. Propulsion current is supplied at 15 volts D. C. with Ward Leonard type of shunt field rheostats.

Individual 3rd rail sections are controlled by small toggle switches. Provision has been made to control the entire system from the main control panel located at "Tower CN" or in four separate sections, which permits flexibility of operation. Each "tower" is equipped with chart lights, toggle switches, circuit breakers, and changeover switches for remote control.

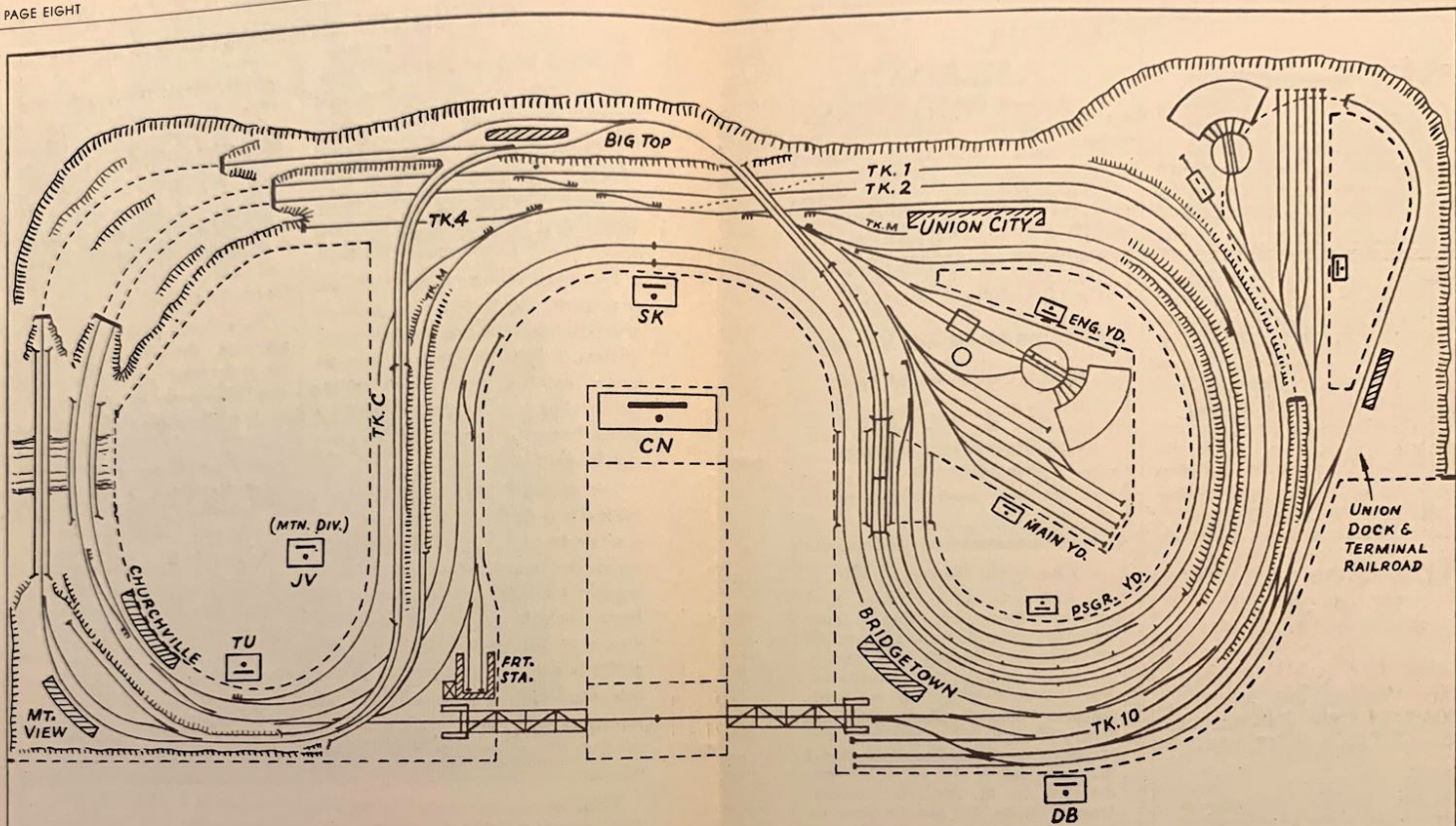
Track circuits are of the "open circuit" type using telephone relays. Chart lighting is by means of 24 volt telephone type bulbs burned at half voltage. Miniature relay cases, signal control equipment, etc. is placed along the line with the actual working controls hidden under the baseboard. All wires are carried on messengers and tagged in accordance with A. A. R. standards.

Two Scherzer type rolling lift bridges are opened and closed by 115 volt, D. C. motors with circuit controller and mercury type limit switches. Signal circuits across the bridges are checked through the bridge circuit controllers. When the bridges are up, power is cut off the 3rd rail on the approach tracks.

The switch points under the control of the operator at SK tower will be operated by a machine which is a close representation of a UR type of interlocking machine. There is an illuminated model board with push buttons corresponding to every entrance and exit to the interlocking territory. To set up a route the towerman pushes a button designating the point at which the train is to leave the interlocking.

When a route is properly lined up, it will be indicated on the model board by

(Continued on page 11)



UNION CONNECTING RAILROAD
 NEW YORK SOCIETY OF MODEL ENGINEERS, INC.
 152 WEST 42ND STREET — NEW YORK CITY

0 ————— 5
 SCALE — FEET
 FEB. 12TH — 26TH, 1938

Union Dock & Terminal R.R.

Realizing the inadequacy of the former "Little Island Railroad" and in keeping with the growing popularity of double "O," the society has started construction of a complete operating railroad in that gauge. Known as the Union Dock and Terminal, it will operate as a subsidiary of the Union Connecting, and could be properly designated as a narrow gauge division of the parent line.

Approximately half finished, it will eventually extend across the rolling lift bridges to a terminal and extensive yard to be located on the site of the present lake. A unique feature will be the operation of both gauges over these bridges by means of a gauntlet track which will have power and signal interlocking.

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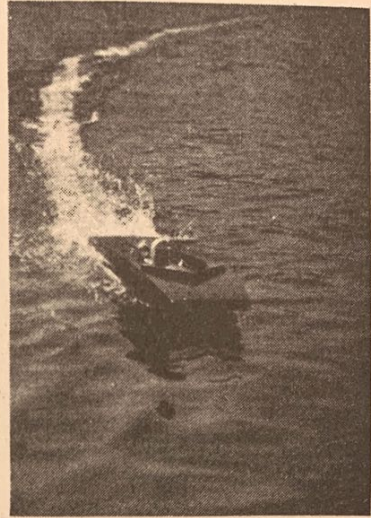
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During the winter months, when ponds are frozen, the activities of the marine group center about the society's well equipped machine shop while discussion waxes hot over displacement, bore, and stroke. While gas engines are not models, in the true sense of the word, they nevertheless represent skill and a high sense of engineering as each motor is built up from raw stock by brain and brawn. Many an engine starts out as a discarded axle and with patient milling, lathe work and the addition of tappets, crankshaft, spark plug, and carburetor emerges as a powerful little power plant.

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(Continued from page 7)

a lighted strip of green along the entire route. As the train progresses each section will change from green to red and will go dark when the train leaves the various sections. Provision has been made to set up intermediate routes over unoccupied portions of the main track. Signals, giving standard aspects will eventually be installed along the right of way.

With few exceptions, all lineside scenery such as bridges, viaducts, stations, etc. has been constructed to scale. The skillfully painted backdrop was executed by John Thomason, a brick layer by trade, and by clever handling of colors graduates from typical rolling country to that of rugged mountain vistas.

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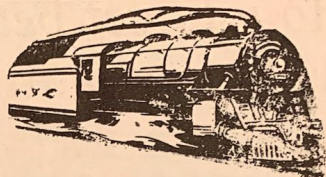
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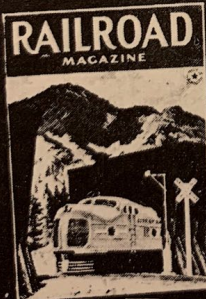
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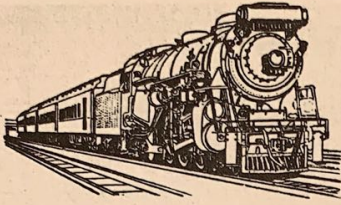
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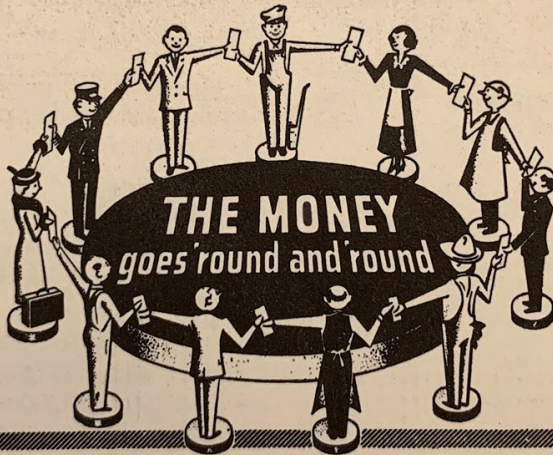


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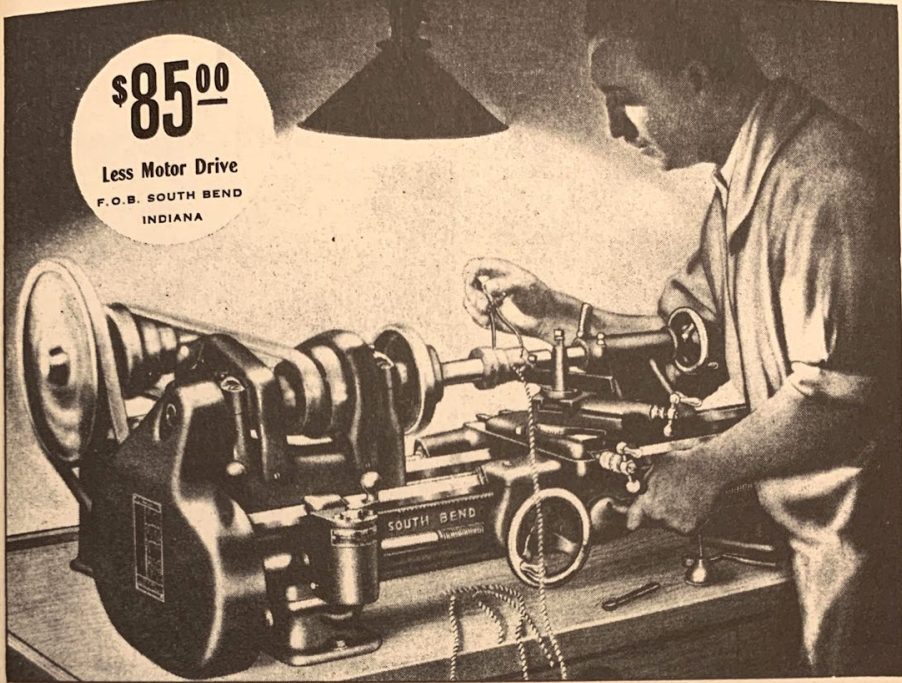
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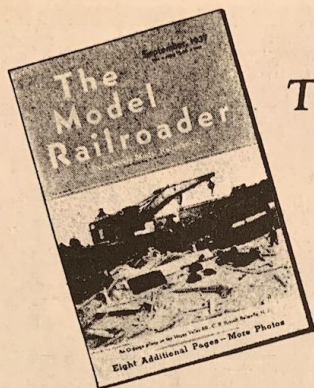
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