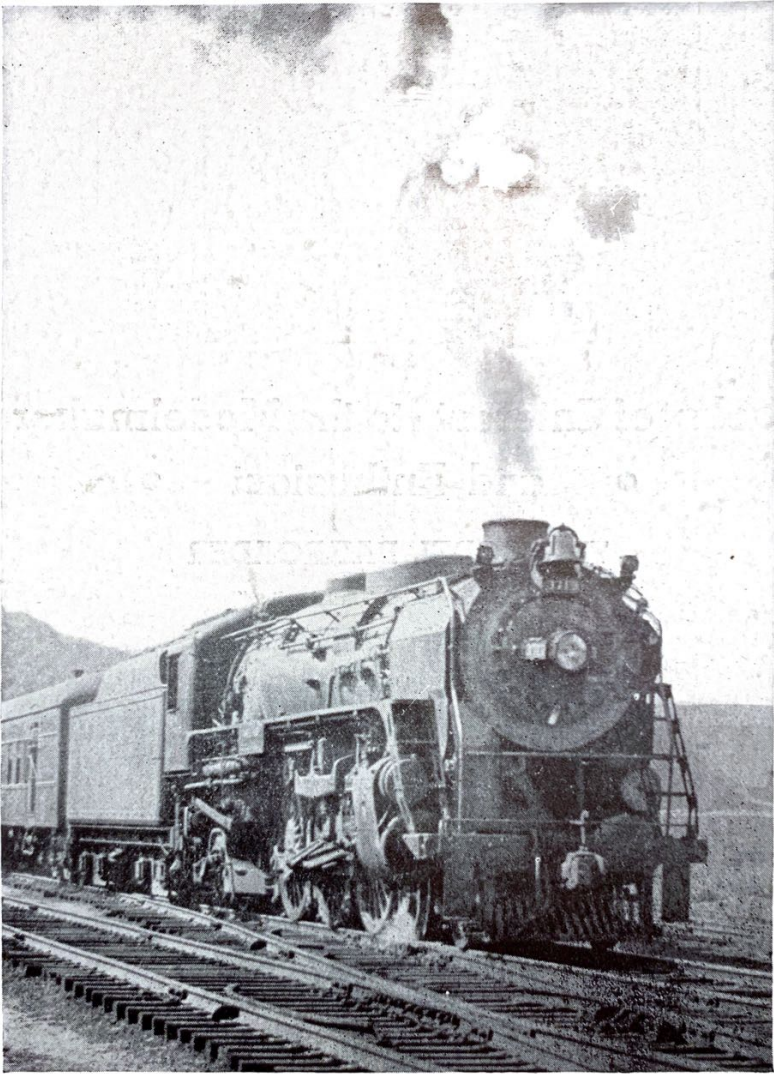


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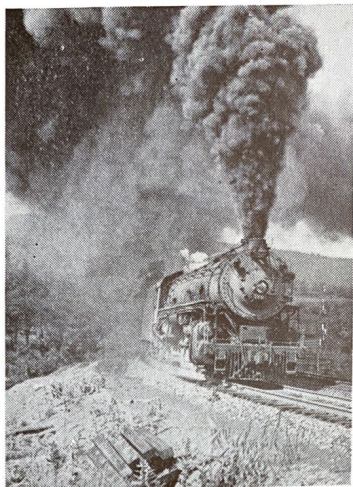
OF THE

New York Society of Model Engineers



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(CONT) FEBRUARY 11th to 25th, 1939



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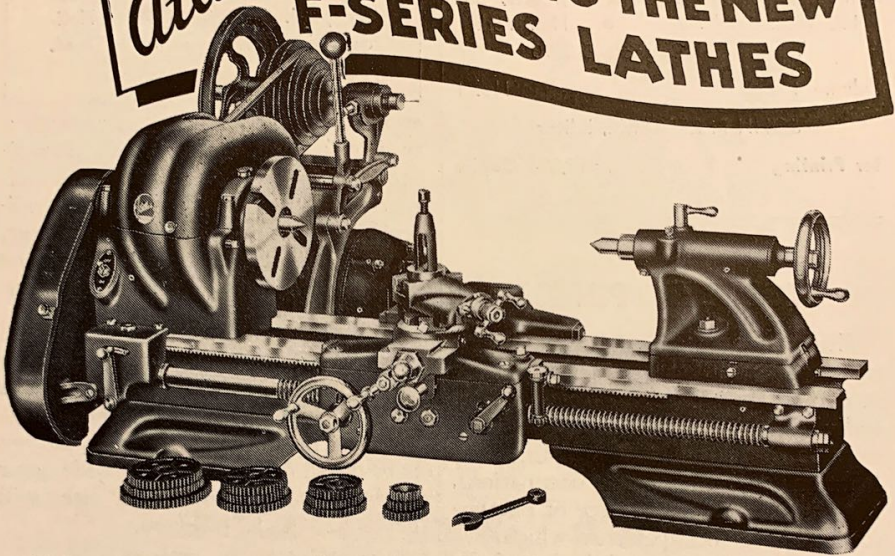
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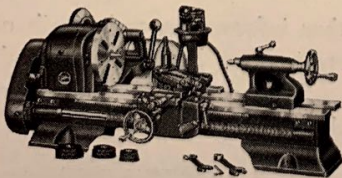
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N. Y. S. M. E. BULLETIN

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 152 West 42nd Street • New York
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Volume 4

No. 1

JOHN B. RESCHKE, Editor

1st Printing

15,000 Copies

HOBBYHAPPINESS

Every normal human seeks happiness. The means by which this is attempted is almost as varied as are individuals. Much of our happiness may be associated with periods of relaxation from our regular occupations. Many of us, through force of circumstance have occupations which we would not have selected, had we been free to choose. To those persons, happiness may come through engaging in a different kind of work; something he or she likes to do, during the periods of relaxation. One splendid means of attaining this happiness is through a hobby.

What is a hobby? Something you do not have to do, but like to do. Do you remember the happiness you got from the hobby-horse you used to ride about the time you were losing your first teeth? By spending part of your time and energy on some hobby or another, you may carry this happiness through life until you have no more teeth to lose.

Happiness is manifested in the facial expression by a slight lifting of the corners of the mouth and a crinkling of the eyes. Look at the faces of those who are watching miniature

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

trains gliding over the rails in such a true to life manner. You will immediately detect your true, miniature railroad hobbyist. He looks at his handiwork, or that of some other hobbyist, almost lovingly. At such a time he cannot harbor any but happy thoughts.

For the moment, time stops and worry and care cease to exist. For your well-being, join this group who have found a real means of happiness that helps them, and hurts none. If you have no hobby, get one. Ride your hobby through life, and life will never be able to ride you.

By Dr. Arthur Greenfield.

Membership in the New York Society of Model Engineers is open to mature minded modelmakers who are vitally interested in some phase of modelmaking and who can devote some of their time to the practical benefit of the society.

Further information and details of membership may be secured by addressing the Secretary or inquiry can be made through a member.

COVER PICTURE

Our cover shows a Montreal-Boston train leaving White River Junction, hauled by the latest type of B & M motive power.

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HEAVY POWER ON THE UCON

HISTORY OF THE N. Y. S. M. E.

The New York Society of Model Engineers was founded early in 1926 by a group of men interested in the building and operation of model steam and gas engines, especially as applied to small hydroplanes built for racing purposes. Many of the members were also interested in live steam locomotive models and several were built and demonstrated on portable track set up at the monthly meetings of the society. The early gatherings of the society were held at the office of one of the charter members until space was secured in the United Engineering Societies Building where it was possible to have regular organized meetings once a month.

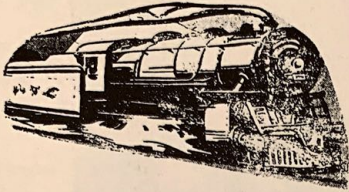
From time to time exhibits and competitions were held between members at which prizes and awards were made for excellence in workmanship and performance. With the growing interest in these exhibits it was decided to hold a public show to acquaint the layman with the work and aims of the society. Accordingly the first public exhibition was held in rented quarters in the Bush Office Building in 1938. Although it was not a financial success it evoked great interest and was instrumental in securing recruits to the growing hobby of model-making.

In December of 1929 the second annual exhibition was held in the Knickerbocker Building which proved to be a success from both a financial and publicity point of view. The society acquired the exhibition space for permanent club rooms, which have become well known throughout the model world as the home grounds of the famous Union Connecting Railroad, or as it is more commonly known the UCON.

Although a large group of the members continued in the construction of model steam and gas engines interest lagged in the steam locomotive field owing to the great amount of space necessary for the proper operation of a steam driven model and lack of efficient control over a moving engine. This interest was replaced by the construction of O gauge electrically driven model locomotives and railroad equipment culminating through years of development into one of the largest and most complete operating model railroads in the country.

Starting as a single loop for the testing of motive power and equipment it has expanded year after year until the system was complete with a double track main line, freight and passenger yards, engine terminals, all lineside scenery and a comprehen-

(Continued on Page 12)



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AFTER THE SHOW BE SURE YOU VISIT MRE—THE SCALE MODELER'S HEADQUARTERS

NATIONAL MODEL RAILROAD ASSOCIATION

STANDARDS INCLUDING ADDITIONS MADE AT THE NATIONAL CONVENTION, SEPT. 5, 1938

Name of gauge.....	O	OO	HO
Dimensions in this chart given in.....	Inches	mm.	mm.
Track gauge.....	1 1/4	19.00	16.50
This dimension is the minimum allowing for widening on curves.			
Scale.....	1/4 or 17/64	4.00	3.50
Maximum flange thickness.....	3/64	.75	.75
Maximum flange depth.....	1/16	1.00	.75
Check gauge distance.....	1 11/64	17.75	15.25
Back to back of flanges.....	1 1/8	17.00	14.50
Tread width (minimum).....	1/8	2.00	1.75
Flangeways (frog and guard) ‡.....	5/64	1.25	1.25
This is the minimum and should be used except where a small radius curve requires special allowances.			
Third rail above running rail.....	1/8	2.00	1.50
Third rail center out from gauge.....	11/16	10.00	8.00
These dimensions should be as accurate as possible.			
Third rail shoe over all length.....	3 to 3 1/8		
Third rail shoe spacing (minimum).....	10	150.00	125.00
Center of couplers from rail.....	3/4	11.50	10.00
This is also an accurate dimension.			
Minimum switch.....	No. 6	No. 6	No. 6
This applies to a turnout from straight track. Special work radii shall not be less than used with a No. 6 turnout.			
Minimum radius curve †.....	5'	3'	2'
Applies to all main line track where interchange with any equipment is desirable. Yard and industrial trackage may of course be built to suit the home equipment. Recommended that builders specify what minimum radius their product will negotiate.			

Standards for other gauges available on request. Write H. E. Bondurant, Chairman Engineering Committee, 2327 N. 70th St., Wauwatosa, Wis.

Locomotives shall be compared by determining their drawbar pull at a standard voltage. Gear ratio and driver diameter shall also be stated. For O gauge, 12 volts D. C. or 16 volts 60-cycle A. C. shall be used as the standard. For HO gauge, 6 volts D. C. shall be used as standard. For efficiency comparison, the current through the motor should also be measured.

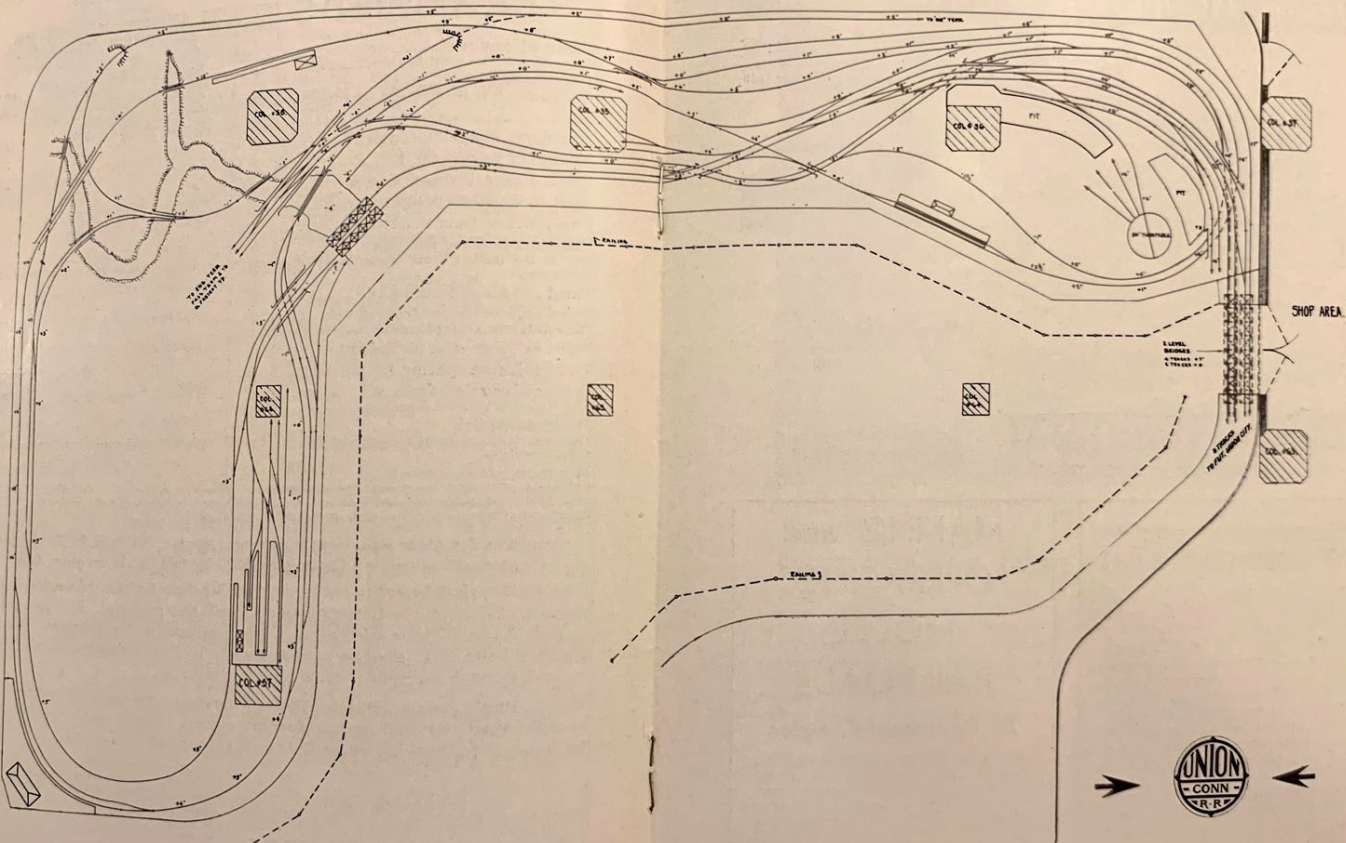
When using polarized control, positive potential on the third rail, trolley wire, or right hand rail shall produce forward motion. Rear coupler insulated shall be standard for two-rail locomotives so that they may be double-headed.

‡ We suggest that in case difficulty is experienced with long wheelbase locos on sharp curves (such as under 6 ft. in O gauge), and where guard rails are used on both sides, as in special work, the following ideas be borrowed from the prototype:

- a. Make gauge of front and rear drivers slightly less by spacing them closer back to back.
- b. Cut flanges off center drivers.
- c. Allow some lateral movement in driver axles.

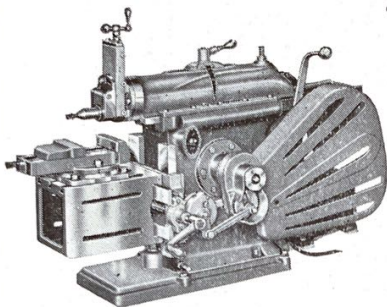
Track gauge may also be slightly widened and flangeways correspondingly widened, retaining the same check gauge measurement, however.

The next convention of the NMRA will be held at the quarters of the N. Y. Society of Model Engineers, Sept. 2nd to 4th, 1939



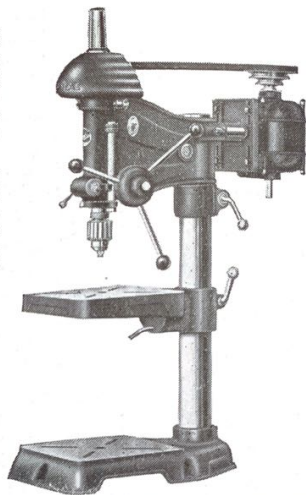
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(Right) New 15" Heavy-Duty Drill Press. Atlas spindle-head bearing design gives long, accurate service at high speeds.



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THE Model Railroad Shop

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STEAM versus GAS



GROUP OF CONTESTANTS READY TO PIT THEIR SKILL ON CONSERVATORY LAKE, CENTRAL PARK

BLOW TORCH & SPARK PLUG DEPARTMENT

The building and racing of miniature steam and gas powered craft is the enthusiastic activity of the marine department of the New York Society of Model Engineers. It is a year round activity; construction and design in the winter, testing and racing in the summer. The boats or hulls average three feet in length and as a rule are twelve pounds or under in weight.

The steam power fans favor a two cylinder engine equipped with oil and boiler feed water pumps. The boilers are usually of the so-called "flash" type in which the feedwater is pumped through a continuous copper coil. The hot flame of several blow torches is directed around this coil "flashing" the water into superheated steam at high pressure.

The gas power fans favor the single cylinder engine of either the 2 or 4 cycle type. The last few years have seen tremendous strides in the design of model gas engines and they are now rapidly displacing steam in both popularity, consistent uniform oper-

ation, and speed. This is due in no small measure to the availability of midget size spark plugs, ignition coils, and technical data in commercial engine practice.

Races are held under the auspices of various clubs affiliated with the National Model Power Boat Association. The boats are raced in a circle at the end of a steel line, 52½ feet long. Actual speeds of 45 miles an hour have been reached by the larger boats and 32 miles for the smaller types. Steam driven boats average about 33 miles per hour. In actual competition boats are raced in classes as determined by type of power plant, engine size, and weight of the complete craft.

Boats and engines designed and constructed by members of the New York Society of Model Engineers have been consistent winners in both local and national competitions and are holders of many world records.

By RICHARD I. a' MERIE.

(Continued from Page 5)

tive power and signal control system patterned after the latest actual railroad practice. Prior to the opening of the Tenth Annual Show a model interlocking board was installed which made it possible to line up any route or combination of routes by the simple publishing of selected buttons set up on an illuminated track diagram. Known as an NX machine, entrance and exit type, it is rapidly replacing older types of interlocking machines at important railroad junctions. This machine is now being rebuilt and adapted for installation on the new line still under construction.

With ever increasing attendance at the annual shows the saturation point was reached during the Tenth Annual Exhibition when over a period of two weeks upwards of 20,000 visitors crowded into the club rooms to see the UCON in full operation.

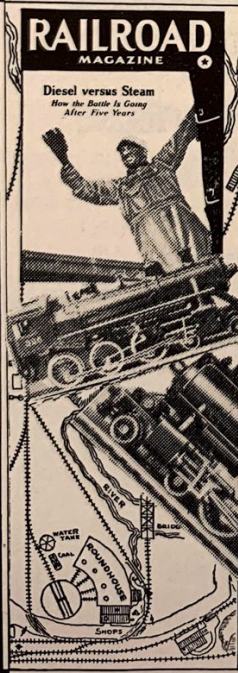
When the doors closed, it was realized that the line had served its purpose well, both in introducing model railroading as a hobby and in fostering its development. As stagnation spells decay, it was decided to secure larger quarters and space was ac-

quired in the basement of the Knickerbocker Building with about four times the floor area of the old club rooms. Plans, in a preliminary stage were drawn up for a new and greater Union Connecting Line, together with a large shop equipped with the latest type of machinery and equipment.

The swan song of the old UCON was sung on Sunday, July 17th, 1938, when before a group of invited modelmakers and enthusiasts the line spent a busy eight hours of continuous operation. Those who brought their rolling stock received a clearance card as a souvenir of the occasion. The high point was reached, when promptly at 9:30 P.M. doubleheaded by its two most famous engines Pacific No. 101 and a Mother Hubbard yard goat No. 1, the last train left Union City and made a circuit of all routes. Power was turned off, fuses removed and farewells exchanged all around.

Demolition of the old line was then begun, and when floor plans of the new quarters were secured the interested members were requested to submit a layout of what constituted their idea of a model line. After many suggestions were received and exam-

(Concluded on Page 14)



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Diesel versus Steam
*How the Battle is Going
After Five Years*

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This Society, founded seventeen years ago by a group of men in Boston, is interested in the preservation and publishing of documentary material relative to the history and development of the locomotive and the railway.

The parent Society, its three chapters located in New York, Chicago, and San Francisco, is always willing to furnish such information as it is able on this subject and welcomes to its ranks anyone interested in this work.

Communications may be addressed either to the Secretary of the parent society, as given above, or to our New York Chapter, P. O. Box No. 434, Grand Central Annex, New York, N. Y.

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(Continued from Page 12)

ined as to their practicability, a new line incorporating the best points of each design was laid out. Working along strictly engineering lines all work was designed from the ground up and drawings prepared showing each step to be followed in construction. Work was co-ordinated so that as the framework was being erected the baseboard was cut, ties sawed out, and power boards set up. Track, designed to actual scale prototype of 150 lbs. and drawn through a special die was shipped in time for laying after all road bed and ties were in place. Standards as adopted by the National Model Railroad Association were followed in construction of the new line. With the exception of some electrical equipment, the entire old line had to be scrapped. However, the former freight yard was salvaged as a unit and will be set up temporarily during the current show.

On January 24th inst., before a distinguished gathering of railroad officials and invited guests the Golden Spike was driven by President Williamson of the New York Central System, signaling the completion of the first loop of about 180 feet of track. Emulating a progressive Eastern Railroad the entire loop is without a joint, the rail ends being silver soldered and ground down in representation of thermit welding. During show time a construction gang will be

on hand busily engaged in laying track, building up switches, etc., so that visitors may actually see a model railroad under construction.

The Shop and Marine Division of the society prepared a layout in the area allotted to them and after considerable discussion laid out what we believe to be the most efficient and complete modelmaking shop in the country. Its line of motor driven and hand tools includes practically all necessary equipment for the production of any part, metal or wood required to turn out a successful and well built model.

The electrical supply, distributed through a well designed power board, will make it possible at some future time to set up testing apparatus where devices may be developed and experiments performed testing the merits and collecting data of existing electrical machines and equipment needed in both the shop and on the society's model railroad.

The society has striven in the past to popularize the hobby of modelmaking and will continue to do so in the future seeking to better its work, and live up to the motto so ably expressed "excellence is no accident."

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And more, too—for there are authentic and detailed drawings and photos of real equipment for the man who builds his own; construction kinks and detailed, shop tried articles to help him along. The Model Railroader's experimental workshop is constantly developing new construction methods and ideas to make the hobby still more interesting!

Above all, you will enjoy the friendly, railway flavor of the entire magazine . . . and, only \$2.00 gives you a green board on our subscription list for the next year. (Combination subscription with The Modelmaker, the bi-monthly general magazine of model engineering, \$3.00.)

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Wauwatosa

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