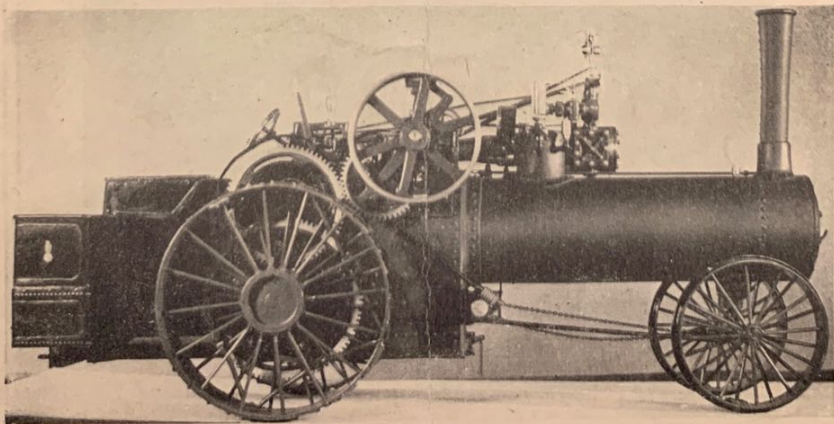

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A Message From Our Chairman

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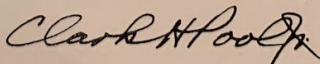
We have been a Nation at War now for over two years. All of us have worked hard and are continuing to work hard for a victorious conclusion to that War. This, of necessity, has meant fewer leisure hours and more hours for work, fewer luxuries, and even the giving up of many so-called necessities of life. We can do less traveling by trains, planes, and automobiles. While none of us have been hungry, we can not get the variety of foods we have come to expect in our every day living. In general, we are beginning to realize from our own experiences and the experiences of many other people throughout the world, that the liberties we have taken for granted have been purchased for us by the "blood, sweat, and tears" of our forefathers, and it is now time for us to pay an installment on those liberties if they are to be retained by us and our posterity.

Many people believe that a hobby is only a pleasant method of keeping busy in leisure hours, and has no place in our present "all out" War activities. With all of us here at home bending every effort to bring the day of Peace closer, our leisure time, perhaps the most important consideration in our American way of living, has been curtailed to such an extent that we are able to devote much less time to the pursuit of our various hobbies. Those of us who have hobbies, however, have found that the complete mental relaxation to be obtained from even only a few minutes devoted to an interesting hobby, makes the hobbyist better able to successfully overcome his everyday problems. For that reason, a hobby is more essential today than at any other time.

Our exhibition this year has been a tremendous burden to the group of members of the New York Society of Model Engineers who have been able to devote the time required to bring it to our many friends. Even their efforts, however, could not make this a successful show if it were not for the cooperation received from the entire model making fraternity, the manufacturers and dealers who advertise in this Bulletin, the model makers who have submitted their handiwork for display, and you, our visitors.

We hope you, our friends, may be able to forget your pressing problems for the few minutes you spend with us while enjoying our Exhibition.

Sincerely,



Chairman.

IT'S wartime now. For two years, Scale-Craft has produced war equipment exclusively. When an Allied Victory has been achieved, Scale-Craft model railroad equipment will again be available.

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Our post war development has long been underway. We are preparing to give you the things you have often dreamed about and wished for. But these offerings must come only after world peace has become a reality. Unfinished war work is still our greatest concern; it must be done before any other things are attempted. We cannot manufacture our own products until the strategic material restrictions have been lifted. And then, Scale-Craft products will again lead the field in supplying model railroaders with the finest available equipment at the lowest possible price.



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N. Y. S. M. E. BULLETIN

Published in the Interest of Modelmaking by
NEW YORK SOCIETY OF MODEL ENGINEERS, Inc.
NEWSWEEK BUILDING

152 West 42nd Street

New York 18, N. Y.

Telephone: LOnacre 5-8290

Volume 9

No. 1

The New York Society of Model Engineers is a non-profit organization whose purpose is to provide a central meeting place where those interested in all phases of model making can meet with others interested in the same or kindred subjects to exchange views and information.

Many people assume because of the fame of the Society's "Union Connecting Railroad" that this group is a model railroad group. Such is not actually the case since we are definitely interested in model making in all of its many fields. While there are two major groups in the Society: the Railroad Group, and the Marine Group — there are members interested in live steam locomotives, stationary engines, architectural models, and many other phases of model making.

Membership in the N.Y.S.M.E. is open to mature minded model makers who are vitally interested in some field of model making and who can devote some of their time to the practical benefit of the Society. The Society is actively encouraging the establishment of groups who are interested in model aeroplanes and model automobiles. Should you care to join the Society, additional details and information can be obtained at the office or from any member.

New members can find experts in almost every branch of model making, ready and willing to help them solve their particular problem. The accumulated experience and knowledge of the members represents one of the Society's most valuable assets.

The tools in the shop of the Society are available to qualified members without any additional obligation.

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

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

We are indebted to Rob't T. Stone for the picture used on the cover of this Bulletin.

The Union Connecting Railroad

The New York Society of Model Engineers' famous Union Connecting Railroad is the country's largest model railroad system and is becoming one of the largest and most complete model railroad systems in the world through the efforts of the various members over nearly twenty years of development and construction.

The name "Union Connecting" — or as it is better known "UCON" — was chosen because equipment and rolling stock of every representative railroad runs over its tracks.

Starting from the conventional loop, the UCON has continued to grow each year until today it now boasts of approximately 9 scale miles of main line track and over 7 scale miles of siding and yard tracks, all built to a scale of 17/64" to the foot. In addition to this operating track, there has been approximately 2 scale miles of track laid for future expansion.

It is almost impossible for those not familiar with model railroading to realize the amount of work involved in the construction of a system such as the UCON. Experience has shown that it requires approximately 10,000 man hours work to make 100 ft. of track complete, including table work, track work, wiring, signalling, controlling, and scenery. The amount of materials used assume almost astronomical proportions. Almost 400,000 ties, one and a half million spikes, and untold miles of wire with 400 control keys of various types, 700 signal lamps have already been used.

Many visitors assume that because there has been no expansion in the track layout that there has been no growth in the UCON railroad during the War, and it is "just the same old railroad." While such growth has been seriously handicapped because of a shortage of materials and manpower,

many innovations and refinements have been added and many more are planned for the future. During this past year, a switch control and interlocking system has been added to the track layout at Middleport Station. An idea of the complexity of this interlocking system may be obtained when it is known that it requires the use of 64 relays in the various circuits. Indications are that the portion of the railroad now under construction will not be complete until about ten years after the War.

To aid in furthering interest in model railroading, this Society has sponsored a layout contest in "The Model Railroader" for the design of the proposed extension to Union City. Details regarding this contest may be obtained from the February issue of "The Model Railroader" or the Bulletin Board at the Entrance. Copies of the existing layout with the location of the area set aside for Union City may be purchased at the office, if desired.

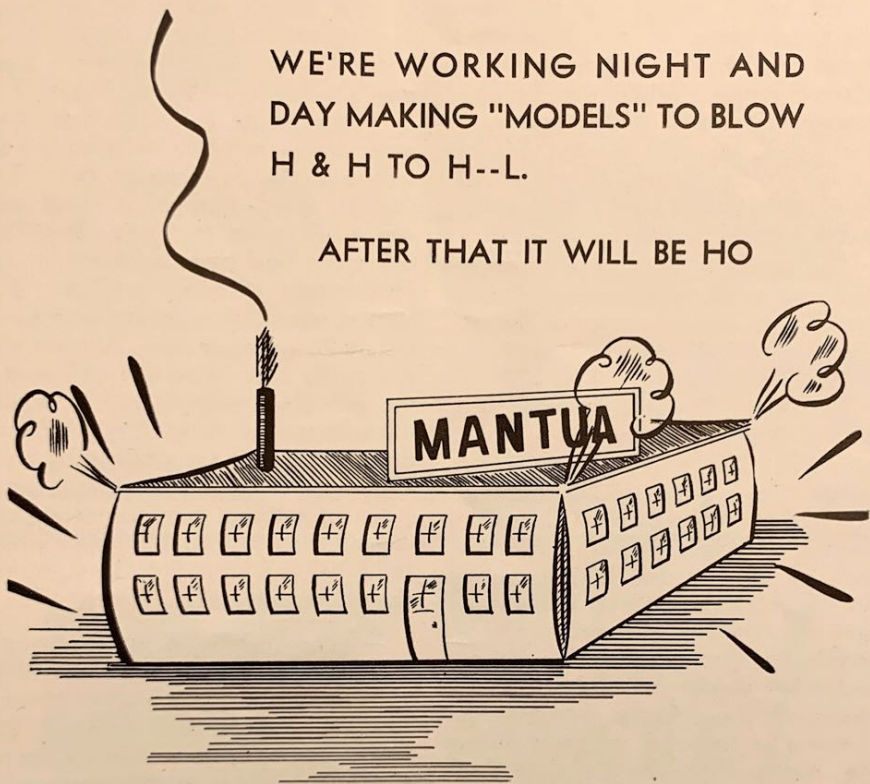
Visitors to the Society are apt to assume that most of the members are professional craftsmen or technicians. Actually, the members comprise men in widely unrelated vocations representing almost as many different fields of endeavor as are represented by the personalities involved, whose only common meeting ground is simply one of hobby. There is a place for either the beginner or the experienced model maker in some phase of activity of the railroad group. This present layout represents the blending of numerous talents of a large group of members in an evolutionary manner over a long period of years and is a tribute to the collective efforts of those members.

If you are interested in joining this Railroad Group, you will be welcomed any Wednesday evening when they meet.

Greetings N. Y. S. M. E.!

WE'RE WORKING NIGHT AND
DAY MAKING "MODELS" TO BLOW
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AFTER THAT IT WILL BE HO



"Pioneer and Leader in HO Gauge"

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Marine Activities

Few people realize that the oldest organized group in the New York Society of Model Engineers is the Marine group. While the Railroad group is probably better known to the public in general, the Marine Group of the Society is one of the outstanding model power boat groups in the United States.

The hobby requires year round activity since the winters are spent in the design and construction of the engine and hull that are tested and raced in the summer. The activities of the Marine Group differ from those of the Railroad Group in one basic principle. The Railroad Group acts together as a group in the construction and operation of the Union Connecting Railroad while, in general, each member of the Marine Group usually acts as an individual in the design, construction, and operation of his own boat. Groups from the Society and other model power boat groups throughout the country, however, get together at frequent intervals during the summer months to race their boats.

These races here in the East are run in accordance with the rules and regulations of the Eastern Model Power Boat circuit of the American Model Power Boat Association. The boat, which is attached to a stainless steel line 52.5 feet long fastened to a pole, races against time on a circular course approximately 330 feet around. The first four laps are timed and the speed computed. The intense competition in these races has produced such high speeds that it has been found necessary to develop and use a special electric timing mechanism for accurate timing of these laps.

One of the oldest model power boat regattas held in the United States is the Walter Elliott Memorial Race which is sponsored by the N.Y.S.M.E. in honor of its first President. This race, which is held over Labor Day weekend, was first run in 1933. The highest speed attained in that race was 17.85 miles per hour. By 1938, this speed had been increased to approximately 38 miles per hour. The highest official speed today is approximately 70 miles per hour. Anyone who is familiar with boats will well realize the difficulties encountered in attaining such speeds. When it is considered that these speeds are attained by boats approximately 3 feet long with small steam or internal combustion engines which develop $1\frac{1}{4}$ to 3 horsepower at 12,000 to 15,000 rpm, they become almost phenomenal.

Anyone interested in joining the activities of this group is invited to visit the Society's quarters Tuesday evenings at their usual meetings. The shop facilities are available for use by qualified members in the construction of their engines and hulls. Invaluable aid and assistance can be obtained in these projects from the experiences of the older members. A special glass-sided tank, which may also be seen in the shop, has been provided by the Society to aid in studying the slipstream of the water flow around the hull of a racing boat to eliminate errors in design and thus attain a higher speed.

If you are interested in joining in with the activities of this Marine Group come around any Tuesday evening when they meet and you will be welcomed.

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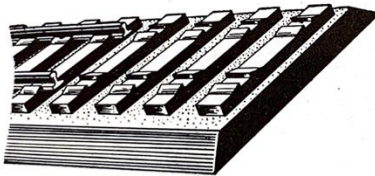
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Society Exhibit

THE NEW YORK SOCIETY OF MODEL ENGINEERS endeavors to bring together outstanding models in all of the model making fields to show at its Annual Exhibition. Many of these models are sent in by our model making friends throughout the world.

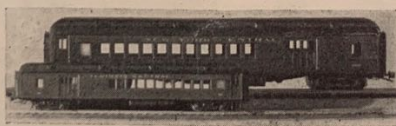
A special section of the exhibition area has been set aside to display some of the outstanding models which have been made by members of the Society. These models give an indication of the wide range of activity in the Society and the variety of raw materials used

in producing those models.

Included as a part of this section are various "how-to-do-it" plaques. These plaques have been assembled in an attempt to partially answer some of the questions asked by many visitors to the Society. We realize that it is impossible to make these plaques entirely self-explanatory. Any member of the Society will, therefore, be glad to answer questions regarding either these plaques or any other part of the entire Exhibition.

J - C MODELS

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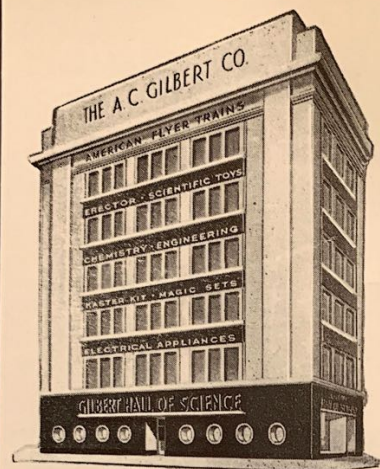


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Improving Passenger Service

This page will probably surprise you — its reason surprises us too.

After much contention between the ODT and the WPB, the latter has finally agreed to allow the railroads to build new equipment when it is vitally needed. Since the Union Connecting Railroad did need a lot of new equipment, we took advantage of the opportunity and ordered fifteen new passenger cars.

You will see in operation the first of these cars which have been completed in our shops. The fact that they are new cars, is not within itself worth much mention, but since we have had a large right of way contract to put behind us, they are the first new Society cars in several years. They are just good operating cars, nothing fancy, among them two Pullman cars — of noteworthy names, if not construction.

Everyone knows that all Pullman cars are named, but many do not know that a regular system is employed in selecting those names. The Society has elected to name its Pullman cars after men who have been outstanding in the development of the railroads of the country. Much of these men's efforts have not been on the spectacular side, such as were the endeavors of the Hills or the Vanderbilts.

One of the Society Pullman cars is named William Mahone. To a great many of us, the name William Mahone means but little, but a search through the Who's Who of Railroaders will show that this gentleman was largely responsible for the successful

organization of the Norfolk and Western Railroad which is a major carrier on the Eastern Seaboard.

William Mahone first became known to the public as a Confederate General and after the Civil War, became very active indeed with the railroads of Virginia and West Virginia.

From 1860 to 1870, he was President of the Norfolk and Petersburg Railroad, which is famous in history. In 1865, he became President of the Southside Railroad and in 1867 President of the Virginia and Tennessee Railroad. In 1870, he effected a consolidation of these railroads under the name of "Atlantic, Mississippi and Ohio Railroad" — a rather encompassing title. He remained President of this consolidation until 1876, when the railroad was purchased by the newly organized Norfolk and Western Railroad and incorporated in their present trackage — so you see we have a car named "William Mahone."

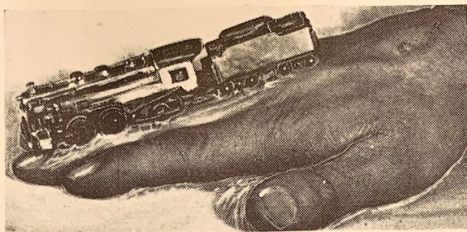
Another car you will see named Abraham Lincoln — not because he was a noteworthy President of these United States — but because he was the legal department of the Illinois Central Railroad from the time the famous Illinois Charter lines were built until he became President of the United States. In fact, some historians say that his handling of the charter cases were the most important lawsuits of his career.

These two Pullman cars are but the first of a series and as each one is completed it will be appropriately named

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IN OPERATION
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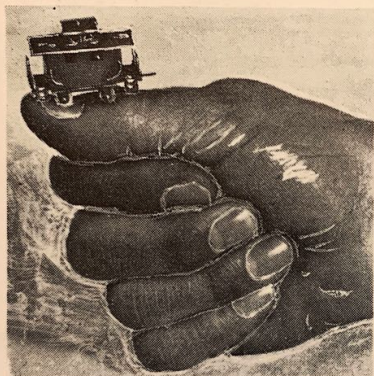
See the world's smallest operating model railroad layout at our booth. Made in finest detail to the true scale of the prototype. A complete train, from its gold plated loco to its thumb nail caboose. Operates on a tiny, especially built, electric motor. It's worth more than the price of admission to see this little wonder in model art. Be sure to get souvenir card FREE.



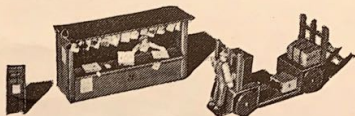
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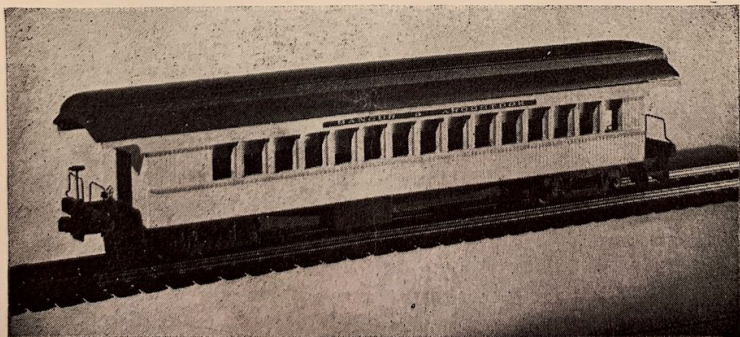
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A SPECIAL INVITATION TO MODEL MAKERS IN THE ARMED FORCES

Ever since Pearl Harbor, a number of model makers who are members of the armed forces of the United States, have availed themselves of the "open door" policy of the New York Society of Model Engineers and visited us when their duties brought them to New York City. These men, as well as others, are always welcome. We know there are many more, however, who have not come — maybe because they do not know our address.

Won't you who have come in, pass our invitation to all other men who are interested in any phase of model making to consider the New York Society of Model Engineers their model club while in New York?

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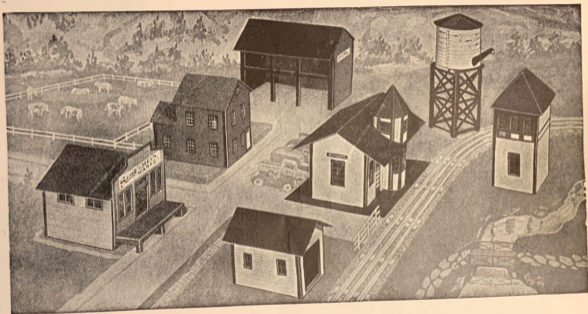
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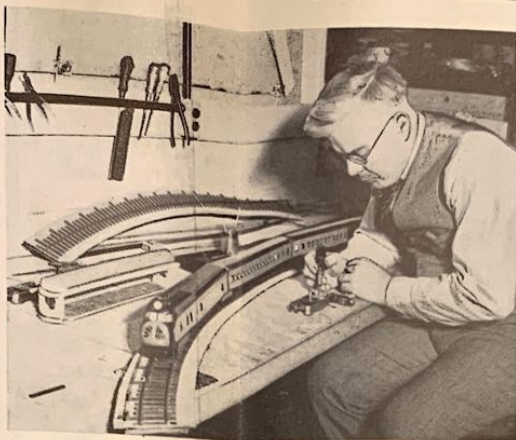
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PHILADELPHIA, PA.



*"WALTHERS" he said
(and I quote)
"We are hitting bottom"*



*"WALTHERS" they said
(and I quote)
"Write us up an article on
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"Quit mumbling . . . speak
out"*



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*"WALTHERS" they said
(and I quote)
"You are detail-daffy!"*

NOTICE TO OUR VISITORS

The publication of this Bulletin for our Sixteenth Annual Exhibition, which brings to our visitors information regarding the various activities of the New York Society of Model Engineers, is only made possible by the advertisements of the manufacturers and stores contained herein.

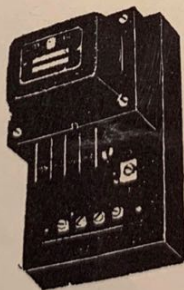
Most of those manufacturers are not now making model equipment, but are busy day and night on many types of war materials. While many of the retail stores whose advertisements appear herein do not have as great a selection of model equipment as we may desire, they are almost sure to have something you need. Both manufacturers and stores have cooperated to make this Exhibition a success.

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10 AMP.

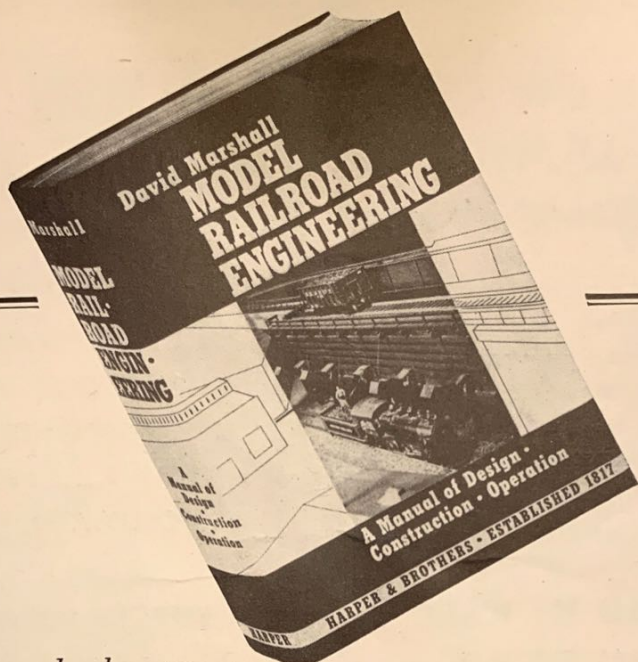
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“The best ever written for beginners and experts alike.” — ELMER TOLSTEAD, *President, Chicago Suburban Model Club*.

“The best thing in modern railway line ever produced in America.” — EDWARD BEALS, *The Model Railway News, London, England*.

“There is no better writer than David Marshall.” — FREEMAN H. HUBBARD, *Editor, Railroad Magazine*.

“He knows his subject thoroughly.” — ARCHER ST. JOHN, *Editor, Model Builder*.

“Comprehensive, practical, most readable book and utterly different from any other.” — A. C. KALMBACH, *Editor, The Model Railroader*.

“I never before got so much pleasure for so little money.” — A Model Railroader from Cleveland.

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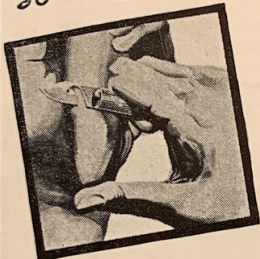
The RAILROADIANS of AMERICA are a group of students of Railroadng residing in and near New York City whose purposes are as follows:

1. To encourage the study of the history, development and present day operations of the railroads of this country.
2. To gather historical data and material facts relating to railroads.
3. To publish from time to time books, pamphlets and other material relating to the industry.
4. To establish a railroad museum in the vicinity of New York for the preservation and exhibition of all material relating to railroads.
5. To hold regular meetings for the exchange of opinions, and for addresses by outstanding guest speakers.

Inquiries for membership are welcomed from those who have the same deep interest in railroadng as characterizes the present membership. Address such communications to Mr. Thomas B. Annin, Secretary
 55 Main Street
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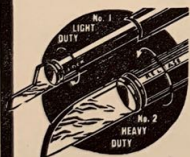
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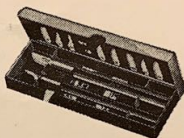
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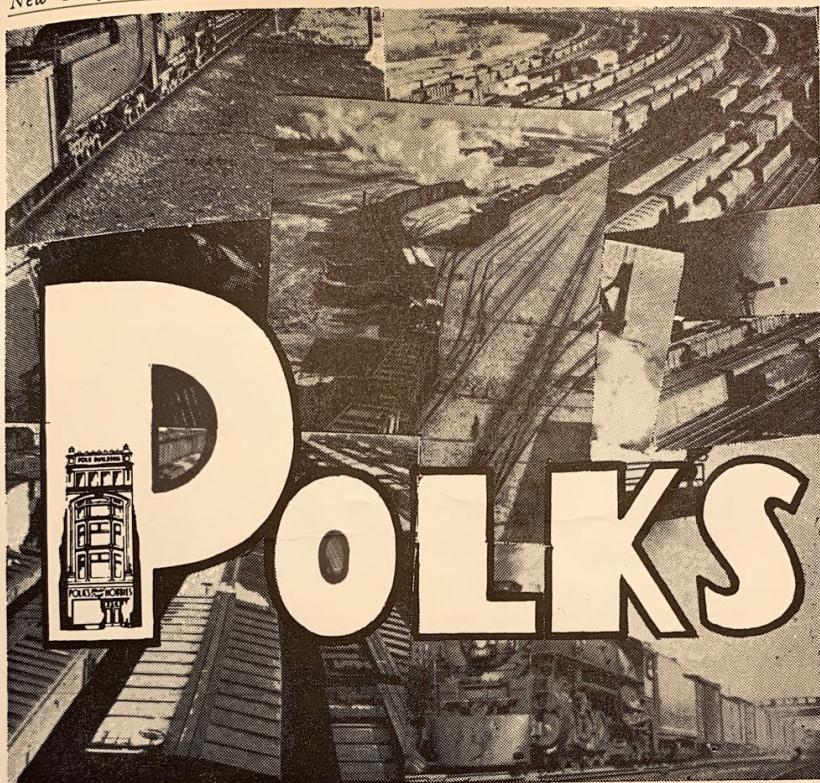
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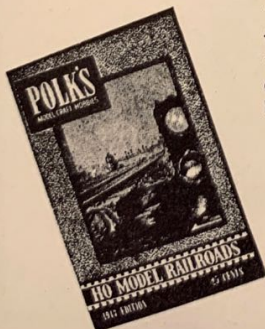


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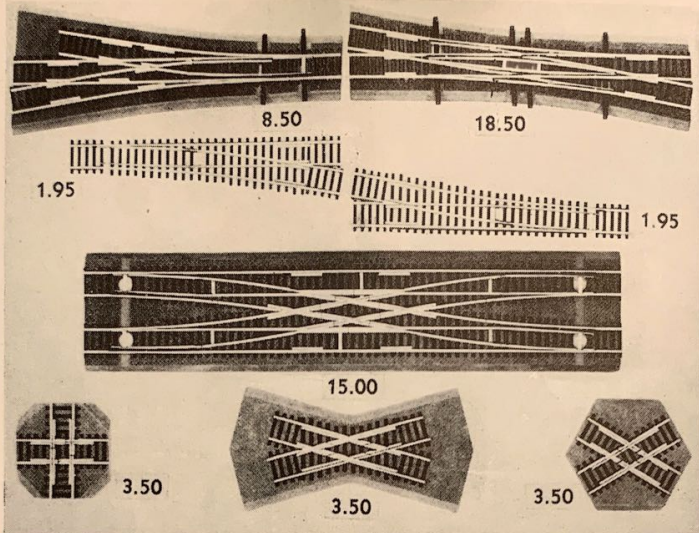
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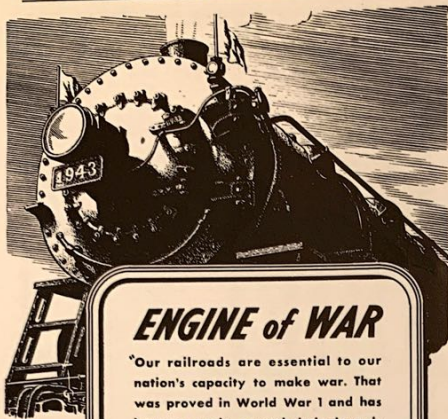
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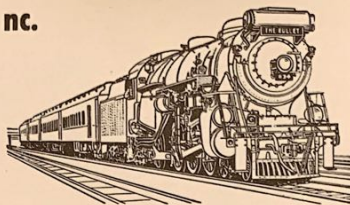
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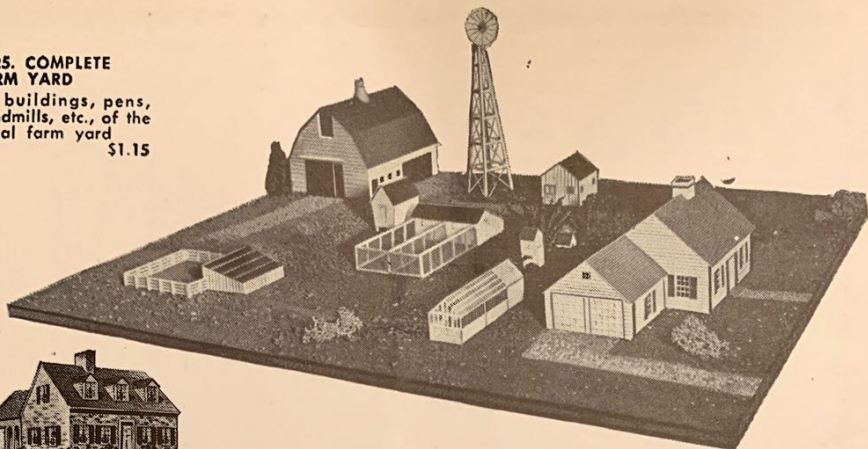
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