

SEVENTEENTH ANNUAL EXHIBITION



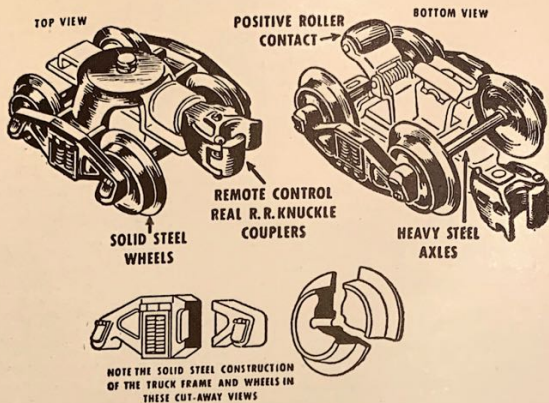
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* TWENTIETH ANNIVERSARY *

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NEW YORK SOCIETY OF MODEL ENGINEERS, Inc.

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A Message From Our Chairman

Dear Friends:

Many things have happened since we held our last Exhibition. At that time the New York Society of Model Engineers were well established in the quarters they formerly occupied and were running a contest for the extension of the Union Connecting Railroad to the proposed Union City. We were then a nation at war. Many of us were scattered throughout the world fighting that war. Those of us at home were bending every effort to supply the necessary arms and materiel to our armed forces.

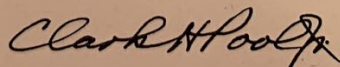
Now that war has been successfully finished. Those in the armed forces are returning home and we are all now battling with the many problems of converting from a war to a peace activity.

The New York Society of Model Engineers had to move from the quarters they occupied for so many years. New quarters had to be found in very much crowded New York City. The Union Connecting Railroad which was the result of the collective efforts of the Society for a number of years had to be dismantled and moved. These new quarters had to be renovated and a new railroad had to be designed and built.

These conditions have made this Exhibition a tremendous burden to the members of the New York Society of Model Engineers who have worked hard to bring it to our many friends. The efforts of the Society alone, however, cannot produce a successful Exhibition. There is also the cooperation of the entire model making fraternity, the manufacturers and dealers who advertise in this Bulletin, the model builders who display their handiwork and you, our visitors. All are necessary for success.

We hope that you will enjoy our Exhibition and from visiting it, will look forward with us to even better Exhibitions in the future.

Sincerely,



Chairman.



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N. Y. S. M. E.
BULLETIN

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

51 WEST 35th STREET

NEW YORK 1, N. Y.

Telephone: LOngacre 5-8290

Volume 10

No. 1

The New York Society of Model Engineers was founded in 1926 to provide a central meeting place where those interested in all phases of model making could meet with others interested in the same or kindred subjects to exchange views and information.

Although most of the men who formed the Society were interested in some type of boat modeling, the major interest has shifted to model railroading to such an extent that many people assume that the Society is only a model railroad group. While the majority of the members are model railroaders, there is still a large group of members interested in model racing hydroplanes together with smaller groups interested in live steam locomotives, stationary engines, architectural models, model planes and many other phases of model making. It is hoped that the interest in these other fields of model building will be expanded until there is no one major group in the Society.

Membership in the N.Y.S.M.E. is open to mature-minded model makers, twenty-one years of age or older, who are vitally interested in any field of model making and who can devote some of their time to the practical benefit of the Society. The fees are nominal with a \$5.00 initiation fee and \$10.00 annual dues. 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 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 on this occasion of our 20th Anniversary. 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 our members for assistance.

We are indebted to the Association of American Railroads for the picture used on the cover of this Bulletin.

THE UNION CONNECTING RAILROAD

The present Union Connecting Railroad is the third model railroad system of the New York Society of Model Engineers to bear that well known name which was chosen because equipment and rolling stock from every representative railroad in the country may be seen operating over its tracks.

This UCON is a completely newly designed system since there is not sufficient area in our new quarters to reestablish the old layout. It is almost impossible for those not familiar with model railroading to realize the amount of work involved in the design and construction of a system such as the UCON. Our experience has indicated that approximately 10,000 man hours work are required for each 100 feet of completed track in a model railroad. Our reconstruction program was further complicated by the fact that this work all had to be done in war time with its consequent shortage of materials and supplies and when the Society was handicapped by lack of sufficient manpower. For these reasons every effort was made to utilize as much as possible of the old UCON in the design and construction of this new and improved railroad system.

Although there is very little scenery on this new railroad and the intricate signaling and control systems, which our visitors have come to expect to see on the UCON,

have not as yet been installed we still take pardonable pride in the system now in operation. We are sure you will agree with us when you learn that actual construction on this new railroad system could not be started until August 1945.

The new Union Connecting Railroad is quite different from its two predecessors both of which were single track railroads. Being single track roads, movement of traffic was restricted over much of the previous systems. The new railroad, however, consists of a double track main line from the main terminal at Waverly to the secondary terminal at Elliot Park with a return loop in each terminal. In addition there is the single track Argyle Branch from Waverly to Elliot Park via Kingston and the single track Logan Branch from Waverly to Kingston. The use of the double track main line will permit much freer movement of traffic in both directions and the two branch lines will carry any overload with ease.

We hope you will watch the growth and improvement in this new Union Connecting Railroad as you have its two forebears. If you are interested in joining in with the activities of this group as a member of the Society, further details can be found on page 5 of this Bulletin or can be obtained by inquiry at the office.

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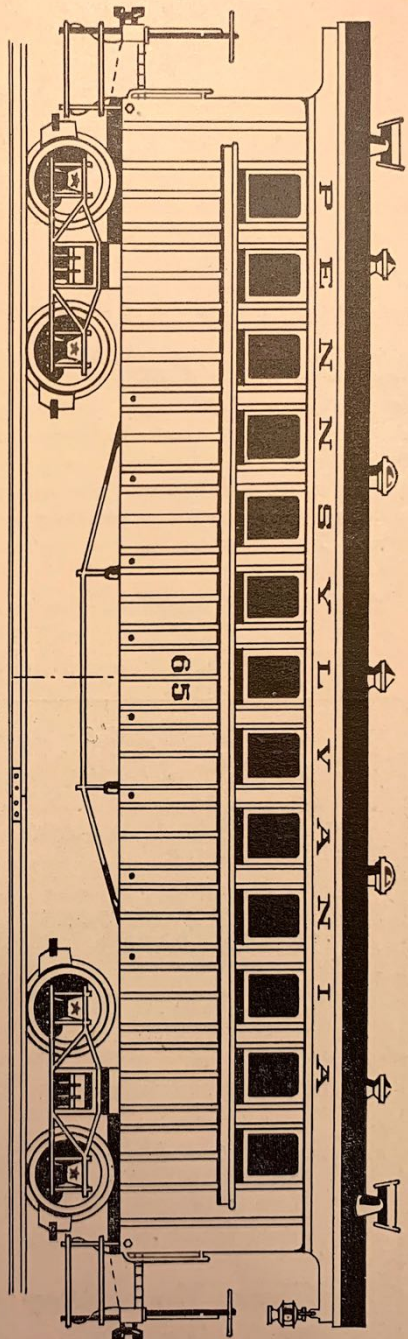
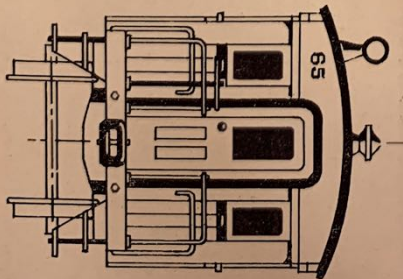
ACTUAL scale drawings of railroad equipment, like these elevations of an 1863 day coach, appear in the March issue of Railroad Magazine, now on the newsstands. Next month: a streamlined New Haven passenger motor; then the New York Central's *Niagara*, and PRR's Duplex type.

Figuratively, we have other plans for your future reading enjoyment. Popularized technical articles, to give you the whys and wherefores of actual railroad practice; picture maps of our carriers, large and small; photo stories featuring new and old equipment; first person accounts of unusual experiences on the steel trail.

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RAILROAD MAGAZINE

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MARINE ACTIVITIES

The Marine activities of the New York Society of Model Engineers, like all other activities of the Society, were very much handicapped and curtailed by the move of the Society to its new quarters. It is hoped, however, that the activities of this group will rebound now that we are well settled in our new quarters and members are returning from overseas.

Most of the members of the Marine group which is the oldest organized group in the Society build miniature racing hydroplanes. These boats which are powered by miniature internal combustion or steam engines are raced against time over a circular course created by tethering the boat to a pole by a 52½ foot standard stainless steel line.

Miniature power boating has taken phe-

nominal strides since it was begun in England about 1910. The speed of these boats has been increased from an actual speed of about 5 miles an hour to an actual speed of about 70 miles an hour just before the war. It would be necessary for real racing boats, such as were driven by Gar Wood, to be driven at a speed of about 500 miles per hour to attain a comparable record. It is expected that recent engineering development in the design of motors and in fuels used, which have been a result of the war, will soon see even these phenomenal records eclipsed.

If you are interested in joining in the activities of this group as a member of the Society, further details can be found on page 5 of this Bulletin or can be obtained by inquiry at the office.

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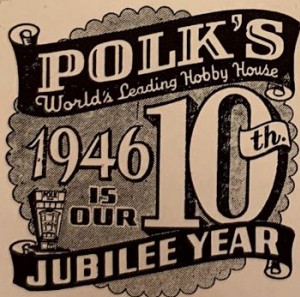
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We're getting up steam, *right now* to get on the main line and be right in step with you! In fact, we'll exert might and main to keep ahead of you just as we did in the era of prewar miniature railroad operation.

This announcement is based on trade information we believe to be reliable and trustworthy. To that extent, we say POLK'S Railroad Department will be in full-scale operation, soon, for ALL scales!



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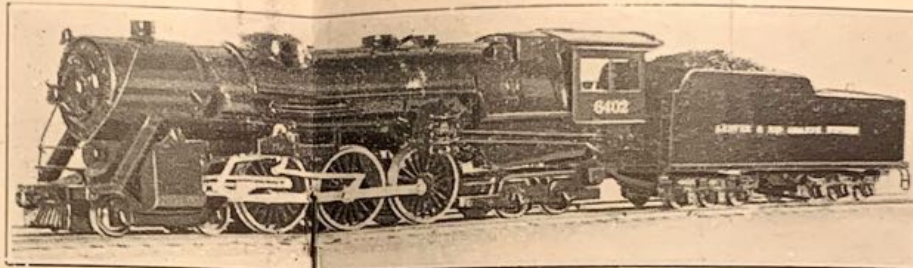
In addition many new items to round out an already complete line.

Production has started on many items but progress has been hampered by the uncertain supply of many essential parts. Watch for announcements in trade papers.

A supplemental catalog covering the new items will be ready about April 1st. Send 25 cents to receive present Walthers catalog and future supplements.

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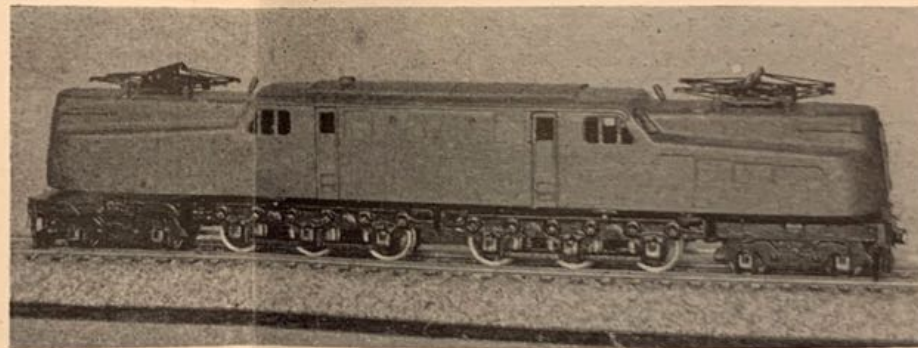


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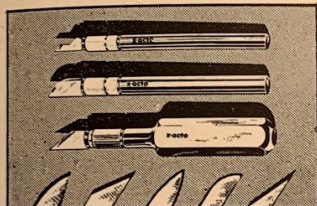


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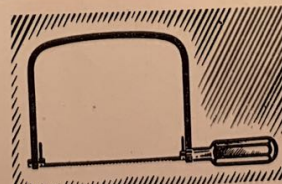
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The parent Society, its three chapters located in New York, Chicago and San Francisco, is always willing to furnish such information as it is able on this subject and welcomes to its ranks anyone interested in this work.

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.

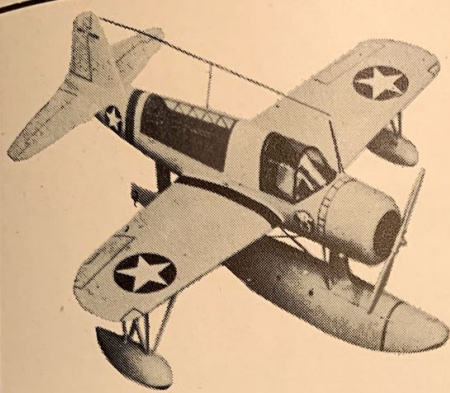


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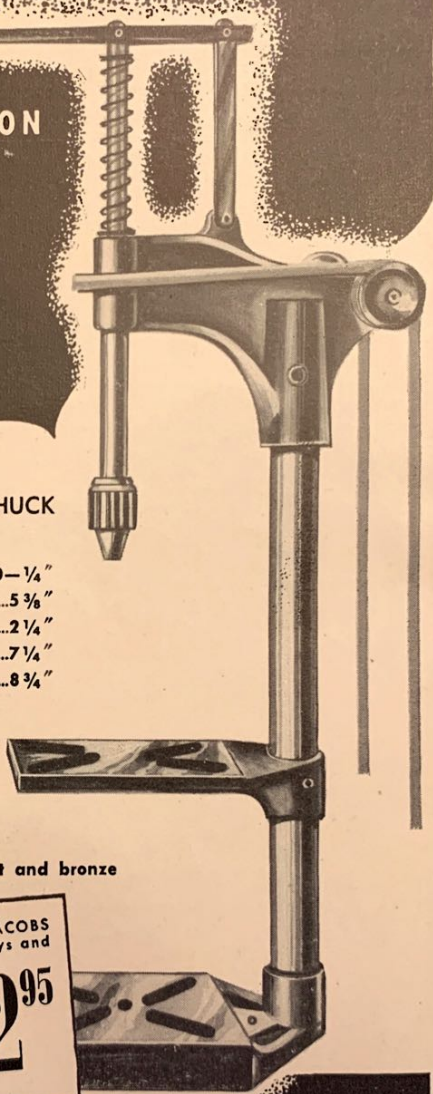
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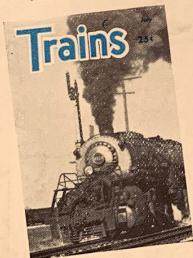
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What Are The Railroads Doing?

The answers can be found monthly in TRAINS . . . the magazine which features current developments and stories of unusual interest in the railroad industry. In TRAINS the model railroader will discover excellent locomotive and scenery photographs to help him develop a more realistic pike. TRAINS too is only \$2.50 per year . . . 25¢ per single issue.

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