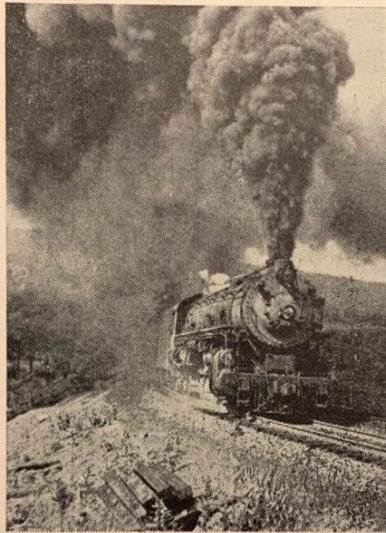
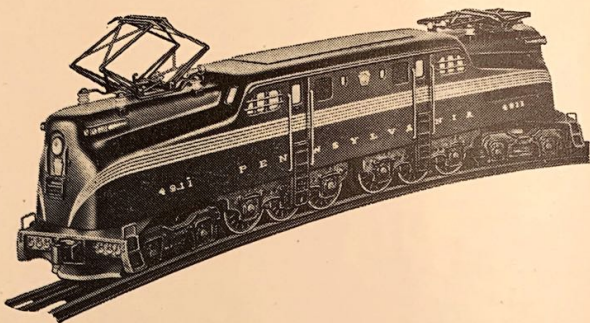


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ANNUAL
EXHIBITION**



**NEW YORK SOCIETY OF
MODEL ENGINEERS, Inc.**

1948



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A MESSAGE FROM OUR PRESIDENT

Dear Friends:

This Eighteenth Annual Exhibition will be but the first of a long series of exhibitions to be held by the New York Society of Model Engineers in these quarters in the Lackawanna Terminal.

As many of you know, the New York Society of Model Engineers was located at Broadway and 42nd Street, in New York City for almost twenty years. Because of the shortage of business space it has been necessary for our Society to move twice in the last four years. Each of these moves has definitely retarded the progress of the Society in its chosen field of model building.

A model railroad such as our Union Connecting Railroad cannot be moved unless it has been designed and built with that intention. The only portion of the old railroad which could be reused is the Waverly Yard. A new and improved Union Connecting Railroad has been designed for these new quarters and the first loop of track built. We know that our many friends will watch with great interest the construction of this new Union Connecting Railroad.

An effort is being made to obtain an interesting decorative motif for our new quarters. We plan, in this way, to make the New York Society of Model Engineers one of the outstanding show places of the Metropolitan New York Area. An explanation of the various items used for these decorations will be found elsewhere in this Bulletin.

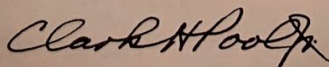
An extra effort has been made to obtain an exceptional group of models for your edification. We are sure that these models will more than make up for the lack of scenery in the completed portion of the Union Connecting Railroad. A new "HO" gauge scale railroad, the Union, Hoboken and Overland, is also being exhibited.

The New York Society of Model Engineers acknowledges with thanks the cooperation of the model making fraternity for displaying their handicraft; also the model manufacturers and dealers who have advertised in this Bulletin and whose products are on display. All of these plus the efforts of the members of the New York Society of Model Engineers are necessary for a successful Exhibition.

If any of you, our visitors, are interested in becoming members of the Society, details may be found on Page 5 of this Bulletin or obtained by inquiry at the office.

We hope that you will enjoy this Exhibition. We look forward to being able to have you visit with us at bigger and better Exhibitions in the future.

Sincerely,



President.



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BULLETIN

Published in the Interest of Modelmaking by
NEW YORK SOCIETY OF MODEL ENGINEERS, Inc.
LACKAWANNA TERMINAL HOBOKEN, N. J.
Telephone: HOBoken 4-9872
Organized 1926

Volume 11

No. 1

A small group of model builders formed the New York Society of Model Engineers in 1926 to provide a central meeting place for those interested in model making in any one of its many phases. This meeting place would permit the exchange of views and information and would provide shop equipment and special tools not usually available in the home workshop.

Members of the Society are interested in many types of model building among which are architectural models, boat models, plane models, model stationary steam engines, model racing hydroplanes, model racing cars, and model railroading including live steam locomotives in both large and small gauges. Since the majority of the members are interested in some phase of model railroading, many people assume that the Society is only a model railroad group. This is erroneous and it is hoped that the interest in other fields of model building will expand until there is no one major group in the Society.

Membership in the N.Y.S.M.E. is open to those twenty-one years of age or older who have a mature interest in some phase of model building 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. A limited number of Junior Memberships are also available for those between sixteen and twenty-one years of age. 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 many branches of model making, ready and willing to help solve their particular model making problem. The accumulated knowledge and experience of the Society's membership represent one of the Society's most valuable assets.

The power tools and other special tools in the Society's shop are available to qualified members without any additional obligation. Training on these tools is also given without charge to those members who desire to become qualified.

Should you, our visitor, require aid or help in a model building problem, do not hesitate to call on our members for assistance.

The officers and members of the New York Society of Model Engineers extend a hearty welcome to those visiting our Eighteenth Annual Exhibition. We hope this visit will give you a better understanding of the detailed care, patience and skill required to make even the simplest appearing model. We have attempted to assemble outstanding models from a number of fields for your inspection.

THE UNION CONNECTING RAILROAD

The portion of the model railroad being shown at our Eighteenth Annual Exhibition is the first loop of the fourth $\frac{1}{4}$ inch "O" gauge scale model railroad system of the New York Society of Model Engineers to bear the well-known name of the Union Connecting Railroad. This name was chosen because equipment and rolling stock representing railroads from all parts of the country may be seen operating over its tracks.

This new UCON will be a completely new railroad designed specifically for these new quarters. A detailed sketch of the existing and proposed railroad system may be purchased at the office or at the entrance door. A study of this layout will indicate that the southeast corner of the layout will be taken up by the main terminal which will be a small replica of the Lackawanna Hoboken Terminal. This terminal will be quite different than any previous terminal since the new one will be a stub terminal while its predecessors were all loop terminals.

The yard which is actually used is the Waverly Yard from the old Union connecting Railroad. It has been placed temporarily in a suitable location and will be used until construction on the new Hoboken Terminal is started. While rail from the old railroad has been used in the construction of the new Union Connecting Railroad, this yard is the only portion of finished trackwork which will be reused.

The loop which has been constructed is a portion of the main line of the new Union Connecting Railroad. There will be three additional loops on the mainline which will terminate in a loop terminal in the center of the layout. One of these loops will pass through a replica of the Delaware Water Gap.

While the portion of the railroad which is being operated does not contain the intricate control and signal circuits nor the scenery which our visitors expect to see

on the UCON, we take pardonable pride in the portion which has been completed. We are sure you will agree with us when you learn that the entire railroad has been designed, a complete new power plant has been installed, the entire table work constructed and the portion of the trackwork seen has been laid all in less than ten months.

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 railroad system such as the new Union Connecting Railroad. Our experience indicates that approximately 10,000 man hours work are required for each 100 feet of completed track in a model railroad. The portion of the main line which has been completed is approximately 250 feet from the yard and back to the yard. This has required the use of approximately 12,000 ties, all of which were made in the Society shop from 1/16 inch plywood, and approximately 40,000 spikes. Approximately 3,000 chairs are used to support the third rail. This reconstruction has also been hampered by the present scarcity of materials and supplies. Most of the lumber used in the construction of the railroad was salvaged from the old UCON or cut from heavy scrap wood. All of the rail, both running and third rail, has been salvaged rail since it has been impossible to obtain steel rail of the desired quality and design. The temporary control boards used for this portion of the railroad are also boards which had been used in the old Union Connecting Railroad. They will be replaced by new control boards specifically designed for use on the new railroad.

It is anticipated that approximately five years will be required to complete the trackwork planned for the new Union Connecting Railroad. During this period, of course, many signal and control circuits will be installed. Actual completion of the entire railroad is expected to require from seven to ten years.



The Dispatcher Didn't Read RAILROAD MAGAZINE

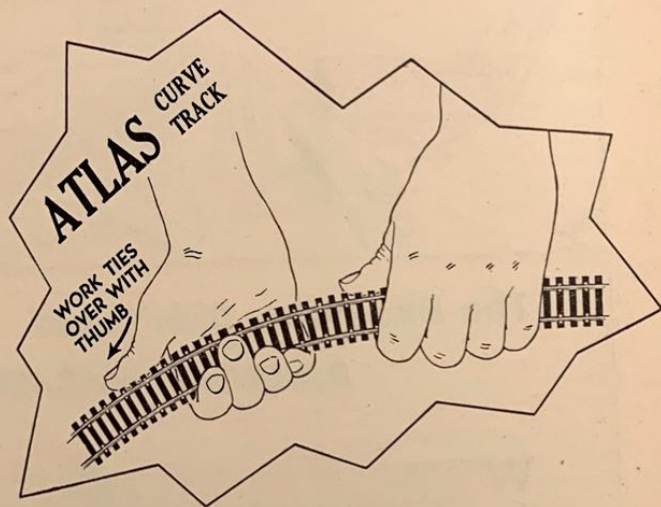
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RAILRODIANA

The New York Society of Model Engineers plan to collect various items of railroadiana to be used as a decorative motif for our new quarters. The first of these items are the various lights which are used around the walls.

The lights beside the various doors are passenger marker lights from a number of railroads. Those beside the main entrance are from the Delaware, Lackawanna and Western Railroads; those beside the center door on the east wall are from the New York Central Railroad; those beside the rear door on the east wall are from the New York, New Haven and Hartford Railroad; and those beside the dressing room door in the northwest corner are from the Norfolk and Western Railroad.

The red globed hand lanterns used as exit lights at each door are from the Pennsylvania Railroad.

The lights in the fixtures along the west wall are switch stand lamps. From north to south they are mounted in pairs and are from the Florida East Coast Railroad, the Delaware, Lackawanna and Western Railroad, and the New York Central Railroad respectively.

The two-color light over the door on the west wall is a running light of the type used on Lackawanna ferries.

The lights at each end of the wood-working shop along the west wall are back-up lights from a Delaware, Lackawanna and Western Railroad locomotive tender.

The old fashioned headlight on the north wall is from the Union Pacific Railroad.

The locomotive bell in the north east corner is from an American type (4-4-0) camel-back locomotive of the Delaware, Lackawanna and Western Railroad.



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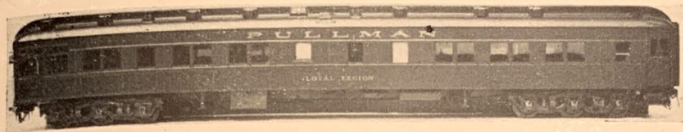
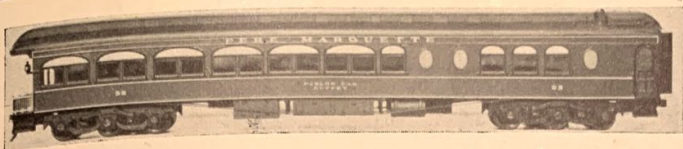
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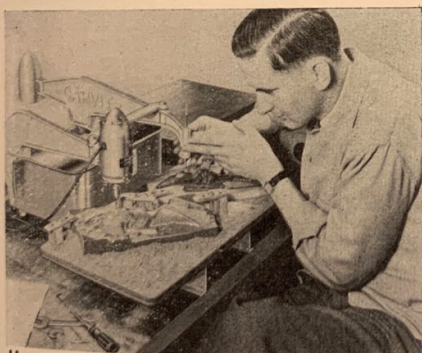


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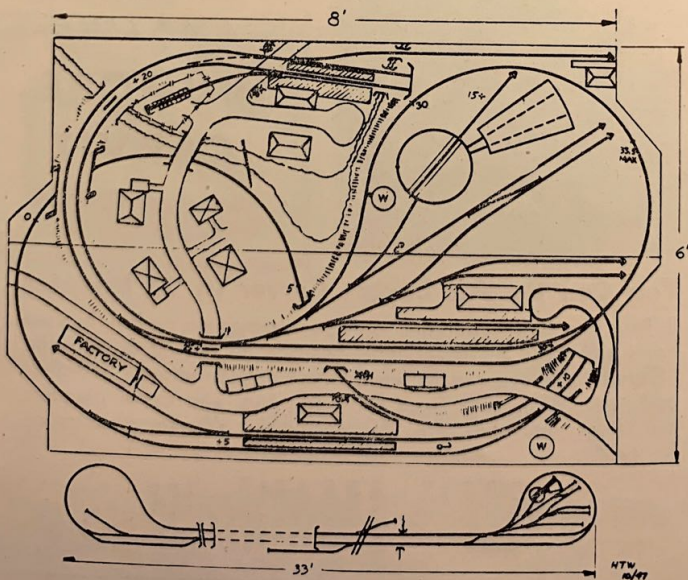
Union, Hoboken & Overland Railroad

Many times the New York Society of Model Engineers has been asked what type of model railroad can be fitted into a minimum of space such as that available in a small apartment. The Union, Hoboken & Overland Railroad has been designed as a portable railroad to illustrate the possibilities for such a small layout. The Union part of the Union, Hoboken & Overland name was selected to agree with the other railroad systems of the Society, all of whose names begin with Union. The Hoboken and Overland portion of the name was selected to indicate that this is the HO gauge layout of the Society. This railroad, therefore, will usually be known as the Union HO Railroad. The railroad has been built with the rails $5/8$ inches apart to a scale of 3.5 mm to the foot and follows the National Model Railroad Association standards for HO gauge and is a two-rail system. The track layout which takes up a space only 6 by 10 ft. is shown below. It has two terminals, a freight terminal on the upper level and a small passenger terminal on the lower level and provides a two track main line for point-to-point operation between two terminals. There has been one departure in the construction of this railroad from previous

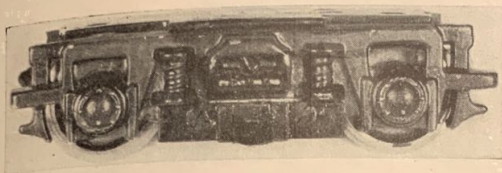
railroads the Society has built. Instead of building up the track and switches right in the layout, commercial track and ready made switches manufactured by the Atlas Tool Company were used on the Union HO. There are approximately 120 feet of track and a total of 17 switches in the Union HO including all mainline, yards, sidings and spur tracks. This is the equivalent of approximately 1 scale mile of railroad.

The operation of the entire Union HO railroad, including the switches, is controlled from a track model board installed at one end of the railroad. Power supply of 18 volt DC can be obtained either from a power lead from the main generators of the Society or from a power pack which operates from 110 volt 60 cycle AC.

This layout separates into two parts which can be packed in two cases, each 10 feet by 3 feet by 1 foot for shipment. Because of its portability, the Union HO has been set up in various places to illustrate one of the activities of the New York Society of Model Engineers. Additional details regarding exhibiting the Union HO layout can be obtained by writing to the Society.



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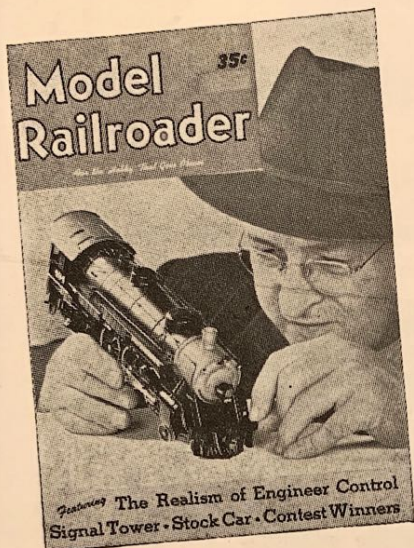
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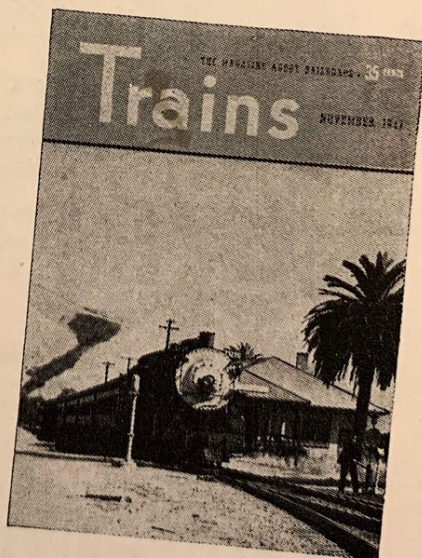
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