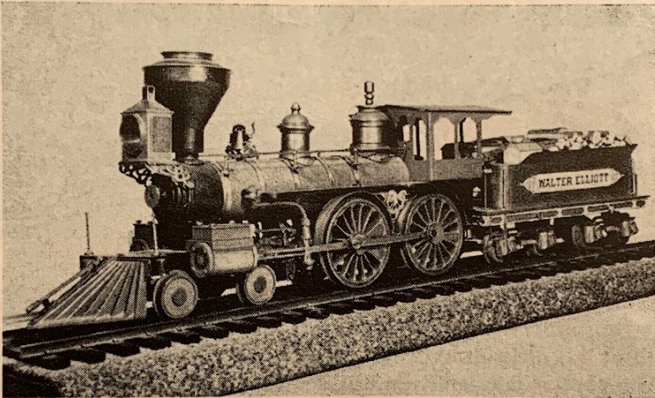


BULLETIN

Silver Anniversary
EXHIBITION



1951

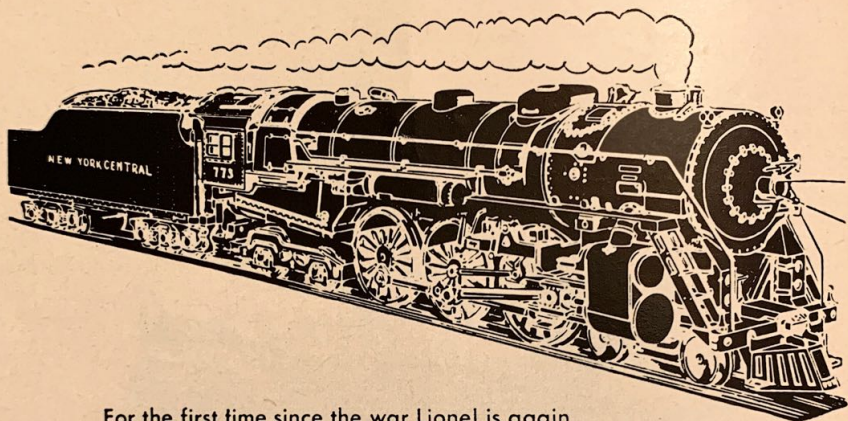


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N. Y. S. M. E. SILVER ANNIVERSARY BULLETIN

Published in the Interest of Modelmaking by

NEW YORK SOCIETY OF MODEL ENGINEERS, Inc.

LACKAWANNA TERMINAL

HOBOKEN, N. J.

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Volume 14

No. 1

Welcome to the Silver Anniversary Exhibition of the New York Society of Model Engineers! This is the largest of our many exhibitions and represents more than a quarter century of model making experience. Since many of our friends may not know of the Society's history, we are presenting herewith a brief sketch of its birth, growth, and some of its major heartaches.

Back in the mid 1920's a handful of men met in a small office in New York to share a mutual interest in model making. Kits and other commercial parts for these models were unknown. This group of pioneers gathered to aid each other in their model making problems. Little did they realize that they were laying the cornerstone for the present New York Society of Model Engineers.

News of this group spread throughout the model making fraternity and more men joined until it was too large to hold informal meetings in the various member's offices.

In April 1926, the New York Society of Model Engineers was formerly organized and arrangements were made for meetings to be held in the Engineering Societies Building on W. 39th St., New York City. In 1927, the first exhibition of model engineering craftsmanship took place in that building. The following year in 1928, the first public exhibition of this type was held in the Bush Building on W. 42nd St.

The original group of model builders were primarily interested in model steam ships and live steam locomotives. As a result of the public exhibition in the Bush Building, racing hydroplane power boat builders and model railroad enthusiasts began to take an active interest in the Society's activities. The second public exhibition was held in December, 1929 in the Knickerbocker Building (now News Week Building) at Broadway and 42nd Street. That exhibition resulted in permanent quarters being acquired on the third floor of that building right at Times Square in the heart of New York City.

Here the Society grew until 1939 when it became apparent that the physical limitations of the premises had been reached and that the model railroad layout of the Union Connecting Railroad was in need of modernization.

Larger quarters were obtained in the basement of this same building and the Society continued to grow and expand until 1944. Then the sword of Damocles fell! Because one of the larger tenants in that building required additional space, it was necessary for the Society to move. World War II was in full blast. Space in New York City was at a premium. Many of our members were serving their country in the armed forces. Finally, after scouring midtown New York from one end to the other, space was located on W. 35th St., which, while it was not satisfactory, would at least meet our temporary needs. After considerable time and money had been spent in rehabilitating these quarters the building was sold and the new owner, desiring our quarters for other purposes, ordered us to vacate in 1946.

Once again the search was on for new quarters. Although World War II was over, space was still at a premium. This time, however, because of the discontinuance of the ferry



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service to 23rd Street, we were fortunate enough to obtain from the Lackawanna Railroad the space now occupied by the Society. It is hoped, and we have every reason to believe, that we shall not again be faced with a moving problem in the foreseeable future. A model railroad such as the Society's Union Connecting Railroad cannot be moved. It must be dismantled and completely rebuilt from scratch.

Because of the interest shown in the Society's Union Connecting Railroad many people believe that we are only a model railroad club. As may be seen from this history, this is not true since many of our members are enthusiasts in architectural and marine models, live steam locomotives and many other phases of model building activity.

Should you, our visitor, care to join the Society the cost is nominal, a \$5 initiation fee and \$10 annual dues. Additional information concerning membership will be gladly furnished upon request.

Union Connecting Railroad

The Union Connecting Railroad being shown at this Silver Anniversary Exhibition of the New York Society of Model Engineers is the fourth such "O" gauge system to bear that well-known name. It is constructed to a scale of $\frac{1}{4}$ " to the foot and is today probably the world's largest model railroad system. Its name, "Union Connecting Railroad," was selected since it was non-sectional in character, and because equipment and rolling stock representing railroads from all parts of the world may be seen operating over its tracks.

This UCON has been especially designed to fit into its present location and to give our visitors the best view possible of the operation of the system. While there have been minor changes in the detail plan as construction progressed, the basic plan which was adopted in 1947 has been unchanged. At the present time construction work has been completed on all of the railroad with the exception of the main terminal at Hoboken.

The layout now in operation comprises multiple track main line of more than 500 feet with a minimum of two tracks in any section, a 400-foot single track alternate main line with passing sidings, and a 200-foot double track branch line, together with one temporary and one permanent loop terminal.

Scenery work on this layout is now progressing. This work has been delayed because it was necessary to complete the track work before doing the scenery work.

One unusual innovation in the railroad is a double-track branch line which will obtain all of its power from a catenary system. For this reason, only motive power with operating pantographs can be used on this branch line.

The present temporary main terminal was originally built as the Waverly Terminal for the second Union Connecting Railroad by the Society headquarters in the News Week Building, New York City. It was also used as the main terminal of the third Union Connecting Railroad at the Society's quarters on West 35th Street. It is the only portion of our previous railroad which we were able to re-use and that only on a temporary basis.

This temporary terminal will be replaced by a model of a portion of the Lackawanna Railroad Hoboken Terminal. One of the outstanding features of the proposed new terminal is the model of the Lackawanna Railroad Passenger Terminal Building in Hoboken in which the Society is located. This model is fabricated almost entirely of cardboard and represents an excellent example of the detail care, patience and skill required to produce an outstanding model. One man has spent more than two and one-half years of labor on this model and it is estimated that at least another year, with assistance, will be required for its completion.

As an adjunct to the model of the marine equipment of the Lackawanna Terminal an extensive marine model program is planned. The partially completed model of a Lackawanna ferry boat will form the nucleus of an entire fleet of railroad marine equipment. More than two years work on the part of one man has gone into the construction of this model. The mountain country is a representation of the Delaware Water Gap. The back drop of the mountain country will eventually separate the mountainous area of the major portion of the railroad from the waterfront area of the terminal.

It is anticipated that about three more years will be required before the completion of the track work of the terminal of this new Union Connecting Railroad. From two to three additional years will be required after completion of the track work to construct all of the planned signalling and control circuits.

The layout plan for this model railroad can be purchased at the entrance.

Union, Hoboken and Overland Railroad

One of the new features of the Silver Anniversary Exhibition of the New York Society of Model Engineers is a new Union, Hoboken and Overland Railroad. The original Union, Hoboken and Overland Railroad was constructed as a portable HO gauge model railroad and has been used for the past five years to illustrate one feature of the Society's activities. Because of the expanding interest in the smaller gauge model railroad equipment, this permanent Union, Hoboken and Overland Railroad has been constructed.

It is built in an area 20' x 12' and will ultimately comprise a multiple track main line approximately 100' long with two loop terminals at each end. The main terminal on the lower level will consist of a four-track island passenger terminal and a nine-track plate freight and engine terminal including a five-track pump yard.

This HO gauge railroad built to a scale of 3.5 mm. to the foot gives an excellent idea of what can be accomplished in the space usually available for a home layout. Construction on this railroad was only started in August, 1950, and as you may see the major portion of the railroad has been completed.

The layout plan for this model railroad can be purchased at the entrance.

Railroadiana

The New York Society of Model Engineers is well on the way toward establishing a museum of railroadiana with its collection.

We now have on display more than thirty illuminated tail signs, many of which have been used to identify famous "name trains." Since some of these trains are no longer running, we are sure that these signs will recall many pleasant memories to our visitors.

We also have on display a number of different types of railroad signals. We hope to be able to have at least one example of each type of signal which has been used by a railroad. All of these signals are in operating condition and it is planned to use them as "repeater" signals on our model railroad system.

A number of locomotive bells and whistles are assembled here — many of these have interesting histories. The illustration adjacent to these bells and whistles give information regarding each.

The ornamental lights along the west wall are switch stand lanterns from various railroads as indicated by the illuminated signs. The exit lights at the various doors are "marker" lights from a number of representative railroads, also as indicated by the illustrated signs.

The full-scale model coupler and draft gear, and the full-scale models of the freight and passenger or diesel roller bearings, and the 1" model of a crossing signal will give our visitors an idea of this equipment which cannot be obtained in any other way.

Additional information regarding any of this Railroadiana may be obtained from a member of the Society.

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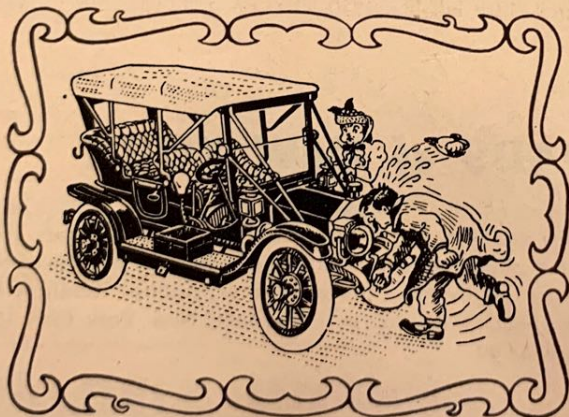
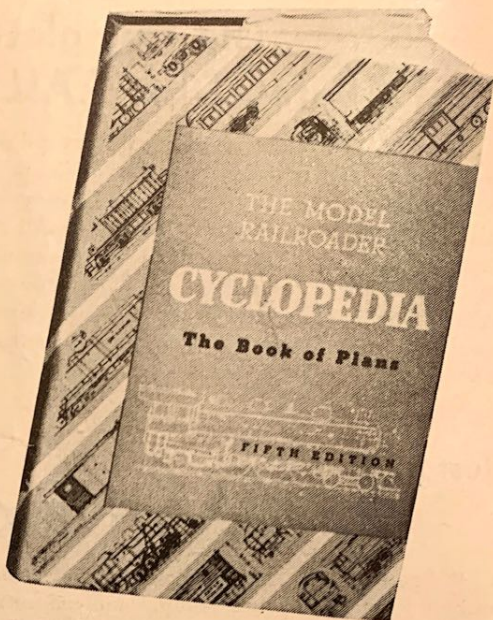
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