

26 th

ANNUAL EXHIBITION

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(New location to be announced)

1956

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new york society of model engineers

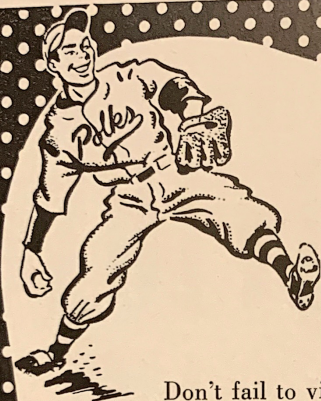
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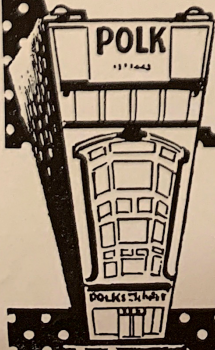
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Volume 19

No. 1

WELCOME VISITORS

We welcome you to our 26th Annual Show & Exhibition which has become a fixture in the model field and in our 10 year stay in the Lackawanna Terminal in Hoboken.

While it may not be obvious to the eye we try every year to add something here and there. There is probably more under the framework supporting the layout than on top. Miles of wire has been installed, hundreds of relays and other electrical equipment necessary for the operation of the trains.

The most visual additions are the extension of the trolley system on the west side of the layout, the background of the Hoboken area showing the Palisades and the further extension of the catenary system.

We are always seeking ways to improve our system and shows and if you care to drop us a line of suggestion we shall be glad to hear the public's point of view.



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THE UNION CONNECTING RAILROAD

The Union Connecting Railroad had its origin in an O-gauge, double-track "water-wing" loop constructed in 1929 in a 20 by 40 foot space in the Society's premises on the third floor of what is now the Newsweek Building at 152 W. 42 Street, New York City. The name "Union Connecting" was deliberately chosen to avoid suggesting the name of a prototype railroad, but rather to denote trackage used by trains of numerous participating railroads. (For the uninitiated, O-gauge is 1¼ inches between the inner edges of the rails; trains and structures are built to a scale of about ¼ inch to the foot.)

In 1945 it was necessary to move. A railroad was started at 51 West 35th Street but in 1946 it was again necessary to move.

Fortunately space was obtained in the upper ferry concourse of the Lackawanna Terminal in Hoboken, and on December 12, 1946 the UCRR rode the Lackawanna ferry to Hoboken. The design committee was already busily drawing up plans for building an entirely new and different layout. It was generally felt that the UCRR should remain an independent railroad, but in appreciation of the cooperation extended by the Lackawanna Railroad, it was agreed that the designs should incorporate a ferry terminal, some water-front development, a concrete arch viaduct and Delaware Water Gap. After more than 20 scale drawings had been prepared, studied, criticized freely and redrawn, a layout was adopted in April 1947 and a master plan was carefully drawn to large scale. This same plan, with very minor modifications, has been the basis of the construction of the fourth Union Connecting Railroad, now

(Continued on page 6)

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THE UNION CONNECTING RAILROAD

(Continued from page 5)

nearing completion. Initial operation using some temporary trackage was started in time for the 18th exhibition held in February 1948. Since then there has been continued progress on the UCRR and its O-gauge affiliate, the Union Traction Company, so that now (1956) the trackage and most of the scenery are completed except for the water-front development which has not been started. Copies of the complete track plan are available for a nominal charge.

Essentially the railroad consists of a double-track main line about 500 feet long linking Hoboken with Scranton. Between West End Junction and Stroudsburg, about 300 feet apart, there is also a single-track alternate line about 300 feet long designated the Martins Creek Branch, with 6 passing sidings. From Hoboken to Millburn (170 feet), the main line has three tracks. At Millburn, a double-track branch line 130 feet long diverges to Mountain View where it crosses the Martins Creek Branch at grade and then continues on to Elliott Park. The Elliott Park branch has no third rail but is provided with overhead catenary wire; this branch can therefore be used only by motive power equipped with pantographs.

The Union Traction Company is an interurban and street-car line about 170 feet long extending from Water Gap to Scranton via Elliott Park. The line has trackage rights over the long single-track river bridge of the Elliott Park branch. Under the master plan this bridge will later be converted to a center-pivot swing bridge. Space has been left for extending the trolley line from Elliott Park to the Hoboken ferry terminal.

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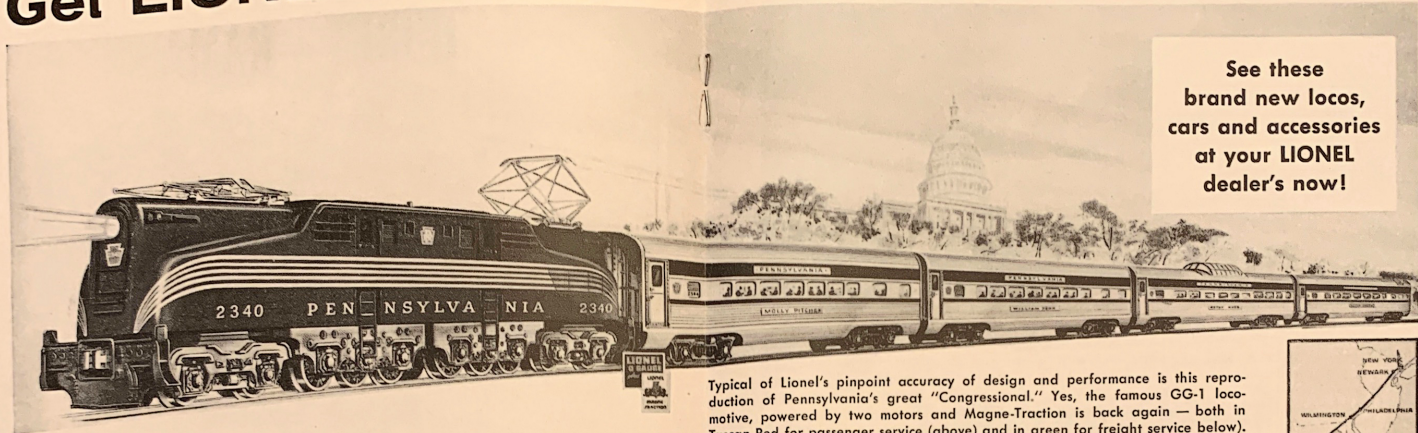
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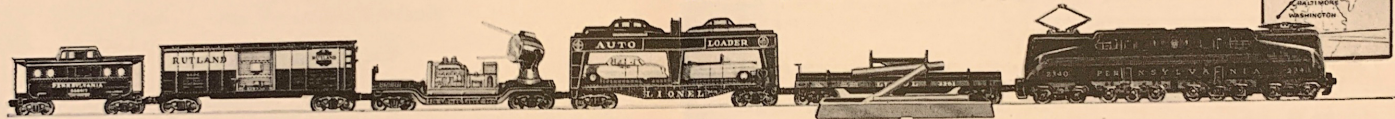
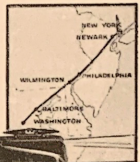
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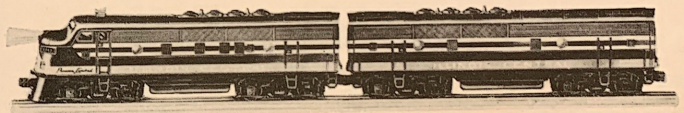
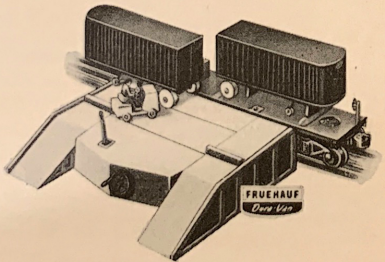
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Typical of Lionel's pinpoint accuracy of design and performance is this reproduction of Pennsylvania's great "Congressional." Yes, the famous GG-1 locomotive, powered by two motors and Magne-Traction is back again — both in Tuscan Red for passenger service (above) and in green for freight service below.



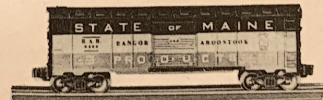
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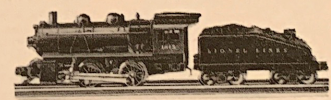


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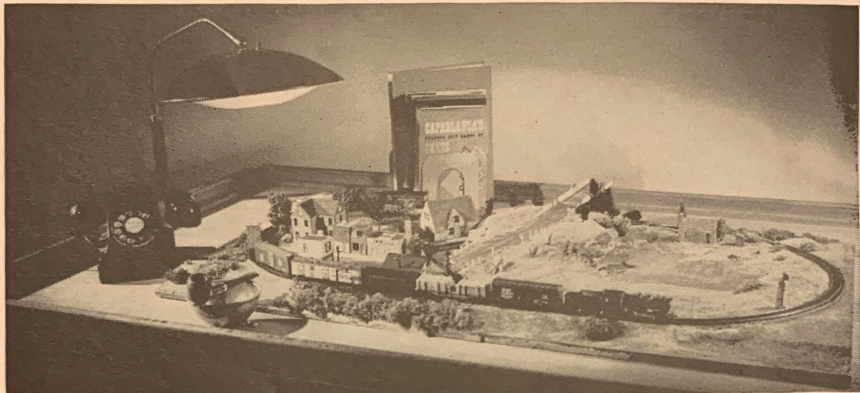
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This TT GAUGE display, planned and executed by Glyn Lewis,* has been made possible by the full and generous support of the following manufacturers.

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* Glyn Lewis writes a page each month on TT in the "Railroad Model Craftsman" magazine. This display has no connection, financially or otherwise with that magazine.

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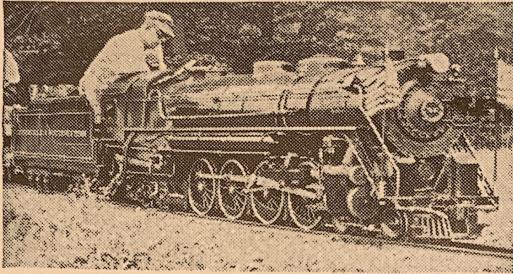
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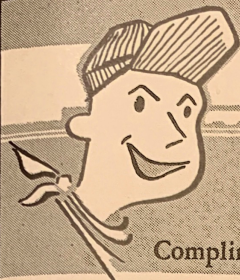
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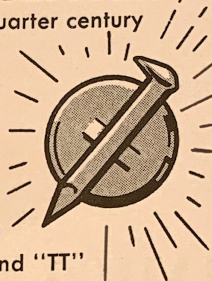
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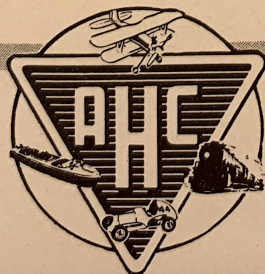
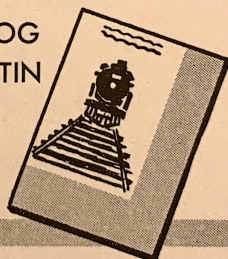
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The "HO" layout has been considerably dressed up for this show. Construction of bridges, replacement of buildings and repainting and additions to scenic effects have resulted, we hope, in a layout more pleasing to our visitors.

Many new pieces of rolling stock and motive power have been constructed by our members in the past year. These may be seen on display or operating on the layout. With these, we hope to again provide an interesting and varied operation. Hump yard operation, terminal operation, and use of passing sidings will be demonstrated in our normal operations.

As is usual, the greater part of the work done on this layout in the past year does not meet the eye of the visitor. Complete rewiring of the layout for new controls is about 60% complete. A new Master Control Panel, located on the balcony at the layout, has been constructed and is being wired. A completely new and independent power supply for the "HO" layout has been built and is in use. Our aim is to complete all this work for the 1957 exhibition and allow removal of the old control panel from the layout. This, in turn, will allow the building of additional yard facilities and scenery.

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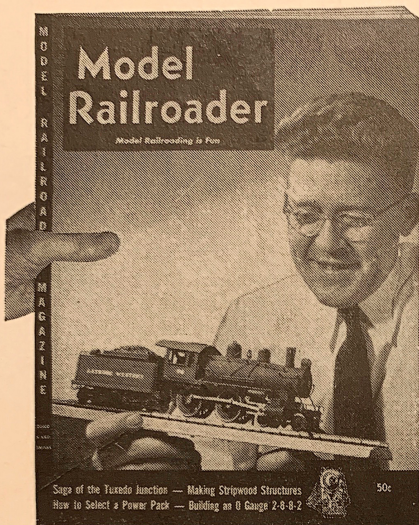
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