

RECORDS, MINUTES, REPORTS  
& PROCEEDINGS

OF THE

NEW YORK SOCIETY OF MODEL ENGINEERS

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**OFFICERS AND OFFICIALS**

**April 1st. 1926 to Dec 30th 1926**

**FRANCIS R. POPE  
ALEXANDER A. SINGER  
WALTER ELLIOTT  
EDWARD E. THORPE  
FREDERIC. D. GRIMKE**

**General Chairman  
General Secretary & Treas.  
Marine Chairman  
Marine Secretary  
Recording Secretary**

Dear Sir

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The 4th of a series of meetings of MODEL ENGINEERS residing in New York City and vicinity was held at this office on the evening of Wednesday, March 10th, and it was decided to organize the NEW YORK SOCIETY OF MODEL ENGINEERS.

The following points were tentatively agreed upon:

1. That the Society shall be called the New York Society of Model Engineers.

2. That the fewest possible number of rules, officers or other formalities shall be indulged in.

3. That until further notice the Society shall meet monthly on the second Tuesday of each month.

4. That the dues shall be as small as possible and only intended to cover postage and similar expenses. For the time being it has been agreed to fix them at \$2.00 a year payable semi-annually on the first of April and the first of October.

5. That the election of a Chairman, if any, shall be held at the next meeting which will be on Tuesday, April 13th, and which you are hereby invited to attend.

6. That at each meeting every member attending shall bring with him a Model, part, blue print, photograph or other article of interest to Model Engineers, if it is at all possible for him to do so.

Please let me know at your earliest convenience whether you wish to join the Society and whether you will be present at the next meeting.

Sincerely yours,

SECRETARY.

JK

F. R. Pope

20838 St.

Bayonne

N.J.

As a club must have a name, suggest

at present ~~these~~ meetings are to be held once month

We can't get along with out officers therefore propose that we start with a chairman to officiate and conduct meetings and a secretary to do the work.

These meeting are to be a sociable enjoyable evening rather than a meeting of congress or a court of law, in other words a "Model" smoker. meeting to be presided by chairman and secretary to read any communications received and one (and only one per meeting) member to give a short talk of about 10 or 15 minutes on some model subject, after which we get to gether and enjoy ourselves. Also all members to bring what ever work or models they can or anything else they feel of interest. If the rest of us don't like it we'll say so.

Bring your friends and get them to join.

as you know it takes stamps to notify us of these meetings and the club wants to provide smokes also stationery and lists of sources of supply besides correspondence with other clubs we suggest that we pay a quarter (25¢) each meeting; ~~any~~ whenever we have that much money. If we have any surplus we'll save up and buy a club-house at Fifth Ave and Forty Second Street or some Chocolate Travis (The latter a emersion to our loco friends.).

If you don't like the above proposal be sure to be on hand and ~~not~~ say so. It don't matter what you say as long as come (with the quarter).

Meetings previous to April 1st., 1926.

Messrs A. A. Singer & T. E. R. Singer invited a few model makers in New York City to a social gathering in their offices at 15 Moore Street. The Meeting was purely informal.

Highly gratified at the results, they promised to hold another meeting, with the result that a greater number of Model Makers attended.

In the March Meeting, it was decided to organize a model engineering society. Mr. Elliott took the chair pro tem.

Mr. F. R. Pope was elected chairman, and Mr. A. Singer secretary and treasurer.

It was also moved and carried that the meetings would be held

Once a month.

The minimum amount of officials and officers

The minimum amount of business and routine transactions

The meetings would be held most informally.

There was nothing of importance to record in the April, May or June Meetings.

Tuesday June 8th., 1926

The Chairman called the meeting to order at nine o'clock P. M.

It was announced that there was considerable business to be passed upon.

Mr. Grimke as a member of the Model Locomotive Competition Committee presented the rules for the coming competition.

These conditions were moved and seconded by Messrs Habl and Elliott. Before the conditions were accepted, some obscure points were cleared up. Motion carried, none opposing. Copies of the competition will be available for all who desire same. A letter from the donor of the cup was read, in which it expressed that the rules drawn up by the committee were satisfactory.

The Marine Chairman and Secretary were called upon for a report of the Marine Section.

This meeting was held on June 2nd., 1926. Mr. Elliott presided and Mr. Thorpe acted as Secretary. Mr. Thorpe presented a report of the proceedings.

A Cup was offered by Mr. Grimke for a model boat competition. The conditions for this competition. Copies will be available to competitors.

The Chairman made the announcement that unfortunately an office of Recording Secretary had to be created. Mr. Elliott, seconded by Mr. Thorpe, moved that Mr. Grimke be elected as recording Secretary for the New York Society of Model Engineers. Motion passed. Mr. Grimke elected as Recording Secretary.

The Chairman said that he had several letters to read  
Permission granted by the Department of Parks for the members of the N. Y. S. M. E. to operate power boats on Conservatory Lake, Central Park.  
(Photostat copies will be available for members at cost)

Letter from Mr. Percival Marshall congratulating the Society upon its activities.

Enclosed with this letter there was a copy of the English Model Power Boat Racing Association Rules and Regulations

A letter from Mr. Neptune of the Akaron Society of Model Engineers.

The Chairman announced that Mr. Thorpe had presented membership cards to the society. The cards were accepted.



The secretary made the report that up to the present meeting there were thirty five members in good standing.

The financial statement was read.

Credits from memb. dues	\$ 28.00	
Expenses to date		\$ 21.77
Cash on hand		1.23
Cash in bank		5.00
	<u>\$ 28.00</u>	<u>\$ 28.00</u>

Announcement was made that the Society had organized in the April meeting.

Messrs Singer, Thorpe, Elliott & Grimke to act pro tem. as a program committee until one could be permanently formed. Their report will be presented at the next meeting

The following Models were exhibited

- Reciprocating Engine                      Mr. Bray
- Uniflow High Speed Engine              Mr. Habl.
- 1/2" Scale Loco parts                      Mr. Dobler.
- "00" Track & Rolling Stock              Mr. Grimke.

Mr. Bergh gave a talk on the Baker Valve Gear.

Number of Members present              20

Next meeting of the Marine Section      Tuesday June 22nd.

Next General Meeting                      July 13th.

Meeting closed at 10:10 P. M.

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N.Y.S.M.E.  
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-Locomotive Challenge Cup-  
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to be awarded annually in June to the  
contestant whose model is judged as  
the best.

RULES OF THE CONTEST.

Locomotive: to be a scale reproduction of an American engine of any type, not smaller than 3/8" to one foot, nor larger than 3/4" to one foot, modified only in so far as to make it a better working model.

to be fired in the same manner as its prototype.

to bear the name of the Company and the road number of the prototype so that it can be immediately identified.

to be able to pull an amount set by the judging committee, according to its size.

in brief to be a perfect working miniature of its larger brother.

If only one model contest, cup shall be awarded to it to be kept for one year, and the winner's name and model shall be engraved on the back.

Submitted. -

*Henry D. Havens*

LOCOMOTIVE COMPETITION,

410

Models must be to a definite scale, 3/8" to 3/4"

Cup to be awarded outright.

Models must represent when finished an American locomotive prototype in general appearance, construction, working details and working principles to be in accordance with American Railway Standard as far as possible in Model Engineering with correct Model Engineering practices allowed,

Model locomotives must be actual working models,

The judgement of the Committee shall be constituted as final and their interpretations shall govern.

DETAILS.

Competitors must be members of the N. Y. S. M. E. in good standing. Competition will close Sept. 30th. 1927.

Models will be judged along the following lines

Amount of work done by competitor,

Workmanship and finish.

Construction details.

Exterior fittings, details and finish.

General appearance.

Performance.

Representation and trueness to American prototype in accordance with American Railway Standards.

Competitors shall submit sufficient details, photographs and designs to enable the Committee to judge scale, representation and construction.

Results of actual working test shall be that developed in comparison with the A. S. M. E. rules laid down for determining tractive force and effort.

Locomotives completed and in running condition prior to Jan 1st. 1926 will not be eligible,

Locomotive must have railroad name, lining, and a number belonging to the particular class series of prototype.

Boiler must be an internally fired locomotive type boiler.

Competitors must state in detail all work done by outside source and such work must not exceed 49% of total, ~~xxx~~ i.e., competitor must have executed 51% himself. All work done by outside sources will not score as to workmanship and finish points.

Such model engineering practices as pumps between frames, injectors not to scale and out of scale position etc., will be allowed.

Models when submitted will be assigned numbers so that the judges will not know the identity of the maker.

These conditions are offered as a guide to committee and their judgement, decisions and interpretations shall be considered as final.

Committee (judges) will be selected as far as possible from experts not members of the N. Y. S. M. E. and no competitor can serve on this committee. It is contemplated that the committee will consist of a toolmaker, an experienced railroad man, a modelmaker, a representative of the N. Y. S. M. E. and an experienced model mechanic to assist these judges.

Submitted for the N. Y. S. M. E. by

Francis J. Pope,

Thorpe Bray

Frederic W. Grimbé!

N. Y. S. M. E. LOCOMOTIVE COMPETITION  
CUP COMMITTEE.

5th. 1926.

**July Meeting**

No business was transacted.

**September and August Meetings**

No business was transacted

**October Meeting**

No business was transacted.

November meeting

The meeting was called to order at 8:30 P. M.

The Chairman, Mr. Pope reviewed the results of the Grimke Trophy and Free for all races. Mr. Grimke presented the Trophy to the Chairman and the Society. It was accepted.

The Chairman presented it to Mr. Elliott who had been adjudged to be the winner of the Trophy. He accepted it and made a short reply.

The question of an exhibit was taken up.

Negatives of Mr. Grimke's photos were accepted by the Society.

A certified certificate of the Race was presented by Mr. Spon to the Society. Mr. Spon served on the Race Committee as Official Scorer.

I, W. Edmunds Spon, serving as Official Scorer and Recorder for the Race Committee, do hereby solemnly swear that the following data is to my knowledge correct.

First. That THE NEW YORK SOCIETY OF MODEL ENGINEERS did hold a Model Power Boat Race at Conservatory Lake, Central Park, New York, N. Y., on the morning of Sunday, September 26th., 1926.

Second. Messrs C Johnson, Agahan, Bowles acted as judges and referees. Messrs Crossly and Pope acted as Timekeepers. Mr. Spon Recorder. Mr. Grimke Official Photographer. Mr. T. Singer Pole Keeper. The above gentlemen acted as members of the Race Committee for the Grimke Trophy.

Third. Messrs Zimmer, Bowles, Agahan acted as Referees and Timekeepers. Mr. Spon Recorder. Mr. Grimke Official Photographer. Mr. T. Singer Pole Keeper. The above gentlemen acted as the Race Committee for the free for all event.

Fourth. The results of the Grimke Trophy Race are as follows

B. G. E. 32. Owned by W. Elliott. 1st. Trial. Failure to keep line taut. 2nd. Trial. eight laps. First three, line fouled sailboat. Five consecutive laps in lmin. 38 4/5 sec. Position Winner.

Kathleen IV. Owned by F. Zimmer. 1st. Trial. Propellor fouled floating weeds. 2nd. Trial. Five consecutive Laps. in lmin. 57 4/5 sec. Position. Second Place.

..... Owned by N. Habl. 1st. Trial. Cord tightened. good start. Hook loosened after 1 1/2 Laps. 2nd. Trial Line loose, and torch went out. No time kept. Disqualified from further trials. 1<sup>st</sup> Trial Propellor broken & repaired,

..... Owned by E. Thorpe. Never completed because of sickness.

Fifth. The following results of the Free For All Race are as follows

B. B. G. E. 32. Did not compete in this race because of broken rudder,

A. ELLSWORTH.

..... Owned by ~~Messrs. Johnsons~~ did not compete because of boiler trouble occuring in a trial run before the races were run off.

Bobo V. Owned by A. Bohaboy. 1st Trial ran nine consecutive laps in 3min. 0sec. Torch failed. 2nd. Trial Nine and one quarter laps in 2min. 52 2/5 sec. Line fouled and parted on tenth lap.

Clifton. Owned by Messrs Boshardt. 1st. Trial. six laps. spark plug fouled. Engine stopped. No time. 2nd. Trial. six and one quarter laps. in 1min. 45 4/5 sec.

As neither Entries completed ten consecutive laps, no race. However both Entries completed five consecutive laps in the 2nd. trial, a basis is formed for comparing their respective speeds.

Bobo V. Five Laps in 1min. 33sec. or One Lap in 18.6sec.  
Clifton. " " " 1min. 25sec. " " " " 16sec.

However it is officially recorded that the Clifton made one lap in fifteen seconds. As some of the individual laps of the Clifton and Bobo V were actually timed, the performances of the various entries are compared.

B. G. E. 32. Five Laps. Total Time. 1min. 38 4/5 sec.  
1st. Lap. 19 3/5sec. 2nd. Lap. 18sec. 3rd. Lap 18sec. 4th. Lap. 18sec. 5th. Lap. 18sec.

Kathleen 1V. Five Laps. Total Time 1min. 57 4/5sec.  
1st. Lap. 22sec. 2nd. Lap. 22 1/4sec. 3rd. Lap 22sec. 4th. Lap. 22sec. 5th. Lap. 22sec.

Clifton. Five Laps. Total Time. 1min. 25sec. 1st. Lap. 15sec. 2nd. Lap. 16 1/2 sec. 3rd. Lap. 16 1/2 sec. Remaining two Laps not timed. However the average for the 4th. & 5th. Laps may be taken as 16sec.

Bobo V. Five Laps. Total Time. 1min. 33sec. 1st. Lap. 17 1/2sec. 2nd. Lap 16sec. 3rd. Lap. 16sec. Remaining two laps not timed. However the average for the 4th. & 5th. Laps may be taken 18.6sec.

Mr. Habl. No Timing.

Fifth. The following conditions were accepted by the Entries for the Grimke Trophy.

- 1st. Entry to be not longer than one metre or 39 3/8" Displacement type hull only. Sea sleds and hydroplane type hulls not permitted.
- 2nd. Weight of hull, engines, boiler, torch and auxiliary gear, exclusive of water, oil, gasolene and air not to exceed twelve pounds.
- 3rd. The entry which makes the fastest five laps at the end of a tethered fifty foot line or cord is declared the winner.
- 4th. Two trials will be allowed each contestant.
- 5th. Each entry must be run five consecutive laps with a taut line. No entry will be timed until the line becomes taut.
- 6th. Any type of a power plant is permissible.
- 7th. In the event of a dispute, all decisions of the judges to be accepted as final.

Sixth. The following conditions were accepted by the Entries for the Free For All Race.

- 1st. No limitations were placed upon type, weights and power plants of the Entries.
- 2nd. Each entry in order to compete must be able to make ten consecutive laps with a taut line. No entry will be timed until the line be taut.
- 3rd. The entry which makes the fastest consecutive ten laps will be declared winner.
- 4th. Each Entry will be allowed two trials.
- 5th. In the event of a dispute, all decisions of the judges to be accepted as final.

Seventh. Below are the specifications of the various entries.

B. G. E. 32. Owned by W. Elliott. Displacement 11 lbs. O. A. Length. 32" Built up hull. Speed boat type. Single screw. Two bladed propellor. Russel Engine. 2 Cylinder. Single Acting. Piston Valve. Water Tube Boiler with Superheating Coil. Gasolene Blow Torch.

Kathleen 1V. Owned by F. Zimmer. Displacement 11 1/8 lbs. O. A. Length. 39" Built up Hull. Speed Boat Type. Single screw, Two Bladed Propellor. Special Engine. 2 Cylinders. Single Acting. Piston Valve. Water Tube Boiler with Superheating coil. Gasolene Blow Torch.



..... Owned by N. Habl. Displacement 12 lbs.  
O. A. Length. 39 3/8". Built up hull. Single  
screw. Two Bladed Propellor. Westinghouse Type  
Engine. 2 Cylinders. Piston Valve. Single Acting.  
Water Tube Boiler with Superheating Coil. Gasolene  
Blow Torch.

△ ELLSWORTH.

..... Owned by ~~Messrs Johnson~~. Displacement  
unknown. O. A. Length. 1 metre. Built up Hull.  
Hydroplane Type. Russel Engine. 2 Cylinders.  
Single Acting Piston Valve. Type of Boiler unknown.  
Gasolene Blow Torch. Single screw. Two Bladed  
Propellor.

Bobo V. Owned by A. Bohaboy. Displacement 22 lbs.  
O. A. Length. 42" Built up Hull. Speed Boat Type.  
Single Screw. Two Bladed Propellor. Special Engine.  
2 Cylinders. Single Acting. Poppet Valve. Water  
Tube Boiler with Superheating Coil. Gasolene Blow  
Torch.

Clifton. Owned by Messrs Boshardt. Displacement 18  
lbs. O. A. Length. 37" Beam. 9" Depth. 5 1/2" Bread  
and Butter Hull construction. Power Launch Type.  
Single screw. Two Bladed Propellor. Single Cylinder  
Four Cycle Internal Combustion Gasolene Engine.  
Bore. 1 1/4" Stroke. 1 1/4" Water Jacketed. Spark Plug  
Ignition with Distributer. Ford Induction Coil.  
Flash Light Cells used to supply the current.

Signed on this the ... 9<sup>th</sup> ... day of October in the One  
Thousanth, Nine Hundredth and Twenty Sixth Year of Our Lord.

This record to be entered in the minutes and records of THE  
NEW YORK SOCIETY OF MODEL ENGINEERS.

Signed W. Edmunds Spoon  
Official Scorer and Recorder.

W. Edmunds Spoon did personally appear  
before me and swear that to his own knowledge  
the foregoing was a truthful account of Trophy

And Free for All Races.  
Signed [Signature] Notary.  
Date October 9<sup>th</sup> 1926

Notary Public, New York County  
New York, N. Y. Clerk No. 11 R. 3. No. 7133  
Commission expires March 30, 1927

Accepted by THE NEW YORK SOCIETY OF MODEL ENGINEERS.  
..... Chairman. [Signature] Rec. Sec'y. [Signature] Sec'y.