

THE NYSME DEC 1933

# BULLETIN

## HOLIDAY NUMBER

Issued by the New York Society  
of Model Engineers  
152 West 42nd St. New York City

"And to all a Merry Christmas  
and a Happy New Year".

### Hopes of the "00" Gauge

The voice of "00" gauge railroading is far out of proportion to its size...Not only is it loud, but clamours to be heard in a shrill, insistent tone.

Its advocates would have us believe that the vestpocket railroad should in time supplant its prototype. In loud tones they proclaim the existence at last of the ideal railroad. Its rabid fans talk about dining car service; embodying the finest cuisine and colored waiters; Pullman cars with the most comfortable springs in their berths, water level route, and terminal in the most convenient location possible - right under everybody's feet in fact.

It cannot be denied that there is a definite fascination about this lilliputian



railroad... and yet of sufficient size to permit the regular operation of a fine model system.

"The apartment ~~house~~ railroad" this "OO" gauge stuff has been called - aptly, too - for in these days ~~of~~ crowded cities where we are all cliffdwellers "OO" gauge offers possibilities impossible in the larger scales. Just as "O" gauge is a real honest-to-gosh railroad compressed in size, "OO" gauge is the same thing reduced still further in size.

Some of the more advanced specimens of motive power appear to products of a watchmaker's skill... without losing its rugged appearance.

Granted that most of us would rather have an "O" gauge layout than its smaller cousin ... but continuing on the same premise it is not going to far to say that we would all gladly accept the New York Central as a birthday present. Cost and space brought the "O" gauge railroad into existence, and the same factors are responsible for this further developement is now recognized as a fine art.

Will someone please supply some information on the practicability of locomotives for this size - motors, drive and especially performance. This seems to be the weak point as no railroad can get along without dependable motive power.

GASOLINE ALLEY

by  
R.M. Church

We have two departments. One is to



be seen and not heard, the other to be heard and not seen.

A very noisy and interesting evening was recently held in the shop. Three types of gas engines were running at the same time. The noise was such that our office force were compelled to stop work even with the office doors closed. It was useless to try and talk anywhere in the club rooms.

Henry Parohl's twin cylinder two cycle engine was hooked up to a generator and generated so much power that it burned out a 50 watt, 110 volt light. "Some engine Henry".

Another new four cycle engine made its initial debut. It did a fan dance and shimmed parts, oil and smell all over. Some of us picked up enough parts to build several more engines but still the "thing-um-bob" ran on.

One member who has been working on a "Whats-it" for seven years is thinking of moving out with the rest of the choo-choos. He says he can't tell when his hammer hits as he can't hear it. Who ever heard of an artist making a choo-choo that would run.

The shop committee thanks the shop users for the clean condition of the shop in the last week or so. Keep up the good work boys and we can work in the shop in our office clothes. You can do better work and find things much easier when the surroundings are clean.

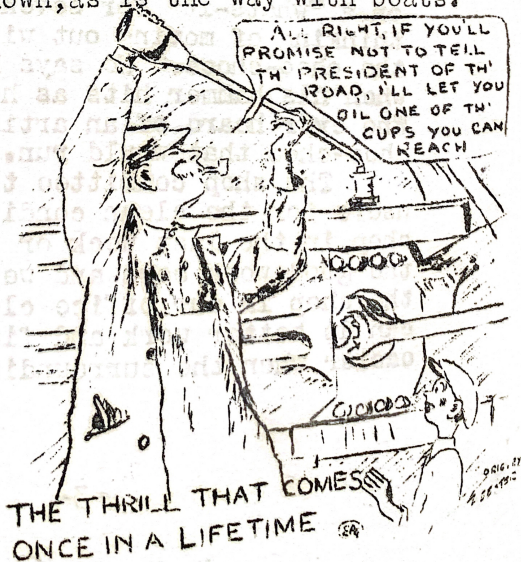


All Hail! Mr. Kimmel gave birth to an engine on Tuesday, Dec. 12th, the sex has not been determined as yet, although the proud father called it many names, both male and female, before he finally got it going. This engine had been expected for many months, but it was not until this night that it came into being.

Last Tuesday the gas engine group of the N.Y.S.M.E. came in full force and had three engines running all at the same time. Mr. Graves was torn between the calls of his railroad and the management of a generator which was merrily spinning away.

It was being driven by Mr. Parohl's two cylinder engine which recently had a very successful season in his boat, "Monkey".

The boat season is not over yet, Last Sunday Frank Shults visited Bill Leiber at the latter's home in Port Washington. Bill's 24in. gas boat was run in the frigid waters of Long Island Sound. But finally it broke down, as is the way with boats.





## EXTENSION OF THE MOUNTAIN DIVISION

by  
E.R. Graves and Rom Peck

During the past week or so the construction work on the extension of the mountain division has been practically completed. As most of our readers are aware, the original mountain division was an extension of track four rising above the main line on a grade of five per cent and crossing the west loop on a concrete bridge. Then it continued past an old-fashioned station equipped with an order board and across the high trestle and through the tunnel, finally running against a blank wall adjacent to the chart.

The new extension brings this deadend track out through a tunnel under the chart and across a through deck span bridge over the main line just inside of the west-bound home signals of tower SK. It continues on an elevation following the west side of the east loop, crossing the river on a double span through bridge, designed and constructed by Edwin Shropshire. It follows the course of the east loop down a two per cent grade. The grade is reduced on curves to provide an even distribution of tractive effort. Throughout the forty feet of inclined trackage the average grade amounts to 1.8 per cent.



At the bottom of the grade it connects with track eight, formerly a pocket track at East End Station. This extension makes the Mountain Division a third loop in the system, differing from the present loops, in that it traces a figure eight instead of a simple loop. It is now possible to run three trains simultaneously on three completely independent routes.

The outer rail on curves is elevated to the extent of  $3/16$ " which is equivalent to nine inches actual size. This elevation on the fifteen degree curves of this division permits a speed of ten miles per hour. The specially constructed banked ties used in elevating the outer rail were contributed to a "worthy cause" by Uncle Joe. The division is equipped with new type moulded bakelite third rail supports. They are accurate models of the supports used on the new Eight Avenue Subway.

Although this division is for branch line service nothing has been spared to provide it with an A-1 right-of-way.

## RAILROAD CONSTRUCTION NOTES

The K-4 is resplendent in new paint and lettering by Jack Robertson who is now hard at work on the mechanism for the Scherzer rolling bridges.

George Brunges is engaged in erecting the "00" gauge foundation and pouring the piers for the new overhead line.



Several new signal bridges and a station are the work of Warren Crater.

George Benham and his secretary have the "00" gauge railroad well under way.

Dick A'Merie is painting our new cast aluminum freight cars. Detail on these cars was by F. Homan. Nearly everybody had a hand in their assembly.

Ed. Shropshire is the builder of a new caboosc, a station and an old-fashion order board signal.

The new siding on the Mountain Division was laid by Roger Eichorn.

"Pop" Graves, our genial supervisor is busier than the proverbial cat with a hand here and a foot there.

R. Chaffee recently turned out several neat cables for the signal system.

R.M. Church and Harry Gorst are associate contractors for the lake and model city at the foot of the mountain. Automobiles actually moving on a real highway, etc. are planned. An odd mill run by scale water will soon be in evidence. Bill Lieber is making a water pump for this.

Paul Bidonde is installing lamp bulbs for the signal system. He hopes to finish that switch pretty soon.

Bill Douglas has been shinning up the low spots in the third rail.

Our sodate Railroad Supervisor has been cherishing the ambition of referring to the recent real estate developments



by R.M. Church and Co. ...in the west loop, as Churchville. It appears that the career of that famous railroad executive received its baptism in Churchville, N.Y., and he thinks it would be appropriate in more ways than one.

Our signal wizard, Professor Gill, is still "Perking". According to the latest returns he is adding route signalling to the engineer's control board. Also he will be proud to show any stray visitors or regular members the wonderful system of switch lever lights on the interlocking machine. He gleefully points out the number of blinking green lights that are affected every time a move is made through the plant.

The society movie director and semi-professional photographer, the great unshaved, E. Stuart Fergusson, has been accused of stealing several dozen B.T.U.'s from the gas engine boys. It is alleged that he uses them for his experiments in physical development of films.

C.S. Small, the Sherlock Holmes of signaldom, has been searching the subterranean byways and passages of the IRT on the Lexington Ave. line in or under East thirty-eight street, for a lost signal tower. Smally says it isn't lost, he knows where it is but can't find it. Hmmm, Hmmm.

We'll be seeing you in 1934.