

THE NYSME BULLETIN

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"Twelve Good Men and True - or - Who
put the Union in U. C. R. R. ? "

The days when one man operated the U.C.R.R. even during the Annual Exhibitions are well within the memory of many of the living members of the Society. When anyone was so injudicious as to even suggest the possible desirability of an operating staff of two men during shows, yells of "Trust", "Unionism", "No overpaid Executives", "Graft" and similar vituperations disrupted the meetings of the Society and these meetings took on more of the appearance of Cuban revolutions or Senate Committees in session.

Reason, however, was on the side of those diplomats who pointed out the necessity for at least one more operator in a system growing daily more complicated. And so it was that two men struggled with their single rheostat and lone switch. As time passed, the railroad required the work of more men in the construction and maintenance for the rapidly growing "Union Connecting" no longer merely connected - it had absorbed the two loops it was originally designed to do business with. On its own, it built a Mountain Division and then

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in co-operation with the N.Y.S.M.E. Port authority took over a large bridge development. Its rapid forward strides in model railroading have made it the topic of conversation wherever model railroaders meet. But withal, there is a mystery connected with it

A few days ago the master minds of railroading went into a huddle. For a period of hours whispered voices were heard accompanying the click of slide rules.

Finally a muffled voice --- obviously in agony --- was heard through the Board room doors.

"Gentleman this simple connecting railroad of ours has turned out to be a Frankenstein . . . twelve men are needed to keep this monster peaceable when there is life in the third rail."

As usual in such gatherings, there was present a person with a sarcastic voice, heard by anxious groups outside the locked portals, to remark,

"And where do you expect twelve operators, conductors and such?"

Even to the eavesdropping laymen that was "a poser". It is obviously called for more than mere . . . it demanded an investigation. Volunteer bloodhounds set out to find the answer to this embarrassing question.

The answer was just as embarrassing

While no definite statement has been issued by these master minds, the story has leaked out ... and here it is.

It is still possible for one man to hold this monster in submissive state ... in fact the struggle delivers considerable pleasure to the warrior, more than only enjoyment. It makes him more familiar with the tactics used in real war against this electrical demon.

But for some reason members - well-known for their courage - seemed to be averse to the thought of doing battle with the common enemy.

The answer was found - not only did you have to risk your neck and somebody else's cars to succeed - but you had to have a key before you could put a little life into the sleeping terror.

Yes sir - there was a shiny new Yale lock - it was an unpickable lock.

In the minds of most of the members it was more than a 'Danger' sign... it added insult to injury... added an imaginary 'Children Keep Out' sign as a suffix.

Now, after all, any embryonic knight of the Throttle objects to being called a child. Most of them did object, and seemed to chorus in unison ...

"If we're not old enough to join the army keep your two for a nickel dragon --- we'll go fight the I.R.T. or something really dangerous."

The whole thing reminded one and all of

one of these small town prizefights where the pug who unofficially knocked out Jack Dempsey and will meet all comers ... and if they come too big they're blackjacked before they can get in the ring.

Nobody seemed to realize that the key was only on there to stop people from going home - meanwhile leaving Frankenstein to thrash around all night and keep other tenants awake ... Now you've either got to let him sleep or else stay out all night yourself.

As everybody knows, Mr. Graves is steward to the dragon and keeper of the keys. So far practically no one has asked for a wallop at the beast. It is beginning to break down Mr. Graves' entire nervous system. He can't understand why no one wants to be maimed in a friendly way with monster. His sanity is in a dangerous condition - why, just the other day a cop came to the door and wanted to know if anyone could give him information regarding a nut who was running around 42nd Street, asking passers-by if they wanted to play with Frankenstein.

So, you see, Mr. Graves has done his duty. As we have said, sitting around the Society for weeks at a time waiting for requests for keys, is beginning to affect his mind.

He will go so far as to give you a cute little tag with your name on it to go with the key ... and as an added inducement he will give his benefactors a magnificent funeral with a solid, 14 karat, Nickel-plated coffin.

In finishing, a note should be added, that any member wishing houses, fences, properties of any sort, are referred to the R.M. Church Improvement Corp.

Industrial Sites - Home Sites - Not by a Dam Site.

HOW TO BUILD A TRACK CHART

by Mr. Graves

There has been so much interest created by the illuminated diagram at SK tower on the UCRR that we believe many would like to know how to build one for their own layout, if they realized how simple it is. Anyone who can connect up the third rail circuit to their track can install an illuminated chart and can tell where a train is at any time. This system is very valuable where there are tunnels or other invisible sections of track. No relays are necessary as any car or other metal obstruction across the two rails acts as a switch to turn the lights of the chart on.

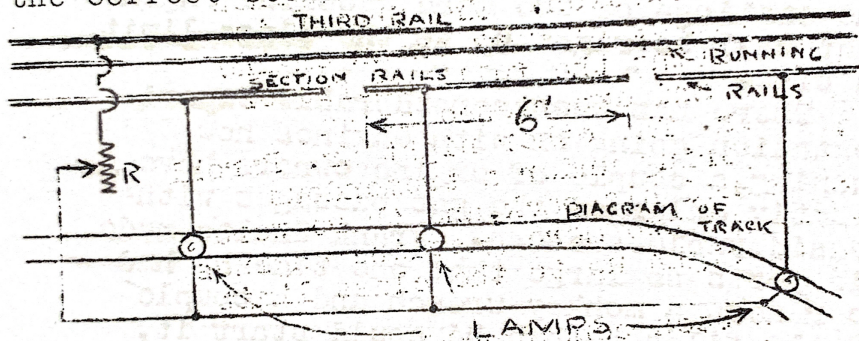
This article refers to a single rail track circuit, which consists of two running rails (insulated from each other).

One called the Common rail forming a continuous electrical circuit throughout the plant, the other, THE CHART LIGHT RAIL, which is divided into six foot sections or any convenient dimensions, by insulation. This insulation is accomplished by leaving a one-sixteenth inch unbonded gap between rail ends at the desired points.

Draw a diagram of the general layout of such size as will fit into the position decided upon. Mark the chart off into sections corresponding to those made in the track circuit. Color the circuit with contrasting colors so the limits of each section will be clearly defined.

There are a variety of materials which may be used in the construction of the chart. The diagram may be drawn on a sheet of paper which is pasted on a sheet of 1/4" plywood, or may be drawn directly on the wood itself. The bulbs used on this chart depend on the voltage used to operate the locomotive, because when the rail is dirty the full traction voltage is impressed on the chart light. Most layouts are operated on 12 to 18 volts and 12 to 18 volt bulbs such as usually used as headlights should be used.

In the center of each colored section drill a hole of sufficient size to take a small miniature base socket. By referring to the circuit diagram it will be seen that one wire from each socket is connected to the Chart Light Feed Main. The Main is in turn connected to the main power line that feeds the third rail. The Track Wire from each light is connected to the insulated section rail already prepared. Screw the bulbs into the sockets and test the sections by running a train over the entire layout. Watch carefully to see that the lights operate over the entire line for the correct sections of track.



Wiring Diagram

Things we'd like to see changed - the dictionary definition of a model being: "a small imitation of the real thing"

Well, as one of the cartoon characters says in the movies, "So long, folks" for this time.

Contributors - C.F., G., R.C.

Now that the boating season is over, the enthusiasts of this phase of model engineering are having more time to devote to the construction of new things.

A couple of new four cycle engines are under construction. Mr. Church is in the last stages of work on an engine which is receiving the full benefit of all his skill and experience as an engine builder. The other night Mr. Parohl came in staggering under a tremendous load. He opened his pack, and there were the castings of two more gasoline engines that will be right up to the class limit in size.

There has been considerable experimentation going on with engines now running, a couple of engine owners have greatly enlarged the gas passages with considerable success. Frank Shults made his ports so large that one time he had to remove a monkey wrench and a couple of old files before he could start it; placed there by someone, it is said.

A rather large model steam engine had been standing idle during the summer and with the cooperation of the railroad supervisor this engine was made to run a generator, and did it so well that it promptly blew out two bulbs on the railroad indicator panel. Everybody was happy until some pessimist stated that the efficiency was terrible, since a third horse power motor driving the air compressor was just able to light a tiny electric light bulb.