

BULLETIN

ISSUED BY THE NEW YORK SOCIETY OF MODEL ENGINEERS, INC.

152 West 42nd Street, New York City.

This is the first of our bulletins in their new form, and while the appearance can be improved, it is up to all of us to make this a worth-while little paper. Do you like this arrangement or would you prefer the reading matter across the page rather than in column form? Are there any suggestions for makeup or copy? Don't hesitate to let the editor have them. And another thing; so far only a few of the members have contributed articles or notes. We must have more of these and, if possible, covering more subjects. Short articles or notes are preferred, we have heard to long ones, so dig up any pertinent information you can and send it in. And why not some jokes if they're related to models or railroading or similar subjects?

HOBBY SHOW

This will be held at the Rockefeller Center, 35th and 34th floors, April 25th to 30th inclusive. Our Society in conjunction with the Locomotive and Railway Historical Society will have booth 94, which is on the 35th floor.

The Show will doubtless prove of considerable interest, not so much perhaps, to modelmakers but to show what hobbies others are riding. We hope, of course, to persuade some of the customers that one can spend his time to somewhat better advantage in the building of models than by collecting matchboxes.

EXHIBITION NOTES

Our recent Exhibition proved very successful, having had an attendance of nearly ten thousand. It is believed that those who exhibited commercially have had or will have very gratifying results.

The O gauge railroad, which will be described more fully as to its operation on the next page, gave a remarkably good performance. During the entire fifteen days, there was only one really serious breakdown, but it did not prove to be as serious as was first thought. The trouble was the result of a faulty limit switch on the north rolling lift bridge.

The OO gauge railroad also gave a satisfactory performance, when all the circumstances regarding its limitations, etc., are taken into consideration.

The Marine activities of the Society were very well represented. There were more boats and ships on display than in any other previous exhibition.

The Officers of the Society wish to thank all those concerned in maintaining and operating the exhibition for their co-operation, which they are sure, the rest of the members also appreciate.

Due to the nominations for officers being held again April 17th, you have another opportunity to decide what men are best fitted to look after the interests of the Society. Give this your most serious thought if you have the welfare of the Society at heart.

THE 6th ANNUAL EXHIBITION OF THE N.Y.S.M.E., Inc.

The annual show of the NYSME opened on Friday February 9th at two-thirty P.M. At two - thirty sharp Mr. Place, Vice President of the New York Central telephoned from his office and at the rooms of the Society his voice was amplified and heard through three loud-speakers. At the conclusion of his speech he called "all board" and by means of a voice controlled relay, cut in the line, this order started the generators and the trains. The first train to start was a model of the 20th Century Limited.

The show received very good publicity. Representatives of the principal newspapers were there. The Tribune, The Times, The Sun, The American, a German newspaper and a half dozen Jersey papers gave us very good writeups. Several magazines carried notices of the show. One even put out a special show number. Station WBNX gave us a fifteen minute broadcast describing the Show.

The railroad was the focal point of interest during the show. There were two systems in operation during this time. The OO gauge was new this year and consisted of about fifty feet of track and switches. Three engines were in operation hauling about twenty cars. The four wheel switcher was the center of much interest. One spectator wanted to buy the entire system, table and all.

The O gauge layout was bigger and better this year. Those who saw it every day and took part in its additions did not realize what a big change had been wrought. To describe the O gauge adequately would demand

more space than is available here so we will enumerate some of the high points.

Three trains were kept in constant operation from the time the show opened until closing except for changing motive power. By means of a photoelectric counter, a record of the number of trains passing a given point was kept, and calculations show that each train averaged about twelve miles per day during the show. During the show the trains travelled more than five hundred miles.

The maximum number of trains in operation at one time was seven.

Over twenty different locos were available at some time or other during the show.

The phone system was in constant use and was indispensable. It was also used for changing motive power and to facilitate moving over the drawbridges.

The drawbridges and mountain division were also points of much interest.

TELEPHONE DISPATCHING ON THE U.C. RAILROAD

On a model railroad the size of the Union Connecting R.R. it becomes necessary to have some means other than calling and shouting from one tower to another and to the dispatcher, to let each tower man and the engineers of the different trains know when a train has passed his tower. This becomes especially needed during the time a large crowd is looking on while the line

is being operated.

To overcome this difficulty and speed up operation of the Union Connecting R.R. it was decided to install a loud-speaker communication system between all towers and the dispatcher. This system is two way in operation, that is each operator can call the dispatcher and the dispatcher can call all towers. The operator of each tower can also call any other tower.

To make it still easier to hear what is being ordered over the system earphones are used so that if a large crowd is present the noise caused by everyone will not interfere with what is being said over the dispatching wires.

The dispatching system is composed of a three stage straight class A amplifier using three 112A tubes of the storage battery type. The output of the amplifier is fed directly into a pair of wires having terminals on all terminal strips and the input for each microphone is also fed directly to another pair of wires having terminals on all the terminal strips. The diagram for the amplifier is shown in Figure I.

The type of microphone used is a standard telephone transmitter of the single button type used on all desk and wall telephone sets. One of these transmitters is located at tower DB and one at TU, also one in the Yard. The dispatcher located at tower SK uses a different kind due to the fact that he must be able to look around and move about when talking thus requiring one which can be

held conveniently in his hand. The voltage used on the microphones is between 4 and 6 volts and uses the same battery as the A supply.

Since the U.C. R.R. has added the third loop to its layout, namely the completion of the Mountain Division it is more than ever necessary that the operators and dispatcher at SK know where all trains are at all times and when the trains are approaching the interlocking tower SK. It is hoped, and has found to be so, that the new system for dispatching will greatly aid in making all of this possible.

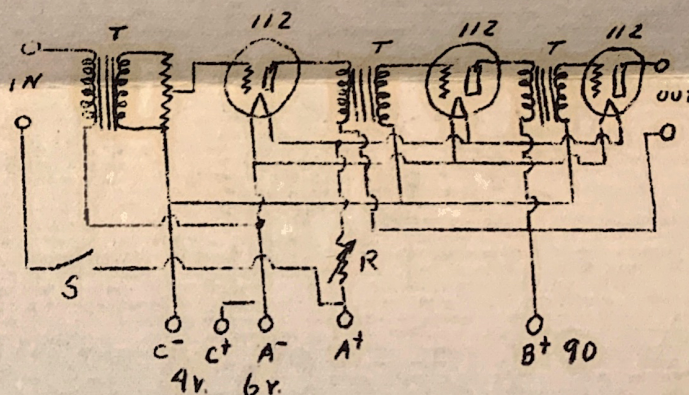


FIGURE I

COMMENTS

Let us try and make this paper a bigger and better one. The Editor and his assistant will do their share but it is up to all of you to do your part also. The more articles we get and the greater variety of them the better the Bulliten will be. So tell us about what You are doing in the model field as others would like to know.