

N. Y. S. M. E. BULLETIN

VOL. I

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No. 1

Growth of Society from Early Meetings in 1926 Traced by Walter Elliot

**Informal Meetings Show Need of Model
Organization, N. Y. S. M. E.
Becomes a Reality**

By WALTER ELLIOT

In 1926, any modelmakers living in New York City who knew others with the same hobby considered themselves lucky. At that time it was necessary to import almost everything except what was made to order. A number of the customers of a firm whose business it was to act as agent for foreign model supply houses used to discuss their interests when they met there, until the office came to be a recognized meeting place for all local modelmakers. It was only to be expected that they would wish for a more convenient means of keeping in touch with one another, so in a short time the New York Society of Model Engineers was formed by a group of about twenty-five men.

Original Group Listed

According to a member of this group and our records the original members were: A. J. Baker Jr., (deceased), E. Bergh, T. J. Bray, A. Bosshardt, R. A. Claudius, G. Cotilliard, W. Crater, J. T. Dobler, W. Elliot, (deceased), W. T. Furnald, F. D. Grimke, W. Habl, R. D. Hyer, C. Holt, A. P. Lane, J. T. Lozier, F. A. Pope, A. A. Singer, T. E. Singer, W. E. Spon, F. Zimmer and E. A. Agahan.

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Elliot Memorial Race Marks Grand Climax In Power Boat Season

**Internal Combustion Division Expects to
Capture Speed Records from
Steam Power Group**

By WILLIAM LEIBER

The race for the Walter Elliot Memorial Trophy to be held on September 9th at Conservatory Lake in Central Park will climax a successful power boating season. This will be the second race for the Trophy which was inaugurated a short time after Mr. Elliot's death in the summer of 1933.

Last Year's Winners

The race last year was won by Melvin Golder in the Steam Division and by Henry Parohl in the Gasoline Division. Since 1926, the year that the late Mr. Elliot won the Grimke Trophy, until last fall, no regular prize has been offered, although occasionally a merit certificate has been given for an outstanding performance.

The Power Boat Division of the Society has been unusually busy this year. New engines are being turned out on mass production schedules to replace the ones made obsolete by the rapid advances in the art and those worn out by racing.

Steam power has been on the decline in the last decade and the gasoline engine has risen from a cranky playtoy to an efficient reality. Steam is still King of the water, for the record of 43 m.p.h.

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"MULTUM ex PARVO"

**BULLETIN APPEARS
WEARING FORMAL DRESS**

It is with pleasure that we resume publication of the Bulletin after a lapse of several months, and we hasten to point out that the early issues were in an experimental stage. They were so successful that it was decided to make the Bulletin a more stable publication and time was taken to make possible the continuance of the Bulletin in new dress.

When a publication undergoes such radical changes as this has, there always is, and should be, criticism and advice. We intend to publish the Bulletin in the best interests of the Society. Our ability to do this depends entirely on your suggestions. A Suggestion Box has been nailed to the door of our ample quarters in the event that members of the staff are not on hand to receive such matter. Suggestions and articles may be mailed to the Society.

**SOCIETY HISTORY
BY ELLIOT FEATURED**

As you probably have noticed, unless you are a member of that rare cult that reads the editorial page before all else, you will find there has been started on page 1 of this issue, a serial history of the Society by the late Walter Elliot. Due to his death it is unfortunately an unfinished manuscript, but arrangements have been made to have it completed by Frederick D. Grimke, present chairman of the Society.

**BULLETIN TO RUN
MEMBERS' BIOGRAPHIES**

In the future the Bulletin hopes to publish biographical sketches of its members. At this time the only name suggested has been "Fingerprints" which was made after such well-worn heads as Thumbnail Sketches, Tintypes, Modelmakers, etc., had been rejected. If any readers have a better name we would be obliged if they would send it to us.

For the convenience of members a coin phone has been installed. It is hoped that this phone will be used as much as possible to reduce the charges to a minimum figure. The number is LO ngacre 5-8290.

**CORRESPONDING
MEMBERSHIP CREATED**

For the model enthusiast who lives at a distance from New York our Corresponding Membership offers many advantages. It entitles the member to one year's subscription to the Bulletin and notices of meetings, races, etc., in addition to a free pass good for the duration of our annual show. However this membership does not carry with it voting privileges or use of the Society's shop, etc.

**NEW YORK SOCIETY of
MODEL ENGINEERS, Inc.,**
152 W. 42nd St., New York City

I desire to become a Corresponding
Member of the N.Y.S.M.E., Inc., and
enclosed is \$1.00 for one years dues.

NAME

ADDRESS

Wednesday Operation Maintaining Schedules Despite Heavy Traffic

By E. S. FERGUSON

Although the leaders of the "Wednesday Night Club", as it has come to be known, insist that Wednesday night is the same as any other evening in the week, there is then a definite activity among the railroad members of the Society.

Every week the U. C. R. R. is run by a regular crew of members who are assigned to certain posts on the system. Mr. Shropshire is the dispatcher.

The system now boasts of three limited trains operating on a regular schedule. In addition to these which have rights over the locals connecting with them, the time-table is arranged so as to permit movement of freight between passenger trains.

Movement of rolling stock by hand has been barred by common consent. Train sheets kept at TU and DB towers show that over 60 trains pass these points in an evening.

Besides Shropshire, the following members have appeared at these sessions: a Merie, Benham, Brownstein, Cox, Eichorn, Ferguson, Gorst, Graves, Nichols, Potts, Schulz and Smith.

LET'S ALL DO IT NOW!

To make the Society a better place in which to work, members are requested to remove personal property, including clothing, that has no connection with the activities of the Society, before the first of September. The Society emblem, a gold pin, may be purchased from the treasurer. The price is three dollars.

Elliot Memorial Race

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set by "Chatterbox" some years ago still remains untarnished. The best speed ever attained by a gasoline powered boat is 36 m.p.h. which was made by the English boat "Betty" this year.

American performances have fallen far short of these records. The present record on this side of the pond is held, semi-officially, by the "Elmara" which in 1918 was credited with 30 m.p.h.

It is hoped that the races this year will bring forward some outstanding successes and perhaps some new converts to the sport. The possibilities for enjoyment in model power boat racing are unparalleled as it combines skill, outdoor exercise, scientific study and good fellowship.

Growth of Society

(Continued from Page one)

The meetings were held in the firm's office, as before, but on regular dates, with a prearranged program. The object of the Society was not merely to enable people with the same hobby to meet together, but to improve the standards of workmanship, design and performance of the models made by them. How well this was done will be seen towards the end of this article.

At first the meetings were very informal. It was recognized that the whole thing was an experiment and that time was necessary in which to find the best way in which to conduct the Society. If a member or one of his friends had something which he thought would be of interest, he brought it along and showed it.

(to be Continued)

▲ MARINE MURMURS ▲

The Marine Gang set the New Year off to a flying start—racing some of the boats the first week in January. As the weather became warmer more brainchilds began to make their appearance.

By April 1st, three gas boats owned by Henry Parohl, Archie Kimmel and Bill Leiber put in their appearance regularly at the Port Washington sail boat pond.

Henry Parohl has built a 30c.c. 4 cycle gas engine with which he has hopes of equaling or bettering the International record of 36 m.p.h. To date the best speed obtained was a shade over 30 m. p.h. Bill Leiber, replacing his 2 cycle engine with a larger 4 cycle job stepped up the speed of his 24" boat to 21.4 m.p.h. and with a little tinkering around may do even better. Archie Kimmel with a 2 cycle engine by Henry Parohl, in a hull identical with Leiber's 24" hull, has attained a speed of almost 22 m.p.h. These two engines are of the same cubic capacity—1" bore and 1" stroke.

The dream of Frank Schulz to design and build an engine that would run was realized about the end of June and Frank is justly proud. It is a 30 c.c. and is his first attempt. Watch out Henry.

Frenchy Debrosse has recently finished a 30 c.c. 4 cycle engine which should be in the money when the Elliot Memorial race takes place this fall.

E. Wagner and Cecil Hamilton have two flash steam boats which should show speed this summer.

Bill Leiber and his 4 cylinder poppet valve steam engine will show the fire, oil and water boys a hot time at Conservatory Lake in Central Park most every clear Sunday morning.—A.S.K.

◆ STOVEPIPE ◆

Under heavy protest from the Chess players who objected to making their moves in the dark, Dick A'Merie placed the U.C. R.R. in total darkness one Thursday night last month while he demonstrated some original effects in theatrical lighting. Dick had taken a bulb from an automobile headlight and Carlos Smith carefully painted it so that only a small part of clear glass remained on the tip. This was clipped to the frame of Dick's latest locomotive and connected to the 3rd rail shoes. With the room in total darkness it threw a scale beam that witnesses declared to be correct to the last sixty-fourth. The most realistic effect was obtained when the engine went thru Ed. Shropshire's bridge and cast a moving shadow of the girders on the wall. It conveyed the impression of actually moving thru the bridge.

Speaking of Ed. Shropshire recalls to mind the Wednesday night that he wandered into the shop looking for volunteer conductors. It was mentioned that a good passenger conductor was wanted and a half dozen husky souls stepped up for the job. A proud and happy candidate was selected and led out to the track where he was confronted by C. B. Smith's "trolley car".

E. R. Graves has joined the ranks of the devotees of automatic reversing for electrically operated trains. His latest is a long flat car powered by an M.U. truck. The reversing is accomplished by putting a copper-oxide rectifier in the field circuit of the motor to keep the field polarity constant when the current in the rails is reversed.—C.S.S.