

N. Y. S. M. E.
BULLETIN

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Governing Board Elected to Control Railroad Operation

Board to Have Supervisory Powers Over Wednesday Night's Operations

As a means of more efficiently governing Wednesday Night Operation, a board of three men, consisting of Messrs. Robertson, Smith, and Nichols, was elected by the Wednesday Night group at the request of the Board of Directors.

This group does not in any way conflict with the Railroad Supervisor's position as its functions are purely related to operation and its powers are judicial rather than executive.

At present the development of a technic in timetable operation is being stressed, as this is the most advanced form of operation and of course is the closest to actual practice. It also offers the most enjoyment, as the battle against the clock is always fascinating.

One goal sought after, is the qualification of every member of the group for every position on the railroad. This is essential, because of the necessity of a large number of trained men to operate during the show and it avoids trouble on Wednesday night due to inexperienced men in key positions.

STANDARDIZATION

AN EDITORIAL

There comes a time in the development of every new art when the problem of standardization must be faced. This time has arrived and we must prepare to act.

Model railroading is growing and there will soon come a time when the chaos is so universal that standardization will become impossible. Therefore we must attack this pressing problem at once.

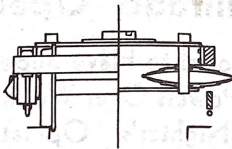
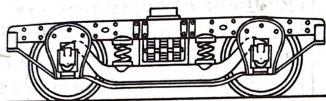
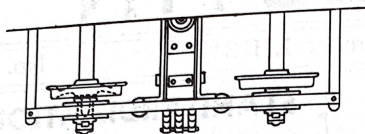
This Society, possessing some of the best men in the field, should take the initiative. A committee should be formed to draw up standards and consult with similar organizations in this country and in Canada to effect a universal set of standards similar to those set up by the American Railway Association.

The problem of formulating the standards will not be easy and in some cases alternate specifications will have to be drawn up. If the problem resolved itself into the scaling down of full sized equipment victory would come easily. Unfortunately this is not the case. The primary consideration will have to be the ability of the standards to be suitable for actual functioning and not a slavish reduction of dimensions.

COMING EVENTS of INTEREST

The 7th Annual Exhibition will be held from February 8th to February 23rd, inclusive, excepting Sundays.

SCALE 4MM. = 1'-0"



Fully Sprung "00" Gauge Trucks

By PAUL BIDONDE

The author has just completed a pair of fully sprung passenger car trucks, each one consisting of 210 parts, built to a scale of four millimeters to the foot. The miniature has all the visible exterior details of the prototype. They are working models even as to the laminated leaf springs beneath the bolsters, and are modelled after the type of truck used on the old open end wooden passenger cars in service on the Long Island R. R. until 1927.

Like the prototype they have wooden frames made of maple.

The pedestals, cut from solid brass and channelled at the top, readily slide up onto the side-frames for bolting. They are also slotted on one side to pass the equalizer bar which rests on the journal box. The laminated leaf springs are built up of phosphor bronze .005 in. thick and one millimeter wide, each consisting of 36 parts. The eight coil spring cups of cold rolled steel, taking many hours to make, are faithful reproductions of the prototype.

The wheels, also of cold rolled steel, have the exact cross section of the prototypes and are mounted on drill rod axles.

STOVEPIPE

I see Carlos Smith has his trolley car running again!

Oh where, oh where, has that violent yellow hack gone?

Eva (Mr. Graves to you) says, "I was very pleased to see the ease with which the cars were manipulated Wednesday night during the regular operation using my remote control car. This is the first time any remote control has been used in regular operation." Hey, Dick, what about it?

FUNNY THINGS TO SEE!

A "Brass Hat" playing water boy. Graves putting that "scooter" of his in the barn. Nolde running around reversing his engines.

Dick aMerie has a new U.P. stream line train that will do a scale 180 m.p.h.

A wiring replacement job at TU Tower was done by Messrs. Fergusson and Brownstein.

A few of the boys from the New Haven Society were in Saturday, the 20th. They brought some mighty fine photos of 3/8" scale stuff.

----C.C.

MARINE MURMURS

Henry (Homicide) Parohl has built a two cycle, 30 c.c. gas engine which turns up at least 14,000 r.p.m. Every time he runs the demon the boys may be found roosting on fire-escapes, hanging from chandeliers or hiding in lathe chucks. Not only does the demon clear the boys out, but it is turning Henry's hair a nice dark shade of gray. After this one has passed into history (soon, we hope) he intends to build a four cycle job with an overhead camshaft.

Leiber's Famous Boat, built in the shape of a coal scoop, (much worn) dubbed the 'Flaming Chariot', recently was seen to exude much steam and plenty of fire. Results--burned fingers, aggravated tempers, and no locomotion. ----A.S.K.

OFFSETS

An unknown person walked into the Composing Room of the Bulletin and was amazed to find that the compositor was using spaces from two different type faces! He is still wondering how it is done.

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..... FINGERPRINTS**BUDGET SYSTEM
TO ALLOT FINANCES**

Due to the growth in complexity of the Society's finances a budget system has been instituted which will obviate much of the book-keeping difficulties of the past.

**WHEN IN DOUBT
TAKE THE SAFE COURSE**

Since the inception of the Society we have had no serious accidents. That this has been possible, has been due to extreme carefulness on the part of all members. Note that we must never relax our unremitting vigilance, if we are to keep our record.

**COOPERATION
ESSENTIAL FOR SUCCESS**

In any group enterprise the individual must subject his whims and fancies to the will of the majority. The assertion of an individual's prerogative at the wrong time may seriously interfere with the plan as determined by the group. The manner in which the present railroad construction is being undertaken shows that we have not learned this lesson.

**EXHIBITION
TO OPEN SOON**

At the risk of becoming redundant, we want to remind the members that any undertaking relating to the Show must be speedily brought to completion.

Mr. J. Gill has severed his connection with the BULLETIN.

Thirty seven years ago Mr. C. B. Smith, one of our newer and more important members, was born in Brooklyn. He spent the major portion of his youth there until his graduation from the School of Mine of Columbia University with an E. M. degree. His connection with Columbia was not severed with his graduation. He stayed on for several semesters as an instructor.

During this period he had built up a rather lucrative consulting practice, and, when offered a position with the Lehigh Atlas Cement Co., he took the opportunity. He was employed here as an expert on mining methods in connection with white clay.

It was here that he became acquainted with firing kilns and the combustion of powdered coal. After some time he left the cement business to become staff engineer of the Fuller Lehigh Co.. His work here became more and more that of a combustion engineer, and after a while in their employ he took his present position with the Coen Co., well known combustion engineers in the commercial oil burner field.

Mr. Smith has always been interested in railroads, and for many years has been a habitue of locomotive cabs. While still in short pants he became interested in toy railroads, and over a period of years this ripened to an appreciation of real models. He attended many of our exhibitions, and now as a member of the Wednesday Night Board has the opportunity to operate his own models.

Mr. Smith has a rapidly growing railroad of his own at home. He prefers to be called "C. B."