

BULLETIN

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No. 3

Luke, Zimmer Win W. E. Memorial Classic Breaking Last Year's Records

20 Entries Make Best Race in History of Society

**Luke's Gas Boat Makes 29.3 M. P. H.,
Zimmer's Boat Does 19.4 M. P. H.
in Steam Power Division**

Under the blazing sun the second Walter Elliott Memorial Race was held on Conservatory Lake in Central Park, Sunday Sept., 9. In the third run of the race the "Wasp" owned by Mr. E. L. Luke of Washington D. C. flashed to victory making a speed of 29.32 m. p. h. easily outrunning Mr. T. Chieffo's boat which ran at 24.95 m. p. h.

In the Steam Division Mr. Zimmer's "Annie B" won without difficulty with a speed of 19.49 m. p. h.; while the runner-up, Mr. McGaffin's "Yum-Yum", chugged around the course at a modest 11.50 m. p. h.

As usual, with an event of this kind, the shores of the lake were thronged with onlookers, from the casual Sunday stroller to the ardent race fan. This year's race provided thrills and comedy in abundance. The tensest moment of the proceedings was experienced when a sailboat drifted into the path of Mr. Luke's boat and a serious collision seemed imminent. Fortunately the sailboat cleared the onrushing speed boat only to be

(Continued on Page five)

Date of the 7th Annual Exhibition Announced

TO BE HELD FEB. 8th - 23rd, 1935

The Seventh Annual Exhibition which will be held from Feb. 8th to Feb. 23th inclusive at the Society's headquarters in the Knickerbocker Building, 152 West 42nd St., promises to be the most comprehensive show in our history.

In accordance with the custom of the past, the Exhibition will be closed on Sundays to permit the rolling stock and the layout to be thoroughly gone over and tuned up. The wear and tear on the equipment is greater during one day of the show than during a month of normal operation.

The operation of the railroad always the big feature of the Show, will be smoother than ever due to the large number of operators that have been trained through the Wednesday Night operation. Minor changes in the track layout have removed several operating difficulties which hindered perfect operation last year.

The construction of models has been heavy since the last Exhibition despite the world wide depression and many new models are expected for the forthcoming

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An Elementary "All-Electric" Interlocking

By C. SMALL

This series of articles is intended to explain the circuits for the construction of an "All-Electric" interlocking. Reference will be made to a single turnout.

The present trend in actual practice is toward this form of interlocking and installations at Linndale, Ohio on the C. C. C. & St. L and Blue Island, Illinois on the C. R. I. & P. are very good examples of this type of installation.

The first step in the construction of an interlocking is the installation of the track relay. To do this the rails must be sectionalized as shown on the drawing. The circuit for the track relay is so designed that with a train on the track section the relay is energized and the chart lamp lit.

As it is evident from the layout that only one signal should clear at a time, our circuits must insure this. Also it should not be possible to clear any signal with a train on the circuit or the switch in an incorrect position. The medium of operating and protecting the signals is the home relay.

Let us now examine the Home Relay Circuit, in the circumstance that all signals are red and the track circuit is un-occupied, and see how the home relay for signal No. 1 operates (called 1H on circuit drawing) and what the consequences of its operation are.

Starting at B6, the positive end of the 6 volt source, the current goes thru a contact of the track relay (2T) in the de-energized position as insuring that there is no train on the track circuit, then thru wire No. 1H0 to contact 4-2

on 4H in the de-energized position insuring that signal No. 4 is red, then thru wire No. 1H1 to contact 3-2 on 3H insuring that signal No. 3 is red, then thru wire No. 1H2 to the home relay and out on wire No. 1H3 thru a contact on the No. 1 lever in the reverse position, then thru a contact actuated by the switch in either the normal (2 N) or reverse (2 R) positions which insured that the switch is not in the mid-position and thence to common (C6) of the 6 volt source. Thus so far, when the home relay picked up, assurance was given that the opposing signals were red, the switch was fully thrown and there was no train on the circuit.

No. 1 is a two arm signal, the top arm governing the straight route and the bottom arm governing the diverging route (over switch No. 2 reversed). Starting at B2 there are two separate circuits depending on the position of No. 2 switch. When the switch is normal and the home relay has picked up (become energized) the current goes thru contact 1-2 on 1H, out on wire No. 1Ga to the bulb behind the green lense, and the circuit for the green light to to the lower arm being open due to the position of the switch, a red light is displayed there, current coming thru contact 1-5. The lights (signal repeaters) in parallel with the green light are used on the interlocking machine and will be described in the next article.

The circuits for No. 3 and No. 4 signals are slightly simpler due to their having only one arm. It will be noted that No. 3 will clear only with switch No. 2 reversed and No. 4 with the switch normal.

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"MULTUM ex PARVO"

**OPENING DAY
OF EXHIBITION LOOMS**

The opening date of the Show having been announced, it is imperative that the plans for the preparation of our best exhibition be put into action. Plans for the finishing touches on the railroad system have been completed and await execution. Find out what's to be accomplished in your division of the activities and do it **IMMEDIATELY**

**OFFICIAL HERALD
FOR UNION CONNECTING**

At various times in the past members have made drawings of a design for the U.C.R.R. which were very suitable. Anyone with sketches or an idea for this is requested to bring it to the General Meeting of Oct. 23 so that one may be adopted by popular vote. A point to keep in mind is which is a better name to be painted on rolling stock—UNION, U.C.R.R. or UCON LINES—as has been suggested. A small cut could be made for printing on timetables, etc., and cut out and pasted on freight cars and other equipment.

COMING EVENTS of INTEREST

In order to show what progress is being made, members are requested to bring in their new models to the General Meetings. These meetings, for the balance of 1934, will be held on the following dates: Sept. 25, Oct. 23, Nov. 27 and Dec. 18.

The 7th Annual Exhibition will be held from February 9th to February 23rd, inclusive, excepting Sundays.

**MONITOR SYSTEM
PROVEN SUCCESSFUL**

A Monitor System, under which one member is responsible for the cleanliness of the shop and the care of the Society's machinery for one week has improved the appearance of the shop 100 pct.

A different monitor is appointed each week.

**CORRESPONDING
MEMBERSHIP OFFERED**

Our Corresponding Membership is offered to the out-of-town model enthusiasts who wish to keep in touch with what is going on in the model world and with the activities of the N.Y.S.M.E. All such members will receive one year's issue of the Bulletin and a free pass good for the duration of our next Annual Exhibition. The price is one dollar. Those who subscribe now will receive Vol. I No. 1 and on up to August, 1935.

Single numbers of the printed editions will be available to non-members while they last at ten cents each. We shall be glad to mail the Bulletin gratis to Model Societies and to receive any of their own publications relative to Modelmaking. The coupon below is for your convenience.

**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

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Date of Exhibition Named

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Show. It is hoped that a wider variety of types will be present and will show a definite trend away from stereotyped prototypes.

Although it is not official at this printing it is expected that the admission charge will remain at its old figure of twenty five cents per person. In this connection it might be mentioned that due to the capacity crowds in the evenings, especially Saturday evenings, members should urge their friends to come on weekday afternoons, and thus help to distribute the crowds.

The History of the N.Y.S.M.E

(Continued from Previous Issue)

The number of models was, by this time, so large that it was decided to hold an exhibition, both to gain new members and to show the public that this hobby was very far removed from "Playing with toy trains and boats". Space was rented in the Bush Terminal Building and a very successful show was held

Over three thousand people who had never seen a true model before were shown that there really was something in this strange hobby of modelmaking. The Railroad Companies recognized the service the Society was doing in arousing interest in locomotives and rolling stock, both real and model, and from that time on have given every assistance in their power to those members who have applied to them, through the Secretary, for data on cars or motive power. The large engineering firms in many cases placed the name of

W.E. Memorial Race

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enmeshed in the cord that was holding the power boat on its circular course. The gales of laughter that arose from the spectators was occasioned by the arrival of a flock of ducks which alighted directly on the race course and were chased away with considerable difficulty.

The old timers present were unanimous in declaring that this race was the most successful in the Society's history. The twenty entries provided a large variety of hulls and power plants, the step hydroplane and the gasoline engine predominating. In the three hours taken for the running of the race forty two starts were made and fifteen of these resulted in official runs.

Hard luck dogged the footsteps of the local mentors and engine trouble kept most of them out of the race.

The "Wasp" was a one meter hull powered with a four cycle engine 1 1-4 in. X 1 3-8 in.. The "Annie B" had a step hydroplane hull powered with a four cylinder 5-8 in. bore by 3-4 in. stroke and a water tube boiler.

The timers were Messrs. Bruniges and Wagner with Messrs. Small and Cunningham serving as Recorders.

the Society on their mailing lists.

It had already become necessary to start a Library to take care of the accumulation of literature and catalogues, to which books on model engineering and machine shop methods were added from time to time.

(to be Continued)

▲ MARINE MURMURS ▲

Some of the sidelights of the big race are interesting and amusing - - - amusing to all but the man whose boat sinks or whose power plant decides to shed its parts all over the lake.

The Scholl Bros., boat during several trials decided to leave the water and try flying but unfortunately lacked wings and thusly ended with a splash and a dive and returned to the surface nose up. But undaunted it up and tried it all over again. Henry Parohl after one or two runs finally stepped up his motor and then came the jinx when the connecting rod let go and raised cain with the motor. But Henry is hard at work on a steel connecting rod that won't let go. Our one and only Frank Schulz proceeded to get a run or two out of his boat which made Frankie pat himself on the back for his good work. Adolph Bosshardt and Paul Reidel made a very creditable showing but it was expected from the boys of New Jersey. Mr. Zimmer's boat supplied the gallery with a thrill when his steam plant running full tilt did a somersault amidst a shower of spray and when the boat finally came to rest its bottom faced the sky.

Among the new entries is Mr. Clodius with his gray boat which after a few minor changes has increased his speed quite a bit and promises us in the future that he will be up front. His boat is so queer that it ran so long that the spectators got dizzy watching it go around in a circle. Bill Leiber in racing his peanut had the smallest contender for the trophy with his 24 - inch boat. All in all the twenty contenders plus the mar-

◆ STOVEPIPE ◆

The Signal Sleuth is baffled again; he wants to know how to represent a whistle on a signal mast that is used in a D. L. & W. hump yard on a layout drawing.

The owners of "scooters" alias M. U. cars received a shock when Mr. H. T. Neiter brought in a OO guage which was run on the "Flea guage" layout. The car was equipped with third rail shoes and a pantagraph.

Undercover agents report a duel with spike mauls (full sized) over the 1:4th—17:64th scale muddle. No one has been reported missing at this writing so we trust that the outcome was not fatal.

The stub track at Big Top has been converted to a passing siding to facilitate single track operation on the Mountain Division. Warren Crater of the C. R. R. of N. J. fame is the engineer of the project.

The Union Connecting Railroad now has a new switching locomotive still in the embryonic state when completed it will be a replica of a New Haven 0-4-4-0 type electric engine.

The coupler problem has been solved on the Union Connecting Railroad by the introduction of scale solid couplers.

When asked for some material for STOVEPIPE Jack Robertson remarked with a slight sneer that he was all out of galvanized iron.

ine Secretary and his aides had a swell time and no fights.—A.S.K.