

N.Y.S.M.E.. BULLETIN

November 1936

The Union Connecting Railroad has been the scene of much construction since last March. Most of this work is not visual to the casual observer since it is hidden away beneath the tables. The visible part of the work consists of three new control boards and a new cutt-off on the Mountain Division.

Regarding the new Mountain Division line there is a lesson there that the Society railroad men will do well to remember. The job, of course, involved the laying of new switches and the rebuilding of some of the old ones. All this work was carried out with full co-operation between the track men and the signal dept. so that once the new track was in place all block joints and transpositions were in their correct location. Blueprints for the job were completed before a rail was spiked down all concerned knew what they were doing and therefore when the job was finished it was correct and workmanlike. McAlister, Nolde and Gorst are responsible for this new line.

The new control board at Tower DB was put in to replace the old one and to take in territory that had never had proper control before. The job was started in May and difficulty was experienced in the first part of the work in plowing thru the drifts of Wednesday Night cigarette butts, beer containers and second hand ham sandwiches while running cable. Delays were experienced all along the line due to our inability to get funds, the money being tied up while Treasurers were changed. However the obstacles were surmounted and the machine as it now stands presents many new and unusual features. The most outstanding of these is the mobility of the unit. Since the connection to the layout is made by a 49 conductor flexible cable the machine can be moved about to suit the operator. The board presents a striking appearance and is very clear and distinct. The credit for these features must go to our veteran southpaw modelboard painter "Professor" Brownstein. Kallman did the bonding and feeder installation, McAlister built the machine proper, Smith (not C.B.) made the modelboard light sockets and reostats. The design and wiring being done by Small.

The Mountain Division which formerly was controlled from three separate points was completely rewired, new track sections made and all circuits renumbered and one centralized control was installed and called Tower JV. This machine represents the last word in model railroad elegance and contains even more newer features than the new DB. For the first time power feeder indication lights have been incorporated into the design so that visual indication is given as to manner of power feeding and as to whether the feeder is alive. This should end forever the bother nuisance of remembering when a plant is on remote control and where the changeover switch should be. Provision is made in this machine for relay racks should the signal dept. ever get time to put in interlocking. The same crew that put in DB did this job the only change being that McAlister joined the gang on a full time basis and did a fine job of the track circuiting.

When it came time to replace TU the signal department seeing sufficient work ahead of it right up to Show time decided to sub-let the job and the contract was undertaken by Henry Gorst. He is at the present time finishing up the line wire work and has done a very nice job.

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The machine at TU will be different from those already installed and will be built along the lines of the Union Switch C.T.C. type machine.

With these three new machines and a rewiring of the 110volt circuits the U.C.R.R. should be in good electrical shape for the Show, the remaining work to be done on the railroad is a general cleanup, the repairing of the scenic effects and a good washing behind the ears.

A new terminal is under construction by the Railroad Supervisor and his associates and to date the tables have been built.

MARINE NOTES

Of late the web-footed boys in the back room have been rather silent the only noise that has drifted out being the bellow of the gas engines and the whine of the lathe taking $\frac{1}{2}$ inch cuts in the toughest nickle steel. There season was successful, Henry Parohl winning the Walter Elliott Memorial Race and coming in second in the Presidents Gold Cup Race in Washington in the class for the big boats. Archie Kimmel got swindled out of victory in this race in the flea-weight class but at least he got the satisfaction of knowing that his boat would go twice as fast as that of the winners and the train ride to Washington, which if one can believe reports was a hilarious occasion.

Bill Leiber proved a few months back that sailors could swim by swimming two miles through a hurricane and in doing so made the front page of all the papers which puts it squarely up to some enterprising railroad man to walk home from a train ride a distance of 97 miles in a blizzard with bare feet and carrying the locomotive on his back.

Frencky DeBrosse has returned from somewhere and is in the shop all day long, at least six days per week. This would lead one to suspect that another monster creation like the five cylinder radial will so emerge to terrify the strongest of the "executives". This term "executives" applies solely to the RR men and is not our idea, it is the idea of the N.Y. World Telegram who announced in public print that the railroad "relaxed executives" and therefore anyone relaxed by the railroad is by the most elementary deduction an "executive".

JUST NOTES

Whether most of the members know it or not we have a brand new Treasurer who was appointed to fill out Mr. Grimke's term since he was forced to resign due to ill health in his home. The new Treasurer is Mr. E. Stuart Fergusson who has held many official posts in the past. Although now a railroad man he still is slightly waterlogged from his boat rides with Bill Leiber and having been Marine Secretary. Last year he was one of the three members of the Show Committee that did such a good job of putting over the Exhibition. When last seen he was tearing out his hair one by one, trying to decipher the calculating machine and idly musing about \$436.76 that he had misplaced.

An Interview With Desperate Desmond

Speaking about feudin I reckon that this hyar generation is right soft. Why the Martins and McCoys that they sing about on the radio, just peach blossoms compared to the old feudists in this hyar valley. The first battle started 'bout two seconds after the the first settlers hit the valley and after that ah cain't recall a day that went by without someun's kin being shot from ambush.

The heyday of the feuds was way back before Hector was a pup and the most notable feud of those days was the Esskay one. Well can ah remember commin thru the valley and finding Dynamite Dan and Perfesser Brownbottle crouched down behind a blueprint squirrel rifles loaded, waiting to get a pot shot at Johnny Pint. Sure enough Johnny would show up with a couple of dangbusted six-guns he had swiped from the L.R.T. and the battle would be on. When it come feedin time some of their kin would fetch em vittles and the battle would go on plumb up to 'leven oclock after which time all feudin was prohibited by the Order of Model Railroad Feudists which ran a closed shop in the feudin business.

The unionized feudists recieved a setback when a black Republican snake known as Little Eva come to settle in the valley. He was the orneryist critter that ever drew a bead. He feuded alright but consarn him he wouldn't pay any attention to the rules. So it didn't suprise me at all when one fine evening I saw Perfesser Brownbottle, Dynamite Dan and Johnny Pint all lying in wait for General Little Eva Sherman to march to the sea. Wether he ever got to the sea or not ah don't rightly know but he tore up the country side plenty and the powder bill must have been scandalous. They were so busy taking shots at each other that no one seemed to notice the arrival of Dick Happy and its a wonder he warn't killed by stay bullets. before he hadaa chance to fire a shot.

I cain't understand it, ah reckon it jest one of these things y'all never will know but one fine day when the wind had blown the powder smoke away who should I see but Little Eva, his mizzle loader going like a machine gun, shootin with, and not at, the Perfesser, Dynamite and Johnny and a dark horse by the name of Gene. Yes suh, they were a commin up Mobile Bay and damming the torpedoes that Happy and the Administration boys were firing. This un were without doubt the finest and feudinist battle ah ever saw outside of Union Square. It was a mixture of the charge of the light brigade and the Times Square five o'clock rush with a little dash of the Hearn's Basement tenacity thrown in.

But time I reckon have changed, Little Eva got hitched and keeps his feuding in the family and the rest of the boys drag down the old blunderbuss once in a while just to get a little practise but the old massacre an moonshine boys have calmed down considerable.

MORE NOTES

Wednesday Night operation is proceeding as usual with improvements due to the use of smaller power. Smaller trains in conjunction with the New JV tower make mountain operation possible.

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THE NINTH ANNUAL EXHIBITION

It is now time to consider plans for our ninth annual exhibition will will be held at the usual time. There are many matters for the members to think over this year and to reach a decision in time to act. The first and rather embarrassing point is Who is going to be the major domo of the this years show ? Are there any members who will have the time or who can get the time to take this job. If there are none of the members who can or who are willing to do this job where shall we turn for competent management.

The next point is that of progress. Every year we must try to impress upon the visitor that he is seeing something new and not the same old stuff. There have been criticisms of our last years show which said that we had the same old stuff every year and no attempt was made to get anything new. Evidently then we must think up something new, The railroad has a few new things but essentially its the same old pike. New lighting and senic effects may help to correct this deficiency.

The correction of the sameness of the railroad brings us around to this point. Our revenue from the show does not come from dyed-in-the-wool modelmakers, it comes from Johnny Z Public and we must endeavour to please him. To this end showmanship must be employed. The gags may seem silly to the serious fan but if they bring the quarters thru the gate their purpose has been accomplished and after all is not our dignity worth two bits a head?

The congestion last year was little short of awful on a Saturday. Member wanting to bring friends on passes should try to come on the slack night. Those passes given out to all except the press should be definitely restricted as to time of use. Attempts should be made to stimulate the weekday night attendance in every way possible .

Every year we say that this year we will get ready well in advance and every years sees the same hectic last minute preparations. There is so much to be done that can be started now that if gotten out of the way will make the few weeks immediately before the show comparatively easy going. There are countless letters to be written, entry blanks to be made out, form letters to be sent and cleaning to be done. If this work is let go until the last minute it will mean that we will have to pay to have it done which will therefore reduce the revenue.

Those of us who have been veterans of the past eight shows know that usually the entire burden of the work is carried by a few men, lets see if this year this burden can be more evenly distributed which will make things more pleasant for everybody concerned.