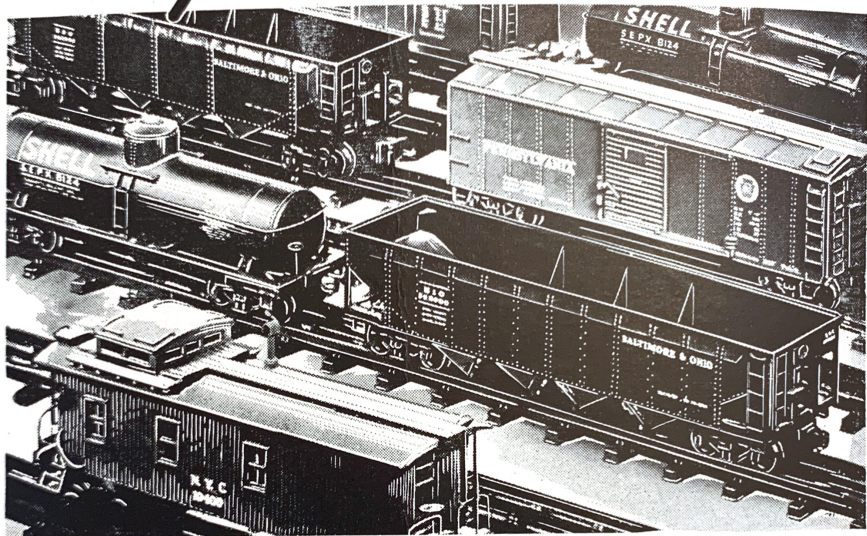


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The New York Society of Model Engineers

Early in March, 1926, a group of model enthusiasts formed the New York Society of Model Engineers. Their object, as outlined in the constitution was to promote the art of model engineering, to build and operate various types of models and to bring together those whose hobby would be model making.

Originating as a small group of steam and gas engine enthusiasts, membership has grown to 160, most of whom are still actively engaged in their respective hobbies. Interest in model making is wide and varied. Among those interests are model railroading, building of live steam locomotives, model speed and power boats, designing, building and flying of airplanes, building and racing miniature automobiles, trolley car makers, architectural models and in fact, practically every phase of model making known today.

The vocations of the members are as varied as the models they construct and the development of the society's various projects are actually the result of the experience gained and exercised by those who have met and solved its problems. That experience is constantly being reflected in the newer projects and models. In a more concrete sense too, the experience gained during leisure moments has proven worthwhile for many members, many of whom have made "good" at their chosen professions through much of the knowledge gained at the Society.

From a small beginning when meetings were held, consecutively in members homes or offices, the New York Society of Model Engineers has grown to the extent that it now enjoys the distinction of being the largest and best equipped model club in the United States. We can also claim the distinction of having the best known railroad layout in the country.

Since the society's inception, progressiveness has been its keynote, and a general knowledge of model engineering, its endeavor.

Our main object is to popularize the hobby of modelmaking. In so doing and in seeking at all times to better our work, we attempt to live up to our motto, "excellence is no accident."

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New York City

Telephone LONGACRE 5-8290

EDMUND T. DAWSON, *Editor*

Volume 6

No. 1

The New York Society of Model Engineers is a non-profit organization whose purpose is to provide a central meeting place where modelmakers of every description can meet others interested in the same or kindred subjects and exchange views and information.

New members can find experts in every branch of modelmaking ready and willing to help him solve his particular problem. The accumulated experience of the members represents one of our most valuable assets.

The Society has two major divisions, the Railroad group and the Marine group. There are also members whose activities and desires are for live steam locomotives and some strictly for electric trolley cars. There is no formal division of membership, but the newcomer or member usually gravitates to that group in which his major interest lies. This flexible type of organization is well suited to the modelmaker whose interests shift as his field of endeavor changes.

The equipment at the clubrooms is available to properly qualified members without additional obligation.

Membership in the New York Society of Model Engineers is open to mature minded modelmakers who are vitally interested in some phase of modelmaking and who can devote some of their time to the practical benefit of the society.

Should you care to join the Society, additional details and information can be had from the Secretary, Mr. Dawson or the Membership chairman Mr. Messer or any member.

The officers and members of the Society extend a hearty welcome to those visiting our show. We hope that your visit will give you an insight into what modelmakers are accomplishing. We have assembled the best models from every field for your inspection.

Should you require aid or help with a problem do not hesitate to call on one of our members for assistance.

The current show Feb. 7-22 will be open daily from 1 to 10 P. M.
Sundays excepted. On Saturdays and Holidays doors
will open at 10 A. M.

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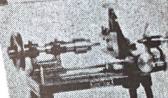
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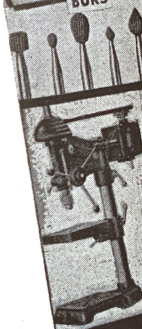
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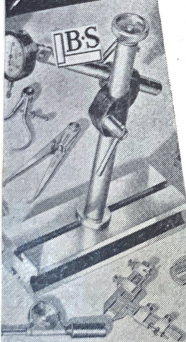


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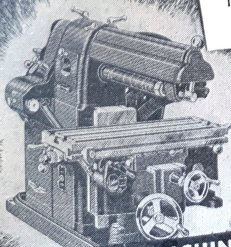
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The Union Connecting Railroad

The New York Society of Model Engineers famous UCON Railroad, through ten intensive years of development and construction, has become well-known throughout the world as one of the largest and most complete model railroads in the world. Built in $\frac{1}{4}$ inch scale to the foot, it now boasts of close to five thousand feet of track-age.

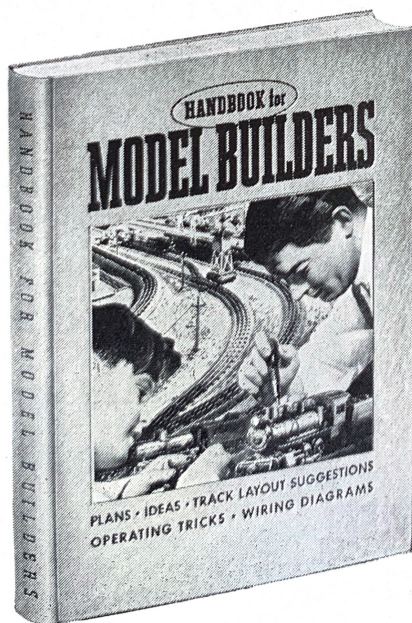
The name "Union Connecting" was chosen due to the fact that equipment and rolling stock of every representative railroad run over its track.

The UCON System follows strict engineering practice. For the first time in the history of model railroading,

scale steel rail, an exact $1/45$ th size duplicate of the latest type of 150 pound rail, is being used. This rail was specially drawn through dies designed by the Society and is now the accepted standard of the National Model Railroad Association. Likewise, the signal and control circuits, designed and installed by members whose vocation is signal engineering, duplicate actual practice.

Starting with the customary loop, the UCON continued to grow each year. Future plans call for many innovations in model railroading and the culmination of the road will not be reached until Union City is an actuality.

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Model Speed Boat Racing

The hobby of model speed boat racing is rapidly gaining in popularity in the United States. During the past ten years rapid strides have been made in hull and engine design. The highest official speed to-day is better than 63 M.P.H. The small steam and internal combustion engines which power these small boats develop about $2\frac{1}{2}$ to 3 H.P. at approximately 12 to 15 thousand R.P.M. The boats and engines are built and designed by their owners, who spend a great deal of their spare time in experiment and research for new ideas in engine and hull design.

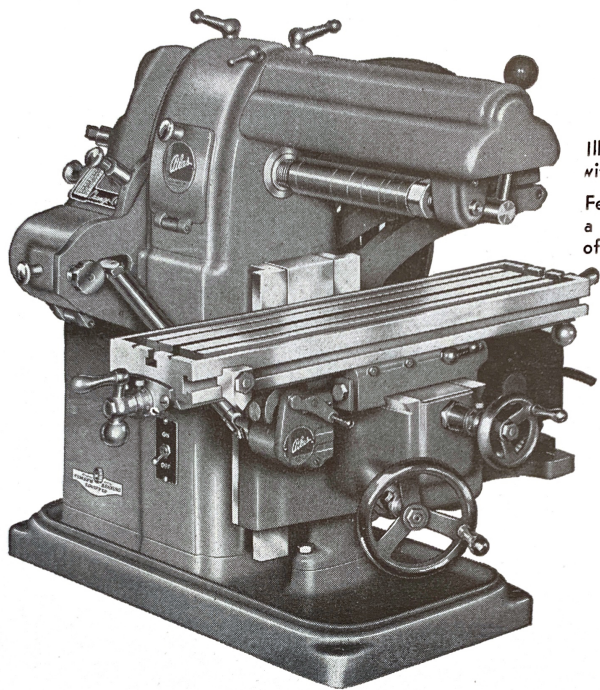
The boats are raced according to the American Model Power Boat Association's rules and regulations. The boat is attached to one end of a stainless steel line, the other end of which is attached to a pole about 60 ft. off shore, each boat is raced separately in a circular course 105 feet in diameter. The first three laps are timed and the speed computed.

The objectives of the sport are to develop a power plant and a hull design capable of attaining the maximum speed on water. Aside from the fact that the sport itself is thrilling, and that there is a certain amount of satisfaction to be gained in seeing your own creation perform as you hoped it would, there is the added benefit that the sport is conducted in the open and also provides a certain amount of exercise such as trying to start a balky motor.

In conclusion it may be said that one of the chief difficulties to the further advancement of the sport is the lack of suitable ponds to race these small boats. There is no doubt that in the future there will be available to those interested in this hobby suitable ponds built especially for this purpose. During the past season the model speed boat enthusiasts were fortunate to be able to use the Perisphere Pool at the World's Fair and no doubt proved an interesting attraction to thousands of people who had no idea of what the sport was.

We hope that with the rebuilding of the Flushing Meadow Park the park department will see fit to incorporate in the planning, a pool where the sport will continue to advance and develop.

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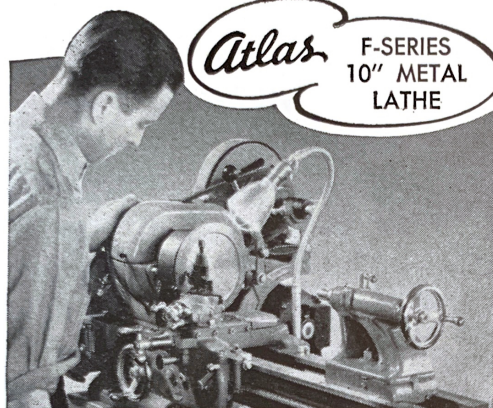
Here are a few facts about it. Table working surface is $4\frac{1}{2}$ " x 18", longitudinal travel 12" (manual) or 10" (with "Change-O-Matic" feed), cross travel $3\frac{1}{2}$ ", vertical travel 6". Timken tapered roller bearings give you 12 spindle speeds between 54 and 3225 RPM. Overall dimensions $25\frac{1}{2}$ " x $32\frac{1}{2}$ " x 22" high. Operates from $\frac{1}{3}$ HP 1740 RPM motor.

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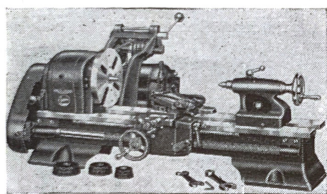


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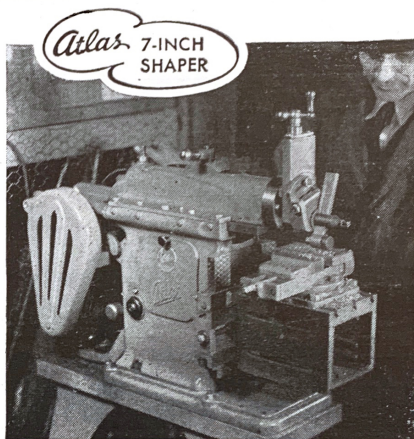
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The parent Society, its four chapters located in New York, Chicago, San Francisco and the Twin Cities, is always willing to furnish such information as it is able on this subject and welcomes to its ranks anyone interested in this work.

Communication may be addressed either to the Secretary of the parent society, as given above, or to our New York Chapter, P.O. Box No. 434, Grand Central Annex, New York, N.Y.

RAILROAD ENTHUSIASTS!

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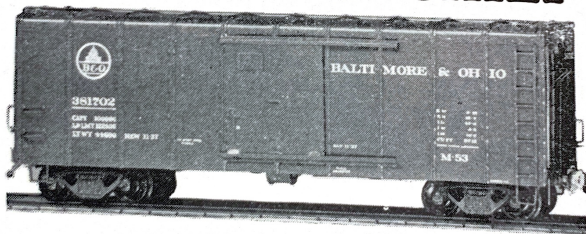
New members are welcome. You're invited to the Williamson Library, Room 2728 in the Grand Central Terminal, on any Tuesday or Friday evening. Or write Bill Newman, Eton Lodge, Scarsdale, New York, for any details.

Facts of Interest

1941 marks the 15th anniversary of the New York Society of Model Engineers . . . the UCON R. R. has used 15,000 feet of steel rail . . . That's nearly $2\frac{1}{2}$ actual miles of track . . . 48,000 feet of cable and wire carry the electric loads . . . more lumber than is used in 10 real box-cars has gone into the construction of the layout . . . over 70,000 ties have been used . . . with nearly 300,000 spikes holding down the rails . . . live steam locomotives weighing around 200 pounds and about 4 feet long will haul 6 times their weight . . . The Society's membership is confined to men, yet first prize for a freight car was once won by a woman . . . Many of the speed boats on display have attained speeds of at least 50 miles per hour . . . 67

miles per hour is the world record . . . steam boilers in model speed boats generate up to 1000 pounds pressure per square inch . . . With the exception of show time, 7 control boards are used to operate the UCON . . . during show time, 1 master board controls the entire layout . . . 2 generators produce direct current at 15 volts . . . during a year's run, the UCON consumes roughly 65,000 watt hours of electricity . . . mechanical models that weigh mere ounces reach the unprecedented speed of 20,000 revolutions per minute . . . the Society's annual exhibition is of international importance . . . attracting during its run, some 30,000 visitors and hundreds of models from the forty-eight states and many foreign countries.

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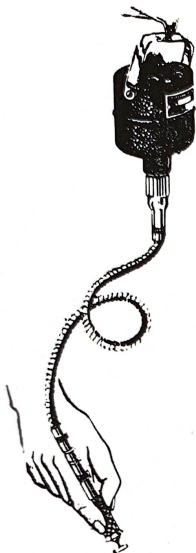
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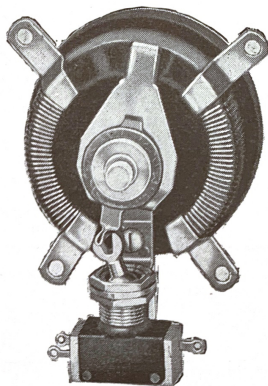
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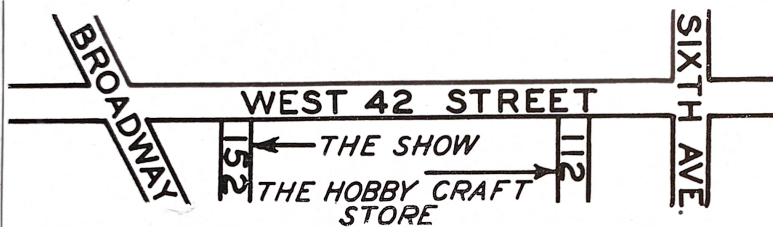
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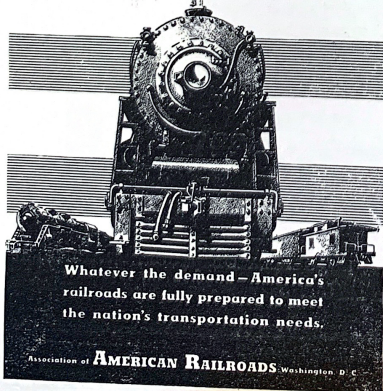
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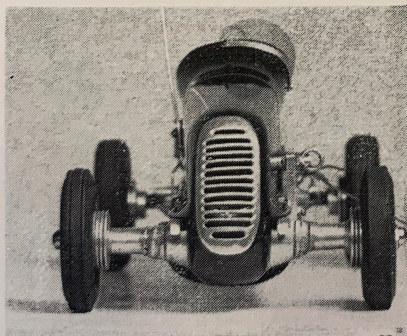
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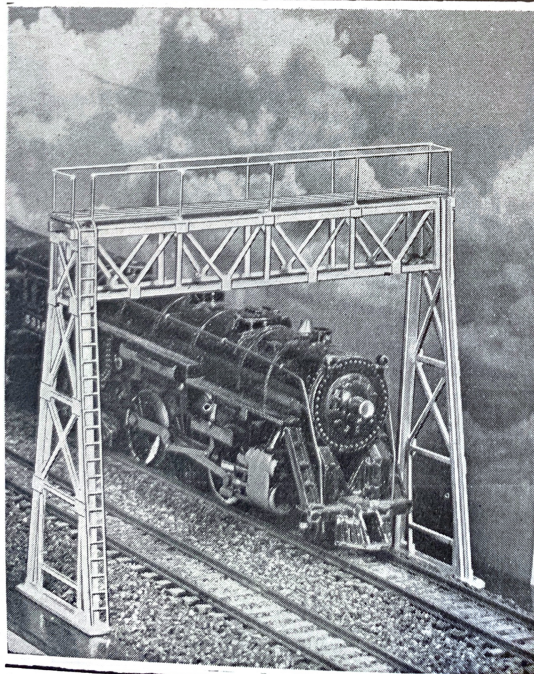
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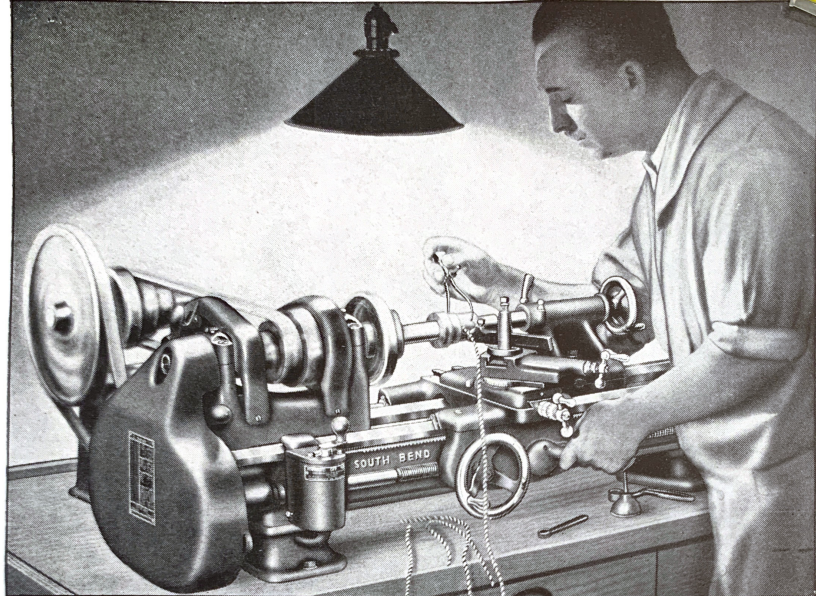
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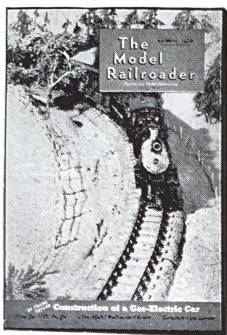
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