

**14th ANNUAL
EXHIBITION**

NEW YORK SOCIETY
OF
MODEL ENGINEERS

1942

A Letter from Our Chairman —

New York Society of Model Engineers, Inc.

NEWSWEEK BUILDING
152 WEST 42ND STREET
NEW YORK, N. Y.

January 15, 1942

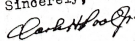
Dear Friends,

We are a nation at war, with everyone working toward a successful conclusion to that war. Some of our members are now serving their country in the armed forces and many more are working for companies manufacturing aeroplanes, aeroplane accessories, precision instruments used in planes and fire control, and communication systems. Others are doing important research work of various kinds and still others work on the furnishing of our regular communication facilities which are heavily overtaxed. In all, approximately 90% of the membership of the New York Society of Model Engineers are regularly engaged in defense projects. All of this essential work has meant that these members have had little or no time to devote to the Society and its activities.

Serious consideration was given to complete cancellation of the Exhibition. It was finally decided, however, to do what we could to make as good an Exhibition as possible. There are two important reasons for this decision. First because of the number of years these shows have been put on by this Society it has become almost traditional for the model making fraternity to look forward to the New York Society of Model Engineers Exhibition each February. We should not be doing our best for our hobby if at the first sign of a storm we gave up and ran to cover. The second reason is, however, more important in our minds. We believe that anything which will tend to improve the general morale of the community is desirable, particularly at this time. We have found that the hours or minutes we devote to our hobby aid us in doing our daily work by giving us complete mental relaxation. We are able to lose ourselves in our hobby for these few minutes and equally completely forget for the time being our pressing daily problems.

We hope that this same type of concentrated relaxation can be given to our visitors for the few minutes they enjoy our Exhibition.

Sincerely,



Chairman.

CHP/EM

N. Y. S. M. E. BULLETIN

Published in the Interest of Modelmaking by

NEW YORK SOCIETY OF MODEL ENGINEERS, Inc.

NEWSWEEK BUILDING

152 West 42nd Street

New York City

Telephone: LONGACRE 5-8290

EDMUND T. DAWSON, *Editor*

Volume 7

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.

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

The current show February 6th through 23rd, 1942 will be open daily from 5:30 to 10 P. M. Sundays 1 P. M. to 10 P. M.

Saturdays and Holidays 10 A. M. to 10 P. M.

**MEN IN UNIFORM OF THE ARMED FORCES
ADMITTED FREE**

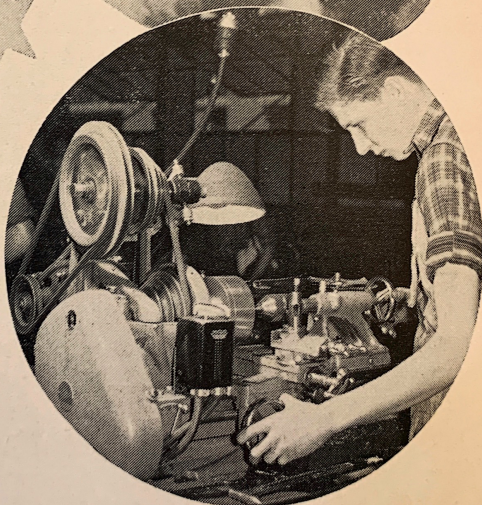
How *Atlas* SERVES THE NATION

Showing how Atlas helps in America's Armament Program

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Powerful engine revving smoothly — guns ready to blast enemy bombers, the 400 MPH Airacobra interceptor pursuit plane is a tribute to American engineering and machining ingenuity.

Bell has found that the Atlas Lathe meets the exacting precision requirements of many small but vital parts that must be turned out for this modern warplane. Model engineers who are cheerfully postponing the purchase of Atlas equipment for the duration, are thus making an important contribution to our fighting forces.



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The Union Connecting Railroad

That the Union Connecting Railroad is the country's largest model railroad system is a tribute to the collective efforts of the members of the New York Society of Model Engineers. Each member has contributed in some way, according to his interests or skills, to the development of this system. Built in $\frac{1}{4}$ inch scale to the foot it now boasts of close to five thousand feet of trackage.

Visitors to the clubrooms are apt to assume too readily that most of the members are professional craftsmen or technicians. Actually the membership is comprised of men in widely unrelated vocations, representing almost as many different fields of endeavor as presented by the personalities involved. The common meeting ground is simply one of hobby.

The UNION CONNECTING RAILROAD is the society's principal exhibit. The many involved in its various phases of construction have worked in groups or teams selected each year. One group, for example, has assumed responsibility for the basic track and road-bed installations. Another planned and installed the control towers, interlocking systems, and most of the electrical details. Other groups have executed the dioramic arrangements, the fabrication of

signals, switch machines, cables and numerous accessories. Even the casual observer can see that the present layout represents the blending of numerous talents in a long evolutionary manner.

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.

The committees responsible for progress during the current season are:

Executive and Managerial
Railroad Construction
Electrical Installations
Machine Shop Division
Marine Division
Trolley Division
Scenery Crew
Railroad Operation Crew

We urge you to patronize our advertisers and exhibitors. They are specialists in their line and no doubt have some equipment or supplies you can use whether you are an expert craftsman, amateur, or arm chair enthusiast. We appreciate their co-operation and help which has in no small measure contributed to the success of our Exhibition and made possible publication of this Bulletin.

Model Speed Boat Racing

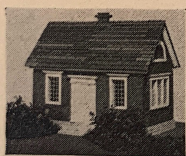
The hobby of model speed boat racing is rapidly gaining in popularity in the United States. During the past ten years rapid strides have been made in hull and engine design. The highest official speed to-day is better than 75 M.P.H. The small steam and internal combustion engines which power these small 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.

Racing is in accordance with the American Model Power Boat Associa-

tion'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 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.

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On newsstands everywhere — 25 cents for the BIGGER Model Craftsman magazine. Subscriptions, \$2.50 per year.

The Model Craftsman

110 W. 42nd St., New York City

*Gee Whiz
Fellas —*



Thanks . . . a million . . . for all that 'stuff' about this bein' the biggest and the best and the most complete model round-house of its' kind! Do we like to hear it? Y'betcha we do! But we've got a **confession** to make: Aside from the business angle, we get a whale of a 'kick' just handlin' Model R. R. items, thinkin' up new ones and talkin' about 'em to anybody that will listen.

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N. Y. S. M. E. MEMBERSHIP

Annual Quota of New Members Now Being Recruited

The society's membership is select only in the sense that maturity and good fellowship are first qualifications. Prospective members are appraised in this respect during a short probationary period. Otherwise, the prime requisite for membership in the NYSME is simply a developing interest in any phase of modelmaking, and a few hours each month in which to indulge in this interest and to engage in the club's activities.

Beginners and advanced craftsmen are equally welcome. The former may contribute as much interest and enthusiasm as the latter while being inducted into an absorbing pastime. The more experienced members are always glad to assist or advise the uninitiated in the use of power machines, different materials, etc.

The initiation fee (\$5.00) and annual dues (\$5.00) are within the means of even the smallest of incomes. Happily for all of the members, the club's principal revenues are derived from other sources.

The facilities of the club are available to all members for collective or individual projects. The privileges include freedom to operate all portions of the railroad and complete access to the shop machines at any time whatsoever. The club also maintains a library and a large collection of blueprints, photographs and data for use by members.

Substantial savings in the purchase of tools or materials are frequently effected by group purchases or through discounts extended to members of the club.

Divisions

Railroad, Several Scales, Electric, Steam

Maritime, Steam Gas

Aviation

Mechanics, Shop Practice

Woodwork, Pattern Making

Casting, Small Die and Sand Work

The New York Society of Model Engineers

Originating as a small group of steam and gas engine enthusiasts in 1926, the New York Society of Model Engineers has grown to be the largest and best known Model group in the country.

Those pioneers did not foresee the importance of their "little club" to the thousands of men who have followed them as members.

Due to their foresight, the New York Society of Model Engineers has grown

to be known as a likely place to get well informed men in mechanics. Many of the members have the society and its well conducted and tutored machine shop to thank for a better position in practically every defense plant and in all branches of the armed services of the United States and Canada.

The main object of the society is to popularize the hobby of modelmaking and in so doing to give its members a general knowledge of mechanics.

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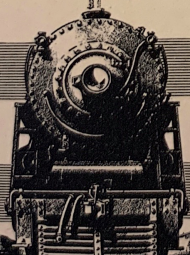
30 OR 80 M.P.H.

The Railroadians of America have issued a handy train speed card which will tell you at a glance how fast your train covered that last mile. A note to Tom Annin, Secretary, at 43 Fairwood Road, Madison, N. J. will bring you one by return mail.

At the same time, ask about membership in the Railroadians of America. If you like railroads and are seriously interested in their history, development, and operation; if you collect railroad material and want to attend good lectures and get copies of publications not generally available, you should be a Railroadian.

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on the job



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RAILROAD ENTHUSIASTS!

The Railroad Enthusiasts have completed the biggest year in their history. They ran 10 fan trips covering 4458 miles, and held really informative, interesting meetings once each month, throughout the year, covering *all* phases of railroading.

Plans are already made for an even more extensive program, designed to be the most far-reaching in the organization's 8-year existence.

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.

The Railway & Locomotive Historical Society, Inc.

BAKER LIBRARY, HARVARD
BUSINESS SCHOOL, Boston, Mass.

This Society, founded eighteen years ago by a group of men in Boston, is interested in the preservation and publishing of documentary material relative to the history and development of the locomotive and the railway.

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.

Communications 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.

Facts of Interest

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 . . . 7 control boards are used to operate the UCON . . . 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 national importance . . . attracting during its run, some 30,000 visitors and hundreds of models from all over the United States.

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National Headquarters

152 West 42nd St., New York City

Greetings and Salutations

Most of our employees are now working for Uncle Sam. We are very busy at Mt. Vernon and could not spare the time to exhibit at this show. However, we are still at the old stand and ready to serve you.

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NOTE: Catalogs on sale at Model R. R. and Engineering Booth.

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RAILROAD HISTORY

Since its founding in 1939, the Railroadians of America, an association of those whose avocation is the study of railroading, have contributed much to the enjoyment and knowledge of persons who are seriously interested in the American Railroad. Material published by the Railroadians has included "A History of the New York, Susquehanna, and Western," "Motive Power and Development of the Delaware and Hudson," "The Norris Locomotive Works," "Compound Locomotives", and "The Story of the Sixth Avenue Elevated". Two other books: "The Little Miami Railroad" and "Delano — A Railroad Town", privately printed, were distributed to the membership. The members are supplying articles and photographs to railroad periodicals regularly and have participated in many exhibitions including those at the museum of the City of New York and the San Francisco World's Fair. Monthly meetings have acquainted the membership with outstanding men in the railroad field and their work. The Railroadians' annual dinners are well known for their novel entertainment features. Although the exigencies of the war may force the Railroadians of America to curtail their activities somewhat, they intend to continue with as much of their work as possible for the duration and again open the throttle wide when victory comes.

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Special Exhibit

Many a visitor to previous exhibitions of the New York Society of Model Engineers, has asked the question, "How do you make that?"

In an effort to help the uninitiated model builder with that question and as an indication of some of the various phases of model building a special exhibit has been made up showing examples of this work. These cover a wide range of activity using a variety of raw materials.

As a part of this exhibit there have been prepared various "how-to-do-it" plaques which attempt to help the uninitiated model builder do various things connected with their hobby.

These plaques include the following:

- 1—Making Scenery
- 2—Casting of Small Parts
- 3—Boat Hull Design and Construction
- 4—Gas Engine Design and Construction
- 5—Passenger Car Design and Construction
- 6—Locomotive Design and Construction

While an attempt has been made to have these plaques self explanatory it is realized that that is an impossibility. Therefore, a member of the Society will be in attendance at this display to answer any questions regarding the plaques.

Questions regarding membership in the Society are invited and will be answered fully.

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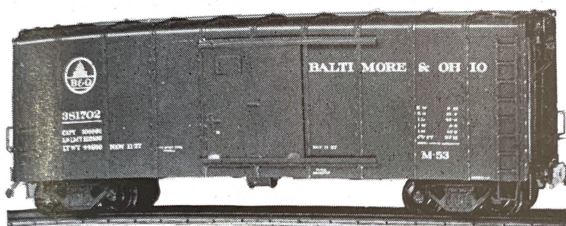
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VISIT OUR SHOWROOMS

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WAR AND MODEL RAILROADING

An editorial from January 1942, Model Railroader.

WE are in the war formally and completely. For a time, we all hope a comparatively short time, the winning of a war must take first place in our thoughts and efforts. Does the hobby of model railroading or any other hobby, have a place in the critical months to come?

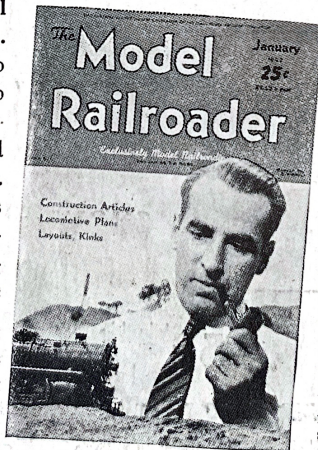
We believe hobbies will help win the war. Men working under strain, thinking too much of one subject, are likely to suffer mentally and physically. A hobby lifts a man for a few minutes or hours completely out of his everyday surroundings into another world. It rests his mind and muscles, relaxes him completely.

Model railroading is indeed important. More than any other hobby it is imaginative. More than any other interest it can take us out of our worries and troubles. **By all means model railroading should be continued.** But the question of supplies also exists. We model railroaders do not wish to encroach upon materials needed to win the war, and likely we will not be allowed to. So let us bear with the difficulties of our suppliers. Let us do whatever we can to use what is available and to wait with forbearance when we must wait.

More than anything else we should, as a practical group, work with the manufacturers who make an effort to stay in business during the war and with those who state their intention of coming back into the model field after the war. **Perhaps you've never**

thought of it this way before, but you, through your purchases, have paid for hundreds of thousands of dollars' worth of jigs, patterns, and dies used for quantity manufacture of model parts. **Wouldn't it be a shame to have this investment wasted!** Won't it be a shame if the model industry has to start all over from scratch after Victory Day! How much better to do what we can, collectively to keep present concerns in business so that the present production facilities can serve us at favorable prices when the way is again clear!

What of **The Model Railroader**? This magazine shall continue. Our company is strong and our plans have long been made for just such a contingency. All we ask is that you continue to buy **The Model Railroader**, no matter how busy you are, or where you go and thus keep in touch with the hobby we all like so well.



The Practical Magazine For Model Railroaders

For eight years The Model Railroader has been the leading magazine devoted entirely to scale model railroading. This consistent leadership must be deserved!

Contains: "Layout of the Month" plan and discussion every month; locomotive and car plans; lots of photos; practical construction articles; ads of all leading manufacturers; candid reviews of new products; construction kinks; famous "Boomer Pete" articles; signaling and control articles etc., etc.

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