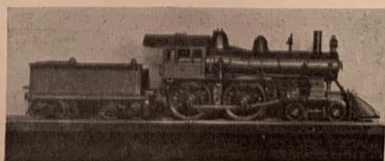


BULLETIN
19th ANNUAL
EXHIBITION

*New York Society of
Model Engineers, Inc.*

1949





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N. Y. S. M. E. BULLETIN

Published in the Interest of Modelmaking by

NEW YORK SOCIETY OF MODEL ENGINEERS, Inc.

LACKAWANNA TERMINAL

HOBOKEN, N. J.

Telephone: HOBoken 4-9120

Organized 1926

Volume 12

No. 1

The New York Society of Model Engineers was formed in 1926 by a small group of model builders to provide a central meeting place for those interested in model making in any one of its many phases. This meeting place would permit the exchange of views and information and provide shop equipment and special tools not usually available in the home workshop.

At that time, a model builder had to scale down most of his plans and make all parts of any model he built. Today, while this may be and is done in many instances, plans and parts are available from which to construct a large number of models of various types.

At that time, each member of the Society was primarily interested in constructing an individual model of his own design. The major interest of the members was in some phase of model boat building. Today most of the members of the Society are working on a cooperative venture, the Union Connecting Railroad, and most of the individual models which are built are models to be used on that model railroad.

If you are interested in joining in our activities, membership in the NYSME is open to those twenty-one years of age or older who have a mature interest in some phase of model building and who can devote some of their time to the practical benefit of the Society. Membership entails the payment of a \$5.00 initiation fee and \$10.00 annual dues. A limited number of Junior memberships are also available for those between sixteen and twenty-one years of age. Additional details and information regarding membership can be obtained at the office or from any member.

New members can find experts in many branches of model making ready and willing to help solve their particular model making problem. The accumulated knowledge and experience of the Society's membership represent one of the Society's most valuable assets. Should you, our visitor, require aid or help in a model building problem, do not hesitate to call on our members for assistance.

The officers and members of the New York Society of Model Engineers extend a hearty welcome to those visiting our Nineteenth Annual Exhibition. We hope this visit will give you a better understanding of the detailed care, patience and skill required to make even the simplest appearing model. We also hope you enjoy the outstanding models we have assembled from a number of fields for your inspection.



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what America makes

ASSOCIATION OF AMERICAN RAILROADS

On the Cover

The engine appearing on the cover was built by the late Guy A. Vaughan of College Point. Locomotive is a $\frac{3}{8}$ " scale model of the New York Central's famous "999" and is entirely built up of brass stock and complete to the last detail including engine cab fittings.



Like to Ride the Head End?

You can do a lot of it without special permission! Just cultivate an interest in electric railways. There is a lot of fun for you at the head end of speedy interurbans, fast subway trains and city trolleys. You'll learn more about signals, air brakes, and operation. Our monthly news-sheet, illustrated publication and fellowship will provide you with limitless encouragement and information.

Electric Railroaders Assn., Inc.
Lackawanna Term., Hoboken, N. J.

The Union Connecting Railroad

The name, Union Connecting Railroad, has been given the $\frac{1}{4}$ inch "O" gauge scale model railroad system of the New York Society of Model Engineers because equipment and rolling stock representing railroads from all parts of the country may be seen operating over its tracks. Regular visitors to our Exhibitions will know that this is the fourth model railroad system to bear that well-known name.

This new UCON has been specially designed to fit into our new quarters. A detailed sketch showing both the existing and the proposed railroad system may be purchased at the ticket booth.

The main terminal yard which is being used on this new railroad is the Waverly Yard from the old Union Connecting Railroad. It is being used temporarily until construction on the new terminal can be completed. This new terminal will be a small replica of the Lackawanna Hoboken Terminal.

Construction work has been completed on the main line of the new Union Connecting Railroad. This consists of three loops with a minimum of two tracks extending between the two terminals for a distance of about 500 feet. A total of about 1200 feet of track have been added to the layout during the last year.

This may not appear like much progress but few people realize the amount of work required to build an elaborate model railroad system such as this. This 1200 feet of track has required the use of approximately 300,000 ties, each of which had to be cut from $\frac{1}{16}$ inch plywood. Approximately 1,200,000 spikes have been used to fasten the rails to those ties. Approximately 78,000 third rail chairs were necessary to support the third rail used for power supply to the model locomotives. This trackwork includes 47 switches which were constructed in place at an average of about five hours per switch. When the construction of the framework, baseboard and trackboard and the wiring of the new portion of the railroad together with the designing and construction of the new control boards is added to this trackwork, it may easily be seen why we say that it takes approximately 100 man hours work to complete each foot of the railroad.

It is anticipated that approximately four more years will be required to complete the trackwork in this new Union Connecting Railroad. From seven to ten years will be required to complete the construction of the railroad with all of its scenery, signaling and control circuits.

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The New York Society of Model Engineers will act as hosts to the 1949 Spring Convention of the North Eastern Region of the NMRA on April 30-May 1st. Further details from Mr. George Brackmann c/o the Society.

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RAILROADIANA

During the past year a number of additions have been made to the Railroadiana collection of the New York Society of Model Engineers. A number of different types of railroad signals have been mounted along the balcony.

The signal to the west of the headlight on the north balcony is an electro-pneumatic dwarf semaphore signal from the Delaware, Lackawanna and Western Railroad.

A dwarf color position light signal from the Baltimore and Ohio Railroad is east of that headlight.

The signal on the north end of the east balcony is an electro-pneumatic dwarf semaphore signal from the Interborough Rapid Transit Division of the Board of Transportation of New York City.

A color light dwarf signal from the Chesapeake & Ohio Railroad is displayed on the south end of the east balcony.

The Hall "Banjo" signal in the southwest corner is from The Reading Company.

Future plans call for all of these signals, which are in operating condition, to be controlled from the track circuits of either the "O" gauge Union Connecting Railroad or the "HO" gauge Union, Hoboken and Overland Railroad.



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For further information,
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WIN A PRIZE: Three prizes, in the form of magazine subscriptions, will be awarded for the best photos of the exhibition. Submit same to the Exhibition Committee not later than March 7th, 1949. Photos should be on glossy stock and not less than 5 x 7. Winners will be notified by mail and all photos submitted become the property of the Society.

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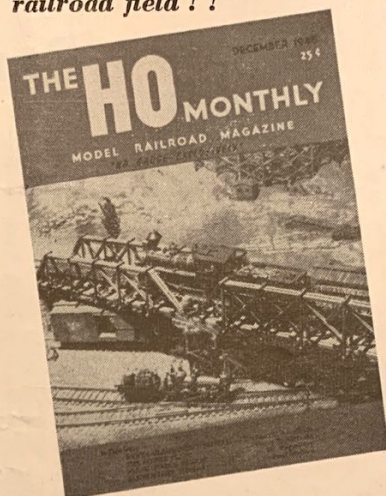
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Union, Hoboken and Overland Railroad

The Union, Hoboken and Overland Railroad is a portable "HO" gauge railroad which has been designed by the New York Society of Model Engineers to illustrate the possibilities of a small layout which can be fitted into a minimum of space such as that available in a typical apartment.

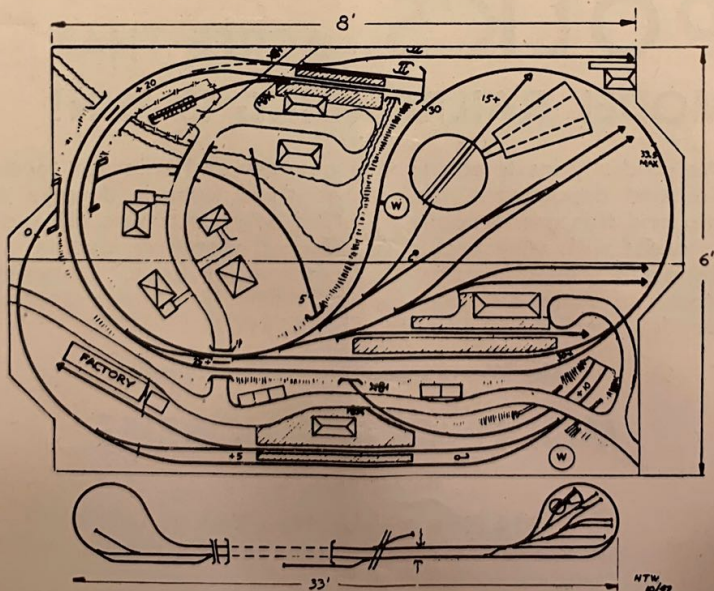
The Union HO Railroad was used as the basic layout for illustrating the possibilities of an apartment layout mounted in a wall cabinet in a series of articles published in recent issues of the *Model Railroader*.

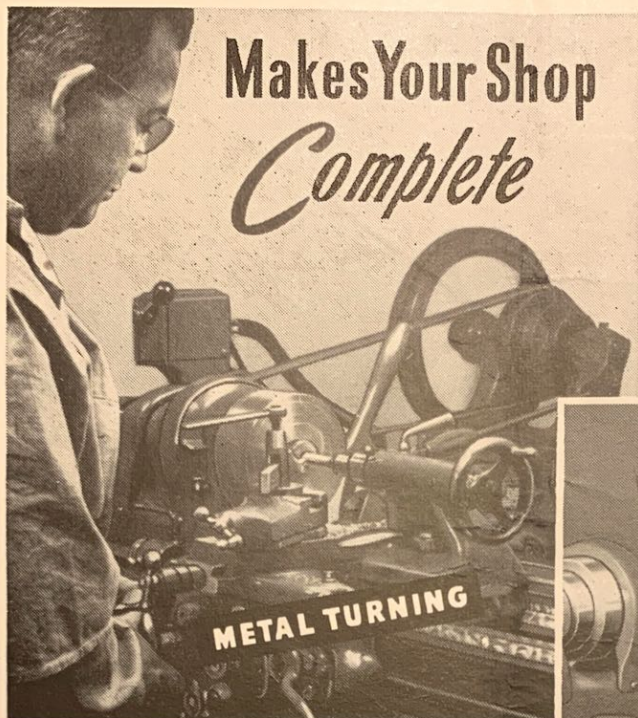
The track layout which takes up a space only 6 by 10 feet is shown below. It consists of approximately 120 feet of track and 17 switches connecting a small freight terminal on the upper level to a small passenger terminal on the lower level by means of a double track mainline. This is the equivalent of slightly more than 2 scale miles of track.

The operation of the entire Union HO Railroad is controlled from a track model board installed at one end of the layout. Power is obtained either from 12 volt DC leads from the main generators of the Society or from a power pack which operates from the 110 volt 60 cycle AC house current.

While the portion of the Union HO Railroad which is shown is a complete railroad system by itself, it is planned to incorporate it in a larger permanent HO gauge layout.

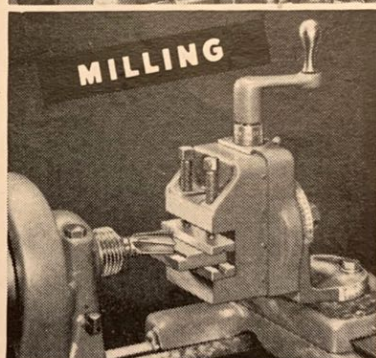
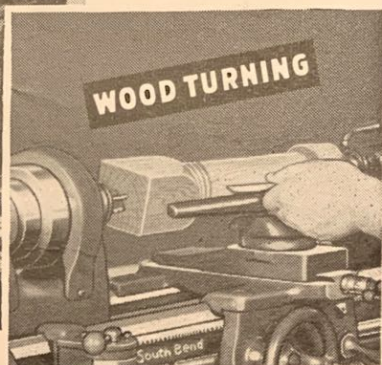
Information can be obtained by writing to the Society regarding the use of the Union HO Railroad to illustrate one of the activities of the New Society of Model Engineers.





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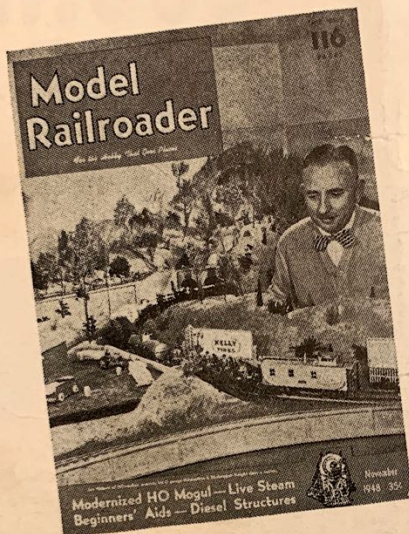
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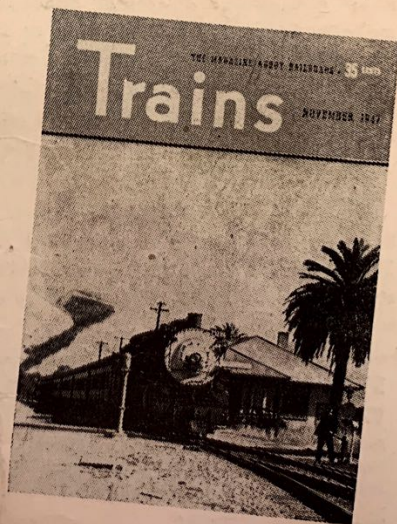
THE MODEL RAILROADER, now in its fifteenth year, offers more practical, useful information than ever before. New features include articles on building models from standard kits, reader participation section entitled "Shop Talk," illustrated, honest reviews of new items in "Trade Topics," diagram-type articles on easy to make accessories, and many other additional innovations. Don't miss the new and better editions of 1949. They'll be on sale at hobby shops and newsstands . . . or order direct from us.

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