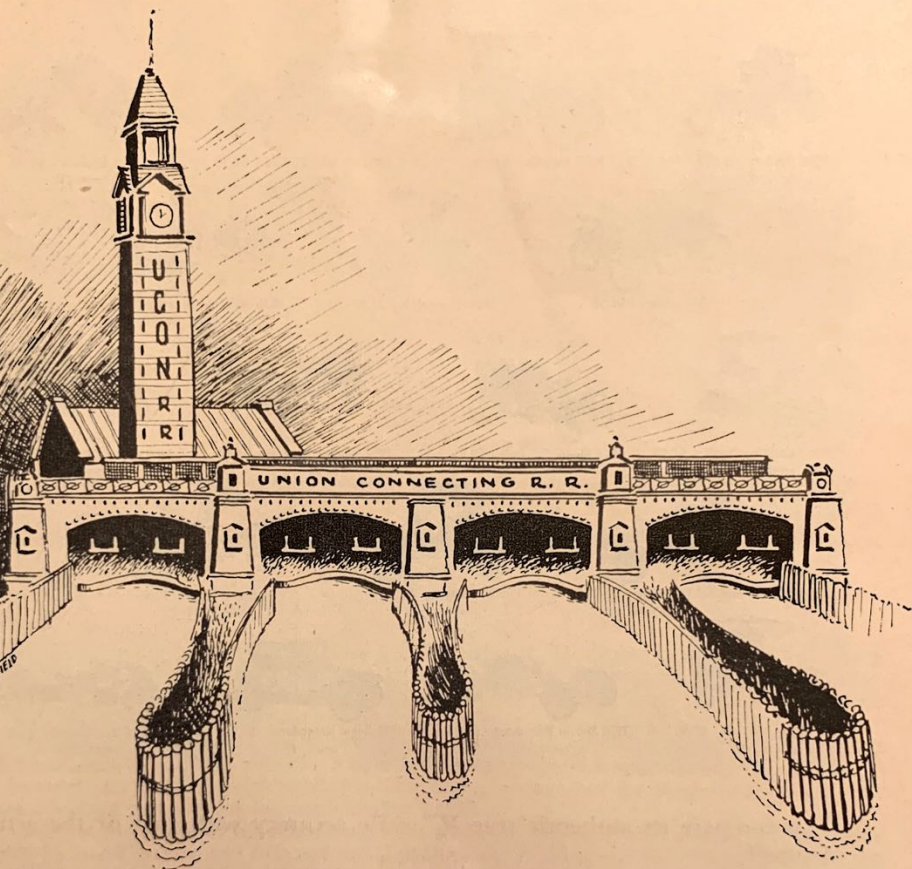


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New York Society of Model Engineers
Hoboken, N. J.

founded 1926



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N.Y. S. M. E. BULLETIN

NEW YORK SOCIETY OF MODEL ENGINEERS, Inc.

LACKAWANNA TERMINAL

HOBOKEN, N. J.

Telephone: HOboken 4-9120

Organized 1926

Volume 16

No. 1

Modelmaking and the N.Y. S. M. E.

The officers and members of the New York Society of Model Engineers extend a hearty welcome to our 23rd Annual Exhibition. This annual event has become a recognized rallying point for model engineers and friends of our hobby from all parts of the metropolitan area and, in fact, from many parts of the country.

Modelmaking is a live and fascinating hobby. Restricted by no set rules and regulations and with infinite limits of scope, it offers opportunity for self-expression and enjoyment far beyond any other leisure pastime. The hobby recognizes no bounds, anything that exists is source material for the modelmaker's skill.

So wide is the scope of modelmaking that it is able to encompass people whose major talents lie in all directions. It is not just a problem of copying the full-size prototypes; the modelmaker must use his engineering and artistic ability to reproduce and create the real-life impression in miniature. A pure mathematical reduction of dimensions does not produce a truly satisfactory model. There are problems that mathematics cannot solve which make modelmaking a hobby that challenges the best of the adult minds. Time, light, volts and amperes do not scale down and thus are introduced problems which modelmakers are solving. The solution of these problems always results in a rare sense of satisfaction apart from the completion of the model.

The flexibility of modelmaking is one of its greatest assets. One can begin on a card table with no tools other than a penknife or a file and produce a satisfactory simple model. On the other hand, for certain work, the most highly specialized modern machine tools are necessary and the model may be intricate beyond description. Over the whole range of equipment from the kitchen table to the complicated machine shop owned by the Society the same principles hold and the transition from one to the other is gradual and inevitable as one's interest in the hobby grows.

Everyone is interested these days in the cost of one's hobby. Polo, for instance, is expensive and there is very little flexibility in the cost. Modelmaking is exactly the opposite. Models have been made from old tin cans, soap boxes and fourth-hand alarm

clocks at a cost of almost nothing. Yet, if one so desires, he can invest more money than a polo player. The essential thing is that the pleasure obtained is usually greatest when the least money has been spent. As in any truly creative hobby, the pleasure comes from the sense of accomplishment — your creation.

Modelmakers are, on the whole, congenial souls and seek company of their fellows where the problems they encounter may be discussed and the findings of others applied to the work at hand. As in any science, it is foolish to work out problems that others have solved before and if that information is available the modelmaker is therefore free to go on to other unsolved problems. The methods that modelmakers most utilize to communicate their findings to each other are the model societies and the specialized literature.

The New York Society of Model Engineers is an organization promoting modelmaking in all its branches and is devoted to helping modelmakers solve their mutual problems. Its membership has been drawn from all walks of life. Machinists, shipbuilders, doctors, lawyers, railroad men, clerks, public relations men and students, together with many other professionals, make up our membership. All of these men are tied together by mutual interest.

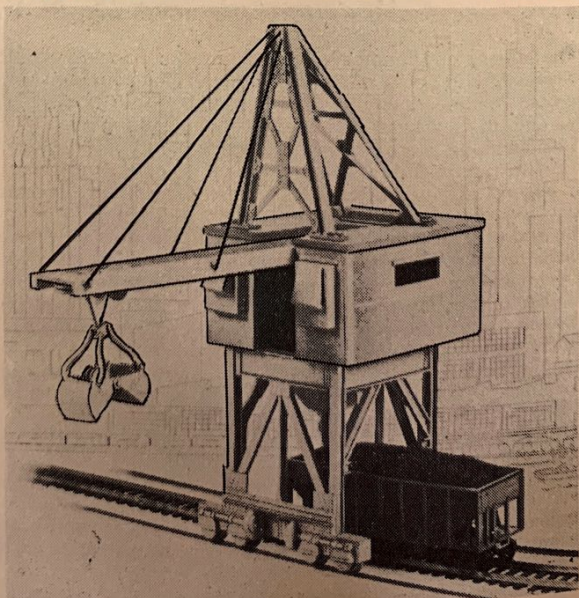
The Society offers to the man who lives in the typical restricted modern dwelling a place to work and the necessary heavy and expensive machine tools needed for the more complicated models.

In return for the various activities of the Society which we offer we expect that the members will carry on the required work that is incidental to any community activity and have a genuine interest in the hobby. If you are interested in learning more about the Society may we suggest that you drop in on any Wednesday evening after March 15th and introduce yourself to some of the officers or members. We will be glad to go further into the requirements for membership. Any male over eighteen with a real interest in the hobby is eligible to become affiliated with us.

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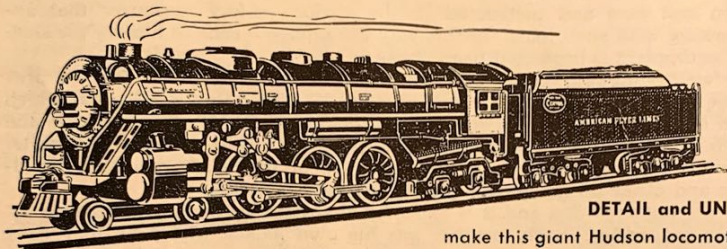


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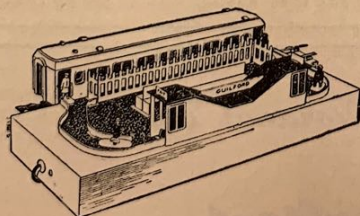
make this giant Hudson locomotive one of the finest ever made for model railroad enthusiasts. Not only does it puff smoke, but it puffs **LIGHTED** smoke — you see a realistic smokestack glow! Choo-choo sounds are synchronized with the powerful worm-drive motor. The built-in Air Chime whistle operates by remote control. And, like all American Flyer equipment, this hefty die-cast loco is complete in detail right down to the last rivet.

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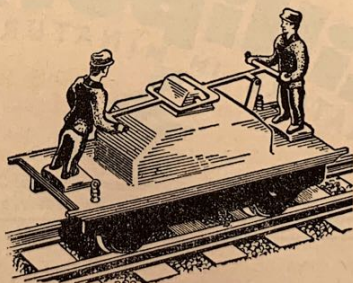
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Our Shop

Modelmakers living in the metropolitan area are usually hampered in their activities by the lack of space and equipment. Even the simplest of tools take up considerable room and the ensuing mess after an evening of work is annoying to comb out of the parlor rug.

The workshop of the New York Society of Model Engineers was designed to give these people a place to work, to store their tools and materials and at the same time to work in the company of those who can give necessary assistance and advice.

This workshop, besides providing space, provides an assortment of modern machine tools that the average modelmaker cannot afford. The use of these tools is free to members; the only restriction is that the member must be qualified to operate them.

If a man has a job to do involving the milling machine and he does not know how to operate it the Shop Committee will see that he is instructed in the use of the machine, taught its operation and care and instructed in the various safety measures that are necessary when working with such tools. In this way the novice learns to handle the shop equipment and the equipment is protected from abuse.

The shop is very well equipped. There are two lathes, having long beds: one for precision work and one for the rougher and heavier tasks. A high-speed drill press which will handle up to a half-inch drill has many uses besides drilling. A power grinder and buffer is provided for tool grinding and similar uses. There is a jeweler's lathe, a miller and a shaper. Various types of electrical saws take care of the most important wood-working operations and other miscellaneous small tools are available.

Small hand tools are not provided and it is expected that each member will furnish his own supply of these necessities. Each member has his own locker where he may store tools, models and supplies.

The shop is considered an activity of the Society and is governed by an elected shop superintendent whose duty it is to keep the machines in good order and to recommend purchases of new equipment and supplies as required.

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The Union Connecting Railroad

Unhampered by the world-wide crisis and unharassed by any of the laws of Congress on control of materials, the Union Connecting Railroad has been steadily expanding since the first spike was laid in the fall of 1947. Each year sees addition of new trackage, motive power, scenery and refinements to the signal system. Our railroad, known as the "World's Biggest Little Railroad," is built to a scale of $\frac{1}{4}$ inch to the foot (O Gauge). The minimum radius of curvature used in places other than the Hoboken Terminal is 6 feet. The minimum size of turn-out is a No. 8 switch. The maximum grade is 2 per cent and only one hill is that steep.

The Hoboken Terminal Building which is almost complete follows, as closely as can be done in the limited space available, the actual Lackawanna Terminal as originally planned and constructed. You will notice that our terminal has a clock tower. The clock tower on the prototype, which for years had been a landmark on the New Jersey waterfront, was just recently razed.

During the past year additional control features have been added to the railroad. Work on the scenic effects has gone forward. Track work in the Hoboken Terminal has been started and quite a bit has been completed. Improvements and refinements in the catenary work to Elliot Park have been added. This catenary is the only source of power on the branch line and only motive power with operating pantographs can be used on this section of the railroad.

Control and Signaling

Many people ask about our control system. Thousands of man-hours have been invested by over a dozen men designing circuits and equipment, installing cables, wiring terminal boxes and connecting relays. This hidden work is apparent to the visiting public only in the occasional appearance of a red, yellow or green signal light and in the fact that the trains do operate or pass through complicated junction switches without interference from each other.

Although much work has been done, the electrical and signal work is still far from complete. In many places where signals could be installed at present we are waiting for the completion of scenery and in other locations only the minimum required circuits have been installed in deference to completing some more important area first.

Motor Generator Set

Electricity for the railroad is supplied from a 4500-watt motor-generator set which is located in the shop area. This consists of an A.C. motor driving two D.C. generators each rated at 15 volts, 150 amperes, from which is taken a three-wire 15-30 volt feed. This generator set also supplies the relay power.

Engineer Control Boards

Trains are operated from Engineer Control Boards. Each board displays a painted plan of the track layout which the board controls. It also contains toggle switches by means of which each section of track may be energized or turned off. The polarity of the section may also be reversed to cause a locomotive to back up. There are rheostats for each track which control the speed. The tracks controlled by each rheostat are indicated by color. Lights illuminate to show the location of the trains on the track and other lights indicate the colors displayed by the signals (or future signals) at each location. The operator of the panel is the locomotive engineer of each train in his area and controls its starting, stopping and speed in accordance with his wishes and the signals which are indicated on the panel.

There are seven Engineer Control Boards for the O gauge layout:

- FY Hoboken
- BN West End
- DV Dover
- SJ Stroudsburg Jct.
- SN Scranton
- AR Martins Creek
- RC Remote Control

The letters represent the telegraph calls which would be assigned to the locations on an actual railroad and are used in telephone conversation between the boards. FY for instance controls the entire Hoboken yard out to the bridge over the wye near the shop. BN controls the wye and the three-track railroad from this point to the tunnel portal.

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There's the magnificent streamliner show above. Car names are those of the Santa Fe. The Budd-type cars are fully 15 inches long. Another interesting new set is the 1467W freight, pulled by an Erie twin-Diesel.

New Diesel locomotives include the Western Pacific (with two motors) the Rock Island and (good news to model railroaders) the G-M type Diesel Switcher. This switcher is available in the heralds of both the Santa Fe and the Chesapeake & Ohio. All Lionel Diesel locos are equipped with Magne-Traction and worm-drive motors.

There are many new operating accessories in this year's line-barrel-loaders, switch towers, signal bridges. Don't miss seeing them. Visit your Lionel dealer soon.

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Automatic Train Control

For regular operation, trains are not stopped and started automatically. Each engineer enjoys the responsibility of obeying signals as he controls his trains, stopping them when necessary to avoid collisions. This is part of the fun of operating a railroad. However, when operation is from the remote control position, one man may control as many as 20 trains and automatic protection is desirable. When control is transferred from an Engineer Control Board to the Remote Control Panel, automatic train control is automatically cut into service.

Cab Control

Cab Control, a control scheme in which each engineer controls a single locomotive from the beginning to the end of its run over the entire railroad is used on some model railroads. It is more realistic but presents many construction and operating difficulties on a railroad the size of the Union Connecting. Its use has not been permanently "ruled out" but the installation of such a system is at least being deferred until the completion of the present phase of construction.

Towers

In addition to Engineer Control Boards, each control position will have another panel called a Tower. On the Tower Panel, controls are provided to operate the track switches and signals which protect them. These signals will be installed on the track and be indicated on the Engineers' Boards. The operation of these controls are interlocked so that a switch cannot be moved beneath a train or while signals have been cleared for that route. Signals cannot be cleared unless the route has been set properly and conflicting or opposing signals cannot be operated.

The Tower at SN Scranton has been completed this year and the Tower at DV Dover is partially completed. Temporary interlockings are provided at the other control points. The last step in the construction of these interlockings and the only one visible to the public is the installation of signals on the track. The other labor involved is "buried" under the table where it is out of sight. Ninety-one relays were required for the relatively simple interlocking "cabin" at Scranton and there are 252 relays wired into the rack under the table at Dover.

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Union, Hoboken and Overland Railroad (Union HO Railroad)

The Union, Hoboken and Overland Railroad was started in August 1950. The original Union, Hoboken and Overland Railroad was constructed as a portable HO gauge model railroad and had been used for five years as an illustration of what could be done in HO. Expanding interest among a number of members of the Society resulted in construction of the present railroad.

It is built in an area 20 x 12 feet with a multiple track main line approximately 100 feet long. There is a terminal at each end of the main line. The roadbed is visible to viewers for long stretches; there are many sidings, adequate passenger and freight terminals and a hump yard.

This HO railroad is built to a scale of 3.5 mm. to the foot. It is an excellent example of how many features and actual prototype railroad operational possibilities can be put into a relatively limited space comparable to the area available for home layout.

The grade is a little under 2 per cent and at the point of three track curves, the radius is 31, 33½ and 36 inches. All features were built as close to NMRA standards as possible so that any rolling stock or locomotive can be run on its tracks.

Since the 1952 Exhibition, the upper level terminal trackwork was put in and the control board constructed and wired. More switches throughout the layout were motorized. The diesel terminal was designed and some trackage installed. The main freight yard was completed and the turntable will be operating during this Exhibition.

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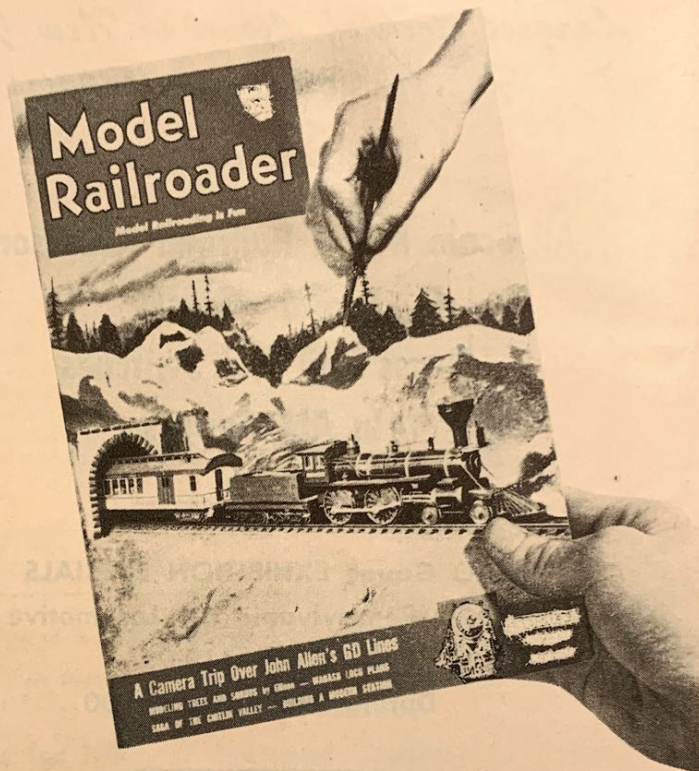
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