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A N N U A L
EXHIBITION

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

founded 1926

ATLAS...the TRACK that made HO GAUGE FAMOUS

BEFORE
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...SAY

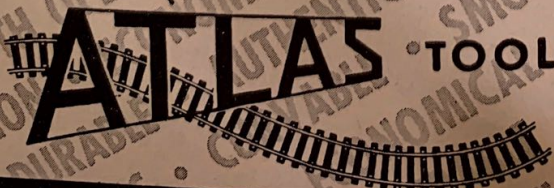
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N. Y. S. M. E. BULLETIN

NEW YORK SOCIETY OF MODEL ENGINEERS, Inc.

LACKAWANNA TERMINAL

HOBOKEN, N. J.

Telephone: HOboken 4-9120

Organized 1926

Volume 17

No. 1

MODELMAKING AND THE N. Y. S. M. E.

Welcome to the 24th Annual Exhibition of the New York Society of Model Engineers. The officers and members are happy to have you view the progress made in the past year on our three model railroad layouts, and inspect the efforts of model builders in several other fields. We hope that what you see will stimulate your interest in model making, and wish to assure you of our willingness to help you in any way that we possibly can.

Since moving to New Jersey the Society has been primarily interested in completing its model railroad, waterfront buildings and boats. Originally all forms of model making were represented in its membership, and we still have related hobbies represented at these Annual Exhibitions.

Model making may be an interesting form of relaxation to one person, or a chance for another to derive the satisfaction of making something. Some modelers become so proficient that they make it their life work. Several members of the New York Society of Model Engineers are so engaged. Others, of an artistic nature will work until the miniature creation is a perfect reproduction of the original. It is the most elastic and fascinating hobby. Anything may be reproduced and the materials used are entirely determined by the imagination and creative ability of the hobbyist.

"A MESSAGE TO OUR PATRONS"

We have become aware of the increased interest shown by the public in our Annual Exhibitions. The crowds have at certain peak periods made it almost impossible for smaller children to see every operation of the railroad. With this in mind we have entered into negotiations with the Lackawanna Railroad with a view toward architectural changes which will alleviate the problem. Plans have been approved but the cost was so high that we have had to postpone the alterations until we have accumulated the necessary funds. We expect to be able to carry out the plans within a few years. In the meantime, will you, our patrons, please bear with us. We appreciate your patronage and hope that you will continue to visit our show. It is your continued cooperation which will make the enlargement and improvement of our quarters possible.

Exquisite models have been made with the simplest of tools and materials. The difference in the end result for those with complete workshops is mainly the amount of time expended to complete the model.

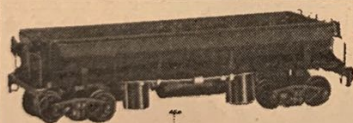
Today, model making has reached such a high stage of popularity that almost any field of it has been recognized by hobby manufacturers of kits, materials, parts, and other aids to the person interested in creating his or her own miniatures.

The cost of a hobby is usually a factor. If one desires to purchase everything in a completed form, any hobby may prove expensive. The model makers can keep the financial total quite low by spending freely of ones time, and the satisfaction and pride of achievement felt in the completion of a model made by oneself is always greater. The challenge of finding materials and using them properly is one of the fascinations of any hobby, and the possibilities are endless.

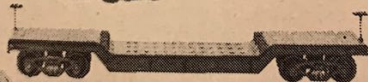
There are many advantages to belonging to a group such as the New York Society of Model Engineers. Space is a problem for most modelers in crowded metropolitan living, and a club provides this item. Machinery in both wood and metal work is available for qualified users. The experience of model makers in almost every field is available for help to the beginner, and the fellowship found by men in all walks of life who are bound together by a mutual interest is invaluable. Any male over 18 years of age interested in the hobby and who is willing to devote part of his time to the work required in any community activity, is eligible for membership in this Society. If you are interested in learning more about membership, may we suggest that you visit us on any Wednesday evening after March 1st, and introduce yourself to some of the officers or members. They will be glad to discuss the requirements for membership with you.

Authenticast

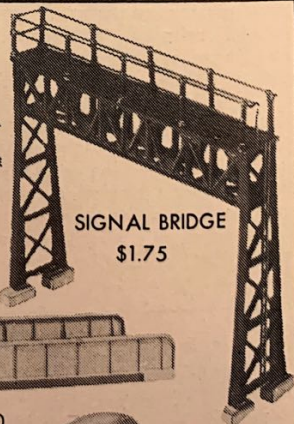
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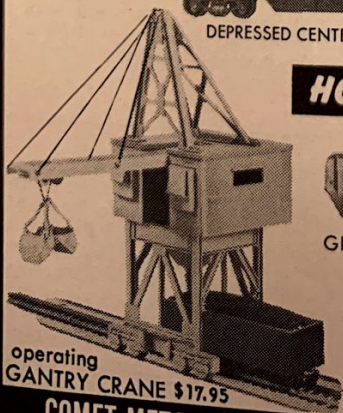


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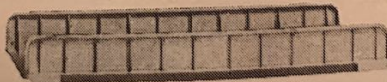


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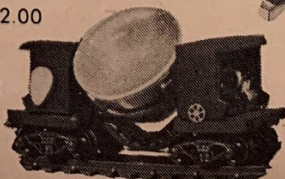


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OUR SHOP

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.

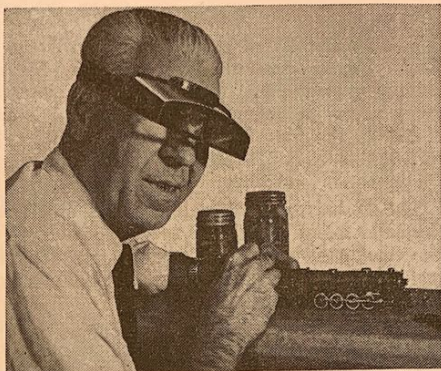
This workshop, besides providing space, provides an assortment of modern machine tools that the average modelmaker cannot afford. The use of these tools is free to members; the only restriction is that the member must be qualified to operate them.

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 woodworking 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.



"I COULD NOT WORK WITHOUT IT"

"For forty years I've been a Hobbyist, making models of everything imaginable, from tiny automobiles to railroad locomotives. My biggest handicap was eye fatigue until I ran across the MAGNI-FOCUSER that a fellow Hobbyist was using. The MAGNI-FOCUSER is a binocular magnifying eye shade and gives magnified 3-D vision and helps to relieve eye strain. It is worn like an eye shade and acts like one too, cutting out all overhead and side glare and at the same time greatly magnifies whatever I am working on. You will find it excellent for all kinds of fine detail work. It is so much better than the old fashioned magnifying glass because it leaves both my hands free to work. I consider it the most valuable tool in my work shop. I do not know how I ever got along without it. My wife uses it too, nearly as often as I do, for needle work, removing splinters and many other uses around the house where magnification helps. She especially likes it because she can wear it over her regular eye glasses. You can buy the MAGNI-FOCUSER from EDROY PRODUCTS CO., Dept. ME., 480 Lexington Ave., New York 17, N. Y. Costs only \$10.50 and they will refund your money if you do not think it is the best tool you ever bought." So says Mr. M. A. Thomas of New York City, an expert model maker for 40 years.

—Advertisement.

THE UNION CONNECTING RAILROAD

The first spike of the new layout of the Union Connecting Railroad was driven in 1947. Each year has seen the railroad grow, but due to the addition of scenery and trackage this year, the progress will seem much faster to those who have visited the Annual Exhibition every year. It is known as the "World's Biggest Little Railroad", and is built to the scale of $\frac{1}{4}$ " to the foot (O Gauge). Curves have a minimum radius of 6 feet, and the minimum turn-out is a No. 8 switch. Most grade are 1.4 per cent, with one spot approaching the 2% point.

The Hoboken Terminal building and track sheds are practically complete. They follow the original as closely as space permits. The Ferryboat Lackawanna is a true scale model. You will also notice a clock tower. This was on the original terminal, but has since been removed, and we are happy to have a model that will perpetuate the memory of that waterfront landmark.

The temporary freight and passenger yards have been removed this year, and the permanent passenger yard of 12 tracks is being used.

The catenary work has progressed to the point where the branch line is finished, and the control board for Elliot Park is in use. Only models equipped with pantographs can use this section. Catenary has been started on the main line, but equipment using 3rd rail or catenary can be accommodated here.

Control and Signalling

The elaborate system used on the Union Connecting Railroad accounts for most of the construction time, and most people will not realize that thousands of man hours go into the under-the-table, and unseen portion, of this layout. Repeat visitors will notice many more signals visible this year, but few will realize the amount of time and effort that went into the hidden work to operate them. It will take several more years of work to complete the signal system as planned.

The railroad may be controlled manually, by remote control, or by automatic train control. The latter feature accounts for the use of so many relays and intricate wiring. The interlocking feature of the tower-boards is just as intricate.

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Models



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Power Supply

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 2 D.C. Generators each rated at 15 volts, 150 amperes; from which is taken a 3 wire 15-30 volt feed. This generator also supplies the relay power. The wires carrying this current to the layout is delivered thru cables located in the floor.

There is also a portable 15 volt, 60 ampere generator for emergency or test use.

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 nine Engineer Control Boards for the O gauge layout:

HC	Hoboken Terminal	SN	Scranton
FY	Hoboken Fregiht Yard	AR	Martins Creek
BN	West End	RC	Remote Control
DV	Dover	RK	Elliot Park
SJ	Stroudsburg Jct.		

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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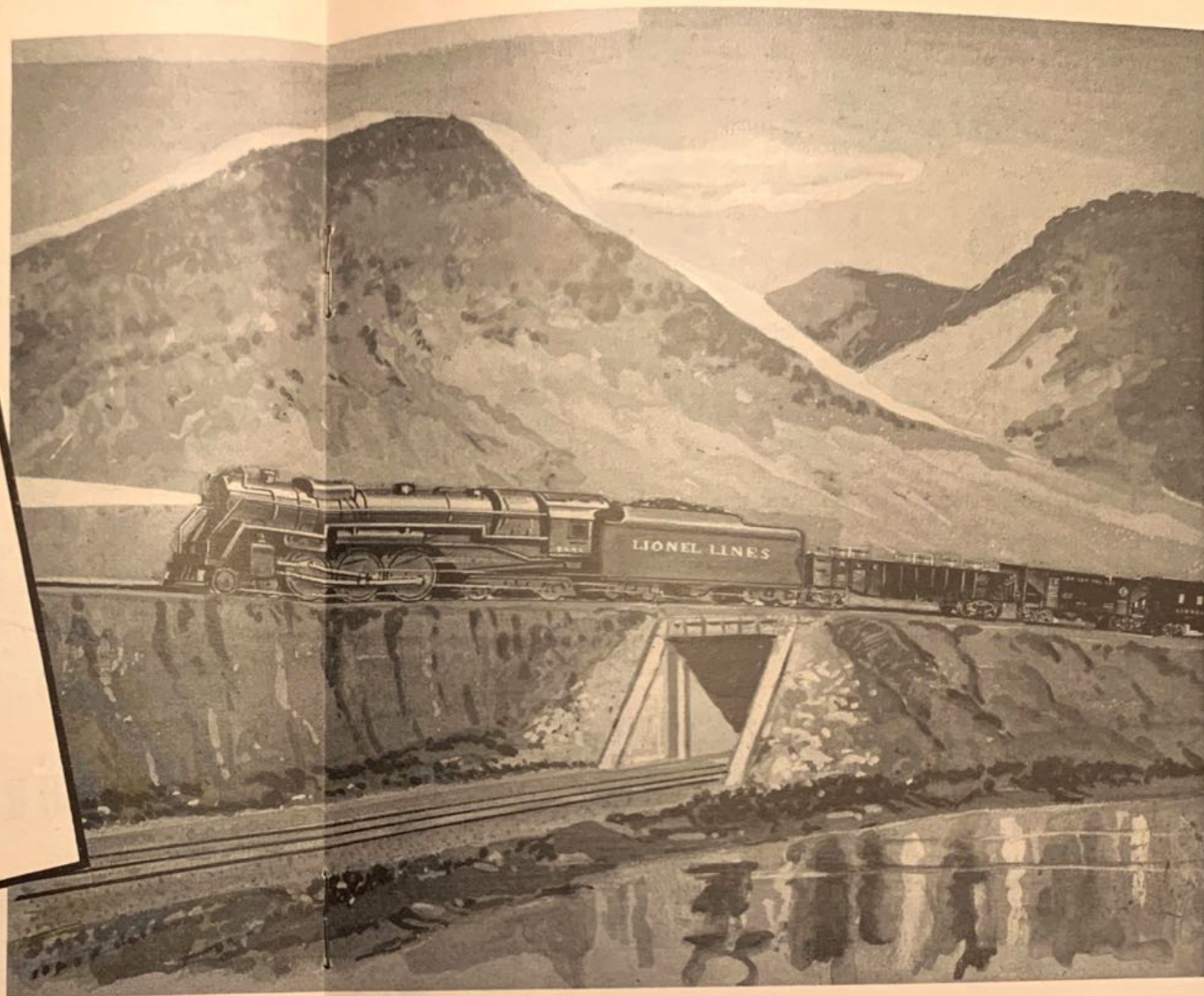
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Remote Control

The Remote Control Engineer's Board is located in the center of the layout in the vicinity of BN and SJ and is arranged so that it can take over the control of DV, SN and AR. By this means all of the railroad except Hoboken can be operated by one man when desired. The Remote Control Board located in the center of the layout at present, is being replaced by an elaborate panel on the balcony, to control all of the railroad.

Telephones

The telephones you see in use at the several control boards are all connected to a loop system. Each operator hears every other operator. The phones are used to co-ordinate the operation of trains. Typical conversations might be:

(On the single track) "BN calling AR. May I have a clear block for train number 6?"

"Scranton calling SJ. I am sending train number 4 on track 2. It has a very fast locomotive. Be ready for it down the hill."

"West End calling Dover. Freight train SH-2 arrived without caboose or markers. Are there still some of its cars in the tunnel?"

The loop system keeps all operators posted on the situation over the entire railroad and permits the dispatcher to contact any operator instantaneously.

Time Table Operation

On specified nights during the year, the Union Connecting Railroad is operated in imitation of an actual railroad. Time tables are designed. The towermen line their routes and report the time of trains and receive orders from a dispatcher. Engineers attempt to keep their trains on schedule while making their station stops. Yard Masters supervise the making up of freight and passenger trains in the yards and freight conductors set out cars in the various industrial spurs while endeavoring to keep their train from delaying the scheduled express. As many as 20 people may be kept occupied on the U. C. R. R. in this operation.

"To make things is a desire without date and is common to all mankind"

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enthusiastic modelmakers.*

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We do not attempt to operate a "time table" during our exhibition. Our experience has indicated that spectators prefer to see the maximum number of trains moving. The many stations stops and switching operations involved in time-table running slow down the general operation. Although time-table operation is more fun to ourselves, we find that the exhibition operation we provide is more satisfying to our visitors.

UNION, HOBOKEN AND OVERLAND RAILROAD

(Union HO Railroad)

This HO gauge railroad was started in August 1950. The original plans were to finish the O gauge railroad, then start a large HO gauge layout, but due to the fact that a large number of model railroad fans were in HO scale, it was found necessary to make this railroad ahead of schedule to be able to continue the Society's policy of helping model makers.

It is only 12 x 20 feet in size, but any railroad operation can be performed on it. The main line is approximately 100 ft. long, and trains can be operated on a continuous loop or, loop to loop schedule. There is a terminal at each end of the main line, and construction was designed to furnish good visibility for main line, sidings, yards, and hump yard.

An HO railroad is built to the scale of 3.5 mm. to the foot. This gauge provides many features for roads that have to be built in limited space, and the Society has tried to give you an example of the number of features and operational possibilities that can be incorporated in a small lay-out.

The grades are limited to less than 2%, and at the point of three track curves the radii are 31, 33½ and 35 inches. All features are built as close to NMRA standards as possible so that any rolling stock or locomotives can be run on its tracks.

Since the 1953 Exhibition, the scenery has been completed, all switches are motorized, a new control board for the yard has been built, and many new structures have been added. A trolley line has been installed and is complete except for the trolley poles which still have to be added. However, trolleys will be in operation on the line during this exhibition.

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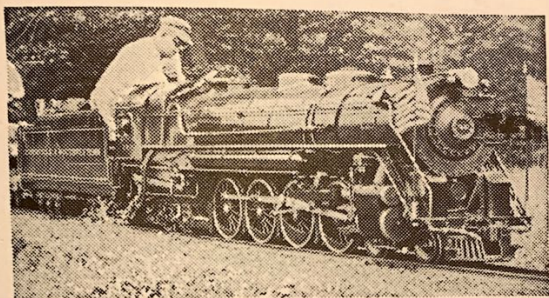
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