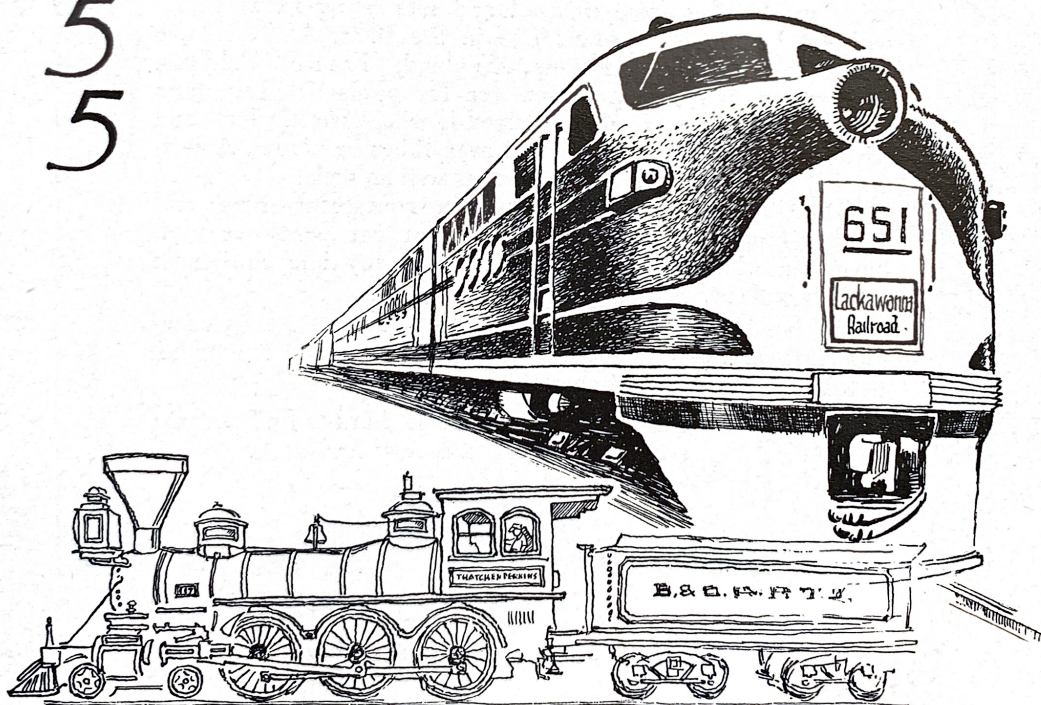


twenty fifth

# ANNUAL EXHIBITION

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hoboken, n. j.

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NEW YORK SOCIETY OF MODEL ENGINEERS, Inc.

LACKAWANNA TERMINAL

HOBOKEN, N. J.

Telephone: HOBoken 4-9120

*Organized 1926*

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Jerrold Seymann, *Treas.*

Herbert Ruddock, *Rec. Sec.*

John B. Reschke, *Editor*

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Volume 18

No. 1

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## A WORD TO OUR VISITORS

Welcome to the Silver Exhibition of the New York Society of Model Engineers. This Society originated as a small group of model-makers who wanted to obtain comments and criticisms of their work from each other, and a desire to show their work to interested visitors.

The first official exhibition was held in 1929 to develop public interest in the hobby, and to help the Society to indulge in that hobby. There was an enthusiastic response to that first exhibition, and they have become an annual "must" in the hobby field. During the war years there was a lapse while the Society's quarters were moved from New York to the Lackawanna Terminal in Hoboken, which accounts for the fact that this is our Silver Exhibition, though the club is older.

For many years the Society was composed of groups of model-makers. Some specialized in boats, others in cars, airplanes, miniatures and railroads. The railroad became the biggest attraction, and at the time of moving to these quarters, only the railroad group made the change. At the Annual Shows all types of models are displayed, with prizes for outstanding ones in each class, to continue the general interest in all branches of the hobby.

We have tried to make this, our 25th Show, the biggest and best to date, and we hope that you will enjoy every bit of it.

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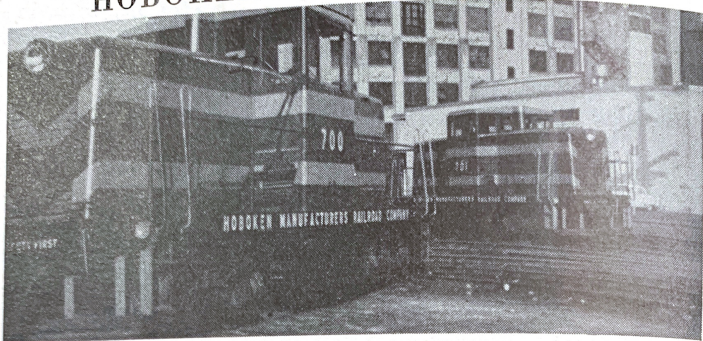


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During the past 58 years the "Hoboken Shore Railroad" has well served the large Industries and Steamship Piers of Hoboken.

It may trace its origin to the time, 1825, when Colonel John Stevens operated the first steam locomotive built in America on what is now Stevens Institute campus.

The Railroad, organized in 1906, at first used steam locomotives, then electric locomotives (overhead power supply) and in 1928 was one of the first railroads to purchase two diesel-electric locomotives (Ingersoll-Rand General Electric). It now regularly operates two 44 ton, 380 h.p. General Electric D-E locomotives.

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## UNION HOBOKEN & OVERLAND RAILROAD

HO

HO

The progress on our HO guage layout in the past year has been of the type that is not very apparent to our guests and visitors. Additions to the trackage have been confined to changes aimed at eliminating operational difficulties and the improved use of our present trackage. To this end, several switches have been removed on the main line, and additional storage and passing tracks have been added. We hope that these changes will result in a more interesting type of operation during the show.

Our long range plans have progressed considerably. A balcony for our proposed Control Board has been built. We hope that for the 1956 Show, we will be operating from these new controls with the present main control board removed from the layout. To accomplish this, a complete rewiring job will be done on the layout. The design of this new control system will not be much different from the present one, but will be planned for the future use of some form or modification of Cab Control. All Switches and Track Blocks will be fed by an entirely new relay system now being designed and built.

The many favorable comments on our past operations have made us decide to maintain the present system for another year, rather than attempt a show operation during any transition stage. This decision has affected the progress of our scenic work also. However, we hope that the temporary work has resulted in the general improvement of the railroad.

A substantial amount of new rolling stock and Motive Power has been built by our members in the past year and will be a feature of our show operation. Much of this equipment is either scratch built or highly detailed. Many unusual items are included.

We will again feature the operation of our "Hump Yard" and prototype switching operations. We feel that our track changes will allow better operations in this respect as well as in our Main Line Operations.



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### THE UNION CONNECTING RAILROAD (UCON)

As you look about you, you will see the cumulative efforts of the members of the society in constructing the Union Connecting Railroad. It took eight years to assume its present shape, the first spike having been driven in 1947. Operating with 12 volt DC outside third rail and named the Union Connecting Railroad because it is representative of various types of American rolling stock and motive power. While the tendency has been towards two rail operation, outside third rail was selected as the best to accommodate all types of motive power built by our members. While two rail rolling stock can be operated on outside third rail such is not the case with insulated two rail motive power and rolling stock.

If you are further interested in the trackage, both present and future construction, a track plan with all details may be purchased at the entrance for a nominal sum. On the reverse side there is the club's HO system.

Each year we try to add a new feature to the layout. This year you will see a representation of the Jersey Palisades along the backdrop with the sky and clouds above with here and there the ever present smoke of the Jersey Meadows. In the north west corner you will see the beginning of an extensive trolley system which will eventually extend from Hoboken to the Water Gap. An additional section of catenary has been installed patterned after the type used by the Pennsylvania Railroad.

In order to properly operate the railroad a minimum of ten operators are required, one at each Engineer Control Board. These boards are patterned somewhat after an actual illuminated track diagram panel as in a real railroad. The section controlled by each board is outlined diagrammatically with striping, color coded, with power and signal switches mounted in the panel. Like the prototype these boards are named and indicated by code as follows:

HC	Hoboken Terminal	SJ	Stroudsburg Jct.
FY	Hoboken Freight Yard	SN	Scranton
CA	Hoboken Coach Yard	AR	Martins Creek
DV	Dover	RK	Elliott Park

RC Remote Control



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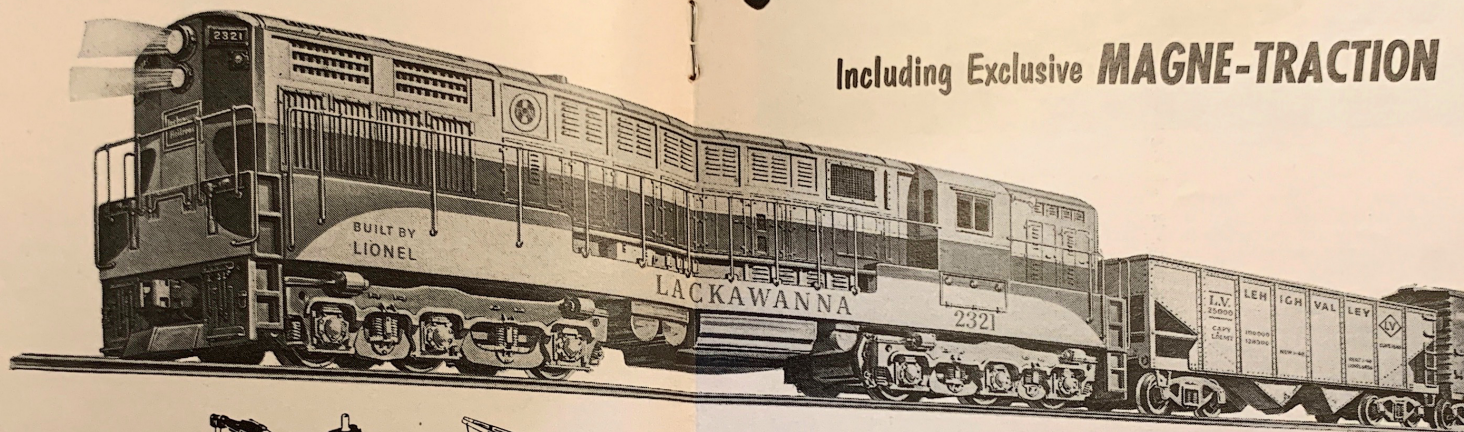
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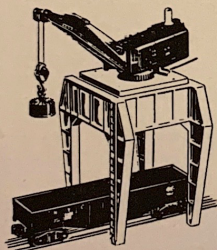


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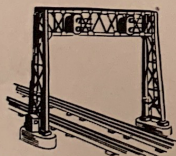
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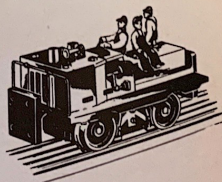


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No. 450 Automatic Signal  
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No. 50 Section Gang car. Has its  
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Popular Science Monthly

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This TT GAUGE display, planned and executed by Glyn Lewis,\* has been made possible by the full and generous support of the following manufacturers.

\*Glyn Lewis writes two pages each month on TT in the "Railroad Model Craftsman" magazine. This display has no connection, financially or otherwise with that magazine.

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(Those marked with an \* are also dealers)



## UNION CONNECTING R. R. (continued)

Eventually the RC (Remote Control) now located in the center of the layout will be installed in the middle of the office balcony from which point an operator can send a train around the entire system.

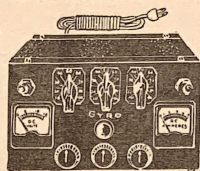
By means of a loop system of telephonic communication each operator can be in verbal connection with the various boards giving descriptions of the trains that he is sending from his board to the next board. There is also a station in the balcony from which the "Chief Dispatcher" can get an overall view of the operations and direct any necessary reroutings of the various trains.

During the year the club holds operating nights on which timetable operation is carried out. Towermen, dispatchers, engineers, conductors, etc., bid on the various jobs based on qualifications and seniority. Limited, local, through freight, and way freight trains are made up and dispatched from their respective terminals making a complete or partial circuit of the layout and returning to their home terminals or to other terminals there to be made up as new trains. However, due to practical limitations during the show, we cannot use this system as there are moments when no trains are in operation and we find that our visitors prefer to see trains of various types "looping it up" around the layout. In one corner you can see Multiple Unit trains similar to those used in the Lackawanna Suburban service operating independently of the main layout. However, this will eventually be tied in and become a division of the UCON.

Power is supplied by underfloor cables at 12 volts D. C. generated by a 4500 watt motor generator set located in the shop area. This consists of an A. C. motor driving 2 D. C. Generators each rated at 15 volts, 150 amperes. The exact amount of voltage delivered can be adjusted by rheostats depending on the load required. We also have a small portable power pack for test purposes. At the present time the HO layout is also supplied from this power source, but in the future will have its own generator or a heavy power pack.

We have tried to give you a general overall description, not too technical, of the Union Connecting RR and its operation. If you have any questions or would like any information about the railroad any of our members who are free on the floor will gladly answer your questions.

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## "ABOUT THE HOBBY"

The general term, Model Railroad Enthusiast, embraces a large field. It numbers among its adherents the true model maker who builds up an exact replica of the railroad prototype as well as the casual "arm chair" enthusiast whose interest is wholly theoretical.

The New York Society of Model Engineers is always open to prospective members who have a serious interest in model making in all its phases. Membership is available to mature minded persons who in addition to their own work will co-operate in the work and the affairs of the society. Full membership is restricted to those over 21 years of age, but special consideration will be given to those between 16 and 21 years of age in the form of junior membership. Inquiry should be made in person to the Chairman of the Membership Committee or to any of the officers on a Wednesday evening or Saturday afternoon and evening. However no application will be entertained until April 1st, the beginning of our club year.

For those interested in railroads but not in actual model making there are several other organizations devoted to their needs. Among them are the Railroad Enthusiasts, Inc. located in the Grand Central Terminal. They hold monthly meetings with lectures by people connected with the railway industry, organize "fan trips" and maintain a rather complete transportation library. To those interested in electric traction and the fast vanishing trolley car there is the Electric Railroader's Association of No. 1 Newark Street, Hoboken, N. J. For the more serious minded student of the railway, there is the Railway & Locomotive Historical Society located in Baker Library of Harvard University at Cambridge, Massachusetts. All of these organizations are national but maintain local chapters. Further information can be secured by writing direct to them at the addresses given.

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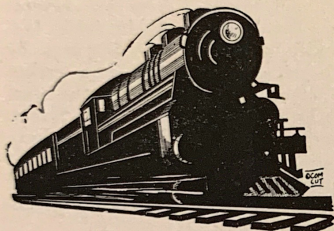
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## "THE SHOP"

When the society was first organized in 1926 one of its first projects was the equipping of a shop with suitable machine tools so that the members could turn out component parts for the building of various models. In those days, it was truly a Model Engineer's Society as there were practically no manufacturers of model supplies, except boats and steam engines. It was necessary to take the raw material and turn or machine the parts.

Like the model industry, we have come a long way since. The present shop located at the north end of the club room would do credit to a small commercial plant. All members, qualified by test, are permitted to operate the machine tools. Learners under direction of qualified operators may also use the tools. These machine tools are the property of the society. Hand tools are the property of the individual member and run the gamut from a few simple amateur tools to elaborate equipment consisting of calipers, cutters, high speed drills, and gauges scaled to the ten thousandth of an inch for precision work necessary in the building of live steamers. You can see several of these live steamers in various states of progress, both in the shop and in the glass show cases.

The shop is equipped with two lathes having long beds, one for precision work and the other for the rougher and heavy tasks. There are also two drill presses that will accommodate up to  $\frac{1}{2}$ " drills. In addition there is a miller and a shaper for forming the component parts of locomotives, etc. We also have two grinders and buffers for cleaning up and polishing work. One of the lathes and the miller was recently acquired by the society and represents the most modern and latest type to be manufactured.

We are also in possession of two table saws that will take up to 2" stock, a belt sander, and a hand saw equally adaptable to wood or metal working.

These tools are not only used for model making purposes but are very useful in the maintenance of the club rooms and its property, as there is much more than meets the eye in the operation of a model railroad club. The shop is in charge of an elected official, the Shop Superintendent who is answerable to the Board of Directors. It is his duty to keep the equipment in order and to make suggestions for the purchase of new tools as they may be required.

# TREASURE HOUSE

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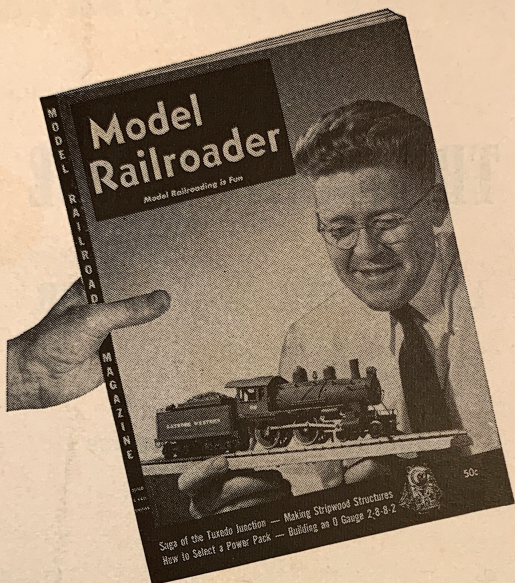
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