

RAIL NOTES: MODEL SHOW

Exhibition Will Include Nearly One Mile of Operating Track

By WARD ALLAN HOWE

WITH railroad models from all sections of the country on view, the thirteenth annual exhibition of the New York Society of Model Engineers will open on Feb. 7 at 152 West Forty-second Street and continue through Feb. 22. The hours will be 1 P. M. to 10 P. M. except on Saturdays and holidays when the opening hour will be 10 A. M. The exhibition will not be open to the public on Sundays.

A feature of the show, as in former years, will be the Union Connecting Railroad, built by members of the society and said to be the largest model railroad in the world. In the past year its trackage has been doubled and now totals 5,000 feet, with scale steel rail being used for the first time in the history of model railroading. This is an exact reproduction of the latest type of 150-pound rail, reduced to one forty-fifth the actual size.

Gleaming streamliners, through Pullman limiteds, local trains and hotshot freights will be seen speeding over the right of way linking cities and farms, mines and factories while in the terminal yards switch engines will be busy making up trains.

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A 390-mile trip is being taken today by the Railroad Enthusiasts over the Pennsylvania to Harrisburg, where a busy inspection schedule has been arranged. This includes the new roundhouse for electric and steam locomotives at Maclay Street and the Enola freight yard. Departure from Pennsylvania Station is at 8 A. M.

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Pullman Car Servicing

Five miles north of Grand Central Terminal lies busy Mott Haven yard where an average of 800 cars are serviced daily for New York Central trains. The yard is half a mile long and a fifth of a mile wide and has twenty-three miles of track. After being cleaned and stocked the cars are ready for the switching engines that build up complete trains according to the "consist" required by the ticket sale. Directing heads in this work are E. H. Gunther, general yard master, and H. A. Offerman, train master.

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Summer vacationists with pleasant memories of Glacier National Park will especially enjoy the greeting sent to railroad employes by Chief Wades-in-the-Water, representing the Blackfeet Indians in the park. It follows in part: "Oki, my friends! I speak for all my people, the Pekuni. Many of you I have never seen but in the cold moon December our hearts are warm because you make plenty good medicine for the fire wagon empire builder which comes to the shining mountains where we live. In the moons of green grass and berries ripe . . . we are at station to meet white friends you send . . . we are old—we have made our tracks in many snows—but we are rich, not in land or horses, but in the friends all over—from where sun rises to where he goes down in the big water and that is because of the railroads and the men who work for them. Oki, I have spoken."

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Three "Little Streamliners"

Three new "little streamliners" are those of the Illinois Central—the Miss Lou, the Illini and the Land o' Corn. The first two, one-car motor-powered trains, are already in service—the Miss Lou between Jackson (Miss.) and New Orleans, and the blue and orange Illini, named in honor of the University of Illinois, between Champaign and Chicago. The two-car Land o' Corn will be for Chicago-Waterloo (Iowa) service. All three trains were built by the American Car and Foundry Company.

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The William Crooks, the seventy-nine-year-old No. 1 locomotive of the Great Northern and a star performer at Railroads on Parade at the New York World's Fair, has returned safely to St. Paul, making the 1,300-mile trip under its own steam.

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Linking the important Mississippi Valley centers of St. Louis and St. Paul-Minneapolis, fast overnight Zephyr-Rocket streamliners are now in service through the cooperation of the Rock Island and Burlington Railroads. Among intermediate points served are Quincy, Keokuk, Burlington and Cedar Rapids.

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Along the Rails

A roomette car has been added to the equipment of the Capitol Limited between Washington and Chicago. . . . 39,805,952 persons passed through Grand Central Terminal as passengers in 1940, compared with 38,260,143 in 1939. . . . More than 1,700 Canadian National employes are on active service with the Army, Navy and Air Forces . . . New York Central's Pacemaker now leaves at 4:30 P. M. instead of 5 P. M. . . . Orders for equipment totaling \$17,500,000 have been authorized by the Pennsylvania.

Heavy travel to Southern Arizona on the extra-fare streamliners, Chief and Arizona Limited, is reported by the Santa Fe and Rock Island-Southern Pacific. . . . The Ak-Sar-Ben is a new Burlington Zephyr between Lincoln, Omaha and Chicago. . . . Ninety-five new streamlined coaches are included in a \$12,500,000 equipment order by the New York Central.

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