

HOBBY SHOW MAKES ENGINEERS OF ALL

Brokers and Boilermakers Vie in Display of Complex Mechanical Devices.

RAIL SYSTEM ON VIEW

Noted Technicians Collaborated in Building Miniature Road— Many Ship Models.

A complete miniature ultra-modern railroad, miniature yachts and sailing vessels, models of speed boats and ocean liners, airplanes and toy engines, the spare-time handiwork of millionaires, professional men and plain workingmen, employed and unemployed, were shown to the public yesterday at the opening of the fifth annual exhibition of the New York Society of Model Engineers at the Knickerbocker Building, Broadway and Forty-second Street. The exhibit will be open daily except Sundays until Feb. 25 from 1 until 10:30 P. M.

The railroad has 650 feet of track running through tunnels under mountains, around curves and over bridges. The track is electrically operated, and the line is equipped with an interlocking signal and switch system, an electric rolling lift bridge, roundhouse, turntable, freight yard, concrete water tower, passenger car storage tracks, a machine shop and flood lights for night operation.

Model of Fast Train on View.

One of the trains is a complete model of the Twentieth Century Limited, built by Joseph T. Lozier, retired automobile manufacturer. The model is exact even to the color of the upholstery and linoleum. The double rolling lift bridge is a copy of the Big Four Railroad's bridge at Cleveland.

The railroad was built by nearly forty experts in their spare time during the past three years, while fourteen experts in bridge building constructed the bridge. More than two miles of wire were used in the switching and signaling system, which contains more than 160 contacts and 18 levers. These control automatically all the train movements. When anything goes wrong all the lights on an illuminated diagram chart go red. Colored lights on the chart indicate the spot occupied by a train at any moment. There are also bulbs on the tracks, serving as the engineer's control board.

One of the features in the exhibit is the original model built by Captain John Ericsson in his Chapel Street shipyard for the engine of the Monitor, lent to the society by a relative of Captain Ericsson. It was from this model that the Monitor's engine was built.

Gates Souvenir Shown.

Another feature is a model of a locomotive of the Kansas City Southern Railroad built in 1892 for John W. (Bet-a-Million) Gates, who at that time owned the road.

Cecil G. Hamilton, a boilermaker from Staten Island, has made a set of scale models illustrating the development of the steamship during the last century. There is the William Fawcett, an 1829 side-wheeler; the first Cunarder, the Britannia of 1840, which took forty-eight days to cross the Atlantic and was beaten by five sailing vessels that started out later than she did. Also the Great Eastern of 1858, which laid the first cable to America, the only boat ever built with both side-wheels and twin screws and which failed because the machinery left hardly any room for passengers.

The modern ocean liners are represented by scale models of the Berengaria, Leviathan, President Hoover, Empress of Britain, Olympic, Aquitania, Bremen, Manhattan, Mauretania, Majestic, Homeric and Rex.

E. Laurence Scheid of 975 Garrison Avenue, Teaneck, N. J., contributed a model of an early American stage coach, Western style, a model of Ghost, Baltimore clipper ship of 1850, used in the slave trade, and of the Bluenose, racing fishing schooner.

The society was founded by a few enthusiasts in 1924, and now has 100 members. Due are \$5 a year. Walter Elliott, boat builder, is chairman, and Edward E. Thorp, construction engineer, is secretary. Each member has a key and has the privilege of using the well-equipped machine shop.