

# MODEL TRAIN EXHIBIT TO OPEN

**S**TREAMLINING has invaded the model railway field. Offering dramatic proof of this newest rail hobby development, a tiny scale-model Diesel-powered train will be featured at the ninth annual exhibit of the New York Society of Model Engineers, opening tomorrow at 152 West Forty-second Street.

The miniature streamliner, it is true, will be only one among many more conventional locomotive models, ranging from early American wood-burners and "4-4-0's" to the most up-to-date Hudson and Atlantic types. For the traditional "iron horse" still holds first place in the affections of the great majority of rail enthusiasts and model makers.

This sleek, snub-nosed little train, nevertheless, is viewed by many model hobbyists as an augury of change. Not that any one is predicting the complete disappearance of the older type steam train; there will always be steam models so long as there are older fans who remember the boyhood thrill of watching a great panting engine taking on water at a siding, or roaring past a remote prairie station in the night.

## Changes in Train Design

But changes in the real railway world are bringing inevitable changes in the field of model building. Younger fans, coming up rapidly in the ranks of the nation's army of model enthusiasts, are introducing many new ideas not only in train design but in track layouts, safety devices and other phases of the hobby.

In addition to the tiny streamliner, practically all other types of locomotives and rolling stock will be seen in operation at the show, which continues through Feb. 27. Live steam models in a variety of shapes and sizes will be operated over the society's famous "O"-Gauge Union Connecting Railroad, which comprises six scale miles of steel track.

Electric locomotives and switchers, heavy-duty mountain engines, freight cars in all styles from flat

car to gondola, coaches in both modern and obsolete design—these and many other models, all built by members, will be shown.

A special feature of this year's show, further illustrating the trend toward modernization in the model-making field, is the new vacuum-tube track circuit which a young member of the society has designed and constructed. Installed on the "Mountain Division" of the model track layout, this new type track circuit is designed to overcome some of the safety problems involved in the use of light-weight high-speed carriers on American rails.

Any rail signal system, this young enthusiast points out, functions effectively only when the action of train wheels and axles on tracks is positive. Light-weight, high-speed trains are likely to fail to make this positive contact.

## Easy to Control

Centralized traffic control, enabling a single operator to operate switches and circuits over the entire system by remote control, is another new feature of the society's model layout. Rolling bridges, up-to-date turntables and roundhouses, a mountain "cutoff" section and many other new additions have been made to the road since last year's show.

Operation of this elaborate model railway system at full capacity requires a staff of twelve men. The club's membership, like that of the many other model engineering clubs in the country, is made up in large measure of business and professional men engaged in pursuits far removed from the field of railway operation; that does not prevent these hobbyists from giving a good account of themselves, however, when a long freight is speeding toward Bridgetown junction on Track 5, or when right-of-way must be given at Tower TU for a crack passenger flier.

Turning their backs on the workaday world, the miniature railway hobbyists pay strict attention to "orders" when the road is in operation.

J. M.