

FINAL RUN IS MADE ON MODEL RAIL LINE

**Last Toy Train Rolls Into
Society's Terminal Here as
Operation Is Suspended**

NEW ROAD WILL BE BUILT

**Amateurs to Take Over Much
Larger Space in Basement
of Midtown Building**

After "running 80 per cent on time" for eight years, the Union Connecting Railroad and its subsidiary, the Union Dock and Terminal Railroad, temporarily suspended operation last night when a mixed passenger and freight train rolled into the Union City terminal for the last time at 10:05 o'clock (Eastern daylight time).

No commuter need be alarmed, however, for the two railways combined cover only 250 square feet of floor space on the third floor of the Knickerbocker Building at 152 West Forty-second Street. Lilliputian coaches, Pullmans and freight cars roll over 850 feet of trackage solely to delight the members of the board of directors, or, more exactly, the New York Society of Model Engineers, Inc.

Although several towns and villages already had been removed from the plaster landscape, the dismantling of the \$50,000 railway itself did not begin in earnest until yesterday. In September the club will begin rebuilding the line in a much larger basement space in the same building. Although a section of the new railway will be ready for operation by Jan. 1 of next year, members of the club estimated that it would take several years before the more elaborate railway would be completed in the new quarters.

Yesterday a crew of ten veterans sat amid the maze of tunnels, trestles, bridges, roundhouses and freight terminals to operate the line for the last time.

Dr. Albert Greenfield, a physician by vocation and a yardmaster on the railroad by avocation, connected couplings and attached bills of lading, working hard to get his trains out on time. William McAllister, a statistician by day, sat at the board throwing the switches which controlled the power in his section.

Mr. McAllister, general secretary of the club, has worked his way up from building tracks four years ago to his present responsible position. He explained, while attending to his duties, that the trains operated on scale speeds of forty to sixty miles an hour—actually not much more than one mile an hour.

Promotions on the line occur according to seniority and the number of demerits against each man. Formal investigations are held on all "serious" accidents and demerits marked against the man held responsible.

According to Mr. McAllister, the biggest wreck the railroad ever had occurred some time ago when "old 28," the Mountain Limited, was roaring along at one mile an hour and was derailed at Mountain View trestle. Three passenger cars tumbled down sixty feet (actually, one foot) to a river below. Miraculously, the cars suffered only minor damages. There were no casualties.