

NEW WAR OF THE SPEED KINGS

POPULAR MECHANICS

MAGAZINE

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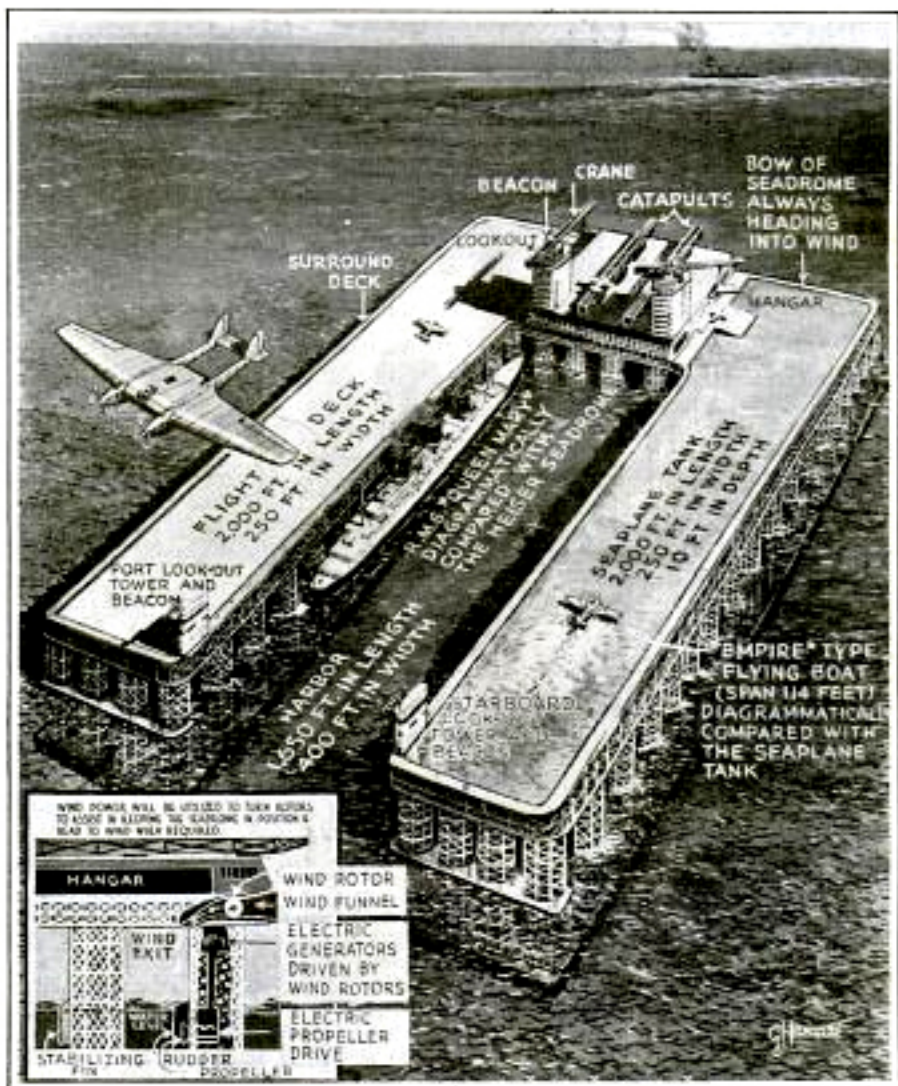
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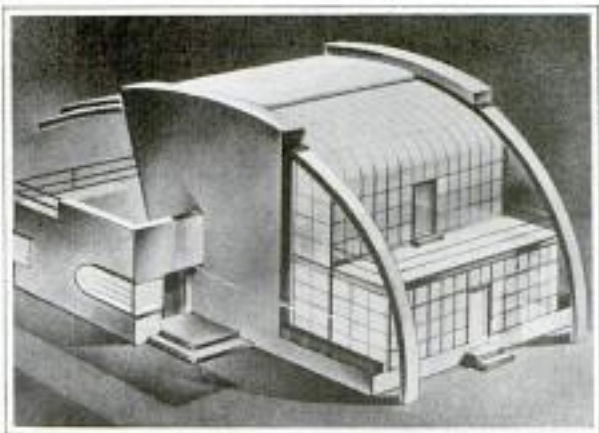
Floating Base Proposed for Ocean Air Liners



This is a drawing of the Heiser seadrome, proposed as a means of permitting land or sea planes to break their flights between Europe and the United States. The seadrome is U-shaped, with a 2,000-foot tank for flying boats and a 2,000-foot deck for land planes. Inside the "U" is a ship harbor, 1,650 feet long and 400 feet wide, large enough for liners of the "Queen Mary" type. The seadrome would not be anchored. It would be constructed of steel tubes built up on girder-work columns mounted on pontoons sunk 150 feet below the action of wave currents. Air currents agitate water to a depth of sixty feet, at which point pressure increases with depth until there is enough upward force to sustain the structure in position as the centrifugal force of the earth keeps the ocean in place. To help hold the seadrome into the wind, wind rotors would drive generators to supply power for twelve giant propellers. Two large rudders would be used for steering.

Glass Roof, Sliding Cover for Future Homes

Admission of more light to the home, office building and factory is being achieved through the increasingly liberal use of glass. Many industrial structures, as well as residences, now have entire walls of glass. Materials are on the market for erecting buildings almost wholly of glass, either in the form of brick or double panes. Such buildings would have supporting members of steel, therefore would be substantial. Not far in the future are homes like the one presented recently in sketch form. The design calls for glass walls and roof, to admit light and radiant heat from the sun, and for a sliding cover. In winter the cover would be rolled back to let in the sunlight; in summer it would be rolled forward to shield the glass roof from the sun. Operated by motor, the roof cover is re-

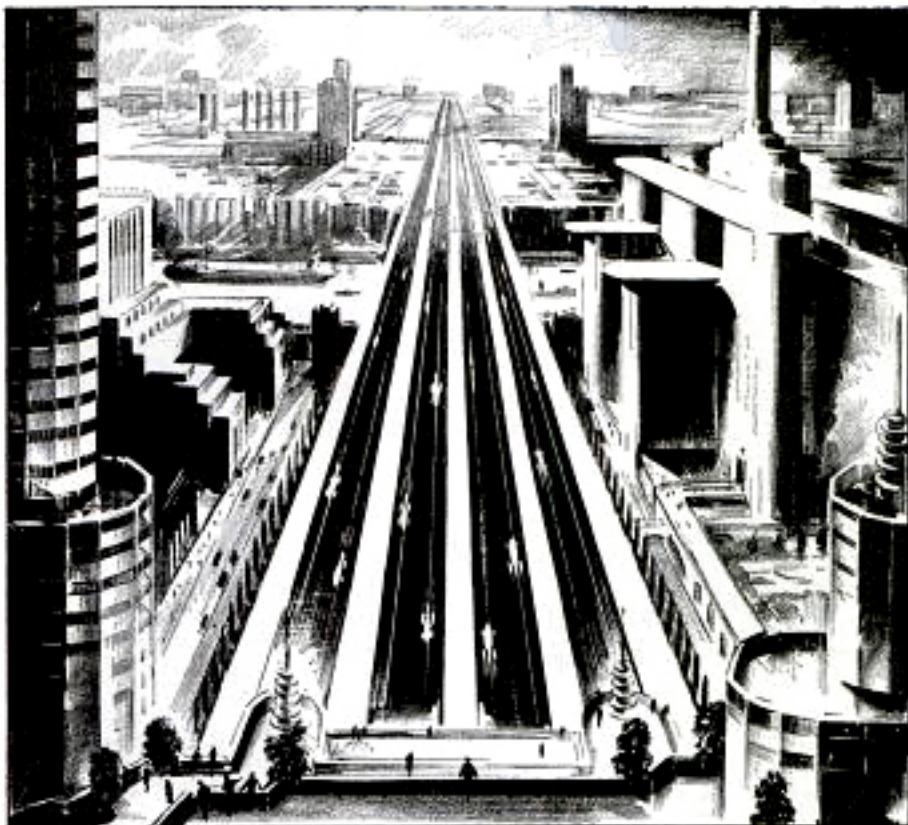


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Sketch for a "Home of the Future" into which radiant heat from sun would be introduced by means of glass roof and walls

garded as practical. It would be moved by rollers, or other means, in two channels, one at either side of the house, running over the roof in a graceful curve. The movement would be similar to that of a roll-top desk. When rolled back, the roof would serve as a cover for a porch in rear.

Super-Highways for 100-Mile Speed Proposed



© Warren Bass, from Wide World

Here is the artist's idea of how the super-highway of the future might appear. Present plans call for twelve lanes of traffic, six in each direction

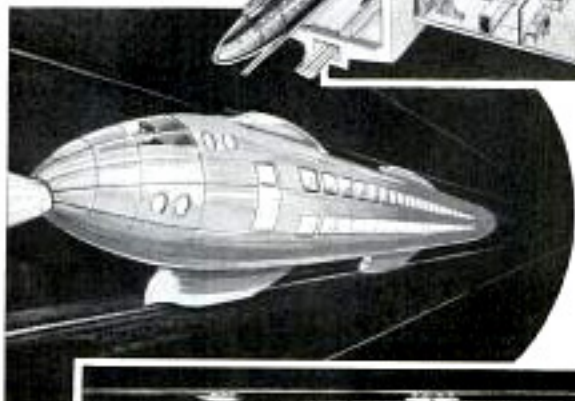
Twelve lanes wide and constructed so that speeds of 100 miles per hour might be attained in comparative safety, super-highways have been proposed to meet traffic needs of the United States. A bill for construction of ten such highways, three running east and west and seven north and south, has been drawn and given serious study by the government. The cost would be between \$6,000,000,000 and \$8,000,000,000, with the roadways to be operated on a toll system that would make them self-liquidating. Besides tolls, a concession plan is proposed to increase revenue. Sites would be leased for hotels, service stations and for many other purposes. Every effort would be made to keep

the highways attractive. A generous park strip would separate traffic into two-way streets or roadways, with six traffic lanes in each direction. Already the war department, seeing national defense advantages for its motorized army with such a network of super-highways, is interested in the bill. Among features of such a road operating between New York and Boston would be a block signal safety system. This roadway would run beneath cities and could be traversed in two and one-half hours, according to research experts.

Experimental heating plants to dispel fog around airports are proposed by the British Aeronautical Research Committee.

Engineer Visions Underground Torpedo-Train

Fast subterranean travel on torpedo-shaped monorail trains is envisioned by a German engineer, George Nuetzel, as the solution to surface transportation problems. These trains, with possible speeds of 250 miles per hour, would operate in tunnels constructed with ventilation and control channels to supply fresh air and to make for greater safety. While the trains would travel on a single rail, a second guiding rail would be provided for rollers attached to the trains in case balance should be disturbed. Air pressure would drive the trains. In order to reduce air resistance, the underground speedsters would be designed like torpedoes and would be streamlined to the greatest degree feasible. Passenger compartments would be sealed hermetically and proper air pressure would be maintained by oxygen machines. The engineer proposes to hold acceleration and braking within reasonable limits, to avoid ill effects on passengers.



Top, how terminal of proposed torpedo railway might appear. Left, artist's idea of the torpedo-train in operation. Bottom, side view showing guide rail above the underground streamliner.



HUNTING LIVE TREASURE

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300-Mile Railway to Carry Ships Is Planned

Right, ship entering lock to be raised to truck. Center, an ship would appear on cross-country railroad. Bottom, position of ship in carrier is shown in outline. Inset, map of route.



© Tilton-Lewis

means of electric power along a six-track railroad across the country. A regular railway for fast trains and two motor roads also would be part of the project. Captive balloon barracades are being considered as a means of defending the railway against enemy air raids. The balloons, spaced at 300 to 1,050 feet, would support steel nets at an altitude great enough to reduce the chance of successful bombing. The railway also could be used to speed up passage of trading ships from French ports to the Mediterranean.



French engineers are preparing plans for a ship-carrying railway 300 miles long, between Fort le Verdon and Beziers, linking the Atlantic and the Mediterranean. A similar line, but much shorter, already exists in East Prussia. The proposed railway, which would eliminate a 1,200-mile water trip from the Bay of Biscay to the Mediterranean, by way of Gibraltar, would enable the French Atlantic fleet to move quickly in emergencies. Rough drafts of the project call for a ship-ping port where ships would be put into movable docks, which then would roll by

U. S. Has 23,000 Aircraft Pilots and Half as Many Planes

Coincidental with the announcement of federal administration plans to train 20,000 aircraft pilots each year, the Civil Aeronautics Authority made known that there were 22,383 licensed pilots in the United States on January 1. Of these, 1,159 were air line pilots, 10,676 held private licenses and 6,834 commercial licenses. Women pilots numbered 675. The aircraft census showed 11,159 certified or uncertified planes, and 221 gliders with 172 licensed glider pilots.