clock makes an electric contact every two seconds and if the frequency is not exactly 60 cycles, the little Telechron motor must bring it exactly right.

In addition to the governor control, a Scutte and Koerting butterfly valve has been installed in the steam line to each engine ahead of the throttle valve, and any speed in excess of 150 r.p.m., will cause it to restrict the steam to the engine. The 16" main steam line is connected in the double loop system, and each engine can be cut off by means of gate valves.

Directly attached to each steam cylinder is a 10" Elliott Welderon receiver separator, the steam line leaving the overhead throttle valve, and forming a Siamese loop connection. Set about 30 feet from the floor is the motor-driven throttle valve, which is operated by means of a push button to start and stop each engine.

Elaborate lubricating systems are provided. An unusual feature is an electrically operated oil supply valve for each engine. This is a 1½" double magnet-operated solenoid globe valve, placed in the oil line of each engine and electrically connected so that the throttle valve cannot be opened until the oil is flowing to the bearings.

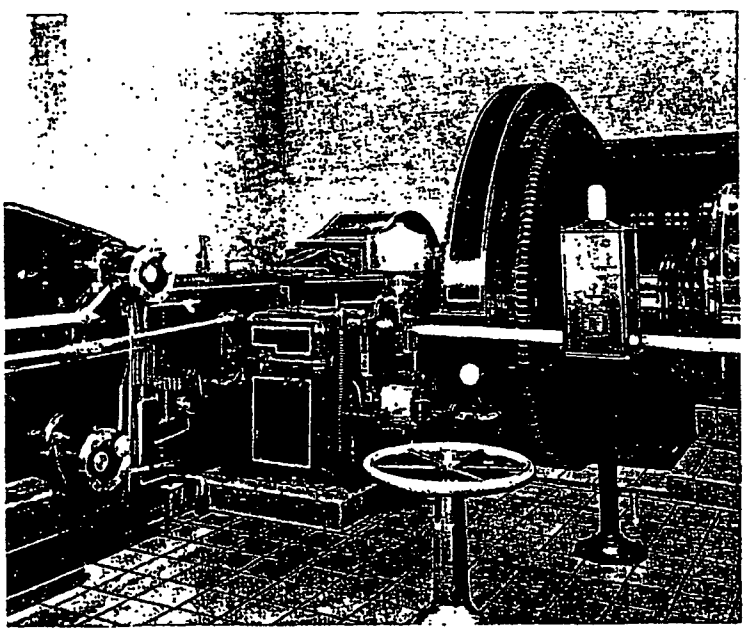
A switchboard and control bench occupy a corner of the engine room. In a high glass dome, surrounded by a guard rail, the master Telechron clock operates. The main electrical switching and bus room is located below the engine room.

Heating System

Both steam and hot water are used for heating, hot water being favored for the hospital buildings. The highest floors are heated by steam. In such rooms as the delivery room and the maternity hospital, steam is used in connection with or to supplement the hot-water system to insure reliability. Both the steam and the hot-water systems receive their supply from the engine exhaust. There are numerous ventilating systems, and air conditioned spaces are scattered throughout the hospital. In the refrigerating system, two Elliott 12" Twin Strainers are located next to brine pumps.

Dr. A. A. Adler, Consulting Engineer, writing in NATIONAL ENGINEER closes with this paragraph: "In examining the equipment in this hospital group, two things are forcibly brought to the attention of the engineer. Obviously, in a hospital it is imperative that the equipment be reliable and that the breakdown of any one piece of equipment does not necessitate a complete shutdown. The designing engineers have not only selected the best equipment possible, but they have also duplicated most of the equipment in the plant, so that trouble in any one piece of equipment will not seriously affect the functioning of any service. Undoubtedly, the years to come will see a continuous growth of this medical center. The designing engineers have provided plenty of room for future expansion. With the passing of time, the value of these features will be realized and the foresight of these engineers will be appreciated. This vast project stands as a monument to progress, not only in the field of medical science, but also in the field of mechanical engineering—a true triumph of engineering skill."

Construction of the group of buildings comprising the New York Hospital - Cornell Medical College Association was started in 1929. Architects were Coolidge, Shipley, Bullfinch and Abbott, of Boston. The heating and me-



A close-up view of the governor and valve gear on one of the engine units.