

The "Flying Scotsman" starting off on its journey through the garden.

A Flying Scotsman In the Garden

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WE all have read about the "Flying Dutchman," the shadowy ship which sailed the Southern Seas. Then there was its namesake on the "Great Western," an old broad-gauge train to the West of England. The "Flying Scotsman," however, reminds us of the huge railway engine exhibited at Wembley last year. This magnificent locomotive now has its counterpart in miniature in a garden railway on the Surrey downs.

Laid to $3\frac{1}{4}$ in. gauge, this tiny railway has for its express traffic the beautiful model of the famous London and North-Eastern "Pacific" type engine, the largest and most powerful class of locomotive in this country. The "Pacific" type is so called because it has six coupled driving wheels, a four wheeled bogie at the front end, and another pair of small wheels at the rear under the large wide "Wootten" firebox.

Only the London and North Eastern Railway owns "Pacific" engines. The Great Western Company tried this type of engine some years ago, but did not make a satisfactory job of it, and have lately broken up the only one they built. The North Eastern, however, seem to have achieved success and continue to add to their fleet of these wonderful machines. The Northampton-built model is equally successful and will pull a model train of 350 lbs.—which would represent a

train of 600 tons—with ease at scale speeds of 100 miles per hour.

This model is one-sixteenth full size and was designed by Mr. Henry Greenly with an exterior outline exactly the same as the original Wembley Exhibition locomotives. The inside is, of course, modified to make it a practical working engine. However, it burns real coal, and the water is fed to the boiler with a miniature injector. No pumping by hand is required. All that the driver does is to turn on the water and then the steam, a very tiny jet of which automatically forces the feed water into the boiler.

The model, which will attain a speed of nearly six miles per hour, has an automatic device for cutting off the steam at the end of the journey. To catch an engine weighing over seventy pounds at six miles per hour would be a difficult proceeding.

The engine has driving wheels 5 ins. in diameter and, with the tender, measures 5 ft. in length and $10\frac{1}{2}$ ins. in height.

The cylinders are 1 in. in diameter and have a stroke of $1\frac{1}{2}$ ins. The valve gear is all outside—quite the latest style in British locomotives. The tender runs on eight wheels and carries a supply of water and coal sufficient for a run of nearly a mile. This distance in the model, of course, represents about 160 miles, from King's Cross to Doncaster, in the real thing, so it will be seen that for efficiency

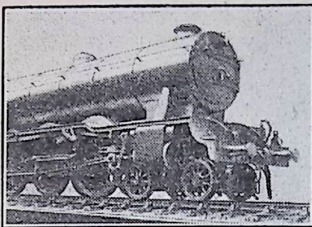
the model is quite equal to the full size machine.

Twenty-five years ago there were hardly any working model locomotives. Owing to the recent great interest taken in the working details of model locomotives, both in design and construction it is nowadays possible to build faithful models of any type of railway engine, which will exhibit

all the characteristics of the original. A shunting engine or a goods locomotive will pull heavy loads at low speeds, while a model express engine such as is illustrated here will haul a fast train in quite a realistic manner.

Stoking a model with coal is great fun. It is not everyone's opportunity to obtain a trip on the footplate of a locomotive, but driving an engine like the Haslemere model "Flying Scotsman" is the nearest approach to the real thing.

The track is laid with perfect model permanent way, bull-headed rails as used on all our British main line railways, with metal chairs and wooden keys. The coaches are made of wood with metal bogies having real springs over the axle-boxes, spring buffers,



This picture shows details of the outside valve-gear of the model

and model screw couplings. The line is also equipped with models of various types of wagons.

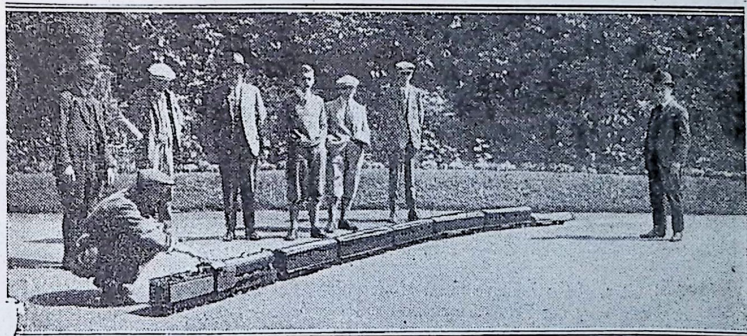
The locomotive itself is a really fine piece of work. Its exterior is an exact replica of the real "Flying Scotsman," and some idea of the perfection of detail may be gained from the close-up picture at the top of this page.

But for the fact that you know that it is a photograph of the model, you might quite easily take it for the real thing.

At the foot of this page is a photograph showing the model in its Surrey garden, with its scale-model train.

The relative size of the engine and coaches is clearly shown against the interested group standing about it.

Not many boys can hope to own such a magnificent miniature railway, but the ordinary indoor model line of modest dimensions gives the young enthusiast just as much fun and satisfaction. It should be remembered also, that a model railway instructs as well as it amuses the boy of a mechanical turn of mind. Fathers, please note!



The track is a perfect model of that used on the British main-line railways, and the actual size of the garden "Flying Scotsman" can be clearly seen in the photograph.

A MODERN KNAVE OF HEARTS!



Billy Bunter, of the Remove Form at Greyfriars, has a special weakness for tarts! He has an unerring "nose" for them, and can usually track them down, however carefully they may be concealed. Once he has discovered them, Billy does not waste time wondering whom they belong to—he just wires in! At tart eating, Billy Bunter has the Knave of Hearts beaten hollow!