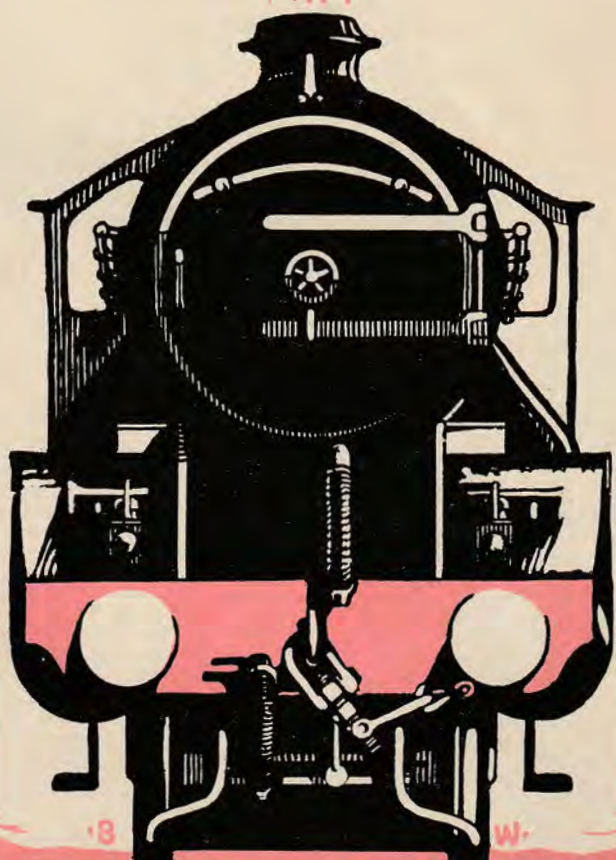


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many of these will give complete drawings and instructions for a specific model, while others will give a general outline and suggestions which each reader can adapt to suit his own requirements. Over 40 photographers, designers, and writers have been engaged on the preparation of this remarkable work, and many experts well known to our readers, such as Mr. Henry Greenly, "L.B.S.C.," Mr. E. W. Hobbs, Mr. A. R. Walkley, Mr. George Winteringham, and others, will be represented by contributions to its pages. This is a book which every model railwayman ought to possess in its complete form, as apart from its special value for reference, it will be a constant source of enjoyment for general reading and model making inspiration. It is important to place a definite order with your newsagent for the series, or to send in a subscription to the publishers. Some of the earlier parts may easily go out of print very quickly; those who order them now will be sure of getting them. A limited supply will be reserved for distant overseas readers whose orders cannot reach us before the first few parts are out, but we would strongly urge readers abroad to send in a subscription right away, to avoid missing what will undoubtedly be the most interesting and helpful book on models ever published. A subscription of 21s. will ensure the dispatch of the 18 parts as published, post free to any part of the world.

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We are very much obliged to the many correspondents who have written on the subject of "Scale Speeds," but unless we devoted the best part of a whole issue to this question we could not possibly ventilate all the views submitted. The fever has also broken out in the correspondence columns of the *Model Engineer*, in which journal "L.B.S.C." sums up the matter very fairly and convincingly in his article of August 11th. "L.B.S.C." says that "Scale Speed" is a wrong term

to use; "proportionate speed" is far more correct. He sums up by saying "when the driving wheels of a little engine are doing the same number of revolutions per minute as her big sister, then the little one is travelling at the proportionate or "scale" speed of the big one; and you can't get away from the fact, no matter what arguments are put forward." He quotes Mr. J. N. Maskelyne, who showed that if the London to Brighton main line could be reduced to 2½-in. gauge it would be just over two miles long; and if a "Belle Minimus" ran over it with her wheels going the same r.p.m. as "Belle Maximus," she would take one hour to do the journey. As the little "Belle" would thus cover fifty "scale" miles in the same time as the big "Belle" took to cover fifty "real" miles, what further proof is needed?

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A new name for 3½-mm. gauge is coming into use in some corners of the model railway world. This is H O gauge, which means half "0" gauge, to distinguish it from the 4-mm. scale which is adopted in the trade for "00" gauge. It is a convenient way of making a distinction which is certainly necessary in view of the fact that each scale has its own confirmed adherents.

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Locomotive "fans" will be interested in a substantial volume which has recently been issued by the Locomotive Publishing Company, Limited, of 3, Amen Corner, E.C. 4. This is entitled "The British Steam Railway Locomotive, 1825-1925" and the author is the late Mr. E. L. Ahrons, M.I.Mech.E., M.I.Loco.E. The book is a reprint in a revised and improved form of the valuable series of articles which Mr. Ahrons wrote for the *Engineer* in celebration of the Railway Centenary. It is an authoritative and adequate treatment of the subject, and is profusely illustrated with drawings, sketches, and photographs. The price is 30s.