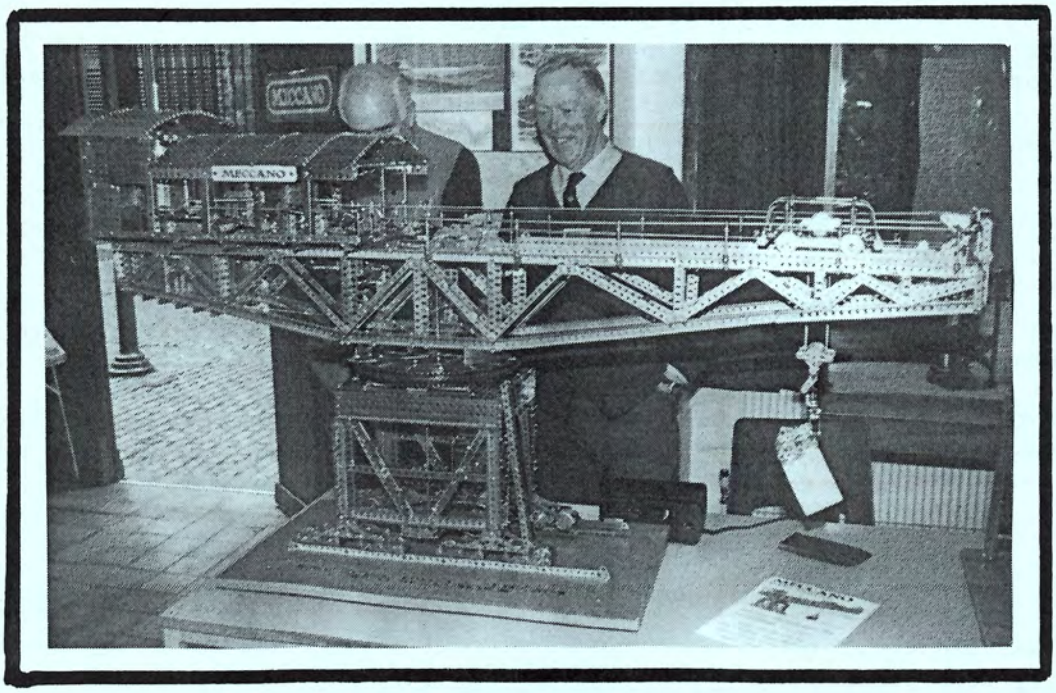
SHEFFIELD MECCANO GUILD

SMG -NEWS-



No. 38 June 1992

THE SHEFFIELD
MECCANO GUILD

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SMG News is produced quarterly by the Sheffield Meccano Guild in March, June, September, and December of each year.

Both the SMG Secretary and Newsletter Editor welcome any items sent in by SMG members (or others!) for inclusion in SMG News. There are no copy dates or deadlines; contributions will be included in the next issue.

Editorial

Mike and myself have got our fingers out in this issue of SMG News in order to have it posted earlier than usual for various reasons which we do not intend to disclose here!

Many people have passed favourable comments on the quality of the pictures in the newsletter. This is entirely due to SMG member Dave Yates, one of our unsung heroes, who processes original prints in to a form much more amenable for photocopying. Thanks Dave- your efforts really are appreciated by everybody.

We would also like to reiterate the statement in the top right hand corner of this page about newsletter contributions. Apart from the odd few items, they have almost dried up, and left us with virtually nothing in reserve. True, we do have one or two things in the pipeline, but articles from a broader spectrum of the members would be received with an enthusiastic response! There is no need to go to great lengths, just a few words and sketches are fine- photos are a bonus and will be returned. We can soon tidy it all up and transform your efforts with glorious stencilled titles and typed lilting sentences. Go to it!

Contents

Thanks go to Dave Yates, from Bolsover, for kindly producing half tones of photos for reproduction in SMG News.

COVER PHOTO

Oh no- not another Blocksetter!! This particularly fine example of the species, all in pristine nickel parts, is the work of Geoff Tomlinson pictured with his handiwork at Kelham Island.

Doing Time At Kelham

Notes on the Kelham Island Exhibition

From BARRIE MACKENZIE

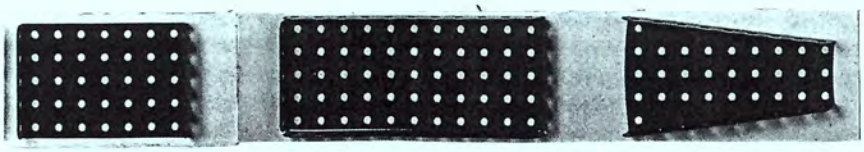
I thought our annual exhibition at Kelham Island Industrial Museum was extremely successful. Probably the best yet! I spoke to one person who was telling me how impressed he had been with the size of the exhibition and the number and variety of the displays. It only came to light later in our conversation that he had only viewed the downstairs room, being completely unaware of the existence of the upstairs displays. I hope that he was the exception and that no other visitor missed what was the larger part of the show; but it says much for our 1992 Exhibition that one person should find it so satisfying after having only visited what was one part of the display.

I spent a fair amount of time on the Sunday explaining the significance of Terraplanes to Meccano enthusiasts who had, understandably, never heard of these rare cars, but as I was spared having to talk about Meccano to the car owners it is clear there can be few boys who have not been exposed to the system at some time in their formative years. Having the classic car display and the Meccano exhibition running concurrently seemed to pay off, and gave the museum staff a busy day on the Sunday.

The question had been asked, 'Were our fairly regular appearances at Kelham Island suffered rather than appreciated?' The answer to this seems to be contained in a letter that I received a week after our appearance there, in which the SMG was invited back again to take part in a special exhibition entitled 'Doing time at Kelham'. To be held on the weekend of 6th and 7th of June, the museum would like us to contribute a display of time pieces. Anyone who would like to display a clock, or any other Meccano model connected with the idea of time, on either or both days of the week-end should let our secretary know. The museum offer free tea and coffee to exhibitors during the exhibition and assistance with transporting models if required.

We are also invited to produce an SMG display for the Sheffield Model Railway Enthusiasts' exhibition at the University's Octagon centre on the weekend of 4th-6th September. This would take the form of a publicity stand for the SMG and we are looking for some well behaved*models which would run continuously while the builders deal with enquiries from the public. The model railway exhibition is always very good, and if you are not planning to go down to Henley that weekend, a day at the Octagon centre is recommended.

*That rules me out! Sec.



Kelham Island Museum Meccano Exhibition, 1992

IT'S A BIT of an uphill struggle getting the media interested in events like this. The exhibition organisers approach the papers, TV and radio every year, but as usual the only 'solid' response was from the Sheffield 'Star', and Radio Sheffield. The Guild Sec. visited the radio studio at about 7:45 on the Saturday morning, then after a brisk stroll to gather his nerves back together, it was back down to the museum to lend a hand with the setting up. As is so often the case, the MacDonalds beat the Guild Ossifers to it, and were busy unloading before 9am. Such enthusiasm!

Barrie and Iain had borrowed the museum's van the previous day to collect tables from Stocksbridge church, modellers for the use of. These had been installed in the upstairs room, and awaited two coverings, one of paper, one of models.

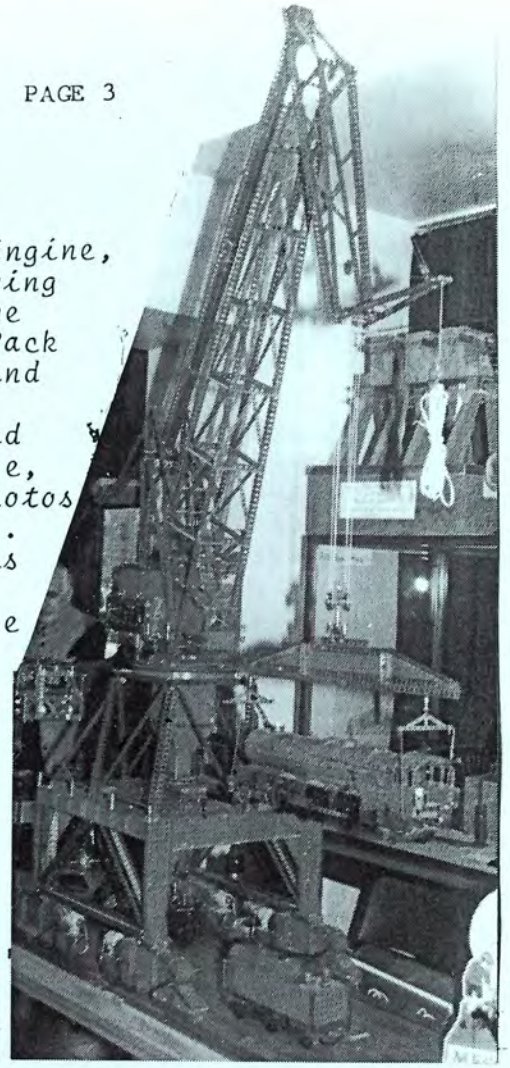
What it's all about! Mike Whiting with young Meccano enthusiasts.

The lower room, normally used as a classroom, was used by the dealers- Mike Rhoades and John Linder being in attendance- and the larger displays such as John McDonald's military vehicles and Geoff Brown's Shipyard Crane. With warnings from the museum staff that people don't bother going upstairs, we made it very clear with numerous signs that there was plenty more upstairs, along with two of the MacKenzies' Dealer Models in prominent places.

Since the Grand National was on the Saturday, the exhibition had not a little competition. But particularly on the Sunday, we did well, and all involved seemed pleased with the result of our efforts.

As well as the Meccano on the Sunday, our esteemed Chairman had arranged, under his other hat as Secretary of the Railton Owners Club, a display of Hudson and Railton cars. These fine beasts were arranged decorously in the museum car park, and provided a most unusual attraction, for which many thanks to Barrie and the ROC.

MODELS ON SHOW



HOWARD BOTTOM had a ten set Showman's Engine, which was criticised by its constructor for having suspect design wheel bearings 'resulting in some traction problems'; Howard also had an Action Pack 301 Breakdown Truck- a delightful miniature-; and Keith Cameron's 1926 4-2-2 Loco.

GEOFF BROWN brought his massive Shipyard Crane (opposite), based on an original in Odense, Denmark. Geoff says this model is built from photos only, and he had to 'invent' all the mechanisms. The loco which the crane carries is thirty years old and just happened to be the correct size!

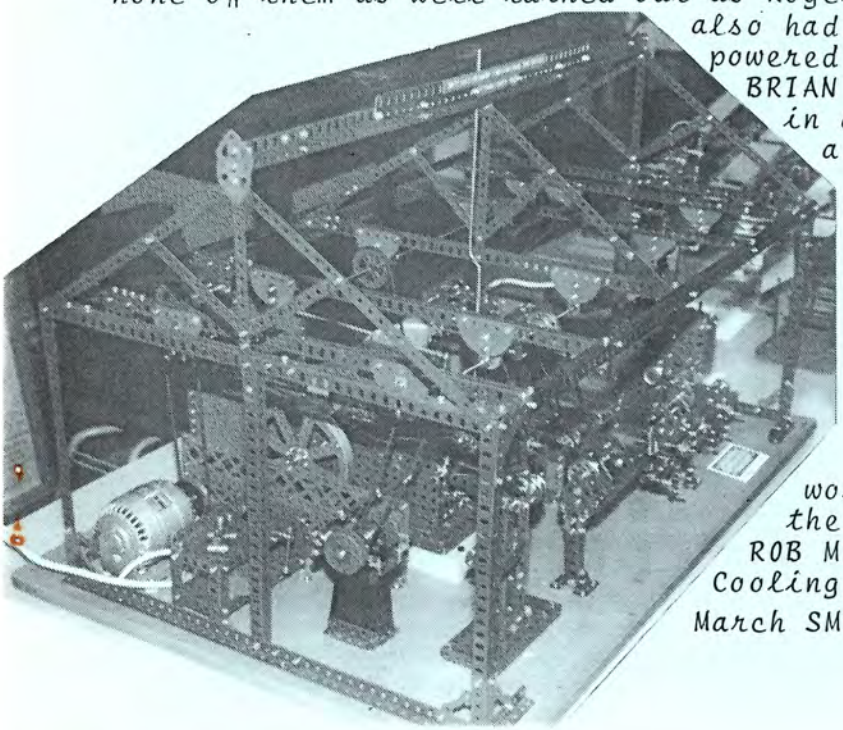
ALAN PARTRIDGE, apart from selling large quantities of washers to the needy, displayed his Ping-Pong ball Rolling Machine which never fails to stop 'em in their tracks at exhibitions.

RICHARD BINGHAM showed a Meccano Magazine Jigsaw plus the magazines upon whose covers the jigsaw was based, making an unusual and colouful display. Richard also showed his Synchronous Clock.

TOM MCCALLUM had a most eye-catching model- the LNER high-pressure locomotive '10000' in Nickel parts, which possessed that subtle gleam under the spotlights only obtainable with good condition Nickel.

JOHN BADER brought two models based on CQ articles- Keith Cameron's Christmas Carousel, and Andreas Konkoly's Overtype Steam Engine. Also very pleasing to watch was his French V12 Aero Engine as shown in Newsmag. John also had a nine-set clockwork car and a mini Crawler Crane, while son Christopher displayed a Crawler Crane 'built from mainly odd Army parts'.

ROGER BURTON showed A leyland National bus model designed by Roger Wallis for the MM Jan/April '79. Roger's model lacked one feature to make it even more realistic- a smoke generator, since many of these buses are seen in Sheffield, in a poor state of tune, and none of them as well turned out as Roger's Red/Green machine. Roger also had a Space Cruiser and a wind powered Generator.



BRIAN HARPER brought along his buddy in a box- the Sleeping Meccanoman, a Colin Cohen design from CQ. A complex and fun-to-watch model that delights the public.

CHARLES HATFIELD had a model which was singularly appropriate for the setting-a 1920's Engineer's Workshop (left) in Blue and Red, with all the appropriate tools of the time-lathe, drill, Planing Machine etc. Just such a workshop could be seen rebuilt in the musem.

ROB MITCHELL displayed his Rail Cooling Machines, as described in the March SMGN, also his rather splendid

little Overhead Gantry Crane.

CHARLIE ARCHER showed a dealer's display model Ferris Wheel, a 4-2-2 Loco, a Windmill Pump and an MG car.

WAYNE STANCLIFFE had made both versions of Keith Cameron's Tipping Lorry from recent CQ's, and also showed his own design Ferris Wheel, A Steam Engine, and a Meccanograph.

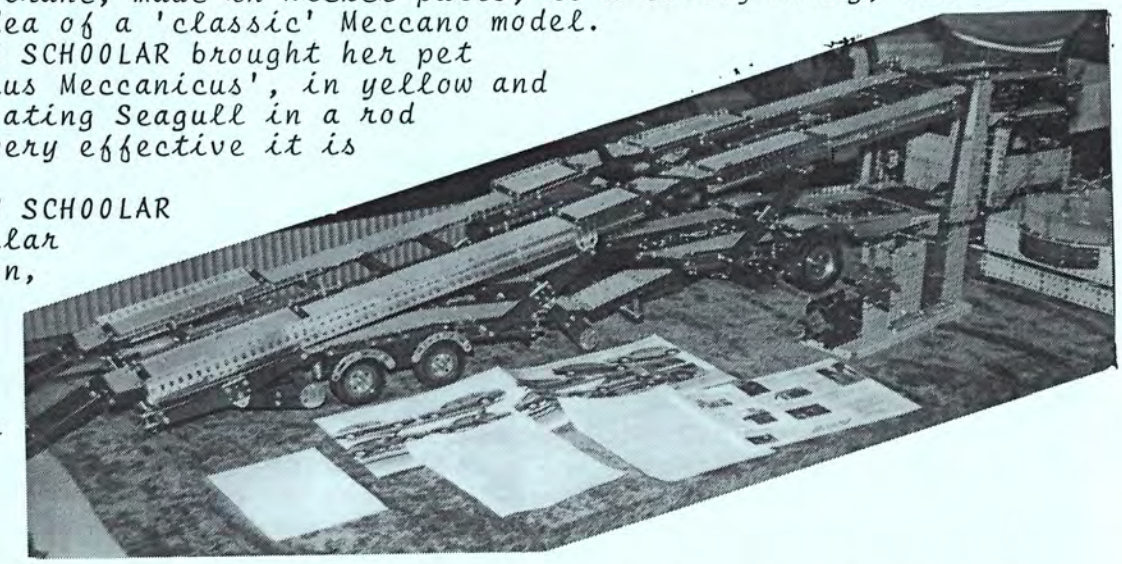
ROY EVERITT showed a very neat model of an SNCF high speed Loco, working through an overhead catenary.

JOHN MCDONALD put on his inimitable display of Army vehicles, which comprised; NATO FH70 Field Howitzer; International 542/11 Tractor and Trailer; Dodge WC57 Command Car; a Kettenkraftrad tracked Motor cycle; a White half-track truck; and his awesome Sterling eight wheel drive Wrecker.

GEOFF TOMLINSON, like Tom, also showed a model which looked particularly effective under spotlights. His Stothert and Pitt Blocksetting Crane, made in Nickel parts, is a lovely thing, and is everyone's idea of a 'classic' Meccano model.

JOYCE SCHOOLAR brought her pet Seagull, 'Larus Meccanicus', in yellow and white. 'A floating Seagull in a rod frame', and very effective it is too.

ROBIN SCHOOLAR showed a similar avian creation, these creatures being eminently transportable and costing little to feed...



RUSSELL CARR showed his 'virtually finished' Car Transporter (above) in yellow/blue/zinc, a large model with lots of interest and good proportions, also Russell brought 'The Skaters' as featured in CQ.

THE SCHOOLARS jointly- Eric, Joyce and Robin, displayed a Mercedes Unimog rough terrain Truck, radio controlled, with body and cab and a pinion differential.

IAIN MACKENZIE had a historical dispaly comprising Watt's Beam Engine, and a Revenge class Battleship- both in Nickel- plus an early Crane Locomotive and several early Meccano sets.

BARRIE MACKENZIE showed a display of Hornby Speedboats, an item which Barrie says is very prone to rust if actually used. Most of the models produced were represented in a display acquired over fifteen years; most that is, 'except for the Duck', which had, presumably, been chased away by Seagulls?

MICHAEL WHITING (Pic. in introduction) had a display which was literally eye-catching, all the models involving optical illusions of one form or another. The Visual Illusion Machine produced apparent colour on a black and white card disc, and the Moire Pattern Machine produced startling effects from certain angles.. Typical of Michael's standard of modelling, his version of Konkoly's Cyclic Colour Mixer worked beautifully smoothly.

Bernard Shaw had another Konkoly model, this one being the charming clockwork powered Horse and Cart. Bernard also showed a Frank Beadle Design 'Locomotion'.

MIKE BEADMAN struggled with his recalcitrant PHLEGM Lego Bashing Machine, 'A multi-motored expression of hatred of an inferior construction system'.

GEOFF LILLEKER showed a splendid SML Steam Shovel, and a Plastic Meccano Windmill.

JIM MORTIMER'S Model Report has gone away, but who could forget his lovely Blackpool Tower? Complete with Ballroom dancers, a charming model.

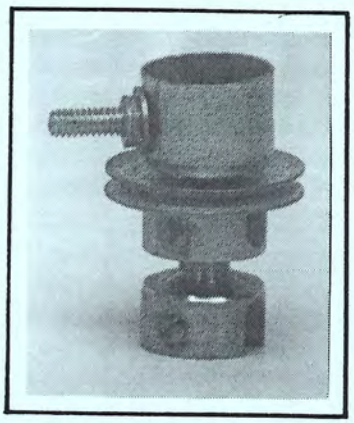
JOHN MARTIN displayed a pre-war SML Pontoon Crane in Blue/Gold, and a Konkoly Walking Horse.

a solitary official function was performed on mid-afternoon Sunday; huddle over cups of tea, Michael Kent, Prez. Richard and the Sec. counted the votes for the coveted SMG AWARD. The results for first and second place were very close, but in the time honoured reverse order, third place went to John Bader, second to Jim Mortimer, and a popular winner was JOHN MCDONALD with his display of militaria which is an exhibition in itself. So well done to John, and the SMG Award is yours for the year.

SMG Megamodel No.6 ~ Camping Stove & Saucepan

Once again, the credit (or should that be flack?) is to SMG stalwart John Bader who has dredged the very bottom of his Meccano collection and applied maximum brainpower to bring to us the very ultimate in Meccano technology. Cheers, John!

Construction commences with clamping a 1" pulley in one end of a socket coupling to make the Camping Stove. The Saucepan is a chimney adaptor with a ½" bolt forming the handle.



PARTS REQUIRED-
1 of no. 22; 1 of no. 37c; 1 of no.111a;
1 of no. 164; 1 of no. 171

An added bonus in this issue, also courtesy of John- a German Hand Grenade. This is simply an upturned Screwed Rod Adaptor. (Ed. I think this is now getting just a little out of hand!)

PART REQUIRED-
1 of no. 173a

SMG Norton Meeting, 25th April 1992

Not one of our better attended meetings, but enjoyable all the same. We clashed with another 'do' at Kew, which is where all our usual dealers apparently went to too! With Meccano shows and meetings becoming ever more prolific, clashing is now almost inevitable. In addition, Norton Church Hall is also a popular venue for other various events which further constrains our choice of available dates.

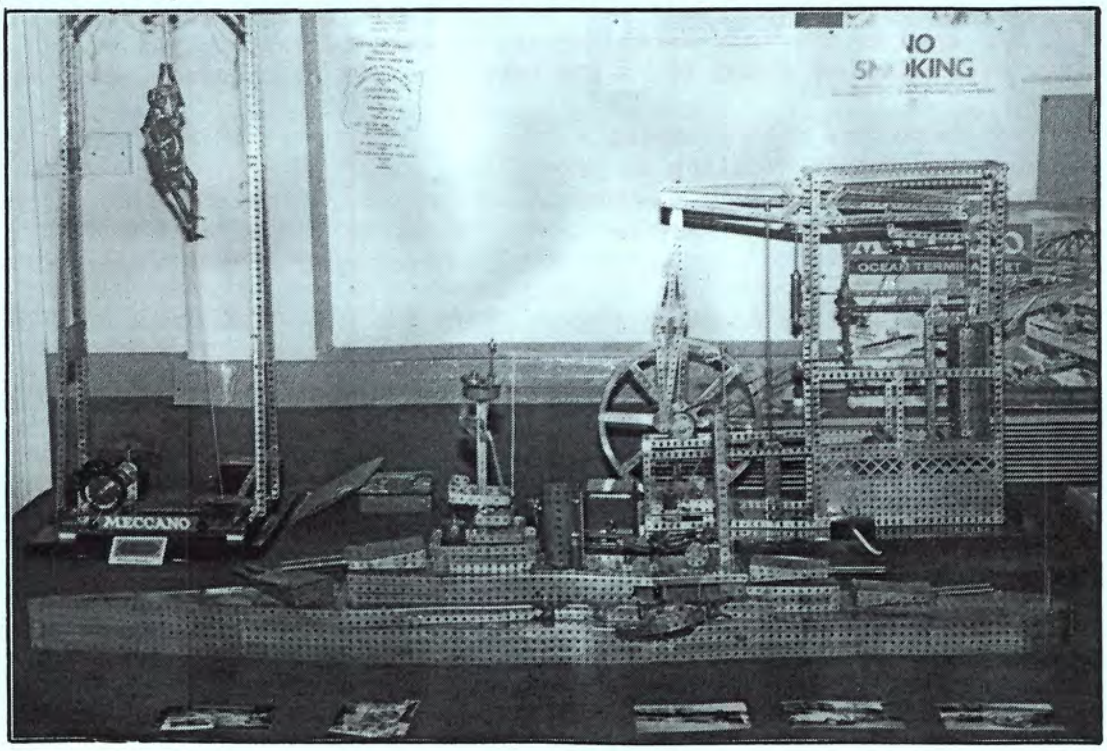
Nevertheless, Les Gines brought his shop window model of a Ferris Wheel, 32" high. This was accompanied by a somewhat smaller version from a current No.6 set. Les adds that they have both behaved impeccably during a three month run. Les does build stuff to work reliably.

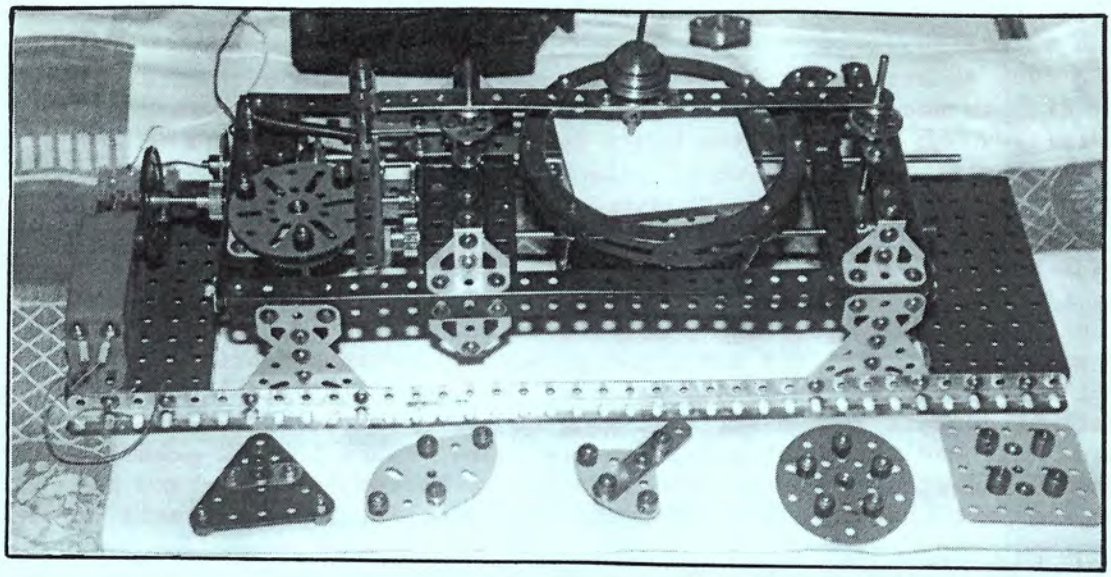
Charles Hatfield came with a model of a Hot Air Engine (one politician power?) and 'North Anglestrip Bridge', constructed entirely from 48a's and a contender in Reg Hall's single part model competition. His main model, though, was of a Gas Engine powered Engineer's Workshop which contained (long list coming up!) a lathe, pedestal drill, grinder, powersaw, milling and planing machines, and a workbench complete with a vice and a toolbox. Phew! The whole lot was driven byloads of overhead shafts, pulleys and belts. Spotted on the workbench was a SMG Megamodel No.5, presumably only recently finished by an aprentice.

SMG regular John Martin brought along his version of a Konkoly Overtype Steam Plant from CQ in a concoction of 1978 blue, and light red & green parts. A modification involved the fitting of a proper crankshaft, with a postwar No. 2 clockwork motor providing the action.

Jim Mortimer once again fetched his rather fine model of the Blackpool Tower, resplendent in Jim's unusual white and yellow colour scheme. Lots of movement down below included dancing to Reg Dixon in the ballroom (an adapted CQ Skaters) and trotting circus horses. Jim has also fitted it out with an aquarium(!), and Jungle Jim's and Tower Roof Gardens.

John Bader- who posted his model slip on at a later date- tut tut- writes that he took his all Nickel Ferris Wheel, operated by an E020 and kitted out with Electrikit lamps. He also had a Konkoly Overtype Steam Engine (oh no! Not





another one!) The presence of a L*g* man sitting in a corner of the engine reading a copy of CQ will not be mentioned.

Rob Mitchell arrived with his pair of Rail Cooling Machines, described in the last SMG News, and a remote control electric Overhead Crane powered by three M.0 motors and 3.6v nicads. In addition to the Ancient Motor Car, there was an obscure model (incomplete) of a Coke Oven Door Extractor, complete with a door to practice on, again all M0 powered.

Tom McCallum brought along a pair of 'almost twins'- the two SML Excavators, Nos. 19 and 19a, one in nickel and the other in early dark red & green. The 19a had the very desirable 1929 steam engine and a digger bucket built on.

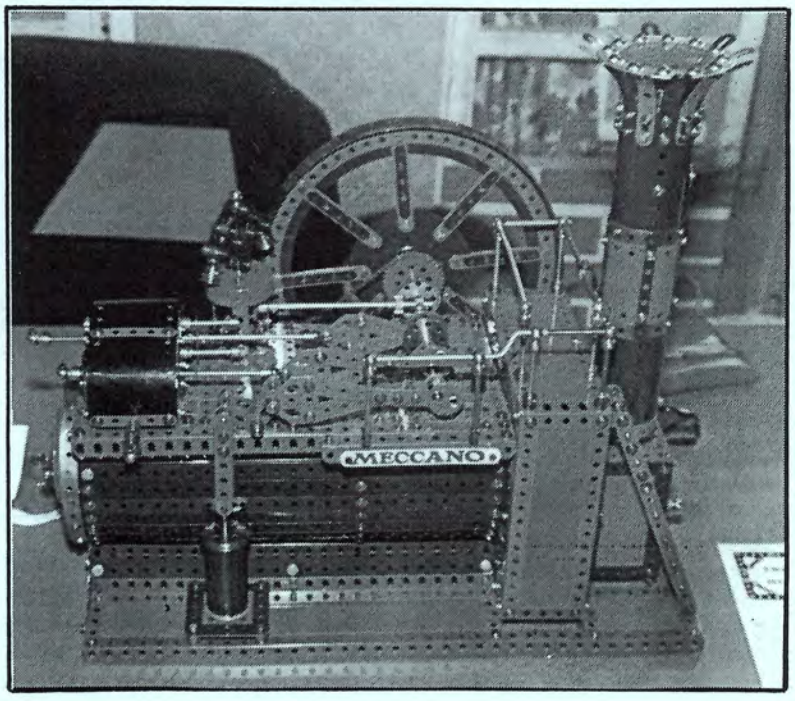
Howard Bottom's models were a Meccanograph and that No.10 set Showmans Engine. The Meccanograph is yet another Konkoly design (obviously a popular lad with SMG'ers), featured in a 'MM', constructed from red & green parts with a smattering of French bits. Howard says that it is a 'fascinating bit of mechanism. Could be the start of something big!' On the subject of the 10 set model, he adds that it is an enjoyable model to build but is fatally flawed in the rear axle bearings.

Frank Singleton, another Meccanograph fanatic if there ever was one, had a Konkoly (its him again!!) Guilloche Circuit Machine built from dark blue and

LEFT- Iain McKenzie's display of Nickel models with Richard Bingham's Climbing Man.

TOP- Frank Singleton's Guilloche Circuit Machine with its array of crown heads.

RIGHT-Konkoly designed Overtype Steam Engine, ably constructed by John Martin.



yellow parts, with a considerable selection of crown heads for maximum permutations of designs.

John Brown- so staunch a SMG'er that we could'nt get rid of him, even if we tried- came with an unusual electric clock. It consisted of two concentric revolving dials- a GRB plate for the hours using the 12:1 ratio and a 6" circular plate for the minutes. A nice piece of 'clockery'.

Mike Whiting brought along a Maudslay Table Engine constructed from red and silver Meccano, from CQ no. 15. Mike concludes that it is an admirable model, but he did have a spot of bother with the instructions.

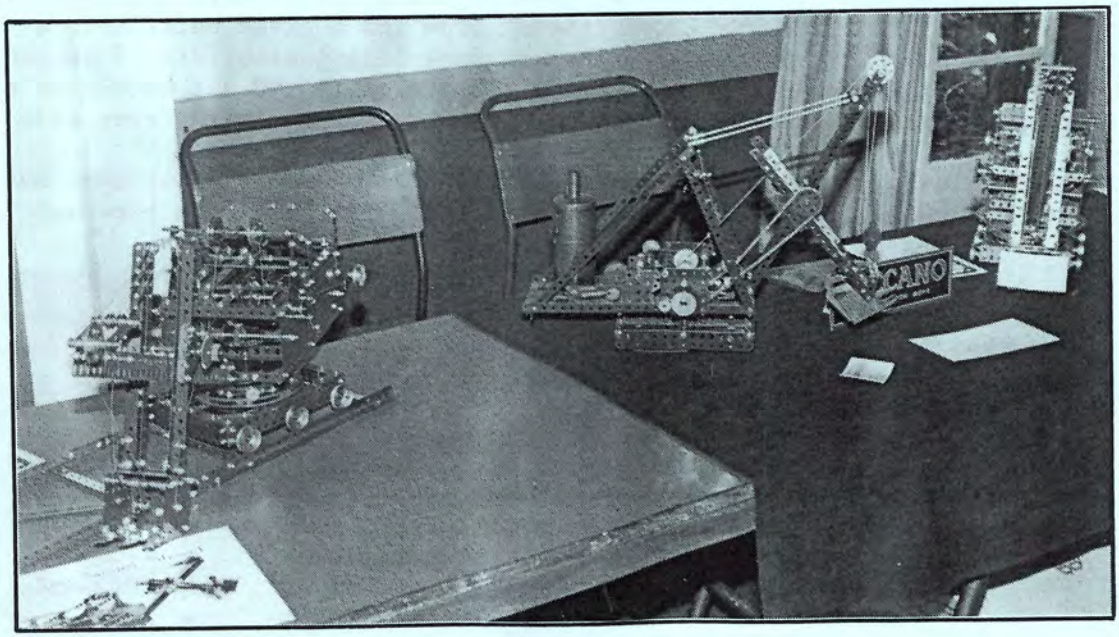
Trust Alan Partridge to construct an Impossibility Model- who else could do it? It is based on a 'Boat Carriage', but inside out and upside down (what??) Built from red & green parts, it contained a sheet of perspex resting on four out of phase rotating ellipses, which demonstrated that four elliptical wheels do not stay in constant contact with a surface. June CQ may well reveal all!

Richard Kent had a trio of models in his usual yellow & black scheme. One was a Newsmag Helicopter, which had'nt travelled to Norton too well, and a Jovilabe from a Mike Whiting design in CQ no. 14. Finally, he had a small vertical steam engine.

Geoff 'Nickel' Tomlinson brought his SML 19a Steam Excavator (another one? Thats three of 'em!) This one also sported a genuine 1929 steamer which was still in perfect working order, as Geoff showed.

Last but by no means least, Hellmuth Kohler had a dynamic model of a Pit Head Gear which demonstrated the effect of shock loadings on winding drum arrangements, such as bending axles and flexing bearing supports. He also had an Ancient Motor Car from SMG News no.37, and yet another SML excavator (4 of 'em!!!)

The refreshment crew once again left without hearing the thanks for their efforts- well done to all four of them. Our auction went OK with Tom McCallum presiding, which raised the princely sum of £3 odd to SMG funds, and finally, the 'official' picture of the SMG regulars for CQ's 'Down Your Way' series was called off. Probably try again in October.



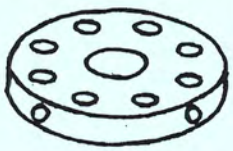
ABOVE- A trio of SML Excavators nos. 19, 19a and 19 again. The left one is by Hellmuth Kohler, the other two by Tom McCallum.

More Large Axle System Components

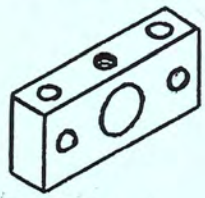
Derek Strickland has recently sent details of more items in the range of his large 3/8" axle parts and the introduction of both a 5/16" UNC threaded rod system, and some items to standard Meccano dimensions.

He can now supply cone pulleys with a 3/8" diameter boss at £4.95 each, and gear rings with 132 rather than 133 teeth, also at £4.95 apiece. Derek has also introduced large axle starter sets with a price reduction compared with the individual component prices. A smattering of what is available is shown below. Contact Derek at Boatley's Cottage, Kemnay, Inverurie, Aberdeenshire, AB51 9NA for more details or telephone him on 0467-42439.

3/8" RODS-
Silver steel- 1"-64p, 1½"-71p, 2"-78p, 2"+ 78p+14p/inch up to 23½".
Mild steel - 1"-55p, 1½"-58p, 2"-60p, 2"+ 60p+ 5p/inch up to 23½".
Threaded rods are as for Silver steel maximum length 30".

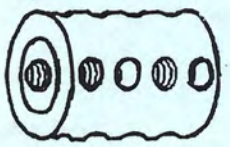


HUB. ¼" thick, brass, two grubscrew holes at 90 degrees apart for maximum torque transmission. £4.95

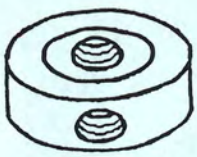


PLAIN BLOCK. For mounting axle to chassis. 1"x5/8"x5/16" brass with plain holes in two planes. £2.79

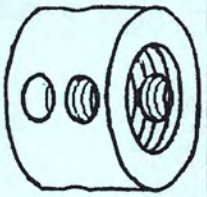
SHORT COUPLING. 3/8" bore version of no.63d or a compact no.171 for standard parts. £1.95.



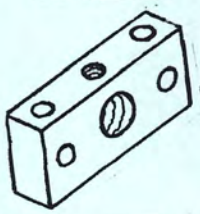
LONG COUPLING. Good for joining 3/8" axles. £2.64



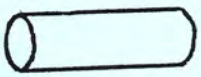
COLLAR. 5/8" O.D., 3/8" bore version of standard collar, brass. 85p



ADAPTOR COUPLING. Same as short coupling but with a part threaded bore. Brass, £2.79



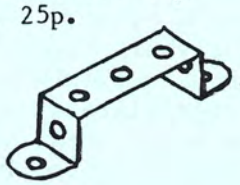
THREADED BLOCK. As for plain block but has a 5/16"UNC bore. £2.79



SLEEVE. Packs theaded rods out to 3/8". Silver steel, 65p.

DREDGER BUCKETS. Two bolt holes along the top and fixing tabs. 80p, or ten for £6.50

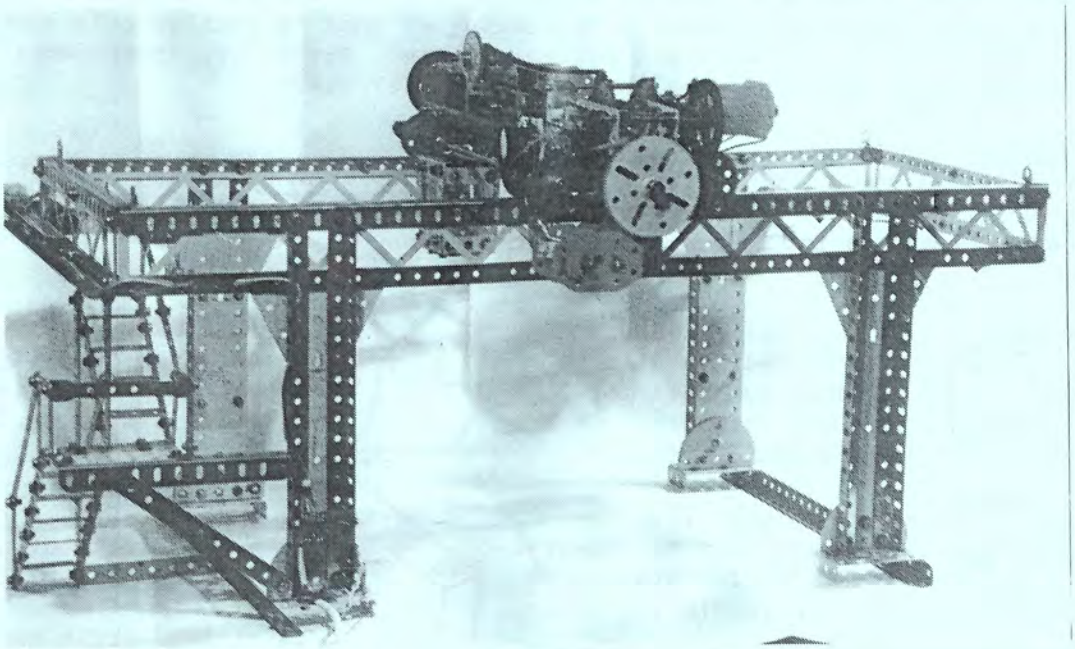
WIDE DOUBLE BENT STRIP. Similar to part no.45 but with three top holes. 25p.



POSTAGE & PACKING- +10%, minimum 50p, maximum £3.50.

AN ELECTRIC OVERHEAD CRANE

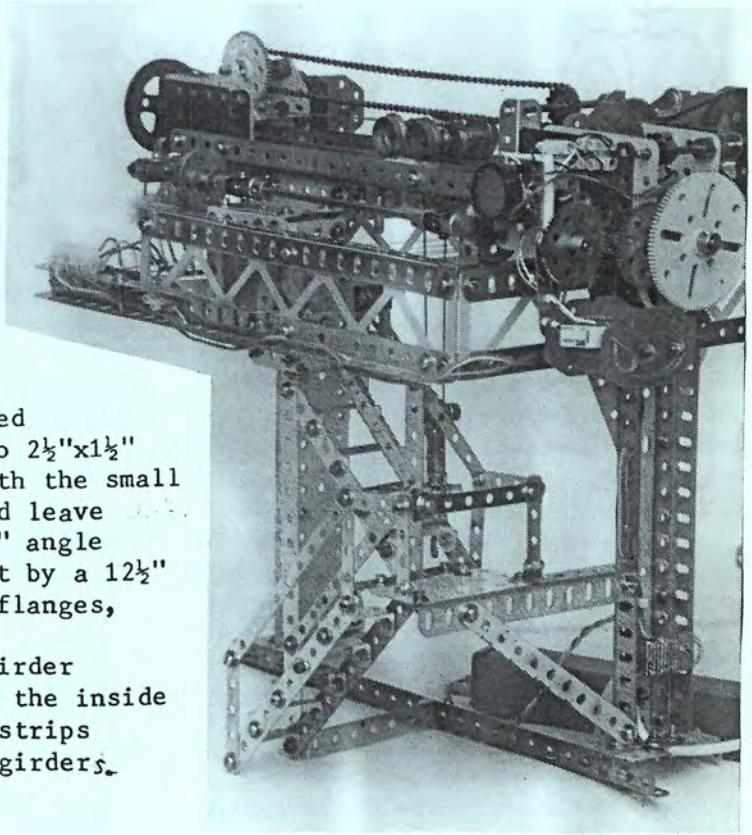
This is an entirely M.O powered model which is a smaller version of one described as Constructorproject no. 47 in the July 1988 Newsmag. The French box lid floor has been dispensed with completely, a cabin and steps have been added for realism, and power collectors have been installed so as to do away with trailing wires. The model is described in two sections- the gantry and the crane.



1) GANTRY CONSTRUCTION

The salient points of the gantry can be seen in photo 1 (above) and photo 2 (right). The four legs are each made up from two 9½" angle girders spaced apart by a 5½" and 2½"x1½" flexible plate, leaving one girder hole free at the bottom, which is occupied by a transverse 2½" angle girder and a semicircular plate. A 2½"x1½" flanged plate is bolted to the short girder to form a base. Two 2½"x1½" triangular flexible plates coincide with the small flexible plate at the top, which should leave three holes clear at the top of the 9½" angle girders. Opposite legs are spaced apart by a 12½" angle girder bolted to the base plate flanges, with a one hole protrusion.

Each side rail is a 24½" angle girder with two 12½" braced girders bolted to the inside of the slotted flange. A pair of 12½" strips overlie the bottom edge of the braced girders.

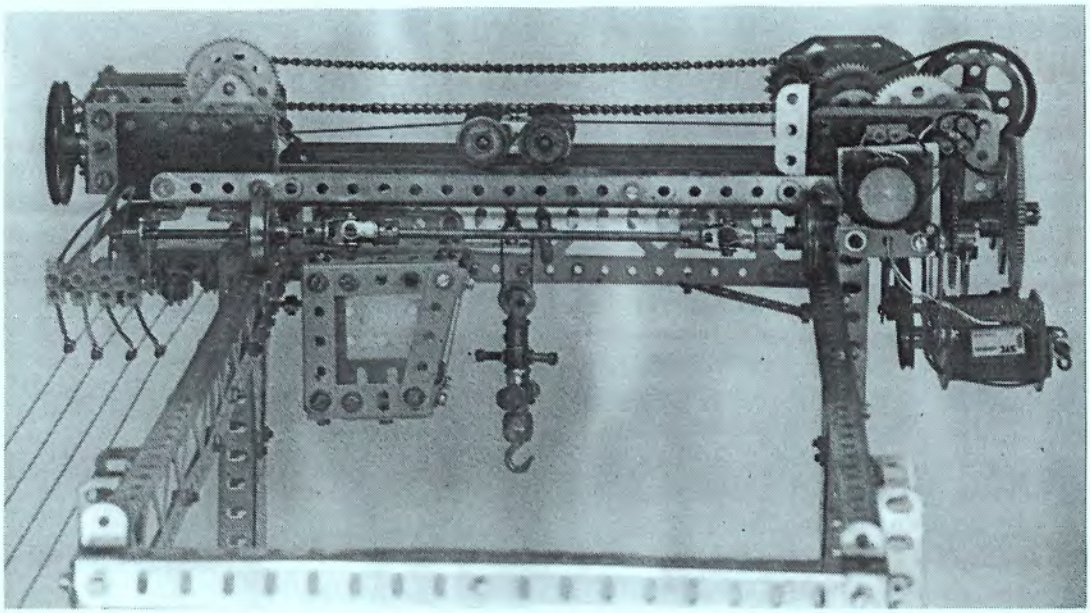


The sides are bolted to the tops of the legs with the tops of the triangular plates coinciding with the 12½" strips.

The ends are similar to the sides, but with 9½" angle and braced girders. The bottom strip is replaced, however, with a 12½" angle girder overlaid by a 7½" angle girder forming a 3" channel section overhang on one side only for the pick up wires. The completed ends are bolted on by two ½"x½" and two 1"x1" angle brackets with a pair of reversed angle brackets forming overun stops.

Access steps are two 'ladders' of 1½" double angle strips & 5½" strips with a 3"x1½" flat plate landing bolted to a horizontal 5½" girder on an acjacent leg. The top landing is a 2½"x1½" flanged plate fixed to the bottom edge of one end by a 1½" flat girder. The bottom of the steps are reinforced by a vertical 7½" strip and a horizontal 3½"x½" double angle strip; the handrails are narrow strip uprights and rails with angle brackets as necessary.

The power lines are brass picture wire (Woolworths!) with a soldered loop at each end in which a PLASTIC ½" pulley can be inserted. Slide a short length of 1/8" bore copper tube with a stiff wire soldered to it before completing the second loop to form the actual sliding collector. The fixed end is a pair of 1" double brackets bolted to the projecting channel section. The pulleys and wires are equally spaced on a common 3½" axle rod in the brackets. The tensioner end pulleys are held in alternately staggered (to prevent contact) small fork pieces which are pulled back by long bolts and short threaded rods to the channel. There are four wires; one is a common, the other three to each motor. Reversing is done by altering the polarity across the common and motor wires.



1. TOP LEFT- Overall view of the completed Gantry Crane from the long travel drive end.

2. BOTTOM LEFT-End of the gantry with the crane parked up. All of the access stairs are in this view.

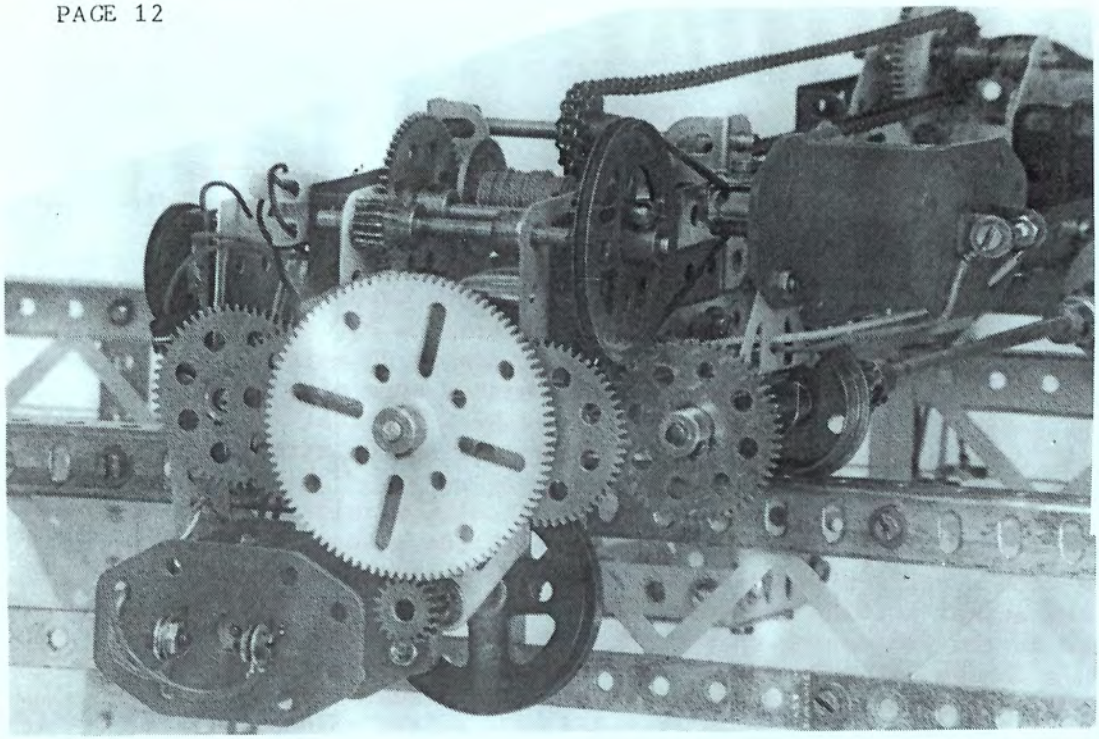
3. ABOVE- The travelling crane from the stairs side, showing the driver's cabin and power collecting wires.

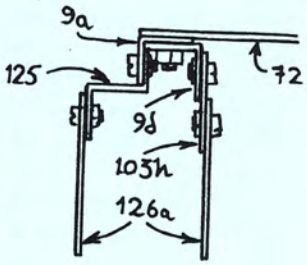
2) TRAVELLING CRANE CONSTRUCTION.

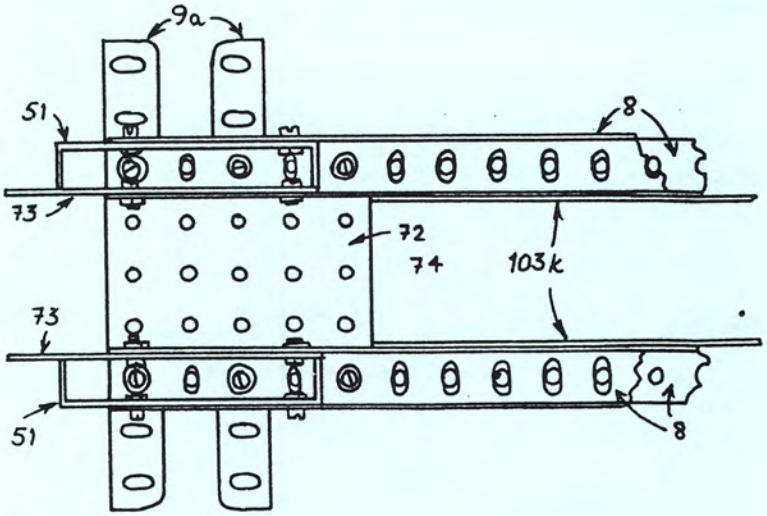
The chassis is a pair of 12½" angle girder channel sections with a central 7½" flat girder stiffening web. Figs. 6 & 7 (over) show its layout at one end, along with the platework that supports the motors and gears. The opposite end is identical.

A) Long Travel.

The running wheels are mounted inboard of the pairs of 4½" angle girders on 3½" axle rods (photo 3). Each end is joined by a 5½" axle rod held in universal joints, and one end carries a pair of 57 tooth gears







4. ABOVE LEFT- Detailed view of the long travel drive end of the crane.

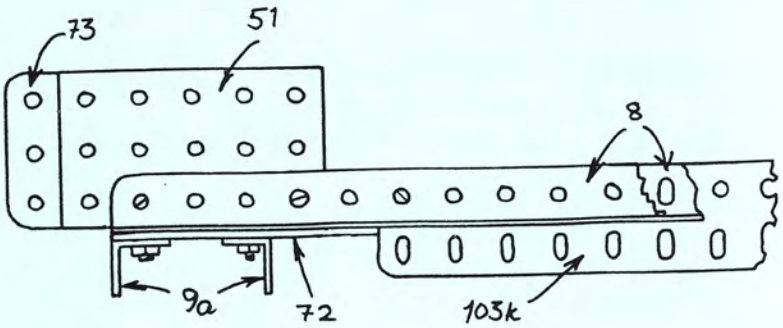
5. RIGHT- Underneath of the long travel drive end.

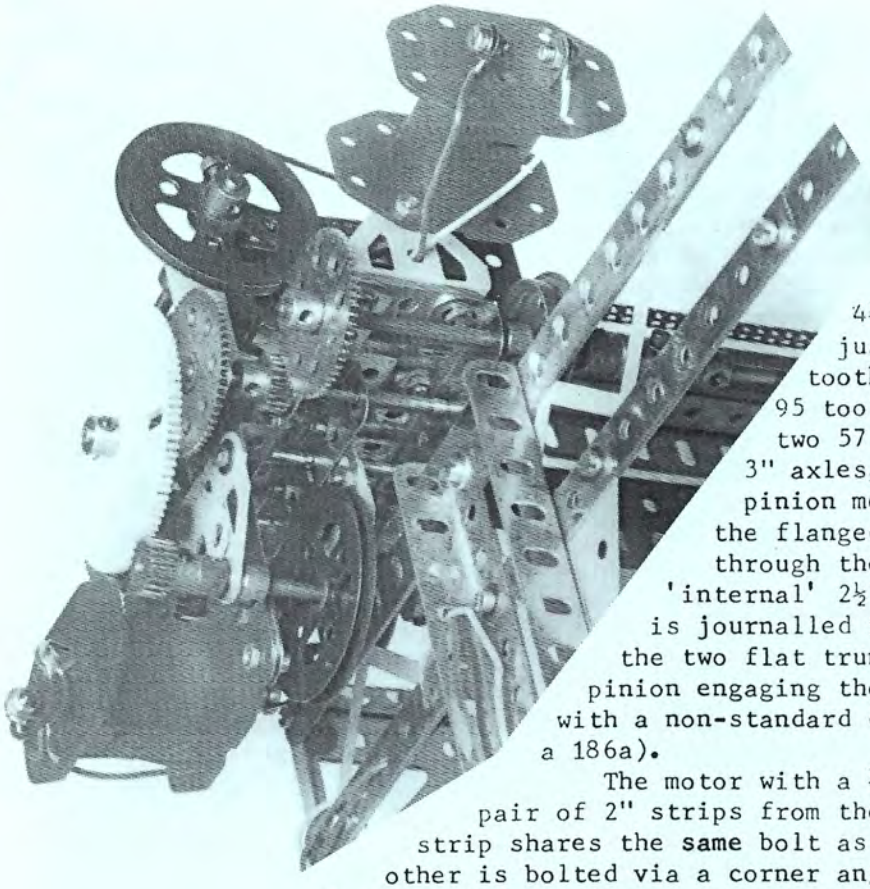
6. LEFT- Plan view of each end of the crane, and-

7. BOTTOM- Side elevation of fig. 6.

8. TOP RIGHT- Detail of the long travel drive shaft bearings.

(photos 4 & 5). Bearing supports for the other shafts are shown in photo 5 and fig. 7. All of the parts in fig. 7 are mounted centrally to the outer 4½" angle girder on one end only and share the same vertical axis. Accurate alignment is critical for smooth running here!





The shaft carrying the 95 tooth gear is 3½" long and is journalled in the double bent strip, a 4½" and a 2½" angle girder & 1½" flat girder and the other 4½" angle girder. Photo 5 (left) just shows this. There is a 19 tooth pinion directly behind the 95 toother, and this meshes with the two 57 tooth gears, one each side, on 3" axles, which also carry a 19 tooth pinion meshing with the 57 toothers on the flanged wheel axles. The 3" axles go through the end slotted holes of the 'internal' 2½" angle girder. A 2" axle rod is journalled in the bottom apex holes of the two flat trunnions, carrying a 19 tooth pinion engaging the 95 tooth gear and a 2" pulley with a non-standard drive band (a bit smaller than a 186a).

The motor with a ½" pulley is suspended by a pair of 2" strips from the outer 4½" angle girder. One strip shares the same bolt as a reversed angle bracket; the other is bolted via a corner angle bracket (grief knows which hand) to the top flange of the girder. An overall drive ratio between motor and flanged wheel is now about 180:1 (Quick note- the final drive 57 tooth gears may foul the bottom corners of the flanged plates. Substitute 2:1 gears if necessary)

B) Short Travel.

This is constructed on the opposite end of the crane. Two 1½" double angle strips are bolted across the top and bottom holes of the projecting 3"x1½" flat plates, and a 3½" strip projects to the left of each, overlapping two holes. An M.O motor & ½" pulley is bolted to the ends of these strips by four bolts, and additional support is provided by a 1"x½" angle bracket bolted to a side plate and the motor. Another 1½" double angle strip is fixed to the right hand plate, in the middle row of holes, packed by a 1½" narrow strip so as to clear the angle girder below. This carries a 3" axle rod with a short grub screwed worm on one end and a 2" pulley on the other to receive a non-standard belt drive.

Each flat plate also carries a vertical flat trunnion with its apex hole pointing upwards Photo 3). The apex holes journal a 2" axle rod with a collar, 14 tooth sprocket and a 57 tooth plastic gear meshing with the worm below. The return sprocket is fixed on a 3" axle rod journalled in the top holes of two 1½" angle girders bolted to the flanges of the 2½"x1½" flanged plate at the long travel drive end (photo 3). The crab is a pair of 1½" strips on the inside of a double bracket. Each end has a 1½" axle rod and two ¾" flanged wheels with a central loose ½" pulley between the strips. About 19" of sprocket chain is put around the sprockets and secured to the top of the crab double bracket.

C) Hoist

A winding drum is constructed in the plates at the long travel drive end. The drum (photo 4) is a short coupling with 1" bush wheel cheek plates on a 2½" axle rod rotating in the second hole back in the top row of the 3"x1½" flat plates, with a 50 tooth gear running in the flat-flanged plate gap. This gear engages a 25 tooth pinion, also on a 2½" axle rod with a retaining collar and a 60 tooth gear, which runs in a gap between the left flat plate and drum cheek plate. A 15 tooth pinion meshes with the gear in the end holes on a 3" axle rod. A 3" strip is bolted across the top of the right hand flanged plate to support the end of this rod which carries a 2" pulley. (photos 4 & 5)

The M.0 is bolted to a trunnion fixed to the two 4½" angle girders below with three 1½" strips for packing. A ½"x½" and a 1"x½" angle bracket arranged to form a short 'reversed angle bracket' anchor the top of the motor to the flanged plate. A ½" pulley on the motor drives the 2" pulley via a 6" belt.

The cord winds on and off the bottom of the drum, over a crab pulley, round the pulley block, over the other crab pulley and is anchired to a 1½" double angle strip across the front of the short travel drive end flat plates, sharing the same bolt holes as the flat trunnions. The pulley block is a couple of butted small fork pieces with a central 1" axle rod and an aeroplane collar which allows one to rotate. A hook is suspended from one fork and a ½" pulley in the pther, both on 'collared' 1" axle rods. Two ½" bolts are locknutted to the hook fork piece's boss to form a large 'T' hook.

D) Operator's Cabin

This is a tapered box (all in yellow parts for maximum visibility of course) with a 2½"x1½" flanged plate back. The top and bottom edges are 2½" and 2" angle girders with a 2½" strip front edge; the floor is a 1½"x1½" flat plate, the roof a 2½"x1½" flexible plate. The front window is a 2½"x1½" transparent plate bolted to two 1½" double angle strips inside the girders, with a transparent plate for the side glazing; the other (hook) side is unglazed for constructional access. It is bolted to a 7½" flat girder above by a 2½" angle girder (photo 3). When in position, the cab should 'park up' adjacent to the top landing on the gantry.

3) ELECTRICALS

A four way block connector is bolted to a 1½" corner bracket, in turn bolted to a 1½" angle girder slung below the short travel end on the outer transverse 4½" angle girder, reinforced by another 1½" corner bracket (photo 3)

When on the gantry, each connector should hopefully be almost above a conductor wire and a copper tube collector. Each collector's stiff wire should be secured in a block, arranged to pull the brass wire slightly upwards to ensure a good contact.

Wire one block to one tag of each motor to form the common, and one from each remaining block to one motor. Power to the conductors is a matter of preference, but I ran a wire from each down a gantry leg to a piece of stripboard onto which the power supply (3.6v nicads) and a remote control box were connected. The box has three push buttons, one per motor, and a DPDT switch to reverse the polarity. I also had a 3v relay wired in parallel with the long travel motor which switched on a warning siren and flashing bulb powered by an on-board 9v PP3 battery concealed at the bottom of the hoist mechanism

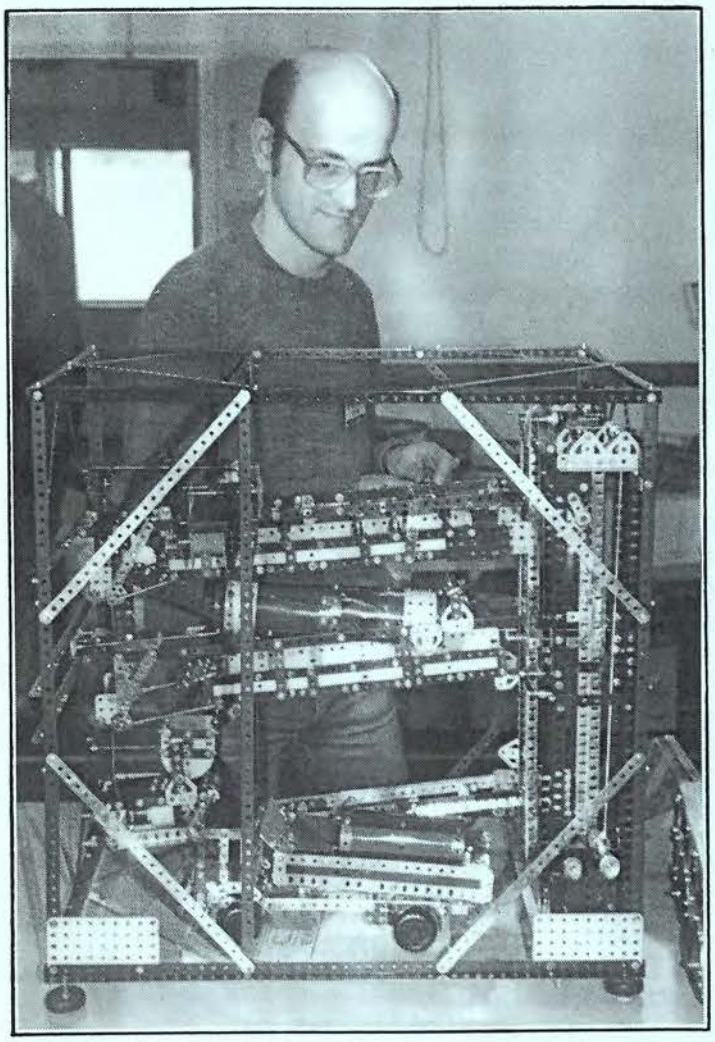
Enjoy driving it- it is a very controllable beast!

PARTS REQUIRED

4 x 1
1 x 1b
5 x 2
1 x 2a
2 x 3
1 x 4
5 x 5
1 x 6
5 x 6a
2 x 7
8 x 8
10 x 8a
2 x 8b
1 x 9
4 x 9a
7 x 9d
2 x 9e
4 x 9f
5 x 10
1 x 11
2 x 11a
7 x 12
4 x 12a
2 d 12b
2 x 14a
5 x 16
2 x 16a
5 x 16b
2 x 17
2 x 18a
3 x 18b
4 x 20
3 x 20a
4 x 20b
3 x 23
3 x 23a
8 x 23b
1 x 25
4 x 26
1 x 26c
1 x 27
4 x 27a
1 x 27a(pl)
1 x 27c
1 x 27d
1 x 32
~300 x 37
24 x 37a/c
~90 x 38
1 x 40
1 x 45
18 x 48
1 x 48b
10 x 51
17 x 59
1 x 59a
1 x 69c
5 x 73
1 x 74
2 x 81
~19" x 94
2 x 96a
4 x 99
1 x 57c
2 x 99a
1 x 103h
2 x 103k
2 x 111
5 x 111c
2 x 111d
6 x 116a
1 x 124
6 x 125
1 x 126
3 x 126a
2 x 133
4 x 140
1 x 154a (or 154b?!)
2 x 186a
5 x 188
4 x 189
2 x 193
4 x 214
8 x 221
4 x 235
2 x 235a
1 x 235b
4 x 235c
3 x 235f
1 x 235g
3 x M.0
1 x 63d
2 x 516

Introducing The Members No.11~ Mike Beadman

Mike Beadman is well known among the Meccano fraternity and is, as is general knowledge, the current secretary of the Sheffield Meccano Guild, a post which he has held down since October 1988. He was, during a recent newsletter session, sat on by the editor and, in a vain attempt to escape, had information extracted from him in between the kicking and screaming.



Mike's first Meccano set was a no.5 outfit that he received for Christmas at the tender age off 11. In a fit of pique, he managed to wreck the clockwork motor that came with it in the very same morning- typical!! He has now been a Meccano enthusiast for 20 years after brief flirtations with model railways and aircraft.

Even after that fatefull morning, he considers his most satisfying model to date to be a small clockwork powered model of a Thorneycroft bus. Mike's favourite modelling subjects are commercial vehicles, but he has turned his hand to all manner of machinery, the current project being a wonderfully silly L*g* Bashing Machine. His ambition, however, is to constuct a Meccano railway system.

His favourite part is the M.O motor, and, when pursued on his reasoning for this, he says that it is because it is small and powerfull. His ultimate railway system will probably be powered by hundreds of 'em.

He started with the SMG right from the start after coming across Richard 'B', of subsequent clock fame, at a NMMG meeting.

Mike fills his otherwise empty days being employed as a Warehouseman in a long established Sheffield firm of toolmakers. Non-Meccano pastimes include walking and cycling, and he currently lives on top of the Lower Permian Magnesian Limestone outlier of rural Laughton-en-le-Morthen.

ABOVE- Mike Beadman pictured at a recent 'do' at Kelham Island with his highly incomplete L*g* thumper. (Partially Hand operated Lego Exterminating & Grinding Machine- work out the synonym out for yourself!!)

Secretary's Scribblings

"The Guild Secretary as I Imagine Him to Be!"

So here goes with the usual bag of miscellanea.... HOWARD BOTTOM presented the Sec. with the portrait alongside at the KI Exhibition- culled from the April 1926 MM. Although I'm not known for wearing pince-nez or wing collars, there is a certain semblance. So, er, thanks Howard!

Also thanks to ERNEST PALMER for his continued enthusiasm and kind words for SMG NEWS. In particular Ernest shares the Sec's love of clockwork motors, and refers to the 'Wobbly races' on P.16 of the last issue, with the Ancient Motor Car. As Rob said in his intro to the article, this crude model really does work, as powered by a No.1 Motor, it skedaddles drunkenly across any smooth floor. I don't know if I agree with Ernest's comments about modifying the model to produce straight running for motor comparisons, because Meccano models of this type are notoriously hard to run ina straight line.

But Ernest's notes on clockwork motors, where he remarks that 'most Meccano clockwork motors are over 40, their spring power is not what it used to be', brought to mind Jim Gamble's auction in Nottingham lastEaster Saturday. Although I'd just popped in to buy a few dozen GRB's and a gross of Girders, among the items to be auctioned from the Neils Gottlob Collection was a very smart Trinity Motor.

Now, this very early motor has always appealed, with it's brick outhouse solidity and massive spring. This was, however, the first time I've ever seen one up for auction. All hopes of purchase were subsequently dashed when the first bid was for two hundred pounds- amidst several gasps from the audience, Jim- quite rightly, I suppose- said,something like 'Gentlemen, when did you see one of these for sale?'

The point I'm ambling towards is this; will that lovely Trinity ever see the light of day in a working model, and should such a rareitem be worked anyway?...in this area, Meccanofolk have something in common with those who own old cars, such as the magnificent Hudson Terraplanes which appeared at Kelham. should an old and potentially irreplaceable machine be subjected to day to day use? To return to the Trinity, this is probably an example of something that should be preserved, since it must be rare, and the possibility of breaking the spring is always there. So ,with regret, we are unlikely to see a Trinity powered Ancient Motor Car.

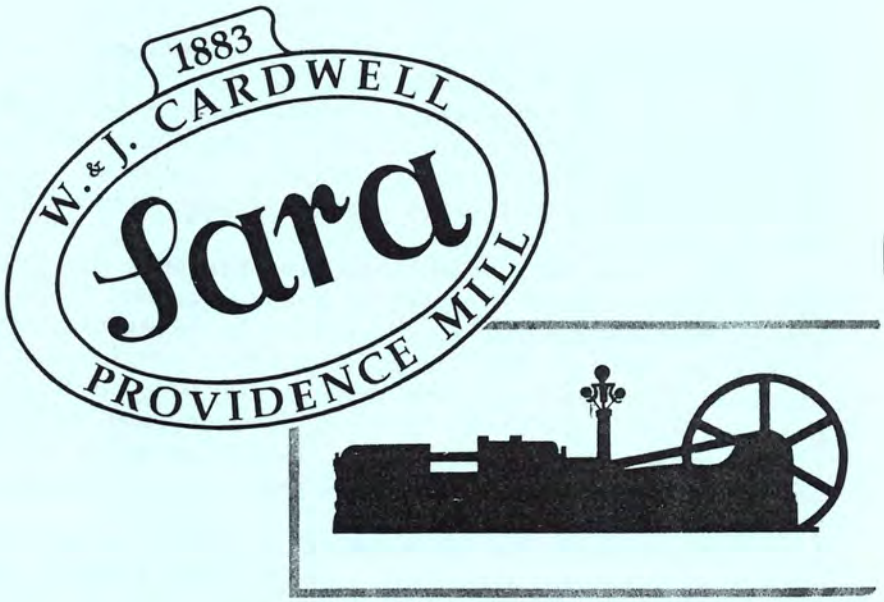
At the last Guild meeting, it was mentioned that we had been invited to stage a Meccano exhibition at the Skopos Mill, near Dewsbury on the weekend of May 9th and 10th. As events turned out, there were four Guild members attended, all on the Sunday; Rob Mitchell, John Bader, Wayne Stancliffe and myself. We were in an outbuilding alongside a splendid model railway layout representing part of the wonderfully idiosyncratic Cromford and High Peak Railway, the owner of the layout bravely giving 'driving lessons' to members of the public as well as SMG members.

But the main attraction of the day was of course the 300hp tandem compound Mill Engine, reached through a labyrinthe of stairs and corridors. The engine and its room are a tribute to the two men who have spent years in restoring this wonderful machine.

As well as the Mill Engine, there was a variety of smaller steam engines on display, as well as a variety of oil engines and a few old vehicles.

In short, a 'good gig', and the Guild has an invitation to return for other open weekends. These are on September 19th and 20th, and December 5th and 6th; all days from 11am to 4:30 pm.

Please contact me if you are interested in attending.



Diary Dates

May 30th	Ilkley Show, Winter Gardens. (SMGNews 37)
June 6th&7th	Doing Time at Kelham
June 20th&21st	Rotherham Motoring Weekend & Tattoo See P.18.
July 3rd,4th &5th	SKEGEX '92
August 22nd &23rd	Lincoln Weekend, Lincolnshire Showground (SMG News 37)
September 4th &5th	SMRE Exhibition (See P.1) Henley Show
September 19th	NMMG Meeting & AGM, Oxton
September 19th&20th	Open Weekend, Providence Mill (see above)
October 17th	SMG MEETING & AGM, NORTON.

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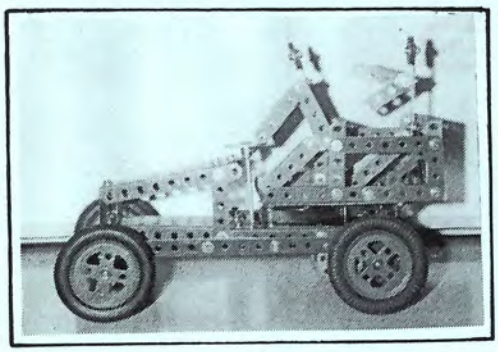
Rotherham Motoring Weekend & Tattoo

This show, organised by Rotherham Metropolitan Borough Council, has been dubbed the 'biggest free show in Yorkshire'. It is an annual event held on Herringthorpe Valley Playing Fields, Rotherham (Ordnance Survey grid reference SK 433922), and this years dates are the 20th. and 21st. June. The show consists of millions of trade stands, parades, side shows and military displays by all three armed forces. It is a popular event attended by about 12,000 people over the weekend.

There has been a small Meccano presence for several years as part of a larger general model display in a marquee, and loads of spare table space has always been available. Would anybody be interested in joining in this event, either for both or one day only? RCCB 240v mains and overnight security is provided; you can even camp down in the marquee for the night if you want to for peace of mind! The floor (grass), however, and therefore the tables can be a little uneven. Bring your family along by all means- Rotherham is'nt a bad shopping town, with the show itself providing more attractions than a 3½" gear has teeth.

Please write to Rob Mitchell (address inside front cover), stating your power and space requirements, and the day(s) which you would like to come, enclosing a stamped, addressed envelope. This is important as I will have to send you a car park pass, plus a location map if you need one.



Ernest Palmer's version of the Ancient Motor Car as Featured in SMGN 37 (see also this issue's Scribblings

ADVERTISEMENT

Mike Beadman offers for sale postcards which feature a full colour glossy reproduction of the December 1925 MM cover. This is the one featuring the Southern Railway poster where the young lad is talking to an engine driver.

Available by post- send 25p per card + SAE. Also will be available at varios meetings..