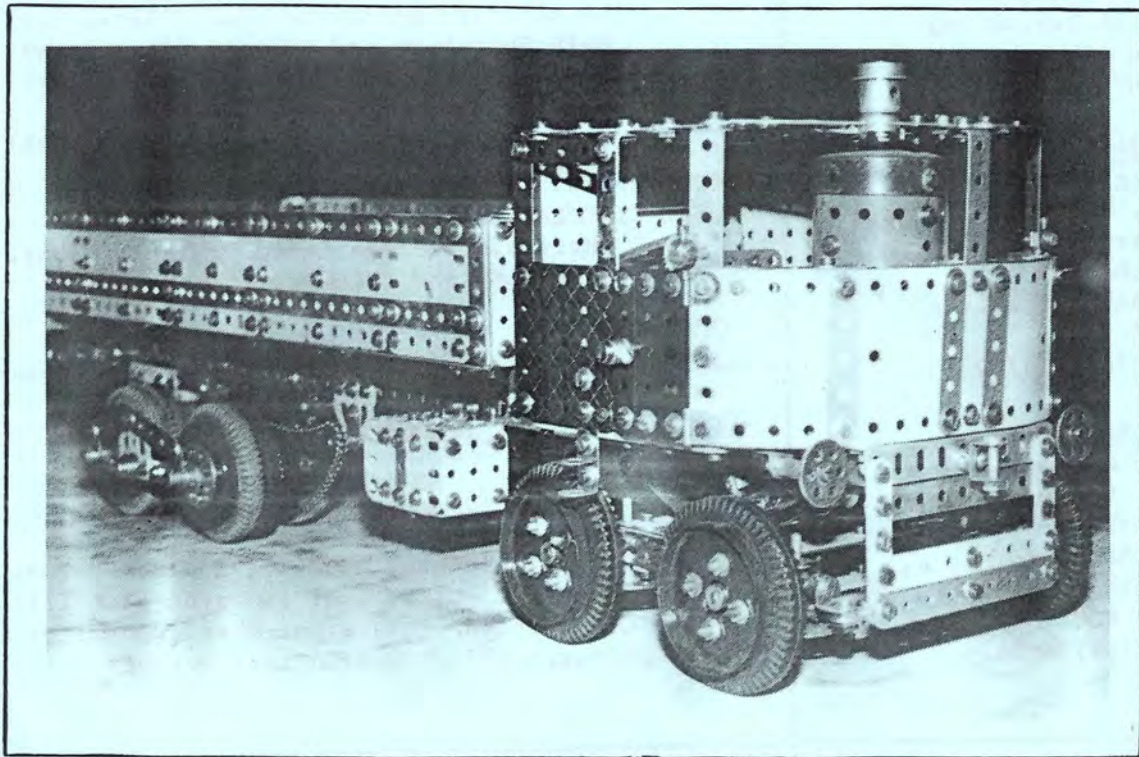


THE SHEFFIELD MECCANO GUILD

SMG CIRCULAR



INSIDE THIS ISSUE.....

Build your own loco for Hornby
'0' Gauge track....

Introducing The Members....

NEMS at Darlington....

..and loads more!

DECEMBER 1992

No. 40

The Sheffield **MECCANO** Guild

Your present SMG officers are....

PRESIDENT

Richard Bingham,

CHAIRMAN

Barrie McKenzie,

SECRETARY/TREASURER

Mike Beadman,

CIRCULAR EDITOR

Rob Mitchell,

Acknowledgements- without whose help your SMG Circular would be all the poorer!

To Dave Yates for producing screened pictures from prints for enhanced reproduction.

To Alison at work for turning out laser printed titles at such short notice.

To everybody who sends in an article, no matter how small, and-

To all those who say such nice things about the SMG and its newsletter that keep us going.

SMG CIRCULAR is the successor to SMG NEWS, and it still needs your support by way of articles of any Meccano related topic. Both Secretary and Editor will welcome any submissions at any time- there are no deadlines or copy dates. 'Late' material will be held over for the next issue.

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

Cover Story

A solid looking model of a steam wagon, from the magic screwdriver of Wayne Stancliffe from Cleckheaton. This eight wheeled monster was photographed at Norton last October.

Editorial

It's all change again for your newsletter! We hope that the changes are a little more than new page layouts and cover. The reason-if any is needed-is because it is our fortieth issue. The opportunity was also taken to reduce the size of this bit; it is always the most awkward space to fill! Apologies for your SMGC not appearing before Christmas, but you know how it is with plans.....

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Norton in the Autumn

GUILD MEETING, NORTON
17TH OCTOBER

Dawned the day fine and sunny, in expectation of another enjoyable meeting.

Unlike many previous meetings, it seemed to take a while before members turned up in any amount; but by eleven the hall was filling nicely.

It was a little disconcerting to find that our event was not the only one taking place in the locality. The Scouts and what seemed to be the whole of Norton Parish were busy bringing paper for recycling, constant coming and going of cars giving some difficulties to Guild members parking up and offloading.

This could not detract too much from the main business of the day...enjoying ourselves! It was a good meeting, a busy meeting, and thanks to everyone who attended. We know some members come quite a distance, we hope you found it worthwhile.

Iain McKenzie brought his mains powered Watts beam Engine in Nickel, also his O Gauge loco.

Russell Carr had his Car Transporter, a fine model, also his larger than life sideplate motor and a current 4-set Desert Racer.

Howard Bottom, you rascal you, showed a Megamodel Hump-back Bridge, consisting of a Spring Clip and a length of Cord for the river...Howard also displayed a Konkoly design Meccanograph, with the comment that the underslung gearbox makes the model produce variable patterns.

John Bader brought an SML Meccanograph, a CQ T45 Tank, and an articulated Low Loader based on Keith Cameron's CQ Wagons.

Alan Partridge brought a Mercury Orrery with Keplerian motion.

Nick Knights (good to see you, Nick), brought his Britannia Class Loco and Tender in BYZ.

John Martin displayed a recent acquisition; a 1916 No.6 Set in a Walnut cabinet.

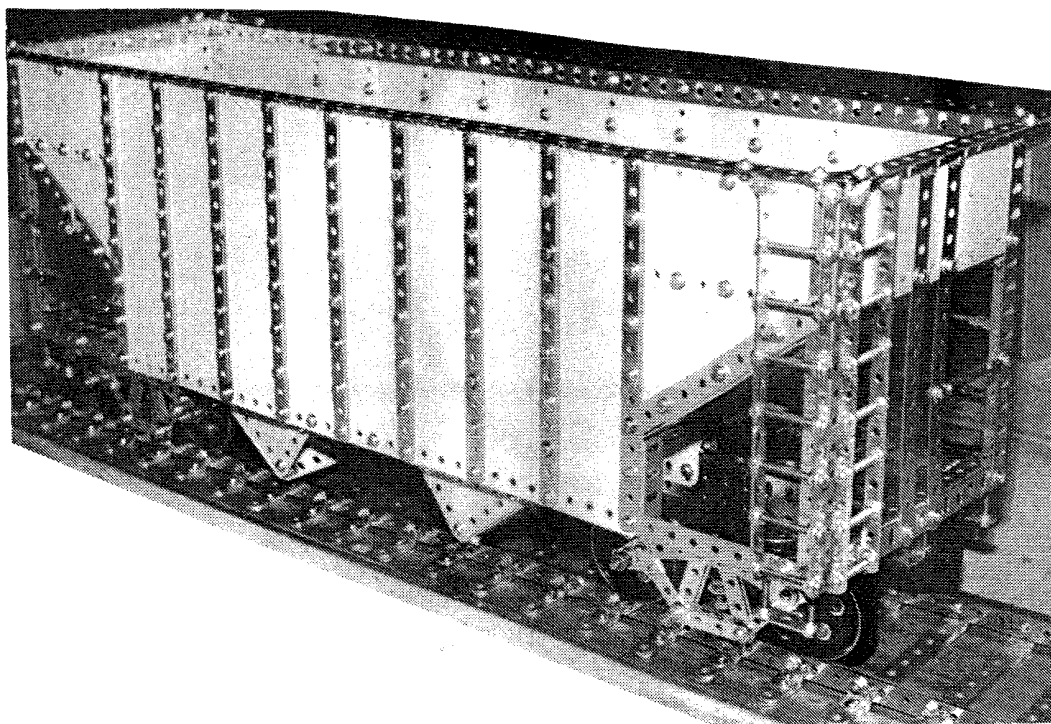
Michael Martin showed his Fire Engine in BYZ.

Brian Rowbotham brought an impressive 50 Ton Hopper Car to 1/16th scale in Zinc and Yellow; work is in progress to complete this unusual model.

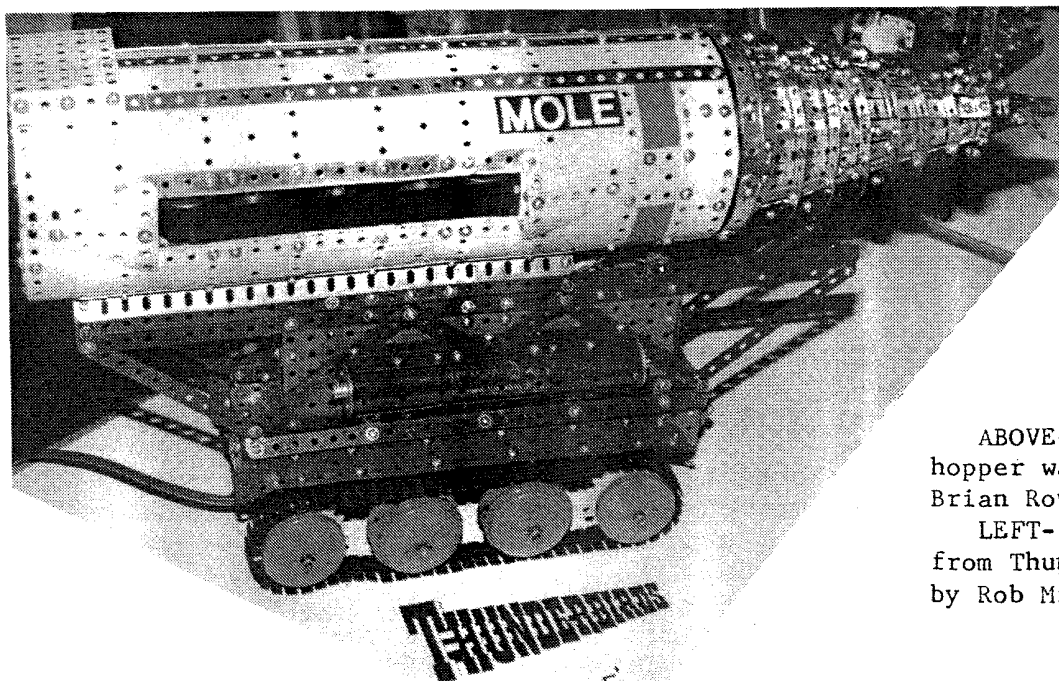
By contrast, on the same table Mike Beadman ran his O Gauge Western Class Loco on a circuit of Hornby track, also showing a Hopper Wagon to the same gauge, the difference in size with Brian's otherwise similar model being striking.

Wayne Stancliffe, while saying that an SML Dragline will

soon be completed, showed for now his 8 wheel Steam Wagon and Steam Hammer.



Rob Mitchell had some trouble with his PingPong ball Rolling Machine—Mains powered and usually V.reliable. Rob also showed his Coke Oven Door Remover; a most obscure yet interesting subject, based on Llanwern No.5 battery; and a model of the famous Thunderbirds Mole drilling machine. All movements of the er, real thing including steerable tracks, are reproduced, except presently for the drill elevation.



ABOVE- 50 ton
hopper wagon by
Brian Rowbotham.
LEFT- 'MOLE'
from Thunderbirds
by Rob Mitchell.

Charles Hatfield showed his Engineers' Workshop, which went

so well at the SMRE model railway show recently, also a Reliant Van & Breakdown Wagon, his Vintage Rolls Royce, and a Big Wheel.

Les Gines brung his Helicopter Roundabout- made for a Henley competition, using parts which would have been in a 1910 6 Set.

Robin Schoolar had his pet Seagull- 'Larus Meccanicus Secundus'- a Mobile in White and White it says here. The model was made with air transportability in mind.

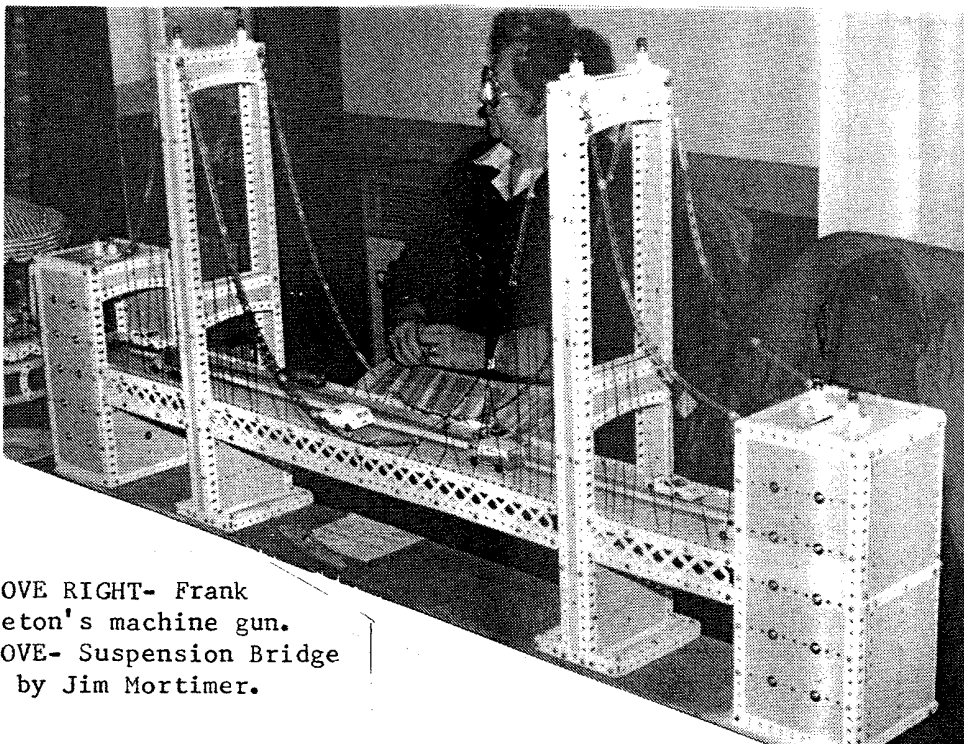
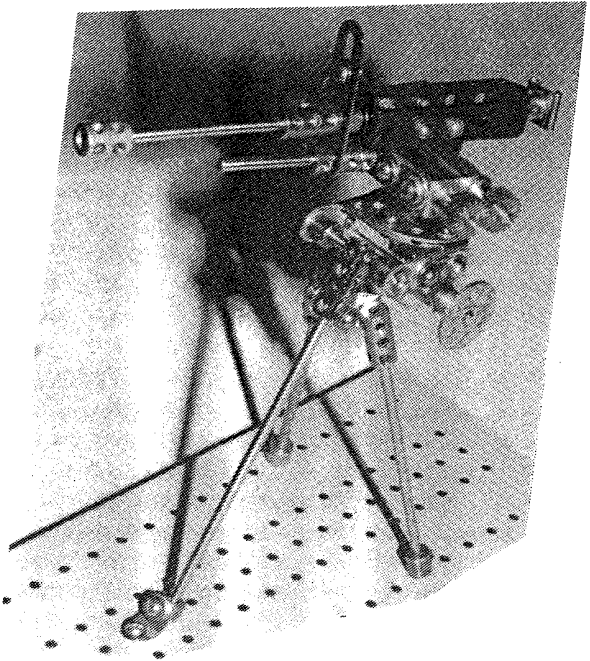
Joyce Schoolar also brought a Seagull- Robin based his on his mum's- and a Copper Butterfly (Lycaena Dispar Rutila). Both charming creations.

Frank Singleton displayed a splendid T-form Konkoly Meccanograph, and his own design Machine Gun, a model of high calibre.

Hellmuth Kohler showed a Fun Car and a Solar Tricycle, which trundled around an Anglepoise like a mechanical moth galvanised by the light. Hellmuth notes that the solar cell and motor were from a solar powered ventilator which cost a fiver from CCC.

Meanwhile, Jim Mortimer showed a very nice Road Bridge, with die-cast traffic driven by hidden wire: Jim also had a small Carousel Roundabout.

Tom McCallum showed a model seldom modelled but often seen- the 50's 8 Set Tank in pristine Red/Green, seen on the inside back cover of many a manual.



ABOVE RIGHT- Frank Singleton's machine gun.

ABOVE- Suspension Bridge built by Jim Mortimer.

Mike whitening had a fine CQ design Maudsley Table Engine, and a Konkoly Robot.

Finally, Dave Penney brought his marvellous CAT 769E Dumper, a Milling Machine and a Lathe.

Thanks as always to everyone involved in making the meeting a success, including the Refreshment Crew: Ann, Joyce, Harry, Roy, and the 'Part Timers': not forgetting Mrs. Mitchell's efforts in producing such special mince pies: and those who could spare the time for table setting etc.

AGM REPORT

It has always been the aim of the Guild Officers to make the business meeting as short as, and if not pleasant, at least as painless as possible. (There is a theory which states that the three letters 'AGM' are the most repulsive in the English Language....).

Chairman Barrie welcomed Guild members to the meeting, and introduced the officers. The President then spoke concerning Guild name badges. These badges, said Richard, had first been produced three years ago; was there anyone who would like one now, and if enough interest was shown, he continued, he would have a new batch produced. Six members raised their hands. This said Richard, was not sufficient to justify another print run, and handed proceedings back to Barrie.

Next to speak was the Secretary/ Treasurer. Mike said how pleased he was to see such a good turnout for the meeting, and that we had a healthy sixty seven members in the Guild. He continued by saying that the Guild accounts for the year were available for inspection (copy appended below), and showed a balance of £75.33. It was therefore considered by the Guild officers that subscriptions could remain at their present level of 5 for the coming year. This was unanimously accepted by the members present.

Mike thanked Hellmuth Kohler for his work in auditing the Guild accounts.

The Newsletter Editor then made a request for articles, and thanked Dave Yates for producing the half tone pictures which appear in the Newsletter.

Barrie then presided over the election of officers for the new year. All the existing officers were willing to stand again, and were duly elected en bloc.

The Chairman then talked about forthcoming events. First, he announced a joint meeting of the Hornby Railway Collectors' Association and the SMG, to be held at the Stocksbridge United Reform Church Hall on the 19th December. Mike then gave the dates for next year's meetings, then Barrie mentioned the possibility of changing the venue, due to various problems with the present hall.

Finally, before Any Other Business was declared, Barrie reported on our next exhibition at Kelham Island. He said that the museum staff were happy to have us, being very co-operative and interested, and that a new 'Marketing Manager' has been appointed. The exhibition will be held on the last weekend in March [This may be put back a week in order to avoid a clash with Stoneleigh], this meaning we will once again have use of

both the 'School Room' and the upstairs Exhibition Room, before the Sheffield City Anniversary Exhibition is set up in April.

Any Other Business: thanks were given by the members to the Committee, and to the Refreshment Crew. Mike explained that the folks leave just before the AGM, but the members' appreciation would be passed on. Barrie gave assurances that if a new meeting venue was found, it would be in Sheffield, and a map would be provided to members.

A request was made for the April meeting date to be changed if possible, as this clashed as in previous years with the Holy Trinity meeting. Mike explained that the present hall was very popular, and had to be booked a year in advance. However, if a new hall was found, an alternative date would be looked for.

Barrie said that a Membership List would be available soon, on request. It would, he said, seem unnecessary to send everyone a copy. Mike was at pains to point out that any member wanting another member's address and/or 'phone number could contact him: and that anyone not wanting their particulars to appear on the membership list should tell him. He was willing to omit 'phone number or address of a member from the list if so asked.

Robin Scholar then announced an event to be staged by Peter Gurd in Nottingham on the 7th November, and reminded members of the North Eastern Meccano Society's Exhibition on the 14th November at Darlington.

All the members present were then 'gathered in' for a group photo for CONSTRUCTOR QUARTERLY's Down Your Way series. An amusing interlude- sorry, Rob-, when Rob Mitchell, resident 'Smudger', did not make it to his seat before the flash went 'foom'.

Barrie then thanked members for their attendance.

THE SHEFFIELD MECCANO GUILD

Income and expenditure account for 1991-1992.

<u>INCOME</u>		<u>EXPENDITURE</u>	
Cash in hand from October 1991	£2.73	Hire of hall	£83.00
Subscriptions- 65 at £5 each	£325.00	Newsletter printing	£117.29
Newsletter sales	£12.73	Postage	£80.85
Profit on auction	£3.55	Catering Expenses	£38.47
Sale of badges	£5.00	Guild of UK Meccano Societies	£2.00
Takings from catering	£47.93	Cash in hand at September 1992	£75.33
Totals	<u>£396.94</u>		<u>£396.94</u>

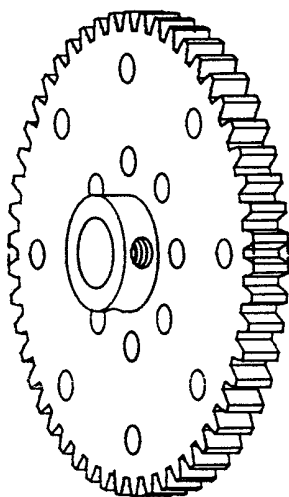
Mike Beadman, Secretary/Treasurer, 30/9/92.

Large Axles Get Geared Up!

Derek Strickland has been busy again after the launch of his 3/8" diameter heavy axle rod system and threaded rod parts. He can now supply compatible gears with 20 DP teeth. His own words are-

....which means about twice the tooth pitch of normal Meccano gears, i.e. similar pitch to sprocket wheels. This is the way to drive your large axles! Compatible with Exacto gear rings (toothed circular strips), combined with which they offer, for the first time, the opportunity of realistic ratios for hind axles on Showmen's and Traction Engines.

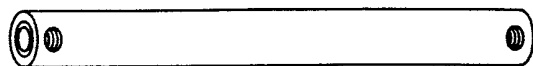
9 TOOTH PINION- 1/2" face. Fit standard 8SWG Meccano axle rods and mesh together on 1/2" centres. Give non-integer ratios with the larger 20DP gears, preferable for power transmission. The Exacto 10 tooth version is available for integer ratios but will need to be set on non-standard centres. See September 1992 issue of CQ for my article on gear design. £5.45 each.



30 and 50 TOOTH GEARS- fit the 3/8" axles (or mount them over Meccano couplings to adapt to 8SWG axles. 1/2" face gear, steel for durability, on a brass boss for smooth running when loose on a 3/8" axle. Grub screws at 90 degrees as for the hub for maximum grip. 8 hole pattern on 1" circle (30 tooth) and 1" & 2" circles (50 tooth). 30 t are £7.95 each; 50 t are £13.95 each.

Also, Derek can offer hollow 3/8" axles, now up to 8" long-

....Bored through oversize and then bushed both ends in brass. This gives good bearing properties and tolerates typically 'waggly' standard rods without binding. Each end has a tapped cross drilling to secure standard axle rods if required. Prices- 1", £2.14; 1 1/2", £2.33; 2", £2.51; 2 1/2", £2.70; 3", £2.88; 3 1/2", £3.07; and then up to 8" in 1/2" increments at 37p/inch.

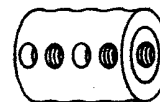
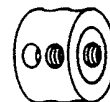
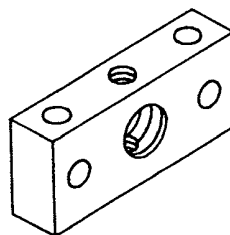
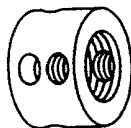


The full range and prices can be obtained from Derek Strickland at-

Boatley's Cottage,
Kemnay,
Inverurie,
Aberdeenshire,
Scotland,
AB51 9NA

Tel. (0467) 42439.

SMG News No. 38 contains more details of Derek's large axle parts.



SMG News Back Issues

There are a limited number of the older issues of SMG News beginning to clog up your Editors Meccano den. Now's the time to fill those gaps in your collection! The earlier ones were a bit crude, but all those listed below are available at a flat rate of 50p each, including any postage, which more or less covers costs. Alternatively, you can collect them from almost any SMG or NMMG meetings.

OLD FORMAT

No. 24	Dec 1988	6 pages
No. 29	Mar 1990	14 pages
No. 30	June 1990	14 pages

NEW FORMAT

No. 31	Sept 1990	20 pages	Gold cover
No. 32	Dec 1990	16 pages	Green cover
No. 35	Sept 1991	14 pages	Gold cover
No. 37	Mar 1992	20 pages	Gold cover
No. 38	June 1992	22 pages	Blue cover
No. 39	Sept 1992	16 pages	Green cover

SMG Subscriptions

Oh no- it's that time of year again! This is the last newsletter to be posted using the list of 1991/1992 members, and 1992/1993 subscriptions are now due. Last years rate of £5.00 has been retained, with over forty renewals already collected. If you wish to stay with us, please pay before the end of February 1993 when a new list will be drawn up. Please make cheques payable to the 'Sheffield Meccano Guild'. A receipt will be sent no later than with the March 1993 SMG Circular. Thanks!

Collars for Bent Pulleys

Everybody has millions of the little blighters- buckled, bent, twisted and mangled 1" pulleys, tinsplate road wheels and the like, all relegated to some far corner of your collection in a biscuit tin or carrier bag. Now's your opportunity to convert them into one of the most useful Meccano parts of all time- 59's.

At a cost of a mere 10p each, I can relieve you of them and return a load of collars, all with a freshly faced surface and internal & external chamfers. Your wobbly wheels will be machined up close to the width of a genuine 59, but will vary slightly- just like the originals. They will be too heavy to post, so I will collect and return them at meetings. Failing that, you can always use them as pen holders like John Bader in SMG News no.39.

All proceeds, as usual, to SMG funds.

Somerset Steampower

6

NEW MECCANO MODELS

Model No. 14. Railway Breakdown Crane

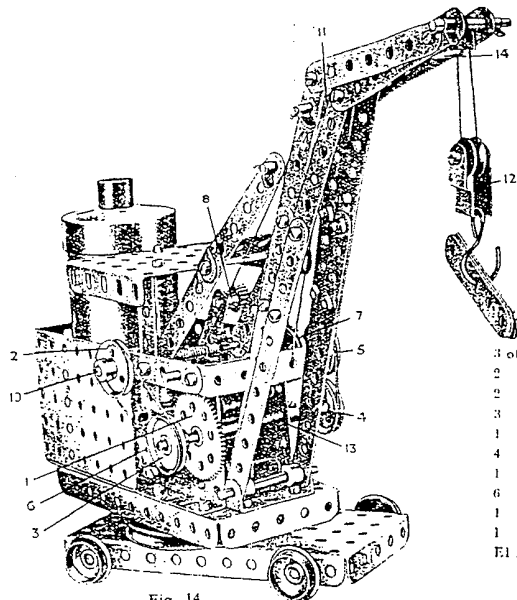


Fig. 14

Parts required:

10 of No. 2	6 "	3
7 "	1 "	11
1 "	1 "	12
1 "	1 "	15a
4 "	1 "	16
2 "	1 "	17
3 "	1 "	18a
1 "	1 "	19b
4 "	1 "	20b
4 "	2 "	22
2 "	1 "	22a
1 "	1 "	23
2 "	1 "	26
1 "	1 "	27a
1 "	9 "	35
4 "	48 "	37
1 "	7 "	37a
6 "	12 "	38
1 "	2 "	40
1 "	1 "	44
1 "	2 "	48
3 of No. 48a		
2 "		48b
2 "		52
3 "		53
1 "		57
4 "		59
1 "		111
6 "		111c
1 "		162
1 "		164
1 "		E1 Motor.

The lifting and hoisting motions of the Crane are built up as follows. The small pinion on the armature shaft of the Electric Motor engages with the 57-teeth Gear 1 (see Figs. 14 and 14a), and imparts the drive to the 1" fast Pulleys 3 and 4 on the 3/4" Rod 13. The 1" Pulley 3 is connected by means of a length of cord to the 1" Pulley 2, which is clamped between two Collars on the hoisting shaft 10. This shaft carries also two 5/4" Strips joined together by a 1 1/4" x 4" Double Angle Strip as shown, and a 1" fast Pulley (see Fig. 14a) that forms a brake drum. A length of cord is passed round this Pulley and attached at one end to the frame of the Crane, and at the other end to a pivoted lever carrying the 4" Pinion 9. When the cord is slack round the groove in the Pulley, the friction caused by the Collars pressing against the 1" loose Pulley 2 is sufficient to enable loads to be lifted; but on tightening the cord by depressing the brake lever, the Pulley 2 slips, thus disengaging the hoisting shaft.

The lifting motion is operated by a mechanism similar to that used for hoisting, the drive being taken from the Pulley 4 to the 1" loose Pulley 5 mounted on the lifting shaft. A length of cord is secured to the lever 8 and passes round the 1" fast Pulley 7. By operating the lever, the lifting shaft can be engaged or disengaged as desired. The hoisting cord is first attached to the Rod 19, then passed over the Rod at the jib head and carried down to the 1" loose Pulley in the block 12. It is finally secured to the Double Bracket 14, which is bolted between the Strips forming the jib head.

The lifting cord is passed over the Rod 11 and round the 1 1/4" Rod that is carried in the 5/4" Strips mentioned previously. It is then passed back round the Rod 11, round the 1 1/4" Rod a second time, again over the Rod 11, and finally secured to a 2 1/4" x 4" Double Angle Strip on the frame. The lifting cords are spaced apart on the Rod 11 by means of Washers.

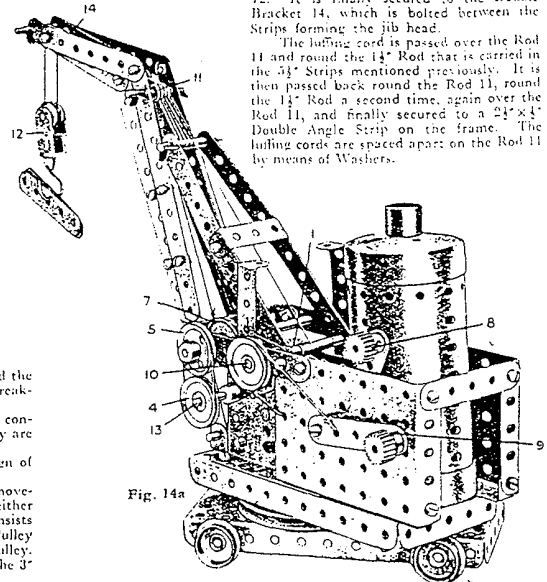


Fig. 14a

In this country railway mishaps are rare, thanks to the highly efficient systems of the railway companies, and the skill and care of their staffs. Now and again an accident does occur, however, and it is then that the ever-ready breakdown crane has to be requisitioned to restore normal working conditions.

Many modern breakdown cranes are capable of lifting loads of from 35 tons to 60 tons. They are specially constructed to travel with ordinary railway rolling stock, and although they are usually hauled by a locomotive, they are also equipped with self-propelling gear.

The Meccano model Breakdown Crane shown in Figs. 14 and 14a, although not following exactly the design of the actual appliance, will nevertheless prove an interesting model to build and operate.

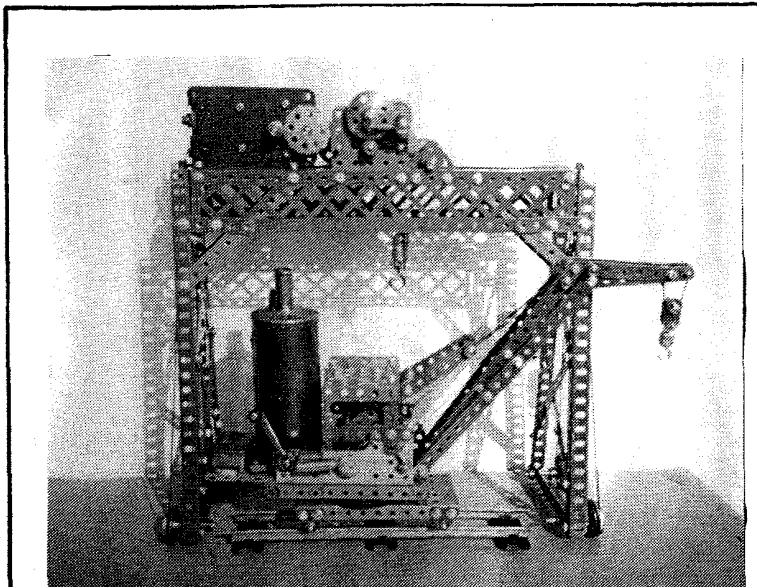
The model incorporates several novel features. It is driven by an E1 Electric Motor, and hoisting and lifting movements are provided. The hoisting and lifting shafts are coupled to the Motor through Pulley friction clutches, and either motion can be brought into action merely by operating a simple hand brake. The travelling base of the Crane consists of a 5 1/4" x 2 1/4" Flanged Plate, and two 3/4" Axle Rods carrying 1" Flanged Wheels are journaled in it. A 3" diam. Pulley Wheel is secured to the centre of the Plate by means of 2" Bolts, and a 2" Axle Rod is placed in the boss of the Pulley. The base of the swivelling superstructure consists of a 5 1/4" x 2 1/4" Flanged Plate, and this rotates upon the rim of the 3" Pulley, the 2" Rod forming the pivot.

Ernest Palmer is one of our more regular correspondents. His often voluminous letters are usually steam power orientated, and subtopics include pickled steam engines (honest!) and substitution of steam units with electric motors and vice versa. A fine example of the latter is as thus.....

Recently I was looking at the 1931 Meccano Book Of New Models. On page 15, model 32 was shown as the same steam engine manual model gantry crane. In the same book on page 6, model 14 Railway Breakdown Crane powered by an electric motor.

I have built these two models, but I have switched the power units. On the Breakdown Crane, I have added small triangular plates to the corners of the base 5 1/2" x 2 1/2" flanged plate, the reason being I could put the running wheels inside the width of the plate to run on Hornby '0' gauge track.

Model 32 is illustrated on page 12.



Darlington Views

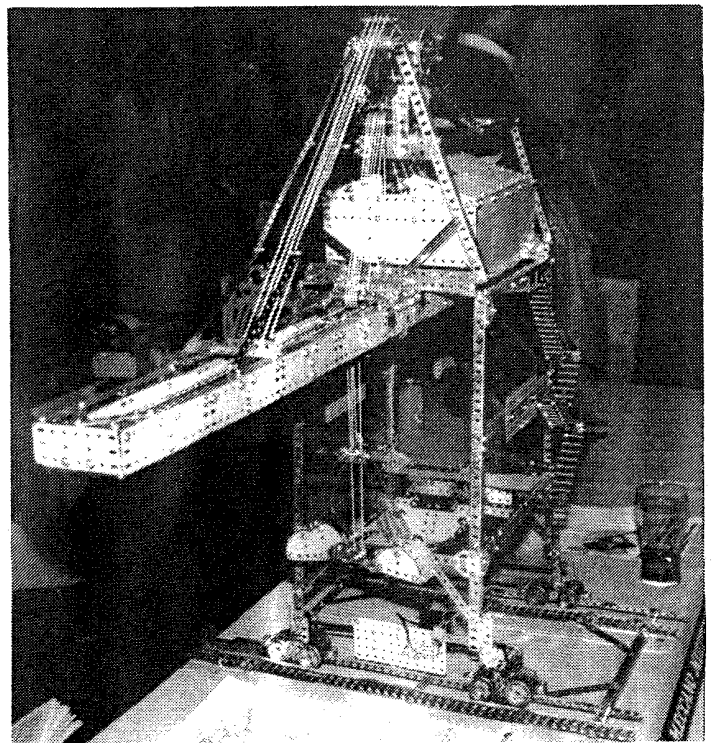
Reflections of a good northern Meccano show from our Chairman Barrie McKenzie....

We have been known to hesitate over Henley, we may have skipped Skegness, we could have possibly overlooked Oxton, we might have stayed away from Stoneleigh, but every year we definitely do Darlington. Why is this meeting of the North Eastern Meccano Society such a 'must' when it involves a 100 mile drag up the A1 to see a display which may not be as big as Norton? I think the timing of the event is one of its main attractions. It does not clash with other events as summer meetings tend to do and it is usually the last opportunity of the year to meet fellow Meccano enthusiasts and to view their creations.

Each Meccano meeting seems to have its own special character and Darlington would seem to be notable for a modestly sized room hosting some impressively sized models. In my description of the display I will attempt to be not too influenced by these large creations for there is considerable quality to be found here as well.

On entering the Arts Centre (an extensive Victorian college building) we pass through the entrance area (largely devoted to food consumption) and passing an exhibition gallery usually occupied by unwelcoming modern art we go down a long bare corridor, passing the gents which is closed for painting (they would pick this weekend!) and arrive in the Meccano room which we shall tour in an anticlockwise direction (most visitors go round the other way for reasons which I have never been able to work out.) We are immediately in an area occupied by the local society members and we are surrounded by some very serious constructions including the model which won the main award, but I will return to that later, for in front is a model which is quite impossible to overlook. Indeed, to refer to Chairman Joe Etheridge's level luffing crane as a model is almost insulting and definitely misleading for this construction is of monumental proportions. I don't have any statistics on this 'luffer' but field glasses would be useful to pick out the detail at the top and groups of people can be seen meeting together under the jib. I move on slightly worried hoping that this Chairmans Biggest Model idea does not establish a precedent.

Still under the shadow of the crane, Mike Beadman has set out his newly acquired Hornby electric track and his 'Western' diesel is now circulating steadily on mains power. Mike assures me that he has not won all the trophies which are gathered in the centre of his display. These will be presented later in the day. We now seem to be in SMG territory, for here is Jim Mortimer with the Blackpool Tower (surely the last word on this popular subject, but destined not to be with us indefinitely according to Jim) and Brian Harper's Sleeping Meccanoman continues to fascinate those who



enjoy pulling a lever to see what happens.

John Linder's shop is next and I am pleased to see that the display of new Meccano is accompanied by a model, this time a ball bouncing machine which seems to have all its little spheres well under control. Another dealer display features some rather high priced sets and just opposite to this the McKenzies have set out their collection of Hornby Speedboats with some Aeroplane Constructor models hovering over them. "What about some Meccano models?", we hear you cry but the day is saved for Watt's Beam Engine is there at the side. "Seen it before." Granted; so here is a new model from the McKenzies as the Aerial Steam Carriage flies in to its first exhibition (Ed. Another SMG coup! See and read about this highly original model in the next SMG Circular!) Next to us there is an unusual model of a Punch & Judy Show which does not yet work and an articulated lorry that does; in fact it is completely unstoppable, attempting to fling itself from the table lemming-like and in the absence of its builder proving impossible to switch off.

John Martin is showing that lovely No.6 set, looking just as it would have done when it was first sold in 1916, and he also has an intriguing collection of pulley blocks, well displayed, behind glass of course. Geoff Brown's luffing crane, although dwarfed by Joe's, is still a large model in its own right and is enhanced by the Pacific locomotive which it is lifting. Terry Pope's model of Stephenson's 'Rocket', which has been brought all the way from Wellingborough, is a most impressive representation of this popular Meccano subject. Frank Beadle, with his building activities restricted through arthritis, has his well-known Chinook helicopter hovering above the crowds but on the table beneath is his Gordon Crosby designed car chassis, surely the most desirable of all early Meccano models. The Scholars occupy most of the width of the room with their Barmen-Elberfeld monorail. I am always delighted to see this representation of an unusual transport system for I am reminded of a time in the fifties when I was 'occupying Germany' and I would have races with the Schwebbahn in my Austin K2 Ambulance Car through streets which are less congested than they are today.

LEFT- A quayside crane built out of current French production parts by Dan Cassidy.

ABOVE- Jim Mortimer tries to escape the camera behind his model Blackpool Tower.



In a corner of the room, Bert Hutchings has a large Blocksetter standing on the floor with a notice encouraging children to operate the controls. I think it is a most commendable idea to build a Meccano model which is intended to be played with by youngsters but unfortunately there are always some of our little friends who think that this freedom

extends to other models in the room. I am also disappointed to note that, in a special display of models built by children, the youngsters have been given some very inferior Meccano to work with. If we are going to encourage society members of the future let us not patronise them by giving them bent and rusty pieces which we would

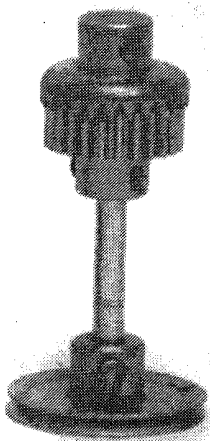
not wish to use ourselves. It is noticeable that the first prize in this section is won by the lad with decent Meccano.

Michael Whiting has a large bridge crane, built with pristine parts and shown with photos of the original structure and Ken MacDonald has brought a sizeable Ferris Wheel from Edinburgh. Bill Butterfield's Automatic Bag Stacker is worth watching for some time as it goes through its complex sequence of operations and whereas it now requires considerable concentration to operate it, automatic control is promised for the future. "Thunderbirds!", cry many children on entering the room and spying Rob's 'Mole'. As Rob is situated to the left of the door this probably explains my earlier query as to why most people circulate the display in a clockwise direction.

More opportunities for acquiring Meccano are to be found on Mike Rhoades' emporium and then we are back to where we started and the display by the 'home team'. This area is rather dominated by a mammoth vertical steam engine but it is the Ruston Bucyrus excavator near to it which is getting most of the attention. The standard of modelling and the ingenious use of parts definitely put Ian Mordue's model into a prize winning category and it is to win the top award for the society's treasurer.

Also in this area, Robin Johnson has set up his Constructor Quarterly publicity display although arriving rather late after some transport problems. As these involved Richard B's car, in which he was being given a lift, Robin has had to travel on the train from Leeds and the owner of the car having to limp back to Dronfield. Condolences to Richard on missing out on Darlington but as some consolation there is now one more Meccano event this year.

SMG Megamodel No. 8 - Gas Lamp



No more megamodels have come to light yet since the request in SMG News No.39, so we shall continue this series with another of John Bader's stupendous feats of Meccano engineering. If you have any ideas, lets have 'em.

Here we go then. A 2" axle is held in a 1" pulley by a set screw that forms the gas on/off Knob. The top is a 25 tooth pinion and contrate. Voila! Stand back (but not too far without binoculars) and admire.

You need- 1x17, 1x22, 1x25, 1x29, 1x69

RIGHT- Model No.32, squeezed off page 9.

Model No. 32. Steam-driven Gantry Crane

The end frames of the gantry each consist of two 12 1/2" Angle Girders bolted together to a 5 1/2" Angle Girder and at their upper ends to a 2 1/2" Strip and the resulting structure is braced with Strips as shown. Two horizontal 12 1/2" Girders are bolted between the end frames and a Braced Girder is secured to each.

The Meccano Steam Engine is then bolted in position and the Gears are arranged as follows. A 1" Pinion 1 meshes with a 57-teeth Gear on the hoist shaft, the cord from which passes round the 1" fast Pulley 2 to the single-sheave pulley block. The 57-teeth Gear may be disengaged from its Pinion by means of the lever 3, which carries a bolt the shank of which engages between two Collars on the hoisting spindle.

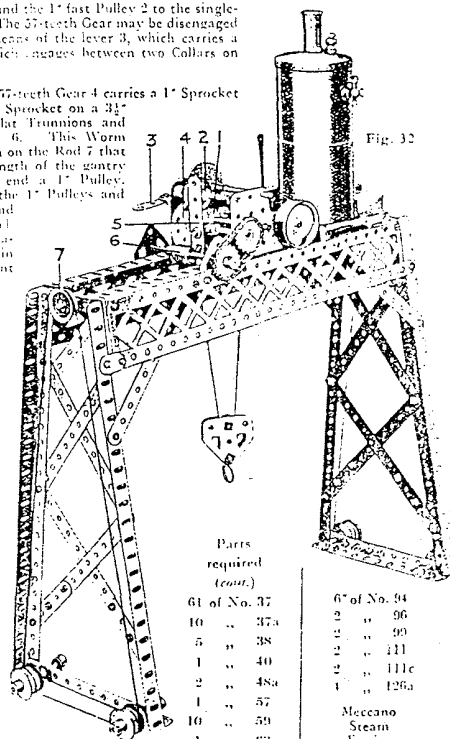
The shaft of the 57-teeth Gear 4 carries a 1" Sprocket that drives a further Sprocket on a 3 1/2" Rod journalled in Flat Trunnions and carrying the Worm 6. This Worm engages with a Pinion on the Rod 7 that extends the whole length of the gantry and carries at each end a 1" Pulley. Cord is passed over the 1" Pulleys and then wound once round each travelling wheel. The travelling mechanism can be set in operation by movement of the lever 5.

Parts
required:

12 of No. 2
6 " 5
6 " 8
2 " 9
4 " 10
6 " 12
1 " 13
2 " 15a
4 " 16
4 " 17
8 " 20b
3 " 22
1 " 23
2 " 26
2 " 27a
1 " 32
1 " 35

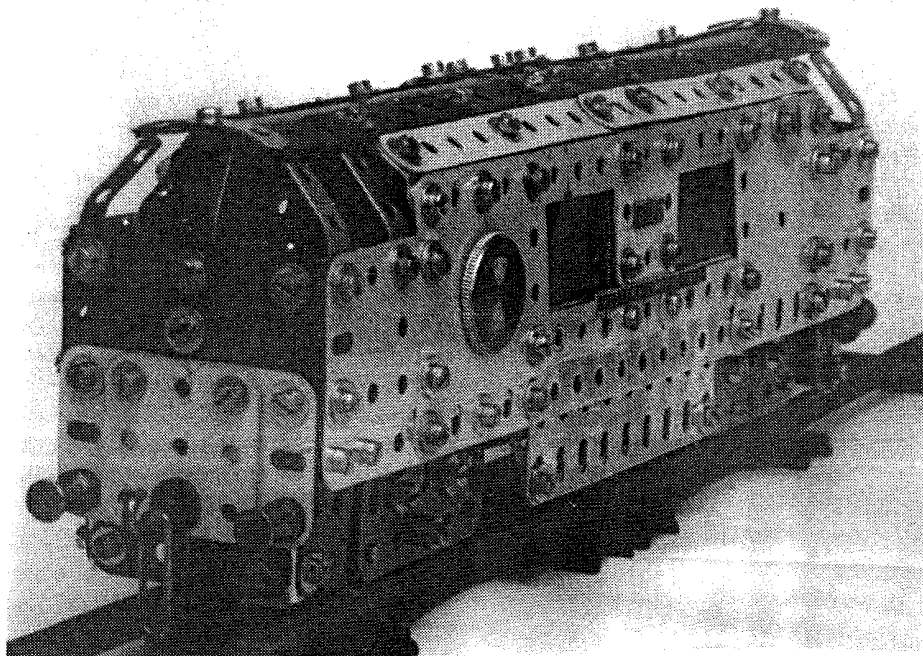
Parts
required
(cont.)

61 of No. 37
10 " 37a
5 " 38
1 " 40
2 " 48a
1 " 57
10 " 59
1 " 63
6" of No. 94
2 " 96
2 " 99
2 " 111
2 " 111c
1 " 126a
Meccano Steam Engine



SMG Project No. 1 - 'O' Gauge 'Western' Diesel Locomotive

A WORKING MODEL
FOR USE ON HORNBY TWO OR THREE
RAIL TRACK



My version of this loco currently has one power bogie giving four wheel drive. If you intend to build Meccano rolling stock to accompany the loco, experience suggests two power bogies are needed, plus possibly some ballast weight.

For light running, a simpler version can be made giving drive to one axle. This has the bonus that it uses entirely standard Meccano parts, with a few 4mm washers, and can be run on Nicad batteries carried in the model, this making running on more common 2 rail track (even foot radius!) possible.

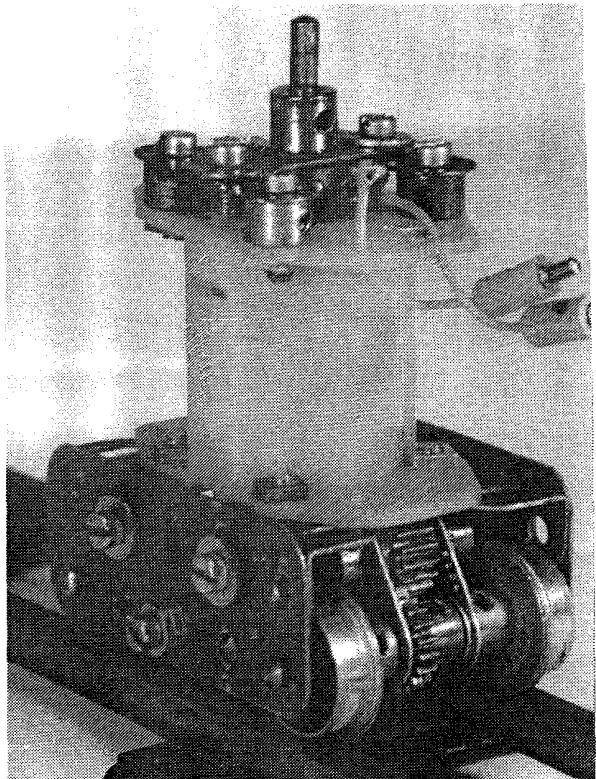
The four wheel drive bogie requires some altered 1/2" Pinions- two with a 3mm width, one with no boss. Details of where this machining can be done- free- are given at the end of the article.

THE POWER BOGIE

Construction begins by bolting two 2 1/2" Angle Girders to the shaft end casing of an MO Motor, using the slotted holes to make the Girders as far apart as possible. Onto the outside edges of these Girders are bolted 2 1/2" Flat Girders, using the second and fourth slotted holes.

The transmission for single axle drive is seen clearly in the view of the bogie underside. A Fishplate is mounted on a 3/4" Bolt in the lower centre hole of one of the Flat Girders. The bolthead is spaced from the outside of the Flat Girder on washers so that the bolt end will just clear a Worm mounted on the motor shaft.

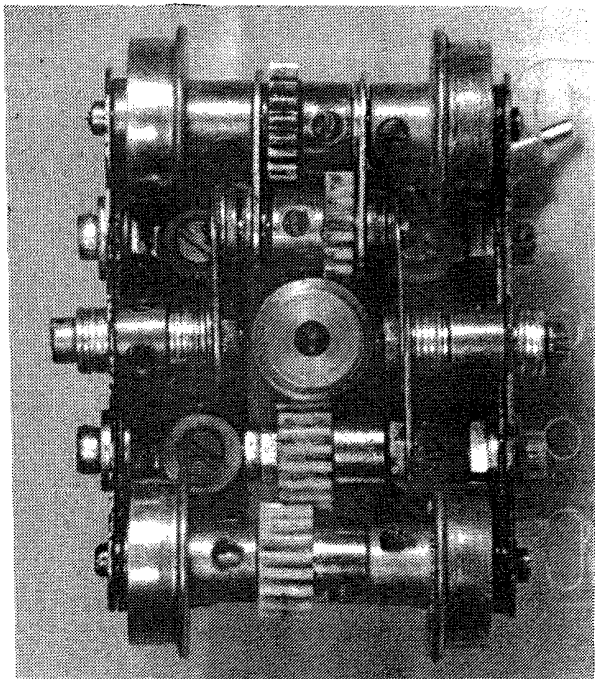
The other hole of the Fishplate holds another 3/4" Bolt, carefully positioned so that a 1/2" Pinion Lock Nutted onto this Bolt will mesh freely with the Worm.

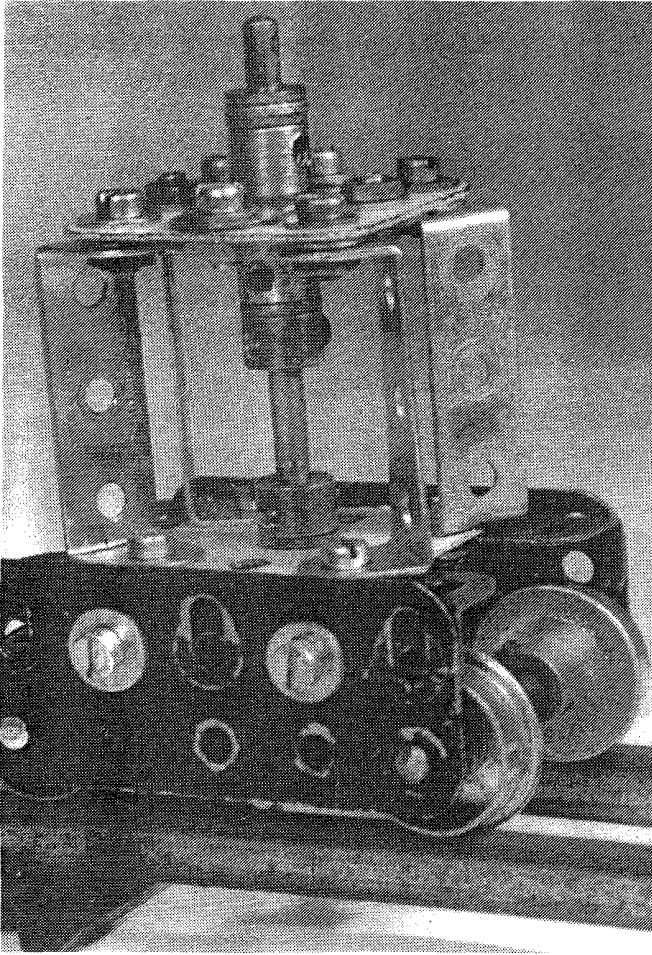


The driven axle is a 2" Rod, mounted in the lower end holes of the Flat Girders, and it carries two small Flanged Wheels and a 1/2 Pinion. Each Flanged Wheel is spaced from the Flat Girders by a loose Collar and a Washer.

For the single axle drive, the other axle carries two more Flanged Wheels, and the two Collars and washers.

For two axle drive, drive to the other axle is via two 3mm width 1/2 Pinions as seen in the underneath view, and a 1/2 Pinion without boss as seen in the general view of the bogie. The Pinion which meshes with the Worm is mounted on a 1" Rod supported in Fishplates fastened to 3/4" Bolts as shown. Also mounted on the Rod are two 1" Triangular Plates, pointing upwards, spaced with washers so as to fit alongside the Pinions. Both the 3mm width Pinions mesh with the Pinion





without boss, which is mounted on a 1" Rod in the upper holes of the Triangular Plates. This axle is secured with Aeroplane Collars.

Short grub screws should be used in the bogie, and thin 4M washers for spacing. I use nylon Pinions because they give a smooth drive, and the new French Worm has a flatter tooth form which also makes for easier running.

The upper end of the motor holds the bogie swivel arrangement, which consists of a Double Arm Crank bolted across the middle holes of two 1 1/2" Strips, which are bolted to the motor casing with 1/2 Bolts, and are spaced from the casing by Collars.

A 1" Rod is journalled in the Double Arm Crank boss, and is held under the Crank by a Collar. The Rod is free to turn in the boss.

Construction of the unpowered bogie should be clear from the photo.

A suitable power collector, not shown in the photos, can be built onto the motor casing, using a Screwed Rod and an Elektrikit Brass Strip. A sketch of a suggested arrangement is shown at the end of the instructions.

THE BODY

The basic body side is built on a 12 1/2" Flat Girder which runs the full length of the body, slotted holes upwards. Each end has bolted to it a 2" Angle Girder at a right angle, two holes left free above the Flat Girder. also bolted to each end of the Flat Girder is a 2 1/2" X 1 1/2" Flexible Plate which forms the cab side, which is overlapped one row of holes with a 2 1/2" x 2 1/2" Flexible Plate, three holes free above the Flat Girder, this Plate carries one end of a 5 1/2" Strip along its top edge.

Overlapping the Flat Girder, 2 1/2"x 2 1/2" Plate and the 5 1/2" Strip by one row of holes is a black 2 1/2"x 2 1/2" Plastic Plate. The Plastic Plate should be on the inside. The centre of the body side is a 1 1/2"x 1 1/2" Plate which overlaps the 5 1/2" Strip by three holes, and the Plastic Plate by one row of holes. The Strip and Plastic plate from the other

end of the body overlap in the same way at this 1 1/2" Plate. (It is one advantage of a typical 'disiesel' body that it is symmetrical front-back and left right. Make one corner then the rest is easy!)

The roof is built up on six 2 1/2" Strips, each having Obtuse Angle Brackets fastened to each end by their slotted holes. The Strips are formed into a curve so that the free holes of the Brackets will be vertical when in position between the body sides.

The free holes of the Obtuse Brackets are fastened to the body sides at the fourth, eighth, and twelfth holes from each end.

The centre section of the roof consists of a compound plate, 12 1/2" long, made of two 5 1/2"x 1 1/2" Plastic Plates and a 2 1/2"x 1 1/2" Plastic Plate, overlapped one hole and edged with Strips. This compound plate is bolted to the formed Strips. The outer edges of the roof are 5 1/2" Strips overlapped three holes.

The body end consists of a 2 1/2"x 2 1/2" Flat Plate fastened to the 2" Angle Girders, and is overlaid with a yellow 2 1/2"x 1 1/2" Flexible Plate as a 'warning panel'. Buffers and Couplings are attached to the lower edge of this Plate.

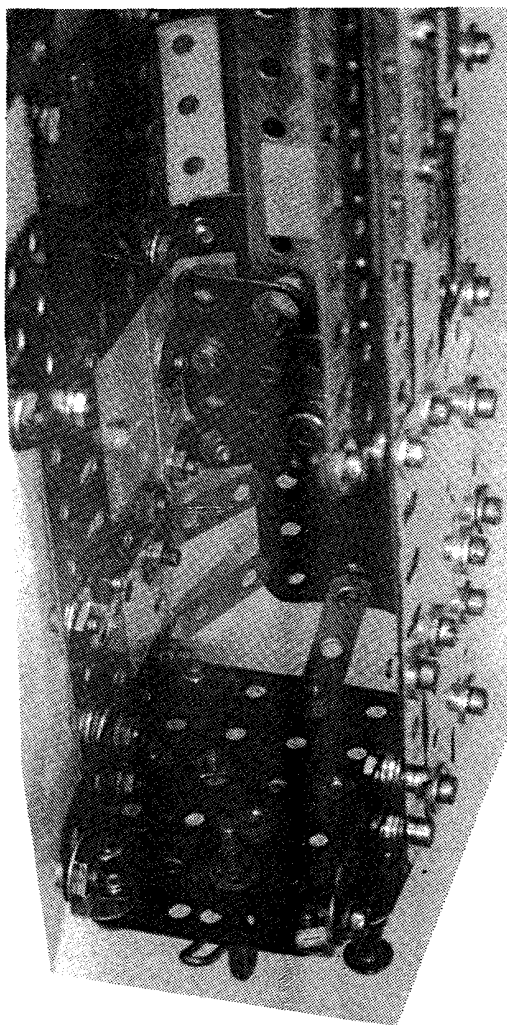
Window bars are made of suitably formed 1 1/2" Narrow Strips.

The front lower section of the body consists on each side of a 1 1/2" Strip and a 1 1/2" Narrow Strip, spaced from the Flat Girder by three Washers. The lower ends of the Narrow Strips are bolted to 1/2" Angle Brackets, across which is bolted a 2" Strip.

The centre lower panel on each body side is a 4 1/2" Flat Girder, slotted holes lowest. To each end is bolted a 1 1/2" Strip, which is bolted to the bottom edge of the body at the eighth hole from each end, spaced by three washers.

The bogies are supported in eight hole Bush Wheels each bolted to two 1 1/2" Flat Girders as seen in the view of the body inside. The Flat Girders are mounted on 1/2" Angle Brackets bolted to the body side.

The long Flat Girder seen inside the roof serves as a mount for battery holders; my model was originally battery



powered and retains this, and the Plasticard dashboard with switch in case I wish to revert to Nicads. Electrical layout will vary depending on your choice of power supply. As an afterthought, If Hydro Action had been any good, and if the hydraulic motor had gone into production, we could have had a genuine hydraulic loco!

The model has no chassis, reflecting the Western's stressed skin construction.

PARTS LIST

QT.	PART NO.	QT.	PART NO.	QT.	PART NO.
12	2	5	26	2	103B
8	5	1	32	2	103C
2	6	134	37B	4	103F
10	6A	148	37A/C	3	111
4	9D	4	48	16	111A
3	10	16	59	4	120
8	12	2	59A*	2	121
8	12C	2	62B	4	188
1	16A	11	69B	4	190
4	17	2	69C	1	194
3	18B	2	72	4	194A+
8	20B	4	74	2	194D
2	24	2	77	16	235G

MO Motor

Washers ad lib.

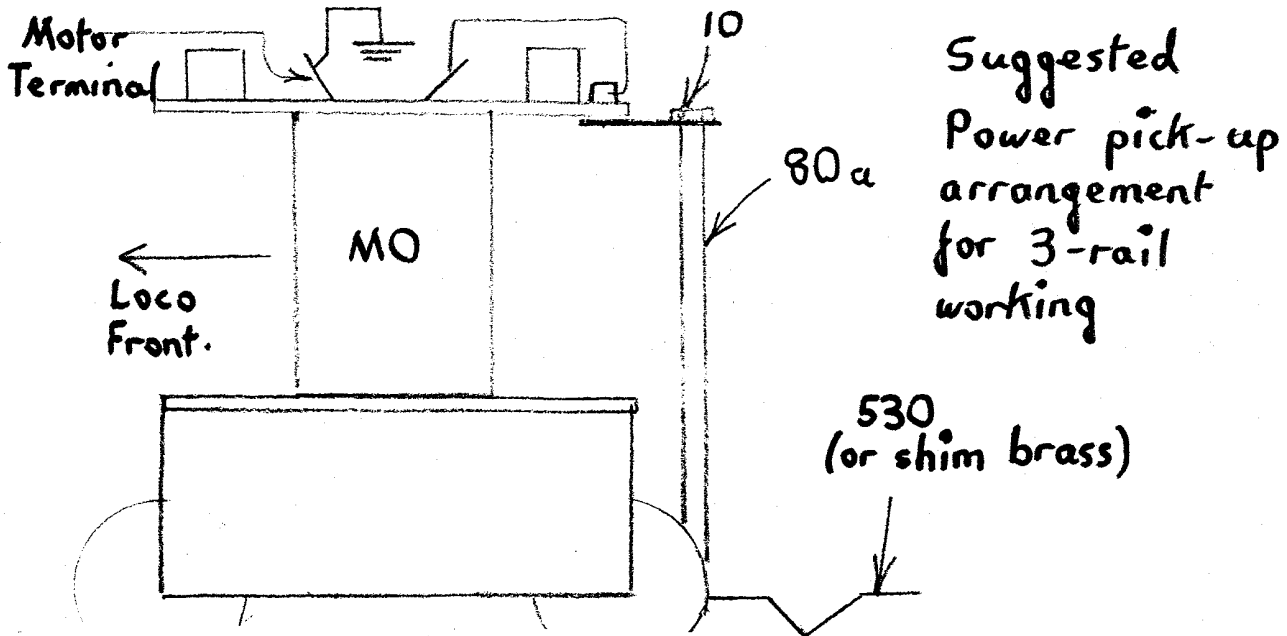
* Aeroplane Collar

+ Black.

GEAR MACHINING

It is one of the less minor failings in the Meccano system that the Pinions are too wide for such applications as this model. So, Rob Mitchell offers a free machining service to Guild members who require modified Pinions.

Just send three 1/2" Pinions to Rob, with SAE, and he will convert them into two off 3mm width, and one without boss.



Introducing the Members No. 13 - Russell Carr

Q. How long have you been a Meccano Modeller?

A. Since I was seven years old.

Q. How did you get started?

A. My first set was a 1960's No. 3 in Black Yellow and Zinc- the Highway Vehicles Set.

Q. What is your favourite Meccano part?

A. I like them all.

Q. Why?

A. Because it's Meccano!

Q. What are your favourite modelling subjects?

A. The prototypes built at work.

Q. What has been your most satisfying model to date?

A. My Car Transporter.

Q. What would you like to build that you have not done yet?

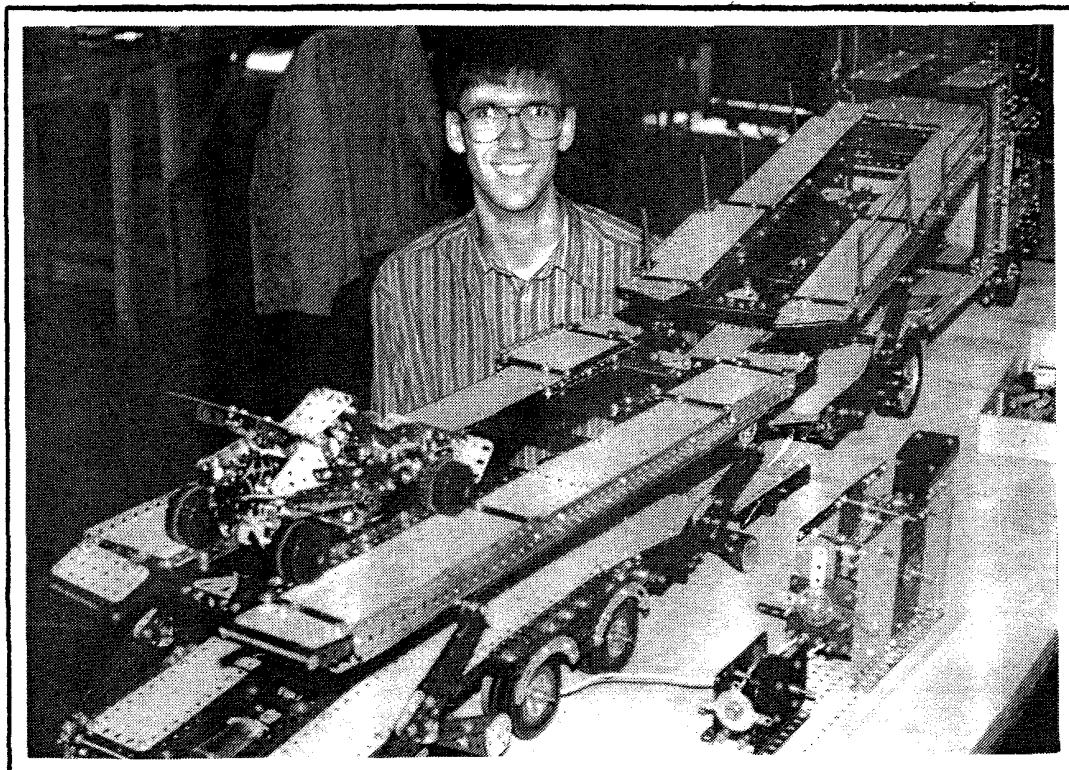
A. Anything that will win the SMG Award!

Q. How did you get to know about the SMG?

A. At SKEGEX.

Q. What are your other interests?

A. My year old daughter.



Cans of Worms

Before opening up the can for the first time in the new look Circular, may I say that helping to produce SMG News was a pleasure and an education, and SMGC continues to be a delight; I hope you enjoy reading it!

First, then, a TV prog. called 'Equinox', Channel four's science series. The Saturday 5th of December's showing, entitled 'Toying with the future', was about toys, children and/or adult orientated- and good cases were made for why adults could and should play with toys- assuming of course that you need to justify your free time behaviour. But the experts had their say, suggesting that toys demonstrate scientific principles, they are pleasant to use, relaxing and therapeutic.

All this being true when applied to Meccano, as we knew long before the academics, it is such a pity that the Meccano enthusiast featured on the programme, Malcolm Hanson, did not, or was not allowed, to make such claims for God's own Constructional System. The modelling side was largely ignored (except for shots of a few non-working models), in favour of Meccano being a nice thing to collect, laudable in itself, but not what the show was about.

A splendid opportunity to show Meccano as an alive, modern, thriving hobby was squandered, with poor Mr. Hanson being portrayed as the British Eccentric locked in the Attic with his Meccano.

Another Media Worm: Radio 1's top DJ Steve Wright and his 'Posse' of associates talked in early December about 'what do people do as children that they return to as adults?' No prizes for guessing what was in there with the bicycles and model railways...

Now a few Secretarial bits: Dr. Cameron's Birthday card has been returned to Ed Barclay of the Canadian Meccanomen, for binding and presentation with the others sent worldwide: details of a Special Anniversary Show to be held in honour of The Doctor on June 11/12/13th '93 in Owen Sound, Ontario, Canada available on receipt of SAE.

Please note that the date for Kelham Island Exhibition has indeed been put back a week to the 20th/21st of March '93 to avoid clashing with other events: arrangements as before; all Meccanofolk are welcome, either or both days, 9AM Sat., 10AM Sun., until 5PM.

Barrie, Rob and myself enjoyed the Sunday of the Skopos Mill open weekend in Dewsbury, Sunday 6th December. The place is interesting, particularly since the mill is working during the show. And, the old steam engine which is the centre of attraction is a delight in gleaming brass and steel.

That's it for now. Happy modelling in 1993!

Forthcoming Events

16th. January
20-21st. March

NMMG club meeting, Oxton.
SMG Annual Public Exhibition at
Kelham Island Industrial Museum,
Sheffield. More details in
SMGC No.41.

24th. April
15th. May
2-4th. July
16th. October

SMG club meeting and auction, Norton.
NMMG club meeting, Oxton.
Skegex
SMG club meeting and AGM, Norton.

MODELS AND MUGSHOTS.....

Or a way of filling an unexpected space when finishing off another newsletter.

RIGHT- we have Les Gines posing for the camera with his model carousel, and...

BELOW- Barrie's son, Iain McKenzie, with a couple of Binns Road dealer's display models, as well as a liner on a rough sea and a 'Palmer' miniature Grasshopper Engine.

