

# Model-Building Competition Results

By "Spanner"

## More Winning Entries in the "Autumn" Contest

THIS month I am continuing my descriptions of some of the more outstanding models that won prizes for their builders in the "Autumn" General Model-Building Contest.

Each of the models I have selected possesses interesting or unusual features, and will provide readers with ideas that will be of value in their future model-building activities.

In my commentary last month I referred briefly to a very

fine model block-setting crane for which F. G. Rich, Orpington, was awarded Second Prize. This model is shown in the lower illustration on this page, and a glance will reveal its excellent proportions and the remarkable solidity of its construction. The model is nearly 9 ft. long and 4 ft. 6 in. high, and in its construction 4,000 nuts and bolts were used. In complete working order the crane weighs 130 lb., and it will lift a load of 28 lb. at a speed of 3 ft. per minute.

The roller bearing on which the boom and superstructure is mounted is  $23\frac{1}{2}$  in. in diameter and consists of 22 rollers, each of which is built up from two  $\frac{3}{4}$ " Flanged Wheels butted together. These wheels run on circular rails formed from  $12\frac{1}{2}$ " Strips.

The boom is built up from Angle Girders and is  $18\frac{1}{2}$ " wide. Inside the cab there is an Electric Motor that operates two cable drums, one of which controls the hoisting and lowering of the block-setting gear, while the other traverses the hoist carriage along the boom. The drums are coupled to the drive from the Motor by means of dog clutches, and the levers controlling the latter are fitted with switches, so that current is passed through the Motor only when one or both the clutches are in mesh.

Another Electric Motor is provided at the top of the gantry for driving the travelling bogies. This Motor also is controlled from a lever in the cab. The hoisting tackle consists of neatly-built friction grip tongs.

One of the most popular subjects among builders of

model ships nowadays is the R.M.S. "Queen Mary." I have seen dozens of good Meccano models of this famous liner, and one of the best is that illustrated on the opposite page, which was built by Ronald Heathcote, Dordon.

Heathcote was awarded Third Prize for this fine effort, and in my opinion this is a very creditable achievement for a boy only 12 years of age. The model is 5 ft.  $9\frac{1}{2}$  in. in length, and its realistic appearance is due

mainly to the fact that only the essential external details of the actual ship are reproduced. Many models of this kind are overloaded with minute details and fittings that usually are out of proportion to the main features of the model and therefore spoil its realism.

A model of a less common type is the stationary steam engine and boiler built by C. Howard Pendlebury, Hinckley, which is shown in the lower illustration on the next page. The model is a splendid reproduction to scale of a special type of steam plant known as a "Locomobile," manufactured by Marshall, Sons and Co. (Successors) Ltd., Gainsborough.

The arrangement for driving the model is most interesting. An Electric Motor is housed in the boiler and its shaft

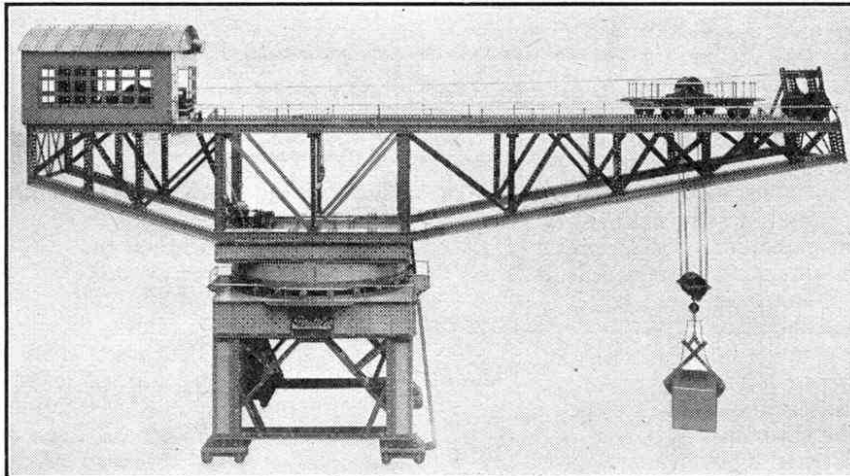
is connected by Sprocket Chain to a Wheel fixed on the crankshaft and concealed in one of the crankshaft bearings. Owing to the fact that the Motor cannot be seen, the effect of the model when in motion is very realistic.

Many competitors sent in models of various kinds of locomotives. Julio Giese, Buenos Aires, was one of these and his entry consisted of two models, one of which represents the

L.N.E.R. locomotive "Sir Nigel Gresley" while the other is a fine scale model of the G.N.R. 4-2-2 locomotive "No. 1." The design of the latter is particularly pleasing, and it is interesting to note that no Flexible or Strip Plates were used in its construction, most of the work being carried out with Strips and Angle Girders. This method of construction is in striking contrast to that adopted in the model "Sir Nigel Gresley," the clean lines of which are



A group of prize-winners in the "Autumn" Model-Building competition. They are (from left to right): C. H. Pendlebury, Hinckley; H. Dagenhardf, Amsterdam; R. Heathcote, Dordon; R. J. Hilling, Ipswich.



All the essential features of a prize-winning model are present in this fine block-setting crane. It was built by F. G. Rich, Orpington, who was awarded Second Prize for it in the "Autumn" competition.