

# MECCANO MAGAZINE

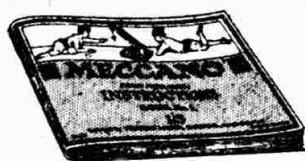
TO HELP MECCANO BOYS TO HAVE MORE FUN THAN OTHER BOYS



## THE BIG WHEEL.

This is an early Meccano Model, and one of the best ever introduced into the system. It works perfectly, either by hand or with a Meccano Electric Motor.

## The New Meccano Manual of Instructions



Have you secured your copy of this fine new Manual yet? No Meccano boy should be without it. It means happy evenings the entire winter through. If you were to commence now to make the 326 fine models which it contains, it would take you years to get through them. It establishes the superiority of Meccano once and for all, and it puts every other toy in the shade. It contains a large number of prize-winning models in the last two Meccano competitions, the work of boys, who have shown most extraordinary genius. It trebles the value of any outfit purchased last year or earlier. Get your copy at once from your regular dealer, or from us if you have any difficulty. Price 1s. 3d. or 1s. 6d. post free.

## How to get the Meccano Magazine Regularly

Under the new Government regulations we are unable to send the "Meccano Magazine" to any one except those who directly apply to us for it. If, therefore, you wish to become a reader of the M.M. it will be necessary for you to forward to us a request for it to be sent to you regularly, accompanied by 2d. in stamps for postage on the next four issues. A double subscription of 4d. will, of course, ensure the next eight numbers being sent to you.

**SEND YOUR SUBSCRIPTION  
AT ONCE TO  
PREVENT DISAPPOINTMENT**

## The Life Story of Meccano

By FRANK HORNBY.

(Continued.)

Over and over again I had read of the early struggles of other inventors to obtain recognition. I knew that in days gone by many inventions which had ultimately proved to be of the greatest benefit to mankind had at first been received coldly and even scornfully, and that the inventors had only triumphed after years of endeavour, their spirits and determination held up all the while by the abiding faith which they had in their work.

Such was the faith which I had in my own work, and I vowed that nothing should stand in the way of the success of my invention. Day and night I worked to improve the finish and design of Meccano parts and the number and variety of models which they would make.

You must remember that Meccano in those days was nothing like the finished product which you see now, and it was then only possible to make up a very limited number of models.

I had no cranks or couplings, flanged rectangular and sector plates, or any of the valuable patented parts which I have since introduced, and which have made Meccano model building so delightfully easy. The strips were made of tin with the edges turned over and the ends left square. Many older boys will remember these strips, and I have no doubt that large numbers of them are still in use. Sometimes I hear from an old Meccano boy who still possesses and treasures one of these early outfits, and my heart goes out to him as an old and tried friend of Meccano. I had all my wheels made of brass which were first cast in moulds and then turned, but they were nowhere near the standard of the highly finished and beautiful Meccano wheels of the present day.

There were 15 separate parts in the whole of the Meccano system in those days, and you may judge from this how difficult it was to obtain any kind of elaborate mechanism. At the present time there are 75 separate parts in the system with more being added to their number all the time.

I should like you boys to see my first Manual of Instructions, a copy of which lies before me as I write. It consisted of 18 pages, and contained illustrations of 12 models, all of them now obsolete with the exception of a Travelling Jib Crane, which is now illustrated on page 28 of our big 140-page Manual of Instructions—Model No. 110—one of the most popular models which we have ever introduced. I have an affection for this old model because it is a real good one, and because it has accompanied Meccano right through its career.

The illustrations in my first manual were from half-tone blocks, and were, of course, nothing like so clear as the illustrations in our later manuals, which are produced by a beautiful process which has now reached a high pitch of perfection. Still, the half-tone blocks answered their purpose, and gave a perfectly clear idea how to build the models.

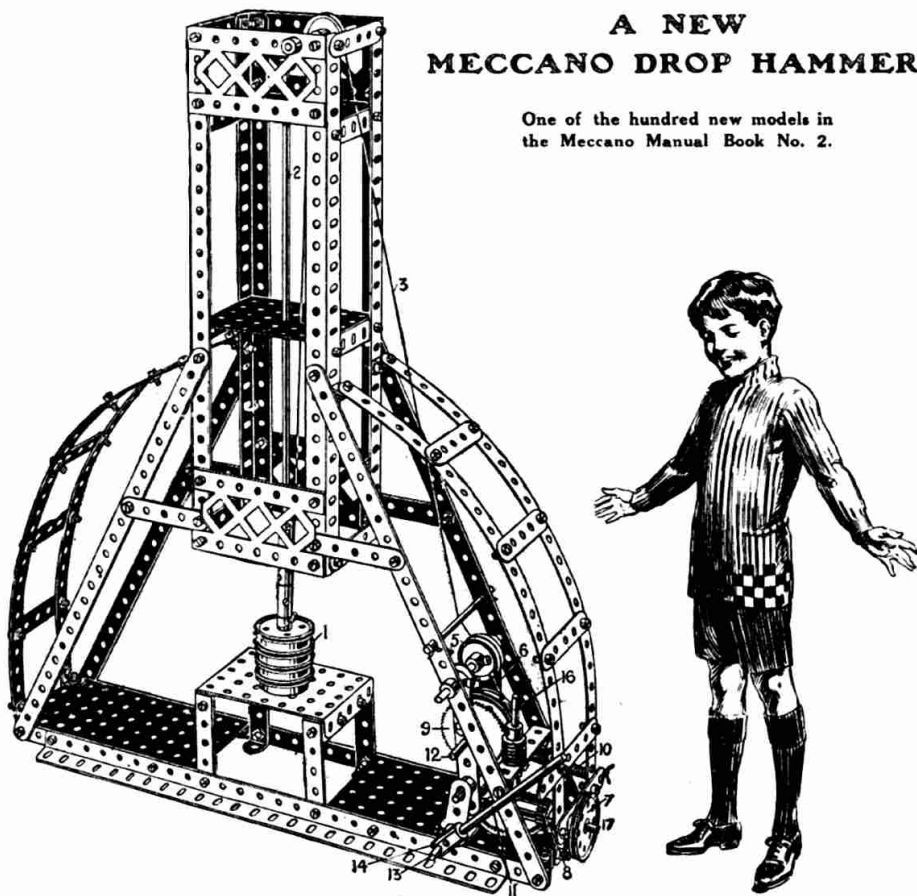
(To be continued.)

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## A NEW MECCANO DROP HAMMER.

One of the hundred new models in  
the Meccano Manual Book No. 2.



## EDITORIAL.

### Competition Results.

The difficulties of judging the Grand Meccano Competition this year have been greater than ever, as you boys will easily understand, but I am glad to be able to publish a list of prize-winners in this issue. The number of entries and the quality of the models sent in have been well up to the standard of past years and the competition has been an enormous success.

### Difficulties in Producing the "M. M."

These are troublous times for everyone, and even editors get their fair share of worries. My greatest worry is shortage of paper, and this accounts for the delay in getting this issue out and for the limited number of copies which can be posted to you boys. I have many good things by me which you boys will read with keen interest, but these must be held over until we can publish the *M. M.* oftener, and perhaps make it bigger.

### Results of Essay and Scientific Competitions.

I am sorry that there has been so much delay in announcing the results of these competitions, but this of course is due to the impossibility of getting this number of the *M. M.* out earlier. Both competitions have been wonderfully

successful, and I hope to be able to publish the winning entries in our next issue.

### Meccano Manual Book 2.

At last I am able to announce that Meccano Manual Book No. 2 will be ready on August 1st, and I think you will all agree that the new models which it contains are of extraordinary merit. The issue is limited, owing to paper difficulties, and I hope that every boy who reads this will get his copy without delay in order to prevent disappointment. The price is 1/3 from your dealer, or post free, 1/5½.

### Shortage of Meccano.

Unfortunately Meccano will be more scarce than ever during the coming winter, owing to the greater portion of our plant being engaged on work for the Government. There will be a fair quantity available, however, and this will be rationed throughout the country in order to give each section a fair proportion. Let me advise readers of the *M. M.* to place their orders with their dealers early. The Meccano Spring Motor will not be on sale until after the war, when we shall at once resume its manufacture.

*The Editor*

## The Life Story of Meccano

BY FRANK HORNBY.

(Continued.)

On the whole, however, the Meccano system at that time was crude, and the outfits did not present a very attractive appearance. Still, the fact remained—and this gave me the greatest possible encouragement—that when a boy commenced to use the system and build up the models, he almost invariably took the greatest interest in his work and came back for more parts. This fact told me that *my system was right*, and that I had only to persevere in order to ultimately succeed. Those boys who possessed outfits asked their boy friends to come along and help them to build models, and these boys in turn began to buy outfits.

It was a very slow process, of course, and you may be sure that I had a very anxious time, but I continued almost daily to improve the finish and design of the parts and to increase the number of models. Every now and again I would issue a fresh manual, and this always gave a good fillip to the sales. Soon I began to do a little advertising, and this, of course, helped to increase the public demand for my outfits.

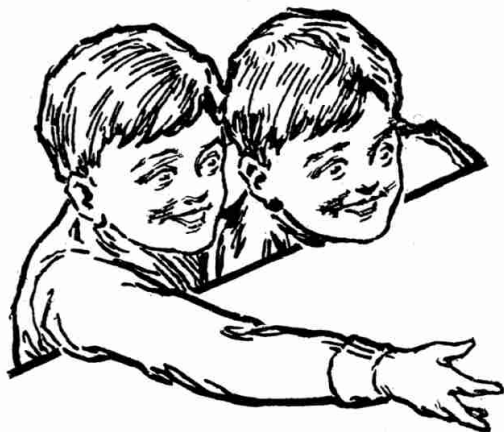
After a while the sales began to improve so much that I was able to induce one or two of the large stores in London to put up a special stand round Christmas time to demonstrate Meccano, and to have some one there to explain the models and the uses of the outfits. Immediately this was done the sales went up by leaps and bounds, and it was all that I could do to keep pace with the orders.

I began to experience difficulties in getting all the supplies of the various parts from the makers, and I commenced seriously to consider starting a little factory and making some of them myself. I made a few enquiries and finally hit on premises in Duke Street, Liverpool, which I thought I could convert into a workshop. I took a look over these premises quite recently, and they look tiny enough to me now, but, my goodness, boys, at that time they looked as big as the Crystal Palace, and I wondered if I should ever have enough machinery to fill them. I bought a few hand presses and one or two lathes, and a small gas engine, and, bit by bit, I began to build up my factory organization. Those were happy days, boys, and I look back on them with pride and pleasure, although every minute was fraught with difficulty and anxiety. I often had to complain of the finish and accuracy of the parts which I had made for me, and the first resolution I made when I started my own factory was that nothing should come from it which was not of the best workmanship and finish. I have never swerved from that resolution, and to this I largely attribute the generous measure of praise and approval which Meccano has always received from expert engineers and mechanics. I knew that it was only by placing perfect Meccano parts in the hands of boys that they could build models which would work with true and mechanical accuracy and precision, and that it was only in this way that I could hope to establish my business on a sound basis.

To be continued.

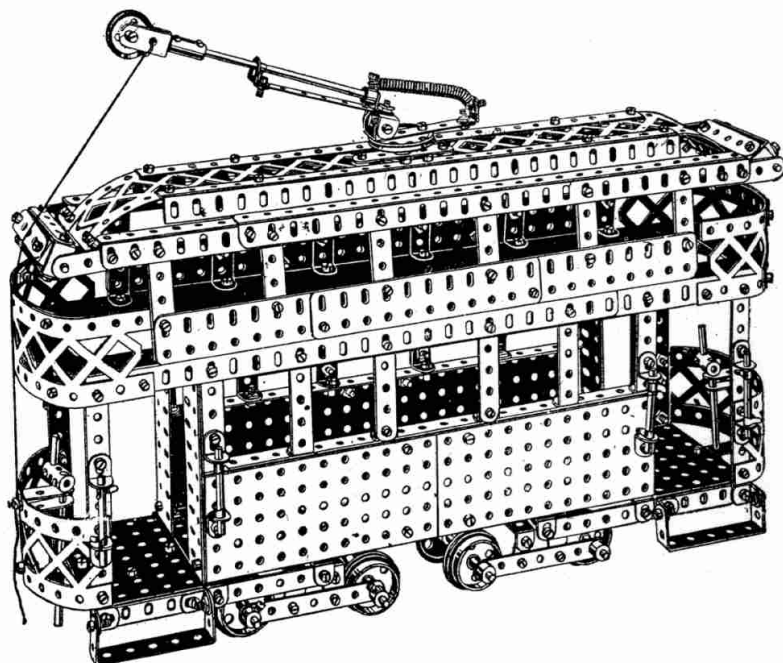
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## THE MECCANO TRAMCAR.

*This is one of the hundred new models contained in the new Meccano Manual, Book No. 2. It has a most realistic appearance, and you Meccano boys will be able to make it with little trouble. You can fix seats inside and give the dolls a ride, and collect the fares from them and give them tickets. It runs splendidly.*



### EDITORIAL.

#### A Fine Reception.

The Meccano Manual No. 2 has met with a great reception, and thousands of boys are now spending happy evenings making the many beautiful models which it contains. The war models, the Tank, Searchlight, Submarine, Heliograph, Anti-aircraft Gun, Lifeboat Launching Gear, and the wonderful series of Scientific Experiments, are special features of this book which no Meccano boy should miss.

#### Meccanoland Pantomime.

Meccano boys in Birmingham are favoured this year by having the wonderful Meccanoland Pantomime in their city. It will appear at the Theatre Royal in the New Year, and Wee Georgie Wood will again fly from the wicked robbers in a Meccano Motor Car, and finally escape in a Meccano Aeroplane. The final Meccanoland scene with the giant working models is a feature of great beauty.

#### More Essay Competitions.

Our essay competitions have been so successful that they promise to become a permanent feature of the *Meccano Magazine*. We are commencing two more in this issue, and I hope all the old competitors and many new ones will have a serious try for one of the prizes.

### PEACE.

Just as we go to Press with this issue the news comes through that an armistice has been signed. Thank God for that, boys! There will be no more killing and maiming, and your fathers and brothers will soon be restored to you, safe and sound, I hope. All our works and office staffs have gone off to rejoice over the glorious victory, and I am going to follow them in a few minutes. When we come back we shall set to work on Meccano in real earnest, and you may look out for great improvements and new features. Soon, I hope, there will be plentiful supplies of Meccano and all accessory parts, including the new ones which you are so anxiously awaiting. Meccano boys are going to be the happiest and busiest boys in all the world.

*The Editor*

### Meccano Manuals of Instructions



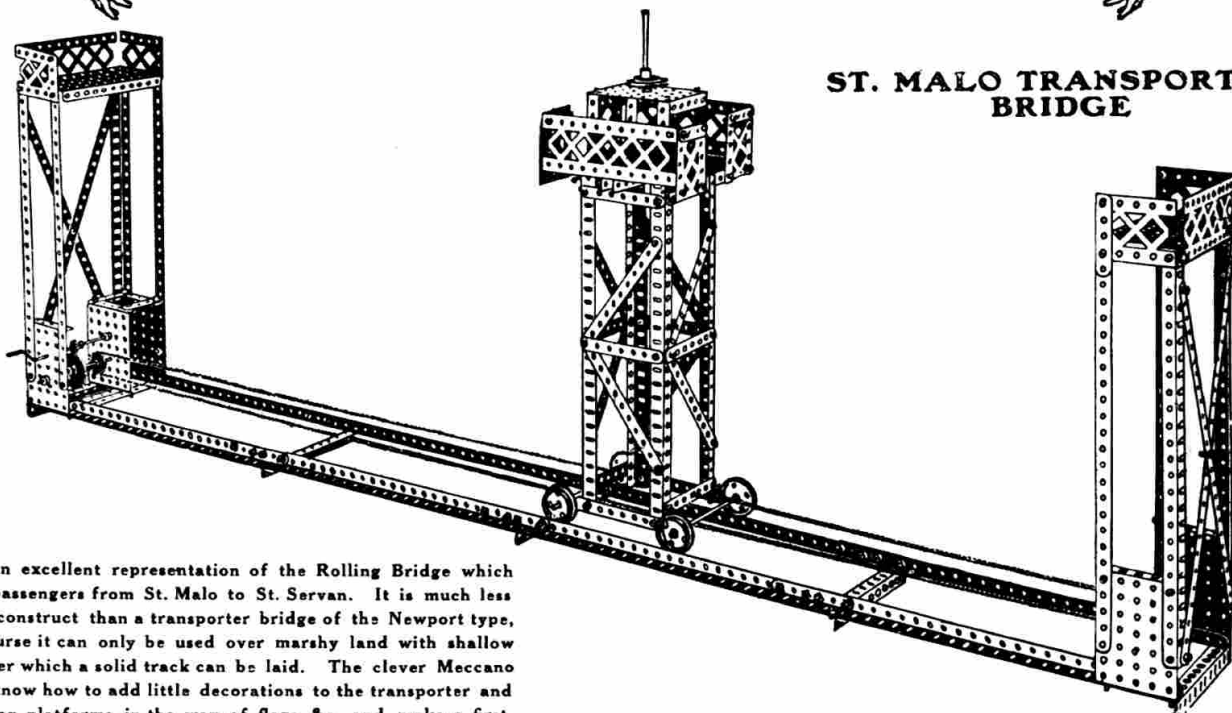
There are two Meccano Manuals of Instructions, and no Meccano boy is properly equipped unless he has them both. Book No. 1 is the regular manual which goes with the main Meccano outfits. It contains illustrations and full instructions for making 326 fine models; some of the models have been designed by our own staff of experts, and others are prize-winning models contributed by Meccano boys, from every country in the world. Price, 1s. 6d., or 1s. 9d. post free.

Meccano Manual, Book No. 2, has only just been published, and it contains illustrations and instructions for building 100 entirely new models, very many of them prize winners. It contains Tanks, Guns, Submarines, Searchlights, and other warlike models; also a new series of simple and intensely-interesting scientific experiments which any boy can make, and which impart a lot of useful knowledge. Price, 1s. 3d., or 1s. 6d. post free.



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**ST. MALO TRANSPORTER  
BRIDGE**

This is an excellent representation of the Rolling Bridge which conveys passengers from St. Malo to St. Servan. It is much less costly to construct than a transporter bridge of the Newport type, but of course it can only be used over marshy land with shallow water, over which a solid track can be laid. The clever Meccano boy will know how to add little decorations to the transporter and the landing platforms, in the way of flags, &c., and make a first-class toy of this fine model.

## EDITORIAL.

### Full Steam Ahead.

Since the Armistice our factory has been working night and day on Meccano, and many thousands of new and old Meccano boys have been made happy by being able to obtain their outfits. It has been a hard struggle to meet the remarkable demands which you boys have made on us, but by the time this number of the *M. M.* reaches you, our output will be so big that there need be no further waiting for any of you. Full steam ahead is our motto from now on.

### The New £200 Prize Contest.

We are starting our Grand Meccano contest again, and you will find full particulars on the next page. Every Meccano boy should enter; there are hundreds of fine prizes, and any boy with a good idea for a new model should have no difficulty in gaining one of them. We want this to be the biggest and most successful contest we have ever run.

### Meccano Clubs.

Judging from the enormous number of entries in our Essay Competition on

"How I would run a Meccano Club," the interest in this movement is very great indeed. Meccano boys evidently feel that they are members of a great world-wide Brotherhood, and that some movement should be started to gather all their ideas and work together for the increased happiness and welfare of all clean-minded and intelligent boys in this country. We shall have more to say on this matter in our next issue.

### New Meccano Parts and Clockwork Motors.

We are working hard to get the new Meccano parts ready, and we shall be able to let you have these very soon now. The necessary tools take a long time to make, as they have to be made with very great accuracy; but we shall soon be able to let you have all you need. We have also resumed work on the No. 1 Meccano Clockwork Motor, and before the winter months come on we shall be turning them out in good quantities.

## Meccano Essay Competition

### "How I would Run a Meccano Club."

The response to this competition has been overwhelming and we have been unable to make the awards in time for this issue of the *Meccano Magazine*. All the entries are being very carefully considered, and in our next issue we shall publish a summary of the opinions of our readers as to how a Meccano Club should be formed. In the meantime any boy who has special views which he would like to submit to us should write without delay, as we are anxious that the Meccano Club idea should be a huge success.

We have received a great deal of correspondence from secretaries of Meccano Clubs in various towns, and we are greatly impressed with the enthusiasm with which many of these are run. We would single out for special mention Mr. Stuart H. Wilson, president of the Holy Trinity Meccano Club, with headquarters at 29, Thornhill Road, Barnsbury, London, who runs his Club in a most successful manner, and who writes us excellent letters when reporting progress, which we should very much like to publish. We shall certainly tell you more of his doings in future numbers.

The Meccano Club in Glasgow, whose president is Mr. A. W. A. Dick-Cleland, has its own private Club Magazine, with a number of very capable contributors. We have also pleasure in commending the Methodist Magazine edited by Alfred Rolfe, an enthusiastic Meccano boy run for the benefit of Meccano boys.

*The Editor*