A CREEPER TRACK UNIT FOR MECCANO MODELS

"SPANNER" TELLS YOU HOW TO BUILD A VERY USEFUL ITEM

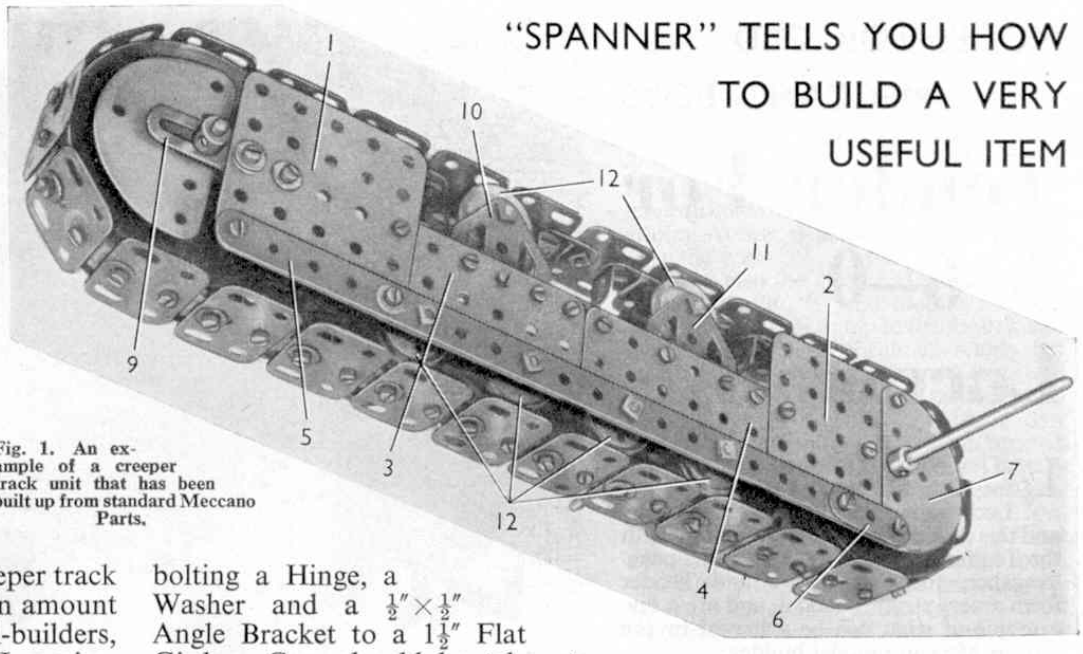


Fig. 1. An example of a creeper track unit that has been built up from standard Meccano Parts.

THE construction of creeper track seems to cause a certain amount of difficulty to some model-builders, judging from the letters I receive. Track of this type enters into the construction of many popular models, including cranes, excavators and tractors of one kind or another, and so I am describing here a very neat system on which it can be built up. It should be realised that any form of creeper track, unless it is just an endless belt arrangement, requires a large number of similar parts, and this could be a drawback for some model-builders, but provided the parts are available the track illustrated here will be found to be both realistic and strong.

The Track

The track itself consists of 26 units, each of which is made by bolting a Hinge, a Washer and a $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Bracket to a $1\frac{1}{2}''$ Flat Girder. Care should be taken to see that all the Hinges are quite free at their joints. The track is supported in a framework that is made up as follows.

The Framework

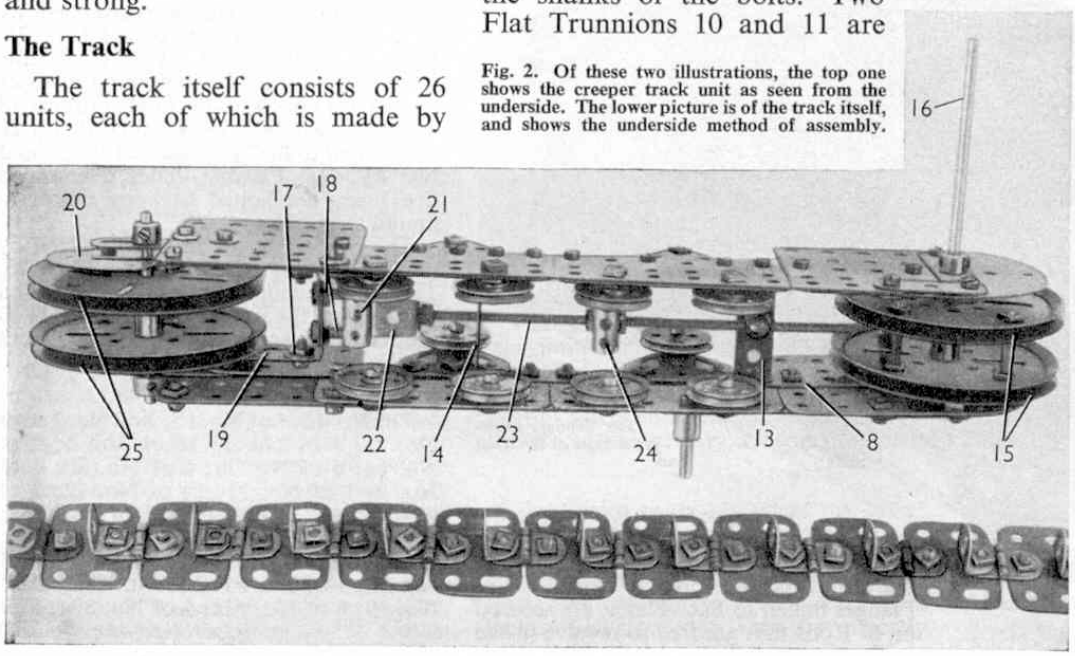
Two $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flat Plates 1 and 2, and two $3'' \times 1\frac{1}{2}''$ Flat Plates 3 and 4 are joined together and supported by two $9\frac{1}{2}''$ Strips 5 and 8. The Strip 5 is extended by a $1\frac{1}{2}''$ Strip 6. A Semi-Circular Plate 7 is bolted to the $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flat Plate 2. A 2″ Slotted Strip 9 is fastened to the end of the $9\frac{1}{2}''$ Strip 8, with Washers on the shanks of the bolts. Two Flat Trunnions 10 and 11 are bolted to the Plates 3 and 4. Six 1″ Loose Pulleys 12, each mounted on a $\frac{3}{8}''$ Bolt with a Washer and two nuts, are placed in position as shown. Another similar side is then built and the two are connected together by two $1\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips 13 and 14.

Two 3″ Pulley Wheels 15 are fastened together on four 1″ Screwed Rods as shown, and are then secured to the Rod 16, Collars holding the unit in position.

Tensioning Device

Two $1'' \times \frac{1}{2}''$ Angle Brackets 17 are bolted together on the shanks of two Threaded Pins 18. To each shorter lug of the Brackets is bolted a 3″ Strip 19, which also has a Semi-Circular Plate secured to it. A Coupling 21 is fastened to the Threaded Pins 18 and a Bolt secures a Double Bracket 22 to the centre hole of the Coupling. A 6″ Screwed Rod 23 is attached to the Double Bracket 22 by four nuts locked together in pairs on each side of the lug. The Screwed Rod passes through a Handrail Support that (*Cont. on p. 272*)

Fig. 2. Of these two illustrations, the top one shows the creeper track unit as seen from the underside. The lower picture is of the track itself, and shows the underside method of assembly.



Stamp Gossip (*Continued from page 270*)

to spend it on, collectors and, of course, dealers bought heavily any special issues of their favourite countries — Victory stamps, etc. It is only now that the big stocks thus acquired are being cleared out, and prices are beginning to harden in consequence. So if, you have not got these stamps, now is the time to buy, for they will never be as cheap again.

All this has had the effect of preventing dealers, etc., stocking up on subsequent issues, and I am sure that a year or two hence stamps of special issues, still available today at not much above face value, will by then cost a whole lot more. One set I particularly like is the Tanganyika "Republic" issue which appeared as late as December last year and went off sale within a couple of months. Mark my word, such sets are going to more than pay for their keep.

Old-Time Cabriolet—

(*Continued from page 258*)

the ears. The tail is a number of strands of cord tied to an Angle Bracket bolted to the Curved Plate and the reins which the driver is holding also are lengths of cord arranged as shown.

Finally, the horse is held in the cab shafts by a 2½" Rod passed through the centre elongated holes of the Curved Plate and fixed in position by Spring Clips.

Parts required to build the Horse-Drawn Cab: 4 of No. 2a; 17 of No. 5; 8 of No. 6; 8 of No. 6a; 2 of No. 10; 2 of No. 11; 1 of No. 11a; 7 of No. 12; 2 of No. 12b; 1 of No. 15b; 1 of No. 16a; 2 of No. 19a; 1 of No. 22a; 2 of No. 35; 81 of No. 37a; 81 of No. 37b; 10 of No. 38; 1 of No. 40; 1 of No. 48; 8 of No. 48a; 1 of No. 51; 8 of No. 90; 2 of No. 90a; 2 of No. 188; 1 of No. 190; 3 of No. 193; 1 of No. 194b; 1 of No. 199.

Calling All Bus Spotters—

(*Continued from page 249*)

particularly interested in a steep concrete ramp in the open which has been specially designed for M.o.T. inspections and for chassis cleaning, which is done by spraying. A sign of the times is that brush painting has returned in place of paint spraying, since the modern coaches are too long to fit into the old paint shop.

A final note: The once omnipresent Bell Punch tickets are still in use with this operator, but so, too, is the cheap return fare of 1/– for the Ryde–Seaview journey which is the same as on the first journey over 40 years ago! My thanks are due to Mr. Higgins for the frank and kindly way in which he answered all my questions on a very busy morning.

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The registration mark of Safeguard's new Bedford coach, left blank in the tabulated list in my March article, has now been confirmed as 1920 PJ, and that of Delaine's coach No. 57—another Bedford —listed in my April article is WCT 901.

Meccano Creeper Track Unit—

(*Continued from page 259*)

is bolted in the centre hole of the Double Angle Strip 13. A Coupling 24 locked in place by nuts provides a means of turning the Screwed Rod 23.

Two 3" Pulley Wheels 25 are mounted on a 2½" Rod passed through the 3" Strips and the Semi-circular Plates 19 and 20, and through the slots of the 2" Slotted Strips 9.

The track is placed around the 3" Pulley Wheels, and the Screwed Rod 23 adjusted so that the track moves freely when driven from the Rod 16.

Meccano—and Me:

(*Continued from page 261*)

me to borrow it and I was very happy indeed to see it. In fact, that night I dreamed about it.

In 1958 I had built a good Hornby Railway layout and by then I owned a fine Meccano Outfit. During the following year I purchased a large quantity of Hornby material and operated a railway with Hornby rolling stock and clockwork locomotives. In October, during school holidays, I went back to my native village, taking with me my Meccano Set and Hornby Trains, but on Saturday, October 20, our village was destroyed by insurgents and my Meccano Set and Hornby Trains were also burned. I was very sorry about that, and later left my village for Rangoon. In 1961 I bought a new Meccano Outfit and another Hornby Train Set and was able to build again very happily. In that year I became a member of the Meccano Guild and was able to wear the Guild Badge. Early in 1962 the first Hornby-Dublo 2-Rail items arrived in Burma and I was able to obtain some of them,

In conclusion, let me add that in my view the *Meccano Magazine* is the finest model publication on the market. Now that I am eighteen years of age I find it just as interesting as when I read it for the first time.

May the future generation enjoy Hornby and Meccano products as much as I have done and hope to do for a long time to come.—C. Mya Thaung, Pegu, Burma.

Meccano Tender for 4–6–0 Locomotive—

(*Continued from page 260*)

No. 90a; 2 of No. 103g; 6 of No. 109; 3 of No. 111; 2 of No. 116a; 6 of No. 137; 1 of No. 179; 6 of No. 189; 2 of No. 190a; 2 of No. 191; 6 of No. 192; 12 of No. 196; 3 of No. 197; 6 of No. 215; 4 of No. 221.

Northbound Night Mail—

(*Continued from page 264*)

Changing the load of mail bags is done with the lineside equipment when the train is on the move, and is carried out as required, one in and one out; one in only or one out only.

Having reached its destination, the train is drawn into a carriage siding where the vans are detached and shunted away for unloading. The locomotive departs for its depot, and the three coaches which make up the standard rake are left together to await the next southbound run.

By each set of lineside equipment, staff are stationed to handle the mail bags which are brought from the local G.P.O. sorting office in one or more of the Dublo Dinky Toys No. 068 Royal Mail Vans.

From such running it will be appreciated that any station siding on a layout can house vans used for the transport of mail, and that these can be shunted on to the rear of the Royal Mail Van during its running period on the layout. This makes for very interesting working on any railway scheme, no matter how small it is.