

New Meccano Model

Level-Luffing Automatic

THE fine Meccano model crank-operated Level-Luffing Grabbing Crane shown in Fig. 2 demonstrates in a remarkable manner the features of an actual crane of this type. The constructional details of this model are described fully in this article and in another that will appear next month.

In the ordinary type of crane a considerable amount of power is necessary to raise the jib on account of its weight and the effect of the load. How the load affects the operation may be easily demonstrated by means of a Meccano crane. If the jib is luffed in and out with the hoisting barrel "braked," the load will be found to rise and fall also, so that power has to be expended in this direction as well as in lifting the dead-weight of the jib. In practice this means an increase in running costs, especially in the case of cranes engaged in the handling of ships' cargoes, etc., where it is necessary to luff the jib almost continuously.

In order to eliminate some of this waste of power, many cranes are fitted with balanced jibs and level-luffing gears. The balanced jib gets over the difficulty of the dead-weight of the jib, and the level luffing gear counteracts the effect of the load by making the crane hook maintain always the same height from the ground while the jib is being luffed. Hence the luffing motor only has to overcome friction, so that the motor can be of much lower power than is necessary with the ordinary non-compensated crane. Also it will be readily appreciated that the driver can handle a load with a much clearer conception of its path when it follows a horizontal course instead of a constantly varying one.

One of the simplest and most efficient balanced-jib level-luffing systems, and one therefore that goes a long way to reducing running and maintenance costs, is the "Toplis" gear, which is the type reproduced in the Meccano model.

Another common feature of most cranes is that the jib is luffed by a rope or ropes that are wound upon a barrel, but in the case of the prototype of the Meccano model the

jib is luffed by means of a system of cranks and links, and this method of operation is reproduced accurately in the model. It holds several important advantages over the usual system. For example, limit switches and their attendant gear are rendered unnecessary, since it is obvious that with the crank-operated jib it is impossible to over-luff. Another advantage of equal importance is that the motion of the jib reaches a maximum speed round the middle of the luffing range where it can safely be used, and falls off rapidly to zero at either end. Luffing ropes have the great disadvantage that they require overhauling periodically, and there is always the possibility of breakage. With the crank-operated system these defects are eliminated.

The construction of the model should be commenced by building the gantry. This is of massive construction, for it has to support a very heavy load.

A glance at Figs. 2 and 3 will show that the four main supporting girders 1 are each composed of a $12\frac{1}{2}$ " Angle Girder and two $12\frac{1}{2}$ " Strips, bolted together so as to give an "L" section to the girder, which is one of the shapes best calculated to resist effectively the crushing or compressive stresses to which these members are subjected. The bottoms of the girders are attached near the ends of the girders 2, in which the road wheel axles are journalled. Each girder 2 consists of two $12\frac{1}{2}$ " Angle Girders bolted together to resemble in section the letter "T," a form that easily resists the stresses set up in this part of the structure. Architraves are employed to strengthen the connections between the girders 1 and 2.

It will be realised that the top cross girders or "beams," to which the lower portion of the Geared Roller Race 8 is bolted, are subjected to severe downward-acting bending stresses due to the weight of the crane proper. Consequently, each beam consists of a $9\frac{1}{2}$ " Angle Girder to the downward flange of which is secured a Flat Girder of similar length. This construction, by strengthening the flanges, reduces the tendency of the lower edges of the Girders to tear

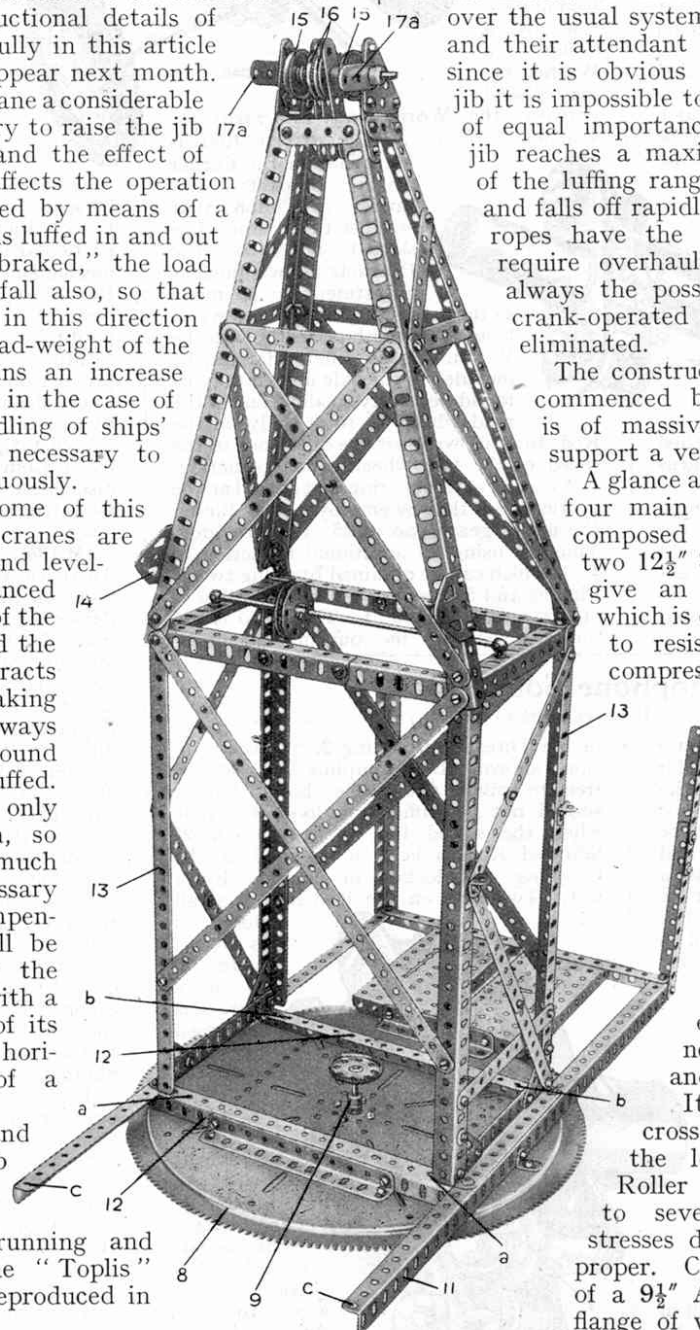


Fig. 1. The Superstructure and upper Slewing Race.

tendency of asunder.

Grabbing Crane

Having reached this stage of the construction, it will be found that the gantry is still far from rigid, in spite of the strength of its main members. In fact, if the base be held firmly, it is possible to push the top horizontally in nearly every direction. This defect is due to a lack of strength at the corners and in order to obtain the required rigidity it is necessary to add to the structure diagonal corner "ties." The various ties in the model take the form of Strips.

The idler travelling wheels are secured to Rods that are journalled in the slots of the girders 2 so that they are free to rise and fall therein, but the driving wheel axles are journalled in Strips bolted over the slots of the girders. In this manner the whole

weight of the model is thrown on to the driving wheels, so ensuring proper adhesion of the wheels on the rails. The arrangement of the drive to the travelling wheels is identical on each side of the gantry, and the construction is as follows.

A Rod 7 carries on its end a $\frac{7}{8}$ " Bevel, which is in mesh with a similar Gear on a 1" Rod that is journalled in $2\frac{1}{2}$ " Strips 3 and in a Coupling 5 on the Rod 7. The Coupling is of course quite free on the Rod, and the $2\frac{1}{2}$ " Strips 3 (which are trebled for strength) are bolted across a $9\frac{1}{2}$ " Flat Girder 10, attached to flanges of the girders 2.

The other end of the 1" Rod is fitted with a Universal Coupling 4, and this is connected by an 8" Rod 6 to a further Universal Coupling. The latter, in turn, is secured to a Rod that is journalled in a $2\frac{1}{2}$ " x 1" Double Angle Strip and in the Geared Roller Race, and carries a $\frac{1}{2}$ " Pinion. The Pinion is in constant mesh with a second Pinion 9a, which is secured to a Rod 9 (Fig. 1) that passes completely through both the upper and lower Roller Races. It will be seen that by rotating the Rod 9, the Rods 7 are both driven at the same speed via the train of three $\frac{1}{2}$ " Pinions, the universally-jointed Rods 6, and the $\frac{7}{8}$ " Bevels. The drive is transmitted finally to the wheels by Sprocket Chain, which passes over $\frac{3}{4}$ " and 1" Sprocket Wheels secured on the Rods 7 and the wheel axles. Before laying the gantry aside and continuing with the construction of the model, it is important to see that the transmission works as freely as possible. Bearings and gears should be oiled lightly, and small adjustments made if necessary with this end in view.

As will be seen from Fig. 1, the swivelling superstructure is built upon the upper portion of the slewing race 8. The two side members are $18\frac{1}{2}$ " Angle Girders 11, and they are

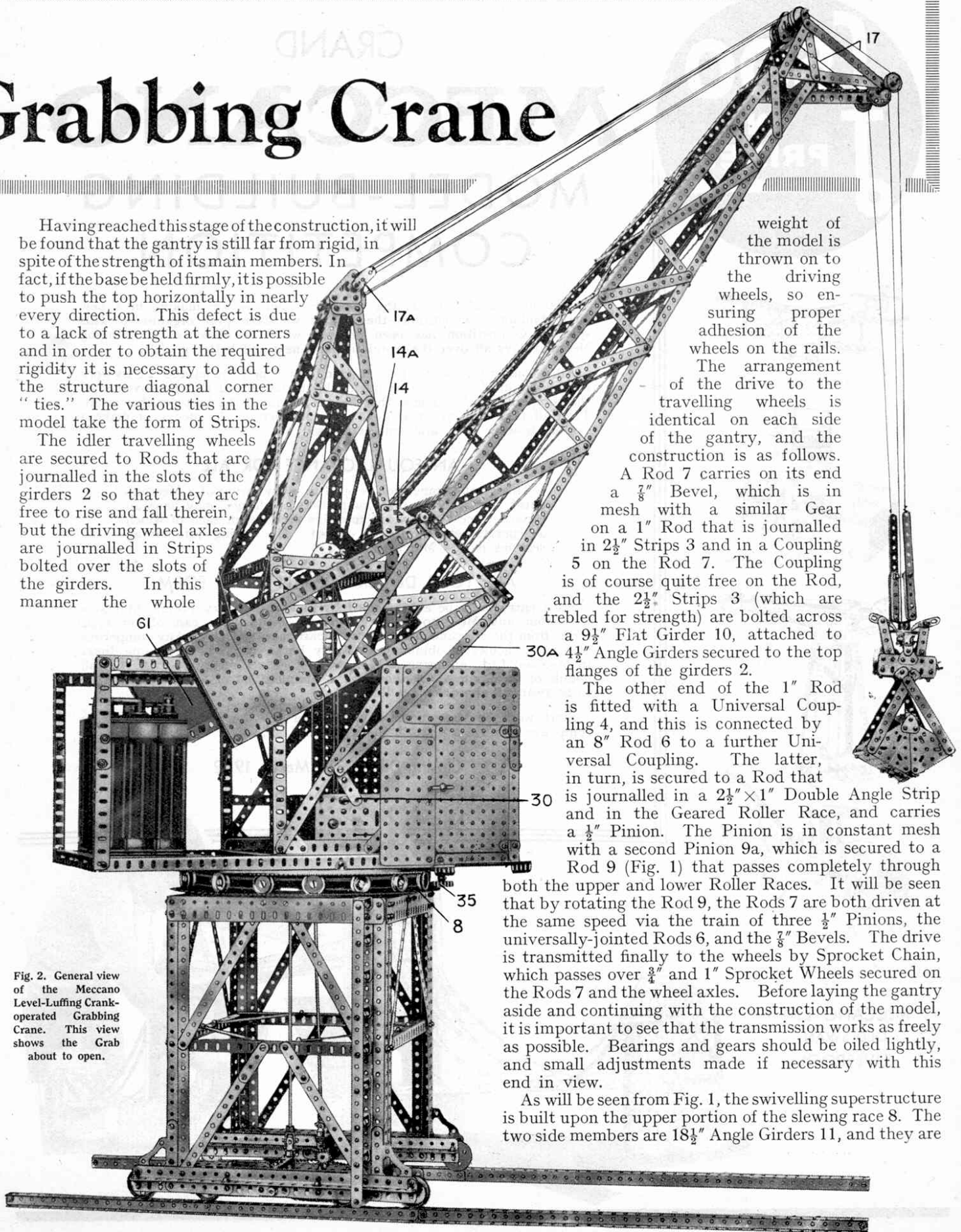


Fig. 2. General view of the Meccano Level-Luffing Crank-operated Grabbing Crane. This view shows the Grab about to open.

joined by 9½" Angle Girders 12 at the points shown, and also at the rear by a similar Girder. The Girders 12 are secured firmly to the Race by means of 5½" Angle Girders. The vertical 12½" Girders 13 comprising side members of the tower are attached to 5½" Angle Girders on the side Girders 11, and the points of attachment are strengthened by means of Corner Brackets.

The Pulleys 15 and 16 and the 1½" Strips 17a are mounted loosely on a Rod that is journalled in Corner Brackets at the top of the tower, to which they are attached by 2½" Strips and Flat Brackets. The Pulleys 15 are 1" fast Pulleys, which are spaced from the centre pair (1" loose Pulleys) by Collars and Washers, and guards to keep the hoisting cord in the grooves of the Pulleys 16 are formed from 2½" Strips. Suitable bracing is added to the tower as indicated in the illustration.

The construction of the gear cabin should be fairly clear from the general view, with the exception of the roof, which is composed of three 5½" × 2½" Flanged Plates and one 5½" × 2½" Flat Plate.

The main constructional features of the jib may be seen fairly clearly by a careful study of Fig. 2. The two lower longitudinal side members each consist of one 24½" and one 12½" Angle Girder overlapped eight holes, while each of the upper longitudinal members is composed of one 24½" and one 9½" Angle Girder overlapped 2 holes. The bottom end of the jib is extended at an angle to the main portion by 12½" Angle Girders, the ends of which are connected together by 4½" × 2½" Flat Plates.

The upper extremity of the jib is extended by 7½" Angle Girders bolted to the end holes of the side members, and a 7½" Strip is placed over the slotted holes of each Girder in order to give a neat appearance. Bracing should now be added to the sides as shown, care being taken to ensure that the various Strips are disposed exactly as indicated in the illustration.

The completed sides may now be joined together. This is effected at the bottom end by girders, each of which is

10" long (one 5½" and one 7½" Angle Girder overlapped six holes) and is bolted to the top and bottom sides of the jib, 2" in front of the jib pivot pin 14a.

The extremities of the two upper longitudinal members of the jib are connected by a 3½" Angle Girder, and those of the lower members are joined by a 3" Angle Girder. Having in this manner determined the taper of the jib, it is a simple matter to bolt into place intermediate cross-members of the correct length and then to add the bracing. This is triangulated, which makes the jib very strong.

The remaining portions of the model yet to be completed include the jib-head pulleys, gear box electrical controller for the Motor, and the special single-

suspension grab. Full details of these parts will appear in the October issue, together with instructions for the final assembly of the various units into a completed model.

The parts required to build the model are as follows:—

13 of No. 1; 12 of No. 1a; 13 of No. 1b; 40 of No. 2; 12 of No. 2a; 22 of No. 3; 24 of No. 4; 42 of No. 5; 24 of No. 6; 13 of No. 6a; 4 of No. 7; 4 of No. 7a; 26 of No. 8; 14 of No. 8a; 7 of No. 8b; 24 of No. 9; 10 of No. 9a; 2 of No. 9b; 1 of No. 9c; 2 of No. 9d; 1 of No. 9e; 2 of No. 9f; 9 of No. 10; 1 of No. 11; 24 of No. 12; 4 of No. 12a; 2 of No. 12b; 2 of No. 13; 4 of No. 13a; 1 of No. 14; 2 of No. 15a; 10 of No. 16; 2 of No. 16a; 5 of No. 16b; 6 of No. 17; 6 of No. 18a; 4

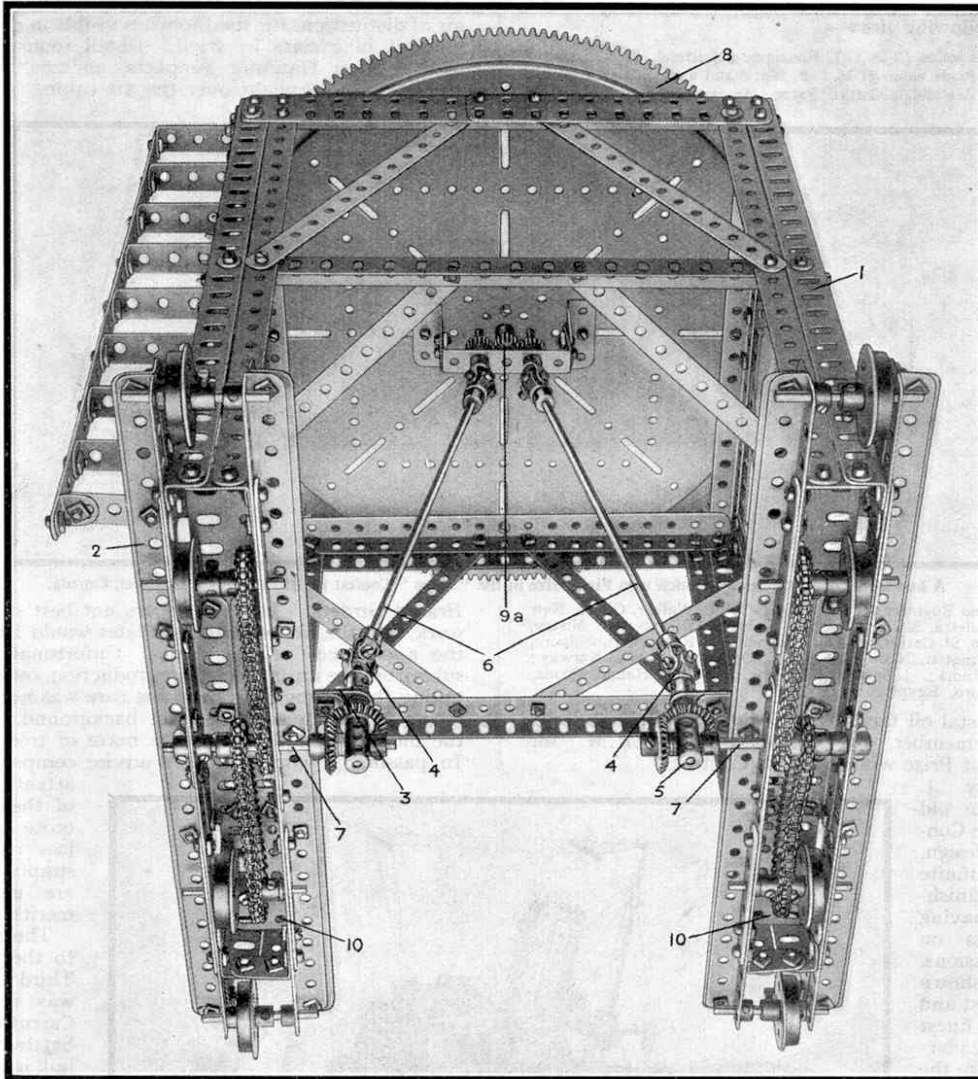


Fig. 3. View of the Gantry from underneath, showing the method of driving the wheels.

of No. 18b; 8 of No. 20; 1 of No. 20b; 3 of No. 21; 6 of No. 22; 7 of No. 22a; 1 of No. 23a; 4 of No. 24; 3 of No. 25; 7 of No. 26; 1 of No. 26a; 4 of No. 27; 6 of No. 27a; 1 of No. 28; 2 of No. 29; 4 of No. 30; 1 of No. 30a; 1 of No. 30c; 2 of No. 31; 1 of No. 32; 594 of No. 37; 6 of No. 37a; 130 of No. 38; 3 of No. 40; 1 of No. 46; 8 of No. 48; 1 of No. 48a; 6 of No. 52; 8 of No. 52a; 1 of No. 53; 4 of No. 53a; 6" of No. 58; 48 of No. 59; 6 of No. 62; 2 of No. 62b; 6 of No. 63; 1 of No. 65; 7 of No. 70; 2 of No. 72; 4 of No. 76; 5 of No. 77; 18" of No. 94; 4 of No. 96; 4 of No. 96a; 6 of No. 103; 4 of No. 103a; 2 of No. 103e; 4 of No. 108; 1 of No. 110; 4 of No. 111; 4 of No. 111a; 4 of No. 111c; 2 of No. 114; 2 of No. 115; 2 of No. 116a; 2 of No. 120a; 4 of No. 125; 2 of No. 126; 8 of No. 126a; 7 of No. 133; 4 of No. 136; 2 of No. 140; 2 of No. 147a; 1 of No. 163; 2 of No. 165; 1 of No. 167; 7 of No. 302; 7 of No. 303; 7 of No. 304; 13 of No. 305; 1 of No. 306; 1 Electric Motor.

New Meccano Model

Level-Luffing Automatic Grabbing Crane

Instructions for Completing this Working Model

THE first part of the construction of the Automatic Grabbing Crane was dealt with fully last month, and now we conclude the detailed instructions by describing the special Grab and the arrangement of the necessary electrical equipment, which includes the electric controller that enables six different speeds to be obtained from the Motor. In addition, full instructions are given for the final assembly of the various parts. Last month's article concluded with a description of the jib, and it now remains to assemble the jib-head pulleys before going on to the construction of the gear box.

The jib head has two distinct sets of pulleys. One set is at the extreme end of the jib and consists of a $1\frac{1}{2}$ " Pulley secured to a Rod that has a 1" fast Pulley mounted loosely on each extremity. The other set comprises three pairs of Pulleys on a common Rod. The centre pair consists of two 1" loose Pulleys, on each side of which are placed Flat Trunnions to act as guards for the hoisting rope, and each of the two remaining sets consists of a 1" fast and a 1" loose Pulley. The respective groups are spaced on the Rod by Collars and Washers, and the bosses of the fast Pulleys serve to keep the Pulleys away from the supporting frame, so that all may run freely.

The gear box (Fig. 4) enables the four movements of hoisting, slewing, travelling and luffing to be driven from the 6-volt Meccano Electric Motor merely by the operation of two levers. A point worthy of note is the

fact that it forms a self-contained unit that is readily fitted into the model.

The $5\frac{1}{2}$ " Angle Girders 18, 18a, are butt-jointed together so that their vertical flanges point in opposite directions, the left-hand pair being bolted to a $5\frac{1}{2}$ " x $2\frac{1}{2}$ " Flanged Plate, whilst the right-hand pair are connected together by means of a 2" Strip. The Girders 18a also are secured

at right-angles to, and two holes from either end of, a $9\frac{1}{2}$ " Angle Girder that will eventually be secured to the ends of the Girders 11 (see Fig. 1, Sept. "M.M.") Cross Girders, each $7\frac{1}{2}$ " long, are bolted across the Girders 18, 18a, to carry the centre Plate 19 and the right-hand Plate of the gear box, and a $5\frac{1}{2}$ " Angle Girder 20. The centre plate 19 is a $5\frac{1}{2}$ " x $2\frac{1}{2}$ " Flat Plate and it is secured to the cross Girders by a $5\frac{1}{2}$ " Angle Girder.

Having now completed the constructional part of the gear box, we may turn our attention to the

gearing. The mainshaft 21, which is driven by the Motor, has secured to it a 1" Gear in mesh with a similar Gear on the Motor, and also a $\frac{1}{2}$ " diameter $\frac{1}{2}$ " wide Pinion. On each side of the mainshaft are two sliding layshafts 22 and 23, each of which carries a $\frac{3}{4}$ " Pinion and a 57-teeth Gear, the latter being in constant mesh with the $\frac{1}{2}$ " wide Pinion on the mainshaft.

The layshaft 22 is moved in its bearings by the Crank 36, which is secured on an 8" Rod that carries the lever 37. The layshaft 23 is actuated in a similar manner by the lever 39 through the medium of the Crank 38. Both Cranks carry bolts, the shanks of which locate

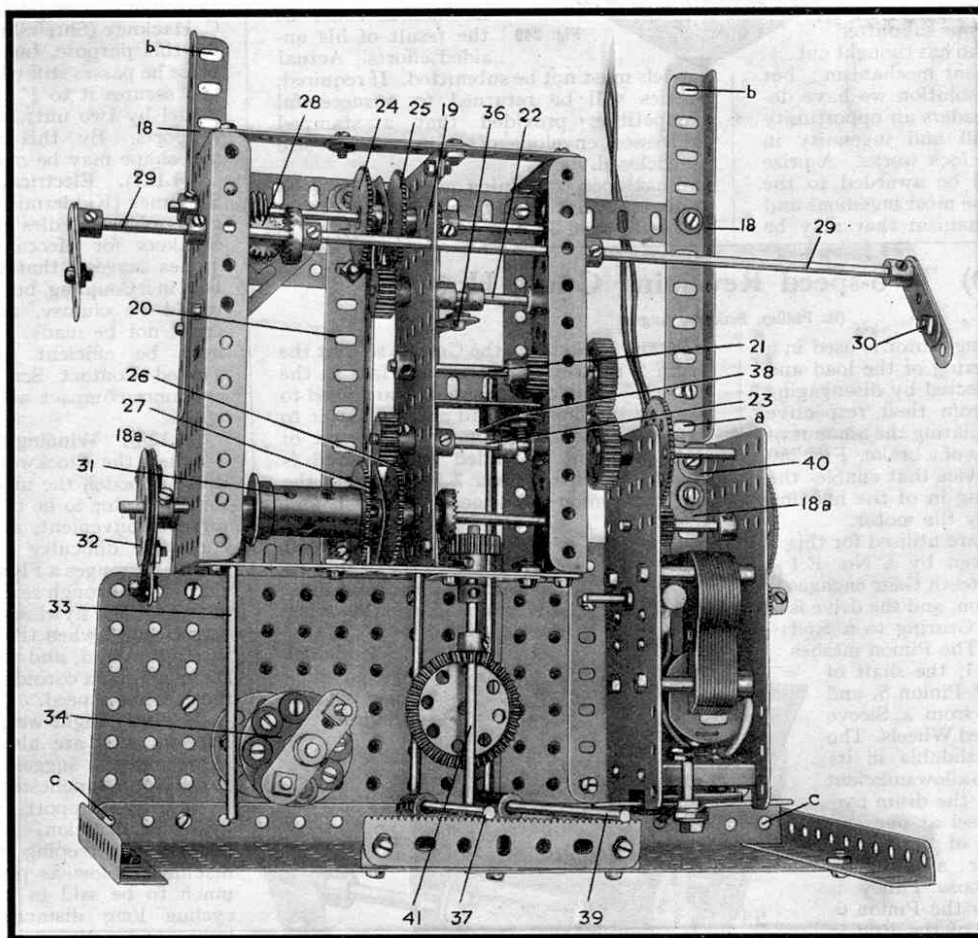


Fig. 4. Plan View of the Gear Box. Its simplicity of design is clearly apparent.

between Collars spaced a short distance apart on the Rods.

By sliding the layshaft 23 to the right the $\frac{3}{4}$ " Pinion is brought into engagement with a 50-teeth Gear 26. This Gear is secured to a Rod carrying a $\frac{3}{4}$ " Contrate that is in mesh with a $\frac{3}{4}$ " Pinion on a Rod 41. The latter is journalled in a Flat Trunnion that is bolted to the front top edge of the gear box and also in one of the $5\frac{1}{2}$ " x $3\frac{1}{2}$ " Flat Plates forming the front of the cabin. It has secured to it a $\frac{1}{2}$ " Bevel, and this meshes with a $1\frac{1}{2}$ " Bevel on a short vertical Rod on the lower extremity of which is fixed the Pinion 35 that meshes with the teeth of the fixed slewing Race 8 (see Fig. 2, Sept. "M.M."). When the Pinion 35 rotates, it runs round the circumference of the Race and thus causes the model to slew.

A reinforced bearing is provided for the Rod carrying the Bevel and the Pinion 35 by bolting a $7\frac{1}{2}$ " Girder across the Girders 18a beneath the floor plates. The Rod also passes through the end hole of a Strip that is bolted to the upper member of the slewing race.

On moving the layshaft 23 to the left the $\frac{3}{4}$ " Pinion is brought into mesh with a 50-teeth Gear 27 on the hoisting barrel shaft. The hoisting barrel shaft 31 consists of a Sleeve Piece, one end of which is passed over a $\frac{1}{2}$ " fast Pulley secured against the face of the 50-teeth Gear, and it is held firmly in place by means of a $\frac{3}{4}$ " Flanged Wheel that is pushed on to its other end.

The hoisting barrel is fitted with a novel automatic servo brake that allows the load to be hoisted with perfect freedom, but applies the brake when the barrel tends to unwind. An unequal-armed crank, composed of a 2" Strip bolted to a Double Arm Crank, is fitted on the end of a Rod that is journalled in the gear box sideplate and in the $5\frac{1}{2}$ " Angle Girder 20. The Rod may be operated by the lever 33 that is secured to it by a Coupling; by raising the lever the brake is released. A short length of cord is passed round the brake drum 32 and its ends tied to the shanks of bolts on the extremities of the crank. The automatic servo effect is accounted for by the fact that the points of attachment of the brake band to the crank are at different distances from the fulcrum.

A 50-teeth Gear 25 is secured to a Rod that also carries a $\frac{1}{2}$ " Pinion. The latter will mesh eventually (when the gear box is mounted in place) with a $1\frac{1}{2}$ " Contrate on the upper end of the Rod 9 (see Fig. 1, Sept. "M.M."). In this manner the drive will be transmitted from the gear box to the wheels.

The last movement to be considered is that of luffing the jib. The luffing cranks 30 are secured on the extremities of an $11\frac{1}{2}$ " Rod 29, which has secured to it a $\frac{3}{4}$ " Contrate that meshes with a $\frac{1}{2}$ " Pinion 28 on a short vertical Rod. The latter has a further $\frac{1}{2}$ " Pinion that meshes with a Worm on the Rod carrying

the 50-teeth Gear 24. The Rod with the Pinion 28 is journalled at its bottom end in a Strip, and at its upper end in a Corner Bracket that is attached to the Flanged Plate by a $1\frac{1}{2}$ " Angle Girder. One of the bolts that serve to secure the $1\frac{1}{2}$ " Angle Girder to the Plate is also passed through a $2\frac{1}{2}$ " Angle Girder, which is bolted vertically to the Plate for strengthening purposes.

There are only two items of electrical equipment that claim attention; the Motor and its gearing, and the built-up controller, which enables six different speeds to be obtained from the Motor.

The Motor is secured to the floor plates in the position indicated in Fig. 4, by nuts and bolts and by a $\frac{1}{2}$ " x $\frac{1}{2}$ " Angle Bracket 40. A gear train providing a reduction ratio of 9:1 and consisting of two $\frac{1}{2}$ " Pinions and two 57-teeth Gears is employed to transmit the drive from the armature spindle to the Rod carrying the 1" Gear.

The controller is shown at 34 and is conveniently placed in relation to the other controls; it is of exceptional interest as it is built up entirely from standard Meccano parts. Space precludes anything but a brief description of the device, but readers who require fuller information on the point should refer to detail No. 115 in the Standard Mechanisms Manual.

The resistance is formed from a short length of Spring Cord, drawn out so that no two adjacent turns touch, and attached to the shanks of 6 B.A. Bolts that are insulated from the Bush Wheel on which they are mounted by Insulating Bushes and Washers. A seventh insulated stud is provided; it is not connected in any way, since it forms the "off" position of the controller. The switch arm is a Double Arm Crank, on one end of which is mounted a Spring Buffer that makes contact with the studs. The Bush Wheel is mounted on a Rod, the upper extremity of which forms a pivot for the Double Arm Crank, its lower end being secured in the boss of a Bush Wheel that is bolted to the floor.

A length of insulated wire is taken from one Motor terminal to one end of the resistance, and the other terminal of the Motor is connected to one terminal of the Accumulator. The remaining terminal of the latter is "earthed," that is, connected to the frame of the model. If coloured parts are used, it may be found necessary to remove the enamel from beneath the bolt holding the earth wire to the frame and also beneath the bolts securing the controller to the floor plates.

We now come to the most interesting stage of the construction, that of fitting together the various units to form the complete model. The gear box unit should be first fixed into position on the Girders 11 and 12 and between the Girders 13. This is accomplished by arranging the holes a, b, c (Fig. 4) of the gear box to coincide with similar indexed holes on the

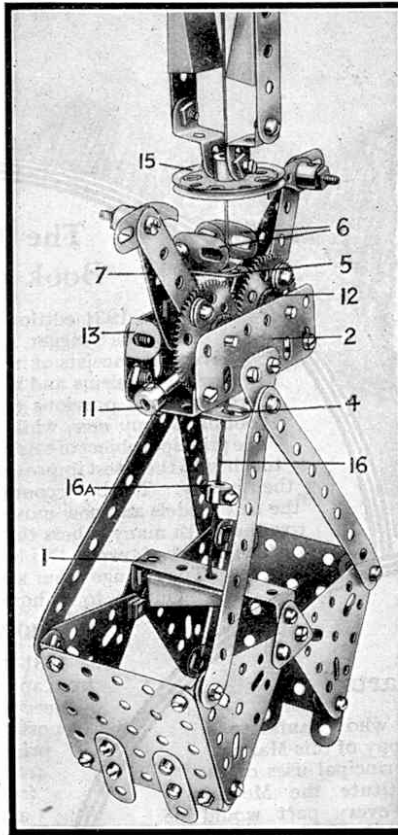


Fig. 5. The Single Suspension Grab.

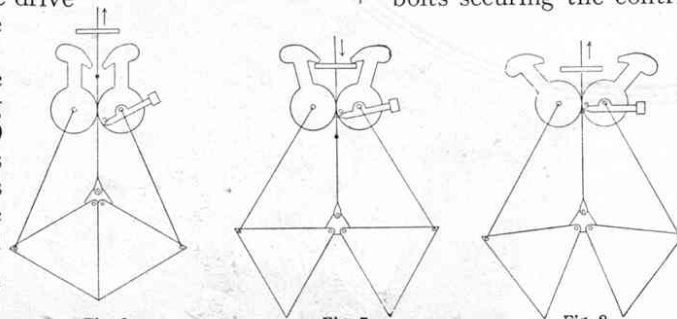


Fig. 6

Fig. 7

Fig. 8

Diagrams illustrating operation of Single Suspension Grab.

Girders 11 and 12 (Fig. 1, Sept. "M.M."). Bolts should then be inserted in these holes. It will be necessary to remove the Rod 29 (Fig. 4) temporarily before sliding the gear box into place.

The superstructure is now lowered on to the $\frac{3}{4}$ " Flanged Wheels of the Ring Frame. The Rod 9 (Fig. 1, Sept. "M.M.") passes freely through both Races, of course, and has secured to its upper end the $1\frac{1}{2}$ " Contrate that meshes with the $\frac{1}{2}$ " Pinion on the shaft carrying the Gear 25 (Fig. 4). The upper Race should bed down quite evenly on the $\frac{3}{4}$ " Flanged Wheels and the complete superstructure should turn at a touch. The Pinion 35 (see Fig. 2, Sept. "M.M.") must also be arranged to mesh with the teeth of the lower Race.

The jib is mounted pivotally on the front of the tower by passing the $11\frac{1}{2}$ " Rod 14a through the Flat Trunnions 14 and through the bosses of Cranks that are secured to the sides of the jib. It is now necessary to add weights at 61 in the shape of pieces of scrap lead melted into blocks of the required shape, or large quantities of Meccano parts, until the jib is accurately balanced. The connecting rods 30a may then be attached pivotally by lock-nutted bolts to the luffing cranks 30.

The hoisting cord is attached to the hoisting barrel 31 (Fig. 4), and is led over one of the pulleys 16 at the superstructure head, passing through a guide pulley on its way (see general view of the model in the Sept. "M.M."). The guide pulley consists of a 1" loose Pulley running between two Bush Wheels mounted on an 8" Rod that is secured by Handrail Supports to the tower. From Pulley 16, the cord passes over one of the centre pair of pulleys at the jib head, back over the remaining Pulley 16 and thence to the other centre Pulley on the jib head, after which it runs over the $1\frac{1}{2}$ " Pulley at the extremity of the jib and so down to the load hook or grab, to which it is secured.

In order to make matters quite clear to the reader we show in Fig. 10 a line drawing of the layout of the "Toplis" gear. The hoisting rope passes up from the hoist barrel to a pulley in the superstructure head B. From here it passes round one of the pulleys at the jib head A, back round the remaining pulley at B, and lastly over the second pulley at A, and so down to the load.

Now the point B is such a distance above the jib pivot that when the jib head A rises through, say, 3", the distance AB decreases by 1". Owing to the fact, however, that there are three falls of the hoisting rope passing between A and B, the shortening of the distance AB by 1" means that the end of the rope to which the hook is attached is paid out 3". Hence the load remains level throughout the entire luffing range.

Although the model may be used as an ordinary crane

by fastening a Loaded Hook to the end of the hoisting cord, its interest is vastly increased by the addition of a grab.

The grab employed on the model is known as the single suspension type, and is opened and closed merely by manipulation of the hauling rope, instead of depending for its operation, as is quite usual, upon two distinct falls of rope wound on separate barrels. An excellent example of a grab of the latter type is afforded by the Meccano High Speed Ship Cooler (see Instruction Leaflet No. 2).

Fig. 5 is a general view of the single suspension grab, whilst Fig. 9 shows the grab head partly dismantled. From the latter view it will be seen that the mechanism of the grab is ingenious,

yet, at the same time, remarkably simple. The construction of the jaws themselves should not present any particular difficulty since they are fairly apparent from the illustration. The apices of the Triangular Plates forming the sides of the jaws are attached pivotally by lock-nutted bolts (see Standard Mechanisms No. 263) to 1" Triangular Plates that are bolted rigidly to each end of a $2\frac{1}{2}$ " x $\frac{1}{2}$ " Double Angle Strip 1, and four connecting links ($4\frac{1}{2}$ " Strips) are attached pivotally to the outer ends of the jaws by lock-nutted bolts. The Double Angle Strip 1 is weighted by the addition of a number of 2" Strips or a 50-gramme weight, to make the jaws open.

The side plates 2 (Fig. 9) carrying the operating mechanism are 3" Flat Girders, which are connected together by $1" \times \frac{1}{2}"$ and $\frac{1}{2}" \times \frac{1}{2}"$ Angle Brackets 3, 3a. On the side plate shown detached are fixed two 1" Triangular Plates that carry $1" \times \frac{1}{2}"$ Angle Brackets 4 and 5, and to the Bracket 5 is secured a Double Bracket, with two Flat Brackets 6 bolted to it. Two Washers are placed between each Flat Bracket and the Double Bracket for spacing purposes.

The hooks 7 are composed of $2\frac{1}{2}"$ Strips bent to the shape shown in the illustrations and attached by means of $\frac{1}{2}"$ Bolts to 57-teeth Gears. The ends of the Strips are each fitted with a Pawl and a Flat Bracket. The catch 9 is composed of a Centre Fork held in the end bore of a Coupling, which also carries a Handrail Support 10 and a balance weight 11 consisting of a 1" Rod to the end of which is secured a Collar. The Gears are arranged to mesh with each other so that the Hooks 7 lie at the same angle to the perpendicular, and the Rods on which they are secured should be perfectly free to turn in the side plates 2.

The Handrail Support 10 of the catch is mounted freely on the spindle of the right-hand Gear, and a $\frac{3}{8}"$ Bolt 8 is secured by double nuts to the Gear in the third hole from that in which the $2\frac{1}{2}"$

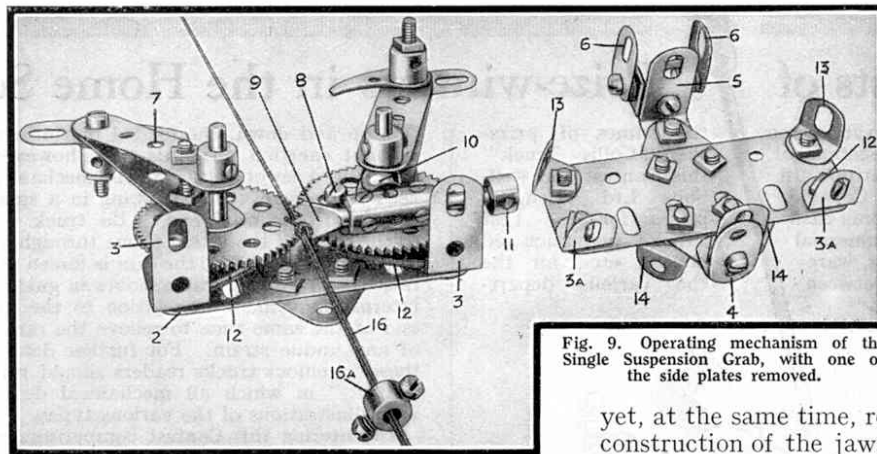


Fig. 9. Operating mechanism of the Single Suspension Grab, with one of the side plates removed.

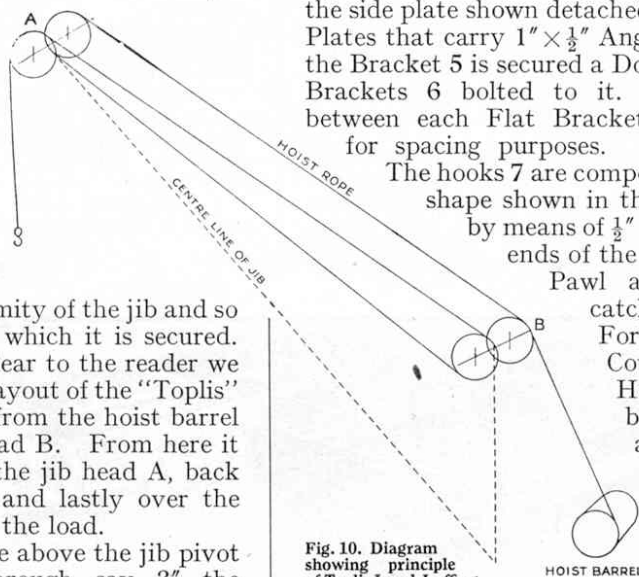
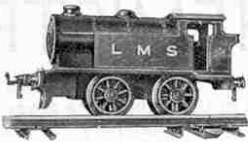


Fig. 10. Diagram showing principle of Toplis Level-Luffing Gear.

HORNBY TANK LOCOMOTIVES



M3 TANK LOCOMOTIVE. This is the powerful Locomotive (reversing) supplied with the new Hornby M3 Tank Goods Set. It is a handsome and extremely reliable model that will give long and excellent service. Available in either red or green. Price, 7/6

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How to Get More Fun—(Continued from page 825)

run to the Channel Islands, and to Birkenhead for Belfast and the Isle of Man; but the most familiar to "M.M." readers are no doubt the Fishguard boat trains carrying traffic for Ireland. These traverse the famous Severn Tunnel—the longest under-water tunnel in the world—so that an interesting feature of a miniature system upon which such trains are run might well be a tunnel to represent this. For all these trains the use of Metropolitan Coaches would be reasonable, or alternatively Pullmans might be employed, as their colours are practically a replica of the G.W.R. coach livery. The Hornby G.W.R. No. 3 locomotive or the "County of Bedford" may be used for these trains, though in actual practice the latter engines are more particularly concerned with the Weymouth trains.

A great feature of the traffic dealt with at Fishguard is the amount of cattle shipped from Ireland. Special provision is made for them at the port and if space permits a miniature Fishguard might be similarly fitted. To carry this traffic, frequent specials composed of cattle wagons both of the No. 1 and No. 2 variety might be run, and in addition luggage and Milk Vans might be used to make up trains for dairy produce, which is conveyed in great quantities.

The followers of the Southern Railway are fortunate in that whatever section of that group their layout represents, Eastern, Western or Central, they may operate boat trains that have their counterparts in real practice. There are Dover Boat Trains, Southampton Boat Trains and Newhaven Boat Trains, so that the possible choice is a wide one. Chief of the Dover Continental trains is the famous "Golden Arrow," composed of Pullman cars and giving a splendid service from London to Paris in connection with the "Nord" express of the same name. Special provision has to be made in trains of this kind for carrying baggage. Therefore, in miniature in addition to a train of No. 2 Special Pullman coaches, a No. 2 Luggage Van may be coupled behind the engine and will look very realistic.

Pullman Cars are also used now on the Coach Liner expresses between Waterloo and Southampton Docks. Therefore Western Section enthusiasts who wish to be up to date should employ Hornby Pullmans on such train on their own systems.

Boat trains must of course be indicated for the guidance of the staff dealing with them, and this is an extremely fascinating feature when reproduced on a small scale. Train name boards are not hard to make, and in the case of the No. 2 Saloon and Pullmans they can be easily fixed to the roof. The board should be made of white card, and long enough to stretch between the brass ventilators which also secure the roofs. Tabs

should be formed with the board and pierced so that the ventilators may be unscrewed, the board placed in position, and held in place by the re-fixed ventilators. If the boards are made 6 in. long and $\frac{1}{4}$ in. deep they will be big enough to accommodate even the longest titles. The tabs should be drawn out so that the hole pierced is $\frac{3}{8}$ in. away from the bottom of the board. The titles required may be written in Indian ink.

Collis Truck Model-Building Contest—

(Continued from page 817)

on a $3\frac{1}{2}$ " Axle Rod journalled in the front of the chassis. The other end of the cord is attached to the end holes of two Boss Bell Cranks, which are secured about one inch apart on a $3\frac{1}{2}$ " Axle Rod that is journalled two holes toward the rear of the chassis from the previously mentioned Rod. Directly above, and journalled in the lifting portion of the frame, is another $3\frac{1}{2}$ " Rod, upon which are mounted two 1" Strips held in position by four Collars. These act as links.

A Set Screw, upon which is first placed a Washer, is passed through the other end hole of each Strip, and also through the other extremity in each Boss Bell Crank. It is then screwed into a Collar until it nips on a $6\frac{1}{2}$ " Axle Rod, the end of which is inserted in the Collar. The other ends of the two $6\frac{1}{2}$ " Rods are attached in the same manner to two more pairs of links at the rear of the truck, the bottom pair of which are spaced by Collars and mounted freely on the rear axle. The top pair of links are mounted on a 2" Axle Rod journalled in the lifting frame directly above the rear axle. The manner in which the hydraulic action operates when the steering handle is pulled downward will be quite obvious from a glance at the accompanying illustration.

G. H. Thomson, the winner of Second Prize in Section B, submitted a model of the Mechanical Truck. The model incorporates a neat foot pedal "catch," which locks the lifting frame in its raised position. The catch consists essentially of a pivoted $2\frac{1}{2}$ " Strip fitted with a "barb" made from a $\frac{1}{2}$ " x $\frac{1}{4}$ " Angle Bracket slightly bent. The barb engages a Girder Bracket bolted to the side of the lifting frame. A similar catch is used to hold the steering handle in its raised position when necessary.

The chief feature of G. Seifows' Third Prize model is its simplicity of construction. This competitor also made a very creditable and successful attempt to reproduce the movements of the real Collis Truck.

A prize of 10/6 was awarded to Martin Orde for a model of the mechanical type truck. This competitor is not yet nine years of age and his success is therefore particularly noteworthy.

New Meccano Model—(Continued from page 815)

Strips are secured. Each book is kept in the normal position by a piece of Spring Cord 12, one end of which is attached to the side plate and the other to a set-screw inserted in the boss of the 57-teeth Gear. Each piece of Spring Cord should be partially carried round the boss of the 57-teeth Gear before it is attached, so that its effort to come back to its normal state, and not its actual tension, is utilised to return the books.

The connecting links between the grab proper and the grab head are attached by lock-nutted bolts to the 1" Triangular Plates, and the hoisting cord 16 is secured to the cross member 1. The cord is then threaded through the round holes in the lower guide 4, and a large knot made in it in such a position that when the jaws are open the knot rests on top of the guide. The cord may then be passed through the upper guide 5 and through the $1\frac{1}{2}$ " Pulley 15, which is termed the "suspender ring." This consists essentially of a $1\frac{1}{2}$ " Pulley that is hung by two cords 17 from the jib head. These cords are each passed over the Pulleys 15 on the tower (Fig. 1, Sept. "M.M.") and over the outside pairs on the jib in exactly the same manner as that followed with regard to the hoisting cord, but the ends of the cords are attached to $1\frac{1}{2}$ " Strips 17a at the top of the tower, and are not led down to a winch. A winch may be added if it is desired to effect discharge at different levels; otherwise it is only necessary to adjust the suspender to the most convenient height and then secure the ends of the cords to the Strips 17a.

The diagrammatic illustrations (Figs. 6, 7, 8) should help to make clear the operation of the grab. The grab should be assumed to be approaching the suspender with jaws closed (Fig. 6). In this position the books 7 (Fig. 5) are resting against the stops 6, the catch 9 is not touching the cord, and the knot is above the catch. The Pawls on the ends of the hooks are now forced over the rim of the suspender, thus allowing the catch to rise and bear against the hoisting rope.

Now if the latter is lowered, the weight of the grab is borne by the hooks and the jaws open. As the grab opens the knot passes to the underside of the catch 9.

To release the grab from the suspender, the hoisting rope is hauled in a little, thus causing the knot to bear against the underside of the catch. The latter bears, in turn, against the $\frac{3}{8}$ " Bolt 8 (Fig. 9) and the arms of the hooks fall back on the stops 13. The grab is now freed from the suspender and it can be lowered in the open position (Fig. 8). On reaching the material to be removed, the hoisting rope is allowed to fall quite slack so as to give the weight of the Collar 16a a chance to pull the knot free from the catch.

We are indebted to Messrs. Stothert and Pitt, the makers of the actual crane for valuable, technical assistance in connection with the building of the model.