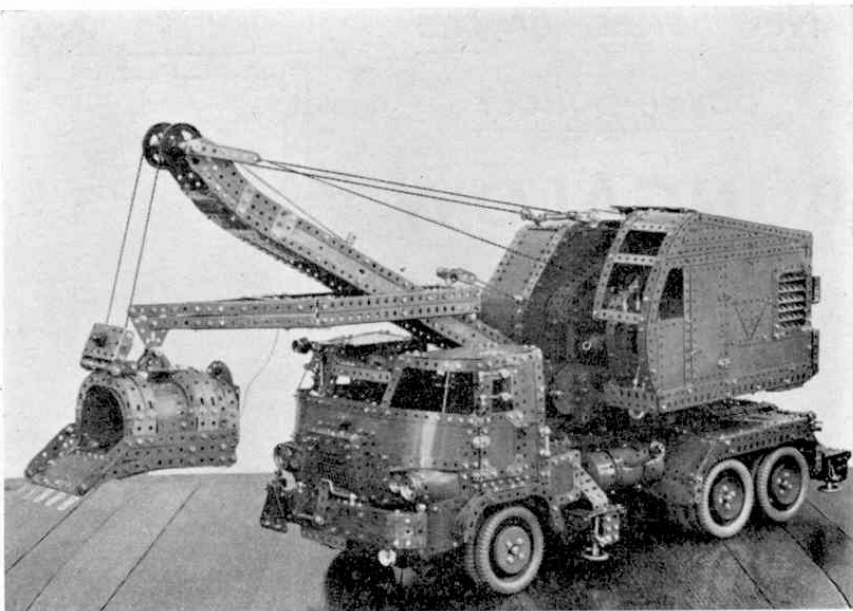
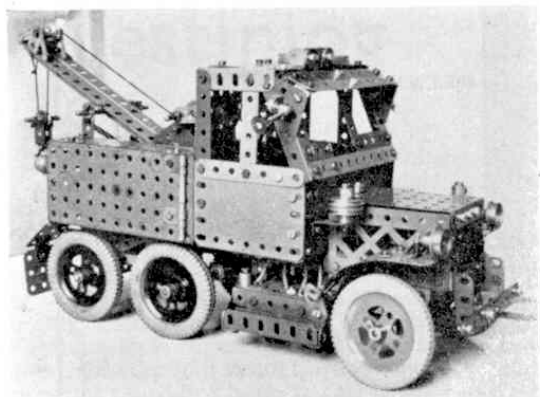


FINE PRIZE-WINNING MODELS



Results Of Meccano Winter Model-Building Contest

THE first of this year's Model-Building Competitions, held during the winter season, attracted a great number of entries from model-builders living in all parts of the world. Many of the models reached a very high standard; so high, indeed, that the task of the judges in awarding the prizes was more than usually difficult, and much deliberation was needed before the final choices were made.

In the Senior Section first prize went to Michael Brookfield, of Blythe Bridge, for a mobile excavator which is illustrated at

the head of the page. A study of the illustration will reveal many interesting

By "SPANNER"

constructional features which will appeal to advanced model-builders who have ample stocks of Meccano Parts.

A Wirral competitor, and a newcomer

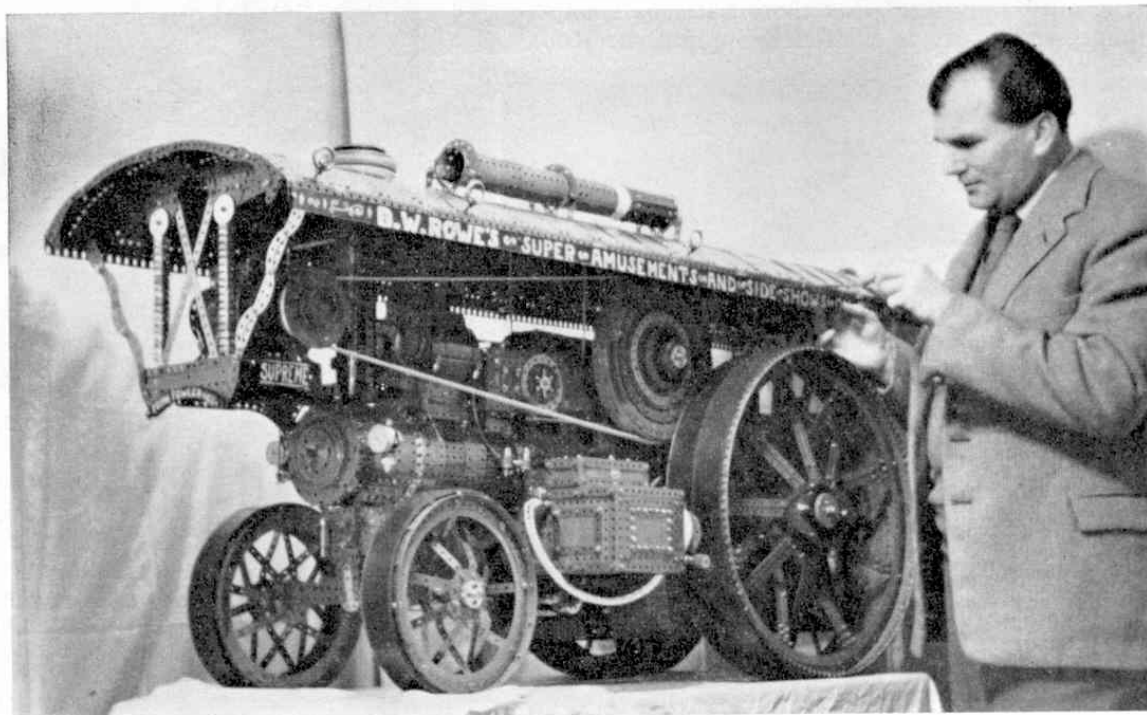
Above (right):

This remarkably sturdy and splendidly finished model of a powerful mobile excavator possesses a fully-detailed chassis and numerous constructional features that will interest advanced model-builders. It was built by Michael Brookfield, Blythe Bridge, near Stoke-on-Trent, who was awarded first prize in Section B of the Competition.

Above (left):

A good example of the work of young model-builders entering in Section A. This breakdown crane is the work of 11-year-old John Lucas, Cantley, Doncaster, and won the first prize in its section.

B. W. Rowe, Newton Abbot, is an expert in the construction of Showmen's Traction Engines and Giant Locomotives, some of which have been illustrated in past issues of the "M.M." The model shown alongside was his prize-winning entry for the Winter Contest.



A FINE MOBILE CRANE FROM OUTFIT No. 6

Can Be Modified To Take Emebo Motor

CRANES are always popular as subjects for the Meccano model-builder, mainly, I think, because they offer so much variety in types, and provide plenty of scope for the individual model-builder to prove his ability by incorporating his own ideas in their construction.

The model Mobile Crane shown in Fig. 1 should, therefore, appeal strongly to those who own an Outfit No. 6, as this contains all the parts necessary for its construction, while those who have an Emebo Motor available also can exercise their skill in modifying the model so that it can be driven by that small but purposeful unit.

The chassis of the model is formed from two $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates 1 joined together by four $5\frac{1}{2}''$ Strips 2, two of the Strips being bolted to the flanges while the other

two are bolted side by side on top of the Flanged Plates. The ends of the Flanged Plates are then filled in with two $3\frac{1}{2}''$ Double Angle Strips, at the same time bolting in place two Angle Brackets 3, two $2\frac{1}{2}'' \times 2''$ Triangular Flexible Plates 4 and a $5\frac{1}{2}'' \times 1\frac{1}{2}''$ Flexible Plate 5 at one end.

The next portion to be built is the cab, one side of which is formed by the Flexible Plate 5, while the other is a $2\frac{1}{2}'' \times 1\frac{1}{2}''$ Flexible Plate 6 and a $2\frac{1}{2}'' \times 1\frac{1}{2}''$ Triangular Flexible Plate 7. These Flexible Plates are

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joined together with a $3\frac{1}{2}''$ Strip 8 and are then fixed to the $5\frac{1}{2}''$ Strip 2 (Fig. 2) at the same time bolting in a $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip 9, which is then bolted to Flexible Plate 5 (Fig. 1). Plates 5 and 6 are then joined by two $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips 10, and to these is attached a $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flexible Plate 11, which forms the back of the cab. The cab roof is a $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Curved Plate 12, bolted to the Plate 11 by Obtuse Angle Brackets.

Making the Cab Front

The front of the cab is constructed as follows: Two $3''$ Strips 13 are fixed by Obtuse Angle Brackets to the Flanged Plate and a $2\frac{1}{2}'' \times 1\frac{1}{2}''$ Flexible Plate 14 is bolted to them. The Strips are then bolted to the Plate 12.

The caster wheel mounting consists of two Flat Trunnions 15 connected by two Double Brackets. A $1'' \times 1''$ Angle Bracket 32 is then attached in the centre vertical hole of the offside Flat Trunnion so that its free lug points to the offside of the chassis.

A $\frac{3}{8}''$ Bolt is passed through the centre hole of a Strip, through the centre hole of the Flanged Plate and through the centre hole of a Double Angle Strip 16 bolted to the upper side of the Flanged Plate. This should allow the caster wheel mounting to pivot freely. A $1''$ Rod is then passed through the apex holes of the Flat Trunnions 15 and to it are fixed two $1''$ Pulleys fitted with tyres.

The steering wheel is a $1''$ Pulley 17 fixed to a $2''$ Rod, that is passed through the $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips 9 and 18. An eight-hole Bush Wheel is then fixed to the upper-end of this Rod. Next a $2\frac{1}{2}''$ Strip is bolted across the Bush Wheel as shown and to one end of this is lock-nutted one end of a $3\frac{1}{2}''$ Strip. The other end of the $3\frac{1}{2}''$ Strip is lock-nutted to the free lug of the $1'' \times 1''$ Angle Bracket. This completes the steering arrangement.

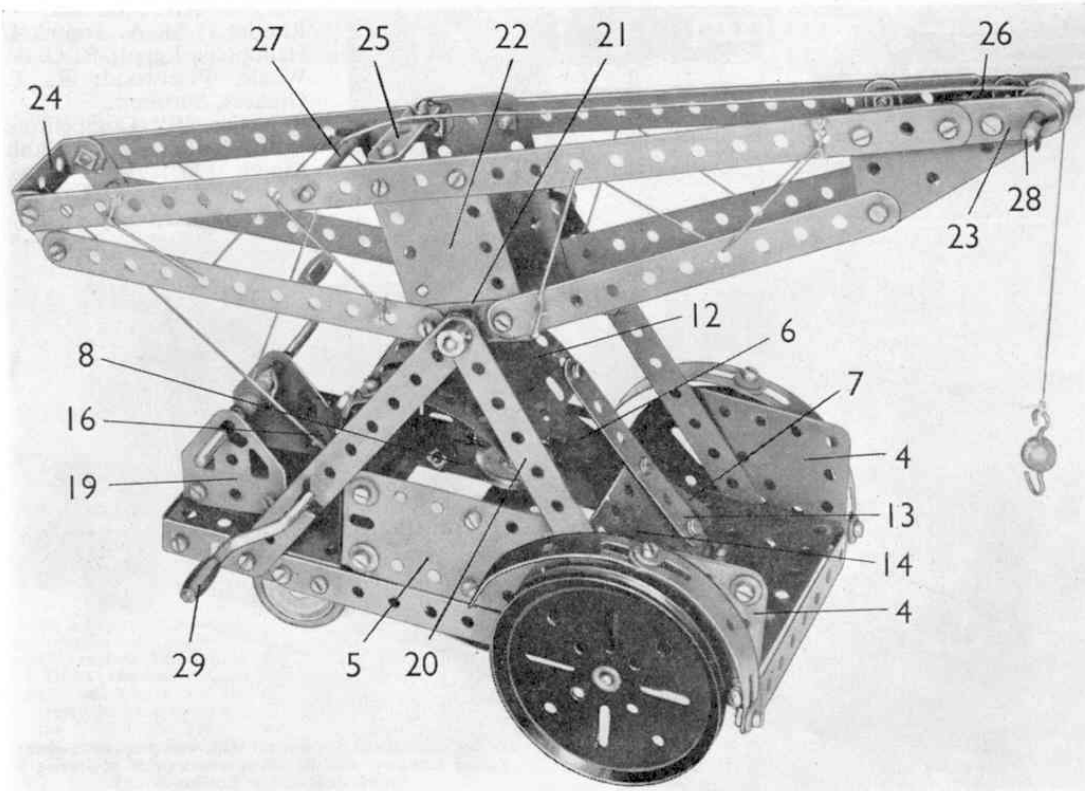


Fig. 1. A mobile crane built from parts in Outfit No. 6. It can if desired be modified for operation by an Emebo Electric Motor.

Next two Flat Trunnions 19 are bolted to the Double Angle Strip 16 and they are also fixed to the Flanged Plate by Angle Brackets. Four $5\frac{1}{2}$ " Strips 20 are bolted to the Flanged Plate, two on each side, to support the jib.

The jib is built in the following manner: Two Trunnions 21 are bolted together and to each of these is fixed two $5\frac{1}{2}$ " Strips and a $2\frac{1}{2} \times 1\frac{1}{2}$ " Flexible Plate 22. A $12\frac{1}{2}$ " Strip is bolted to the top of each Flexible Plate and is joined at the rear end to the $5\frac{1}{2}$ " Strip by a Fishplate. Each $12\frac{1}{2}$ " Strip is extended at the front by a $2\frac{1}{2}$ " Strip 23, and a $2\frac{1}{2} \times 1\frac{1}{2}$ " Triangular Flexible Plate is then bolted to them and to the $5\frac{1}{2}$ " Strip. Both sides of the jib are joined together by the Trunnions 21, a $1\frac{1}{2} \times \frac{1}{2}$ " Double Angle Strip 24, a $1\frac{1}{2}$ " Strip 25 bolted to two Angle Brackets, and a Double Angle Bracket 26. A 2" Rod 27 is placed in the jib and is held in position by Spring Clips, and a $1\frac{1}{2}$ " Rod 28 holding a $\frac{1}{2}$ " Pulley is also held in the jib by Spring Clips.

A 4" Rod is passed through the Trunnions 21 and is held in position by a Collar and Spring Clip. The Rod is then fixed in the end holes of Strips 20, the jib being positioned to one side above the cab. The Rod is then held by a Collar at one side and two Collars at the other. Next a $5\frac{1}{2}$ " Crank Handle with Grip 29 is journaled through the Strips 20 and is held in position by a Spring Clip and a $\frac{1}{2}$ " Pinion 30. The Cord is tied to the Crank Handle and is taken to the Double Angle Strip 24, where it is secured. A $2\frac{1}{2}$ " Strip 31 is bolted between the Strips 20 on one side and to this is lock-nutted a Double Angle Bracket. A $2\frac{1}{2}$ " Strip which has an Obtuse Angle Bracket attached to it, is bolted to this Double Angle Bracket. The Obtuse Angle Bracket should pivot freely and engage with the Pinion 30 thus acting

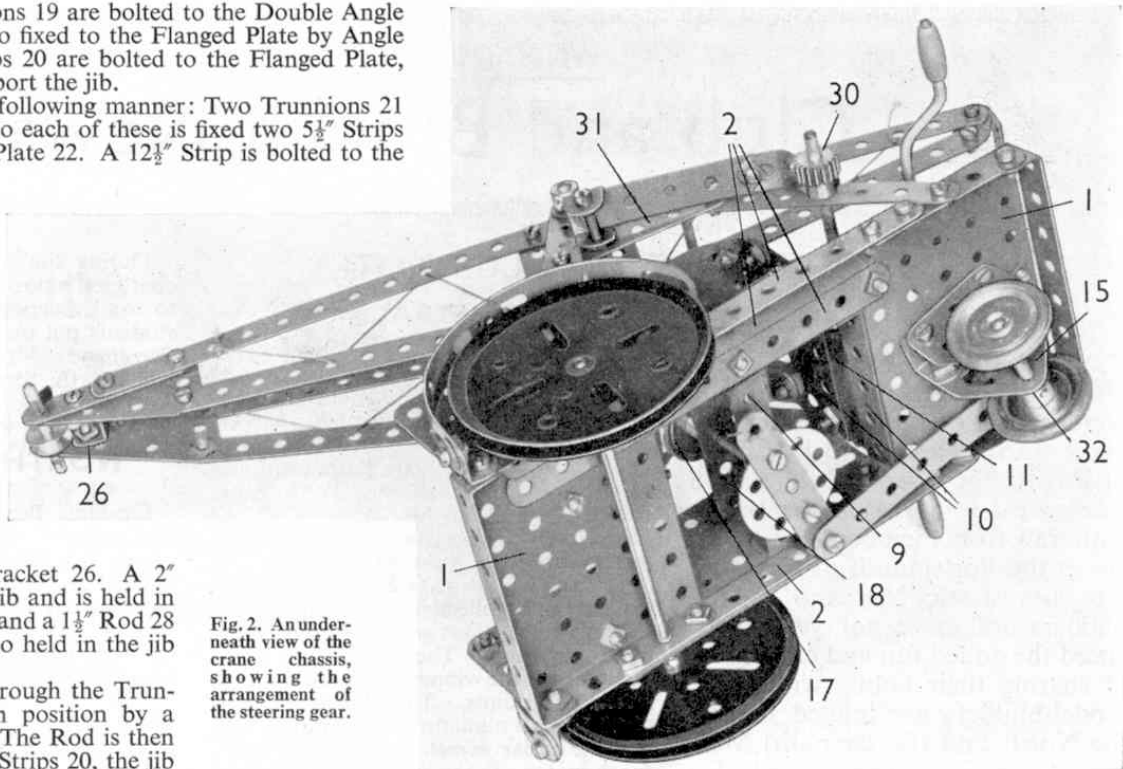


Fig. 2. An underneath view of the crane chassis, showing the arrangement of the steering gear.

as a brake. A $3\frac{1}{2}$ " Crank Handle with Grip is passed through the Trunnions 19 and is held by two Spring Clips. Cord is tied to it and is passed over Rod 27 and then over the Pulley on Rod 28, a Hook being tied to the end.

The front wheels are two 3" Pulleys mounted on a $4\frac{1}{2}$ " Rod, and the mudguards consist of two Formed Slotted Strips bolted together and fixed to the Angle Brackets 3.

Parts required to build the Mobile Crane:
2 of No. 1; 2 of No. 2; 2 of No. 3; 2 of No. 4; 5 of No. 5; 2 of No. 6a; 2 of No. 10;

4 of No. 11; 7 of No. 12; 1 of No. 12a; 5 of No. 12c; 1 of No. 15a; 1 of No. 15b; 2 of No. 17; 2 of No. 18a; 1 of No. 19b; 1 of No. 19g; 1 of No. 19h; 3 of No. 22; 1 of No. 23; 1 of No. 24; 1 of No. 26; 8 of No. 35; 94 of No. 37a; 88 of No. 37b; 14 of No. 38; 1 of No. 40; 2 of No. 48; 4 of No. 48a; 2 of No. 48b; 2 of No. 53; 1 of No. 57c; 4 of No. 59; 1 of No. 111; 1 of No. 111c; 2 of No. 126; 4 of No. 126a; 2 of No. 155; 4 of No. 188; 1 of No. 189; 1 of No. 190; 1 of No. 200; 4 of No. 215; 3 of No. 221; 2 of No. 222.

Bungalow with Garden—

(Continued from page 343)

White; 6 End Bricks, Red; 10 End Bricks, White; 2 Half Bricks, Red; 12 Half Bricks, White; 4 Long Bricks, Red; 1 Long Brick, White; 17 No. 1 Brick Rods; 26 No. 3 Brick Rods; 1 Chimney; 2 Doors; 8 Glazing Material, Windows; 1 Glazing Material, Curved Window; 1 Glazing Material, Long Window; 1 Pillar; 2 Roofs, Type B; 2 Roof Ends, Type B; 5 Corner Ties; 6 Tie Bars, Straight.

Result of Meccano Winter Model-Building Contest—(Continued from page 345)

M. Brookfield, Blythe Bridge, Staffs. Second Prize, Cheque for £5.5.0; M. Knowles, Bebington, Cheshire. Third Prize, Cheque for £3.3.0; J. A. Caesar, Cambridge.

Ten Prizes each of £1.1.0; H. W. Henry, Strood, Rochester; B. W. Rowe, Newton

Abbot; R. C. Allsop, Warmley, Bristol; C. D. Rorke, St. Catharines, Ontario; G. Servetti, Piacenza, Italy; P. W. Jesse, Apeldoorn, Holland; R. C. Stutter, Kingston, Surrey; N. Manduca, St. Julians, Malta; H. J. Halliday, London S.E.15; C. J. Woodhouse, Peterborough, Northants.

Special Year For The Festiniog—

(Continued from page 342)

Locomotive Society founded by science master Mr. Keith Catchpole. Ever since the restoration of the Festiniog line began, Mr. Catchpole has taken parties of his society's members to Portmadoc to spend part of their holidays helping with the work. It is not light work either—the boys fell trees, clear track, do concreting and unload coal; yet, in spite of the fact they have to pay for themselves, the visits are so popular that there are always more volunteers than can be accommodated,

and names have to be drawn from a hat.

This month—the actual steam centenary month—yet another party will go to Portmadoc and with it will be the 500th "Tadpole" volunteer, 15-years-old Philip Maslin. To mark the occasion, and to show appreciation of the young volunteers' work, the Festiniog Company plan to run a special train for the "Tadpoles" and guests who will include the boys' headmaster, Mr. R. W. Taylor, the Director of Education for Enfield (Mr. E. Pascal), members of the Portmadoc Council and Mr. Alan Pegler, chairman of the Festiniog Company—the man who bought the *Flying Scotsman* from British Railways.

When the "Tadpole Special" makes its journey this month, Mr. Catchpole will be driving the engine. He was an engine driver in the transport section of the Royal Engineer's during the last war. Acting as fireman will be Birkenhead schoolmaster Mr. Fred Boughey.