

# New Meccano Models

Governor—Electric Locomotive—Crane—Sifter—Tower—Truck Hoist

THE principle of centrifugal force has a wide application in engineering. It is utilised, for instance, in the well-known "ball" type governor that is fitted to most stationary steam engines to regulate the admission of steam to the cylinders. Centrifugal force is also made use of in more delicate machinery, the speedometers fitted to motor cars and other high speed machinery operating on this principle; while every Meccano boy who has examined the mechanism of a gramophone motor will know that a centrifugal governor is incorporated for controlling the speed of the record turntable.

The simple model centrifugal governor shown in Fig. 1 will be found a very handy little unit and it may be incorporated in many types of power-driven models where it is required to regulate the speed.

The base of the governor consists of a 3" diam. Pulley Wheel, and a 3½" Axle Rod 1 rotates in the boss of the Pulley. A 2½" Strip is secured to the Pulley by means of two bolts, washers being placed on the shanks of the bolts to provide the correct spacing. A ½" Reversed Angle Bracket is secured to the end of the 2½" Strip and a 3½" Axle Rod is mounted in a vertical position in the Bracket and Strip and held in place by means of two Spring Clips. This Rod carries a Bush Wheel at its upper end to which is secured a Flat Bracket and a Reversed Angle Bracket 4 which forms the adjustable 'stop.'

The central 3½" Axle Rod carries two 1" Pulley Wheels 2 having their setscrews removed, these Pulleys being connected together by the governor arms. Each governor arm consists of two Flat Brackets 3 pivoted by their round holes on a ⅜" Bolt, the shank of which is nipped by the set-screw of the 1" fast Pulley Wheel 5. The outer ends of the Flat Brackets are secured pivotally by a bolt and two nuts to ½" x ½" Angle Brackets which in turn are secured rigidly to further ½" x ½" Angle Brackets. These latter Brackets are held securely to the bosses of the Pulleys 2 by means of bolts. Nuts should be screwed on the bolts of the top Pulley to prevent fouling of

the vertical Axle 1. A thin elastic band should be passed round the groove in the top Pulley Wheel 2 and over a Spring Clip fastened to the top of the Rod 1. When the governor is driven at high speed by means of a cord passed round the groove in the lower Pulley 2, the Pulleys 5 tend to fly outward due to centrifugal force. The top Pulley 2 is consequently drawn down against the tension of the elastic until it touches the 'stop' 4 which limits its downward travel. By adjusting the Bush Wheel

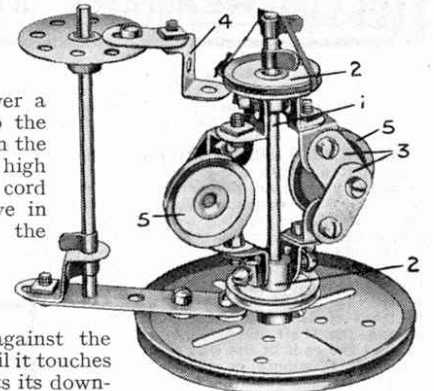


Fig. 1. Centrifugal Governor.

to which the Bracket 4 is secured, the speed of the model can be altered.

In order to construct the model centrifugal governor the following parts will be required:—1 of No. 5; 5 of No. 10; 8 of No. 12; 2 of No. 16; 1 of No. 19b; 4 of No. 22; 1 of No. 24; 4 of No. 35; 17 of No. 37; 4 of No. 37a; 2 of No. 38; 2 of No. 125; small elastic band.

## 4-4-4 Electric Locomotive

Nowadays we hear a great deal about the advantages of the electric locomotive and the wonderful improvement in transport that will result when high speed electric traction becomes

universal. The Meccano model shown in Fig. 2 is a particularly realistic example of a modern type of 4-4-4 electric locomotive using the overhead system of current collection. The model incorporates a Meccano 6-volt Electric Motor and when run on standard Hornby track will be found to possess considerable hauling capacity.

The housing of the locomotive, as can be seen in Fig. 3, is built up from a number of 4½" x 2½" and 5½" x 3½" Flat Plates reinforced with 5½" and 2½" Angle Girders.

The Electric Motor is secured by its flange to the 5½" Girder secured to one of the sides, and the drive from the armature shaft to the driving wheels is transmitted as follows: A ⅜" Pinion is first secured on the armature shaft and this is meshed with a 57-teeth Gear Wheel on a secondary shaft. A ¾" Pinion is secured on the other end of the secondary shaft and gears with a 50-teeth Gear mounted on a further shaft journaled in the Motor side plates. A ¾" Sprocket Wheel is secured to the centre of this shaft and is coupled to a 1½" diam. Sprocket mounted on the rear driving axle by means of an endless length of Sprocket Chain. The forward driving axle is in turn connected to this shaft by a further length of Chain passed round two 1" diam. Sprockets. The driving axles are journaled in Flat Trunnions bolted to the sides of the housing and the driving wheels themselves are built up

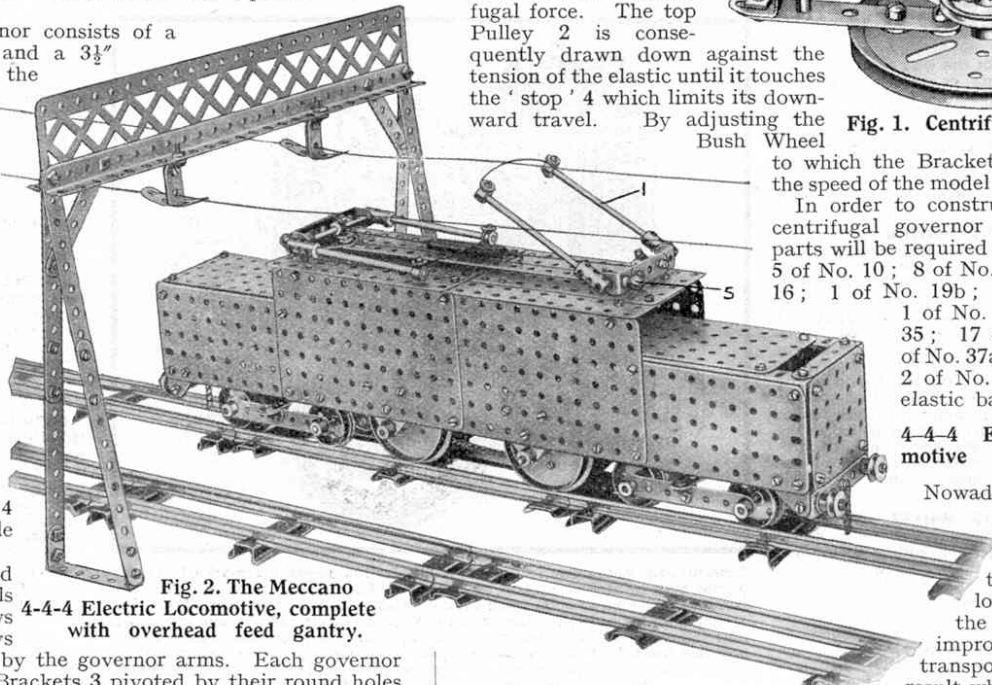


Fig. 2. The Meccano 4-4-4 Electric Locomotive, complete with overhead feed gantry.

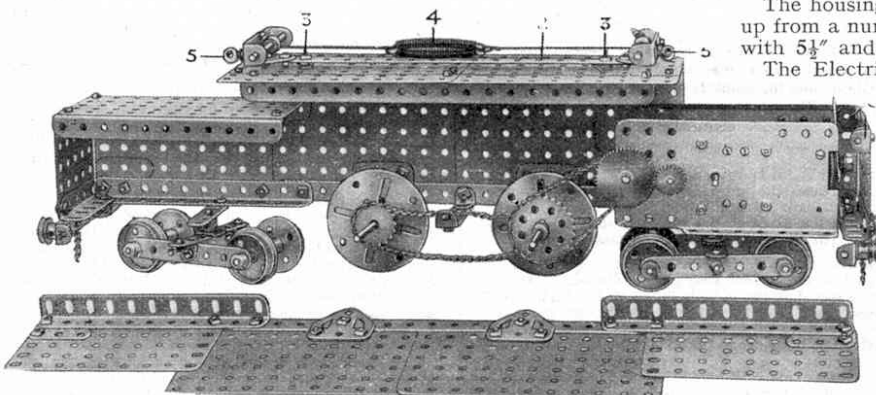


Fig. 3. The Electric Locomotive partly dismantled to show assembly of drive transmission.

from Wheel Flanges and Face Plates.

Each bogie frame consists of two 3 1/2" Strips held apart by means of 3" Strips secured to the former by Angle Brackets. An Eye Piece is slipped on to each 3" Strip, the boss being secured pivotally to the frame of the engine by means of a 3/4" Bolt passed through the centre hole of a 2 1/2" Strip secured to the frame and nipped by the set-screw in the boss of the Eye Piece.

Each current collector is composed of two 3 1/2" Rods 1 secured by Couplings to a 3" Rod that is journalled in a 2 1/2" x 1/2" Double Angle Strip. The Double Angle Strips, in turn, are secured to a Trunnion at either end of a 9 1/2" Strip 2 (see Fig. 3), and the latter is attached to the roof of the locomotive by means of two 6 B.A. Bolts 3, which are insulated from the roof by Insulating Bushes and Washers. A standard metal Washer is placed over each Insulating Washer in order to prevent the bolts on the Strip 2 touching the roof.

A Collar is secured by means of a set-screw on each of the 3" Rods journalled in the Double Angle Strips, and a short length of cord is tied to the set-screw and passed round the Rod before being fastened to two Springs 4. This results in both collectors tending to rise. Either of the collectors may be locked horizontally, however, by a Handrail Support 5, which is passed through a hole of the Double Angle Strip and inserted in the grub-screw hole of a Collar, so that by turning the Handrail Support, the Rod is gripped and prevented from rotating.

Those parts of the collectors that are in contact with the overhead wire, consist of short lengths of thick copper wire (24 or 22 gauge for instance) secured by set-screws to Collars on the ends of the 3 1/2" Rods. A length of insulated wire is fastened to the 9 1/2" Strip 2 and is taken to one of the Motor terminals, whilst the remaining Motor terminal is connected to the frame of the model.

Each of the 1/2" x 1/2" Angle Brackets 6 is duplicated in order that a nut may be held between their lugs. Hence it is only necessary to insert the bolt in the hole and screw it home. This method of construction is necessary because the interior of the model is inaccessible when the sides are in place.

The construction of the gantry for supporting the overhead feed wires will be clear from Fig. 2. The gantry shown in the illustration has been designed for use with a double track system, but it can quite easily be modified if it is intended to use only one set of rails.

When connecting up the system, the 22 gauge bare copper wire that forms the overhead current line should be anchored at each end to a screw eye attached to any convenient object. One terminal of the accumulator should be joined

Fig. 6. A modest attempt at an Eiffel Tower!

to the framework of the gantry, while the other pole of the accumulator should be connected to the rails on which the model runs. Care should be taken to see that the framework of the gantry does not come into contact with the rails as this would result in a short circuit of the battery.

In order to build the Electric Locomotive the following parts will be needed:—3 of No. 1a; 4 of No. 3; 2 of No. 4; 6 of No. 5; 4 of No. 6a; 2 of No. 8a; 8 of No. 9; 2 of No. 9d; 4 of No. 10; 18 of No. 12; 6 of No. 16; 5 of No. 16a; 2 of No. 16b; 1 of No. 17; 8 of No. 20; 4 of No. 23; 1 of No. 25; 1 of No. 27; 1 of No. 27a; 116 of No. 37; 4 of No. 37a; 16 of No. 38; 2 of No. 43; 2 of No. 48a; 2 of No. 50a; 4 of No. 52a; 4 of No. 53a; 25 of No. 59; 4 of No. 63; 6 of No. 70; 2 of No. 72; 20 of No. 94; 1 of No. 95a; 2 of No. 96; 1 of No. 96r; 4 of No. 109; 4 of No. 111; 2 of No. 111c; 2 of No. 126; 4 of No. 126a; 2 of No. 136; 4 of No. 137; 2 of No. 302; 2 of No. 303; 2 of No. 304; 2 of No. 305; 1 Electric Motor.



Fig. 4. Steam Crane.

Steam Travelling Crane

In Fig. 4 is shown a simple model crane operated by the Meccano Steam Engine. This model clearly illustrates the advantages of the special reversing block incorporated as an integral part of the Steam Engine, for by means of it it is possible to carry out both hoisting and lowering of the load attached to the crane hook; when using an ordinary type of engine these two movements could only be arranged by incorporating a separate reversing gear which would complicate matters considerably.

The travelling base of the crane consists of a 5 1/2" x 2 1/2" Flanged Plate to which two Flat Trunnions and two Trunnions are secured, the latter Trunnions being first attached to Angle Brackets which, in turn, are secured to the Plate. The Steam Engine base plate serves as the swivelling superstructure and to it are attached four 12 1/2" Strips to form the jib of the crane. A 1/2" loose Pulley mounted on a 1 1/2" Rod journalled at the top of the jib carries the hoist cord which is then wound round the secondary shaft of the Engine. The superstructure swivels about the Rod 1, which is passed through the base of the engine frame and is secured above by a Bush Wheel and below by the 3" Pulley 2.

The Steam Swivelling Crane contains the following parts:—4 of No. 1; 2 of No. 10; 4 of No. 12; 2 of No. 16; 2 of No. 18a; 1 of No. 19b; 4 of No. 22; 1 of No. 23; 1 of No. 24; 2 of No. 35; 22 of No. 37; 1 of No. 52; 2 of No. 126; 2 of No. 126a; 1 Steam Engine.

Steam-driven Sifter

Steam-operated models have

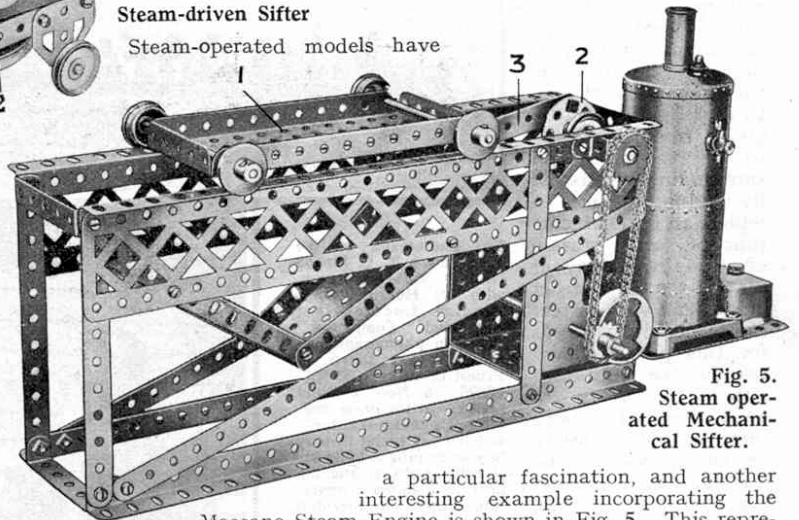


Fig. 5. Steam-operated Mechanical Sifter.

a particular fascination, and another interesting example incorporating the

Meccano Steam Engine is shown in Fig. 5. This represents a type of mechanical sifter often employed for grading and refining chemicals in large factories.

The framework of the model is built up from 12 1/2" Angle and Braced Girders spaced apart by means of 2 1/2" x 1/2" Double Angle Strips, and the Steam Engine base plate is bolted to one end of the framework as can be seen in Fig. 5. The actual sifter consists of a 5 1/2" x 2 1/2" "Perforated" Flanged Plate 1 mounted on 1/2" Flanged Wheels, which run on the top pair of 12 1/2" Angle Girders of the framework of the model. A Trunnion is secured to one end of the Flanged Plate and one end of a 5 1/2" Strip 3 is pivotally secured to the Trunnion by means of a lock-nutted bolt. The other end of the Strip 3 is pivotally attached to a Bush Wheel 2 mounted on a 4 1/2" Axle Rod journalled in the frame.

A 1" Sprocket Wheel is mounted on the 4 1/2" Axle and connected to a 3/4" Sprocket Wheel mounted on the secondary shaft of the Steam Engine by means of an endless length of Sprocket Chain.

When the Engine is set in motion, the tray 1 is oscillated backward and forward thus producing the required sifting action.

In the construction of the Mechanical (Continued on page 258)

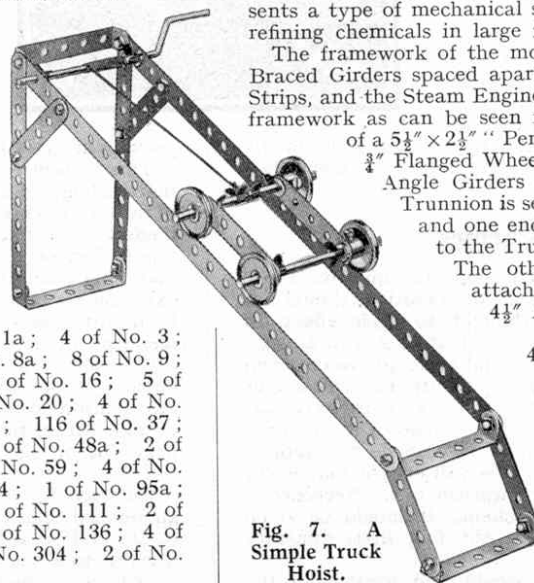


Fig. 7. A Simple Truck Hoist.

# 100,000 STAMPS FREE!

SEND 1½d. Stamp as part-postage for our inimitable World-famous Approvals. Hundreds of hinged-mounted space-filler bargains. ALL LESS THAN ½d. each. Meccano readers amazed and delighted with the value and variety. Also we shall send you entirely FREE 5 ICELAND (National Museum, etc.), or 100 diff. (inc. Syria, Leban and Alaouites). State which. Further along with interesting LISTS, Catalogue, etc., will be included full details of the above gigantic gift-scheme.

1½d. For part-postage only and you get the biggest and best Stamp package advertised. 1½d. Overseas 3d.

A Mystery Parcel of 5,000 Unsorted Stamps. Mostly foreign, 3/6. Overseas 4/9.

Astley & Co. (M.13), 106/8, Low Hill, Wolverhampton

16 DIFFERENT ARMENIA, 6d. Approvals if desired. —Harris, 12, Gorse Road, Blackpool.

FREE. 50 Different Stamps. Request Approvals. —Best Bros., 37, The Gardens, London, S.E.22.

FREE. 100 superior stamps to approval applicants. —Gosling, 91, Foxhall Road, Ipswich.

FREE. 200 Stamps to Approval applicants. —Cooper, 16, Annesley Avenue, Hendon, N.W.9.

100 DIFFERENT STAMPS FREE. Send for ½d. Approvals. —Cox, 3, Mornington Mansions, Westcliff.

Five Indian, rare Greek, and collector's outfit free with approvals.—Walker, "Rookley," Solihull, Birmingham.

2/6 and 5/- K.G. Great Britain for 6d. post free to applicants for Selected British Colonial Stamps at ½d. each.—E. W. Small, 32, Downhills Park Rd., N.17.

ABYSSINIA PACKET FREE! 8 Fine Pictorials from East African countries only. Request Approvals. 1½d. Postage.—Stuart, 183, Sherborne Road, Yeovil.

SPACE FILLERS. ½d. to 2d. Approvals. Good discount. Set Brussels Exhib. 1896 free to applicants. 1,000 Mounts 5d. 19 Ukraine 5d. 6 Crete 4d.—"Stamps," 24, Kingsbury Rd., Erdington, Birmingham.

USED AND UNUSED FOREIGN STAMPS 100,000 to clear, 1/- per 1,000, post free.

THE CENTRAL STAMP CLUB,  
37, BOSTOCK ROAD, ABINGDON.

THE M.S.N. CIRCLE. SPECIAL OFFER. Send 2/6 and request particulars of the M.S.N. Circle and you will receive the finest little lot of Stamps that you are ever likely to get; Worth over 5/- Satisfaction Guaranteed.

George Lazenby, 16, Redburn Drive, Shipley, Yorks.

## 10 AIR MAIL STAMPS

Sent free of charge to bona-fide applicants for selections of duplicates on approval. 500 different stamps (extra good), post free, 1/6; 50 different British Colonials, 6d.

HENRY TURNER,

110, Barnett Road, Preston, Brighton, SUSSEX.

## 125 DIFFERENT STAMPS FREE

I am offering 125 different stamps to genuine applicants who request to see my British Colonial Approval Books of picked copies, priced from ½d. each (less 25% discount). This excellent packet includes Spanish "Goya," Greece 1930, Iraq, Luxemburg, and many mint and fine used French and British Colonials. Please enclose 1½d. for postage.

ERIC J. WATTS, 48, London Road, NORTHAMPTON.

## Free. 14 Persia, 1910

This beautiful set of the 1910 issue, 1C. to 10K. showing the Lion of Persia. The 1K. to 10K. have Gold and Silver Borders. (I usually sell this set at 1/6). FREE TO GENUINE APPROVAL APPLICANTS SENDING 2d. FOR POSTAGE.

J. BURTON, 31, ONSLOW ROAD, LIVERPOOL.

### "MECCANO MAGAZINE" BINDERS

There is no better way of keeping your Magazines clean and tidy than by binding them in one of the special binders we supply. These binders have strong stiff backs, covered with black imitation leather, tastefully tooled, and are lettered in gold. The large binder holds 12 Magazines—price 4/6 post free. The small binder holds 6 Magazines—price 3/- post free. Meccano Ltd., Old Swan, Liverpool.

### B.T.H. Gramophone Motors

We regret that owing to a printers' error the price for the B.T.H. Gramophone Motor was shown in our February issue as £3. This should have been three guineas, as is announced on page 260 of the present issue.

## FREE! FREE!! FREE!!!

### WHICH DO YOU PREFER?

To satisfy the tastes of all enthusiastic collectors we give below a list of 10 different Gifts which we are offering Free to Genuine Approval applicants. Please choose ANY ONE of the following and enclose 2d. for postage requesting Approvals.

A. 50 British Colonials.	F. 9 Roumania (Boy King).
B. 30 French do.	G. 20 Bulgaria.
C. 25 Portuguese do.	H. 10 Newfoundland.
D. 10 Antioquia.	I. 6 Cochín.
E. 10 Mozambique Co. (Mint pictorials).	J. 1931 Surprise Packet.

If more than one Gift is required 6d. must be enclosed for each additional one.

SHOWELL BROS.

(Dept. M.M.), 42, Vanbrugh Hill, LONDON, S.E.3.

DO YOU COLLECT Fine Used British Colonials? Then ask to see my collection of 600 different at ½d. each Stamp, the best value at the lowest cost. Sent on request. A good selection at 1d. each and upwards if desired. Foreign Stamps from ½d. each Stamp. BICKERS, Elveden, Lordswood Avenue, Southampton.

5/- BOXES POST FREE. Abroad Extra.

2/3,000 Well Assorted Unpicked Stamps. These Stamps are obtained from Foreign Missions abroad and are sold just as imported. Countries represented:—West and South Africa, Bahamas and Fiji Islands, Jamaica, Kenya, New Zealand, Morocco, Falkland Isles, Australia, Straits Settlements and surrounding States (Kedah, etc.), Danzig, Russia, Finland, and many other countries too numerous to mention. Many good Stamps have been found in these mixtures. "My boys are delighted with their boxes," writes one client.

JOS. H. GAZE, DIDSBURO, MANCHESTER.

## SPECIAL OFFER TO READERS

9 Roumania, "Boy King," 6d.; 3 China, "Temple," 6d.; 10 Spain, "Pope and King," 1/-; 10 Mongolia, used, 1/9; 118 German Provisionals, 6d.; 50 Siam, bargain, 2/6; 32 Salvador, 1910, 2/6; 25 Liberia, pictorial, 2/-; 25 Haiti, used, 1/9; 100 Poland, 1/-; 9 Greece, Commemorative, 6d.; 50 Air Mail Stamps, 2/- 100 Good Stamps in Linen-hinged Leatherette Duplicate Book, 2/6. One only to each Applicant.

WATSON & BUTTERS LTD.,

102, Charing Cross Road, London, W.C.2.

## The World's Finest Approval

sheets are at your disposal. For 51 years we have made a speciality of sending out sheets of stamps on approval. Ask to see some and compare the quality and prices with those of other firms. To all applicants enclosing 1½d. for postage we will present, gratis, a set of 4 Trinidad and Tobago stamps if the application is addressed to Department 90, ERRINGTON & MARTIN, South Hackney, London, E.9. Established 1880.

## SPECIAL OFFERS IN SETS. All Diff.

25 Air Mail ... 7d.	50 Argentine ... 1/6
25 Algeria ... 9d.	50 Bavaria ... 7d.
50 Belgium ... 5d.	50 British Cols. ... 7d.
25 Estonia ... 9d.	50 Czecho Slovakia ... 5d.
100 France ... 1/5	50 Jugo Slavia ... 8d.
25 Latvia ... 9d.	50 Poland ... 5d.
25 Saar ... 9d.	50 Switzerland ... 8d.
50 Bulgaria ... 10d.	50 Turkey ... 10d.

HAROLD STROUD,

57, NEW BANK ROAD, BLACKBURN, LANCs.

7 Italy, Virgil Pictorial ... ..	7d.
5 Italy, St. Francis Pictorial ... ..	3d.
4 Italy, Ferruccio Pictorial ... ..	4d.
12 Greece, 1930 Independence ... ..	7d.
9 Nyassa Triangles ... ..	9d.
7 Spain Goya, 2 Air ... ..	4d.
5 Northern Mongolia Pictures ... ..	5d.
12 Turkey 1930 Pictorials with Dots ... ..	4d.
9 Roumania Boy King, Opt. "8 Junie" ... ..	6d.
25 Air Mails ... ..	6d.

Post extra. Selections sent if desired.

J. R. MORRIS, 9, Audley Road, Folkestone, Kent.

## New Meccano Models—(Continued from page 235)

Sifter, the following parts are used: 2 of No. 1; 5 of No. 2; 4 of No. 8; 3 of No. 15a; 4 of No. 20b; 1 of No. 22; 1 of No. 24; 4 of No. 35; 30 of No. 37; 2 of No. 37a; 1 of No. 38; 1 of No. 45; 5 of No. 48a; 1 of No. 52; 2 of No. 54; 1 of No. 59; 9 of No. 94; 1 of No. 96; 1 of No. 96a; 2 of No. 99; 1 of No. 126; 1 Steam Engine.

### Eiffel Tower

Model-builders will have difficulty in refraining from smiling after reading the caption that we have placed under Fig. 6. But although the diminutive model bears little resemblance to the world's highest tower, it nevertheless has good claim to being the "smallest," and as such will be of interest to Meccano boys. The model is very simple to build and its construction should not present any difficulty.

In order to build the model the following parts will be required: 4 of No. 2; 2 of No. 11; 1 of No. 16; 2 of No. 19b; 1 of No. 22; 9 of No. 37; 2 of No. 48a.

### Truck Hoist

The final example shown this month is a model truck hoist that will please the younger constructor. This is a very simple working model, and its construction can be seen quite clearly from the illustration.

In building this model the following parts will be needed:—2 of No. 1; 2 of No. 2; 6 of No. 5; 2 of No. 16; 1 of No. 19s; 4 of No. 22; 6 of No. 35; 12 of No. 37; 1 of No. 40; 4 of No. 48a.

## Great Arch Bridge Across the Tyne—

(Continued from page 187)

an average weighed 20 tons each, from the light railway track laid alongside the completed portion of the suspended roadway, and placed them in position for riveting.

The manner in which the cranes worked is very interesting. The first to be erected was a 20-ton crane, which was built up by means of a 5-ton derrick erected on a wooden tower at the end of the approach span. When the steelwork within reach of this crane had been placed in position, it was dismantled and re-erected further out from the bank, from which position it continued the erection of the arch ribs and also that of two 5-ton cranes. When the larger crane had completed the work possible from this post, it was again dismantled, this time by the 5-ton cranes; and these re-erected it ahead of them in order that it could carry on with the work of construction. Thus the cranes jumped over each other in turn as the sections of the arch grew toward midstream.

Work continued on these lines until 23rd February, 1928, when the two halves met with remarkable accuracy. The cables were then slackened off in order to allow the sections of the top chord to meet, and a temporary pin was placed in position between the two halves of the upper chords of the arch. At that moment the arch was of the three-hinged type, one hinge being at its crown and the other two at its ends on the opposite banks of the river. The centre panels of the lower chord were then raised into position and with the completion of the arch and the removal of the temporary pin the two-hinged condition was attained.

The bridge was opened for traffic by His Majesty the King on 10th October, 1930.