

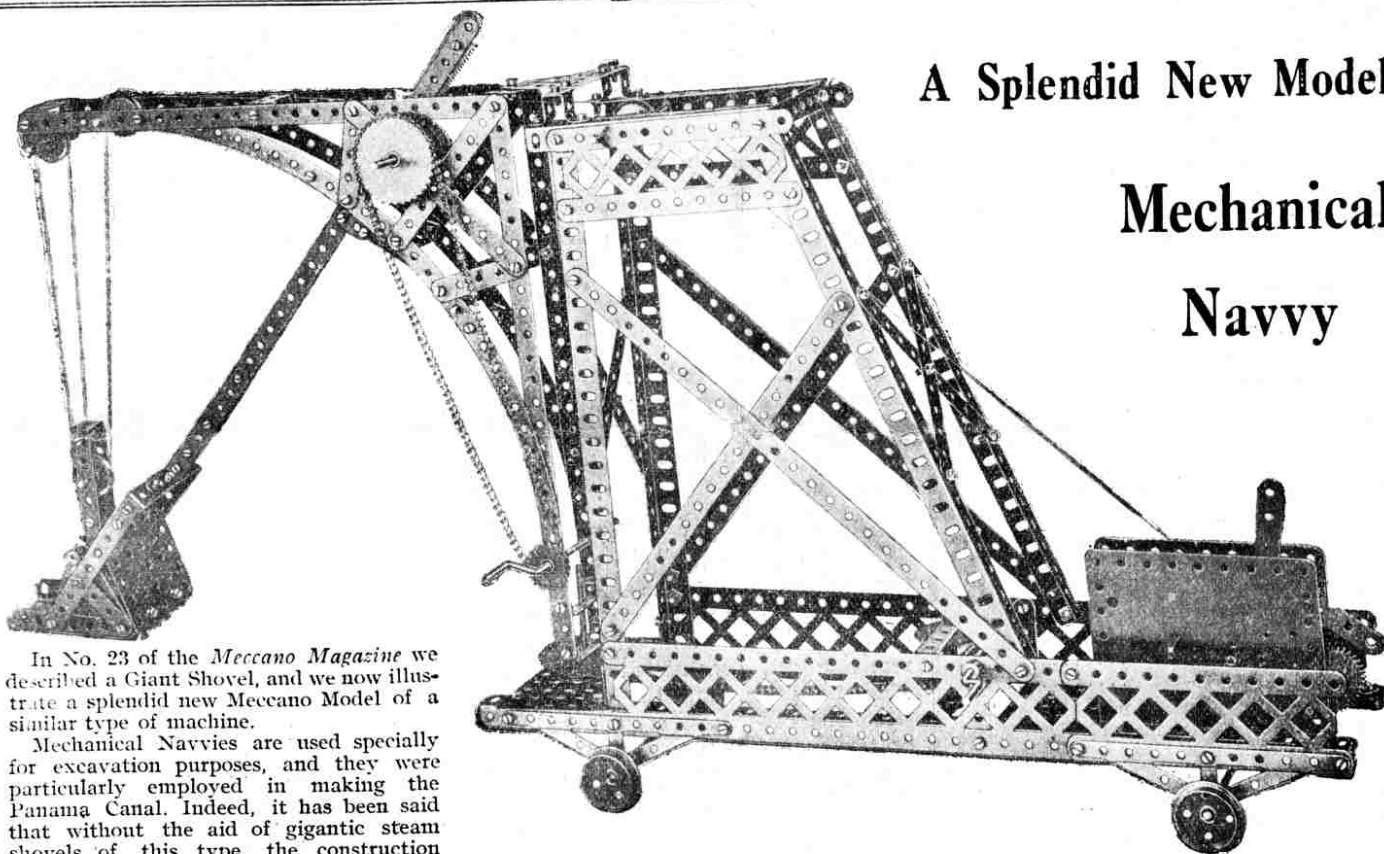


MECCANO

MAGAZINE

PRICE
1d

PUBLISHED IN THE INTERESTS - OF
MECCANO BOYS.



A Splendid New Model
**Mechanical
Navy**

In No. 23 of the *Meccano Magazine* we described a Giant Shovel, and we now illustrate a splendid new Meccano Model of a similar type of machine.

Mechanical Navies are used specially for excavation purposes, and they were particularly employed in making the Panama Canal. Indeed, it has been said that without the aid of gigantic steam shovels of this type, the construction of the Canal would not have been possible.

As our illustration shows, the hoisting of the bucket is effected by a Meccano Clockwork Motor, while a hand-operated crank handle actuates the gearing that in actual practice causes the bucket to dig into the embankment that is being removed. Some of these shovels scoop up as much as 12 tons of earth at one bite, and in an eight-hour day will excavate some 4,500 tons of earth, thus marking a great advance over the old methods of spade and pick.

Every Meccano boy will delight in constructing this beautiful model. Full instructions for building same are contained in the No. 3 Manual of Instructions.

Editorial.

Summer Activities.

Meccano boys are by no means idle during the summer, and although model-building is mostly reserved for the long winter evenings, there is a considerable amount of experimenting now going on, and many boys are continuing their work in this direction. During the fine evenings, a greater interest taken in outdoor pursuits. This is only as it should be, and I am always pleased to have reports of their outdoor activities from readers of the "M.M." In this connection, the Guild

Secretary informs me that many Meccano Clubs have again formed cricket teams this season, and that reports show they are everywhere having a very successful time.

The New £250 Competition.

A further big model-building competition will shortly be announced. Full particulars will be included in the next issue of the "M.M."

Meccano Rails, Points and Crossings.

There is practically no limit to the number of rail formations that can be made with Meccano Rails, Points and Crossings. We have issued a booklet to show the

wonderful variety of combinations to which Meccano Rails lend themselves. Sixty-two formations (made with both the 1 ft. and 2 ft. radius rails) are shown as suggestions. The price of the booklet is 4d. post free.

Our Photographic Competition.

The Photographic Competition announced in No. 24 *Meccano Magazine* has proved remarkably successful, and a large number of entries have been received from all parts of the country. Realising that during the summer holidays every Meccano boy will have interesting experiences to relate, we intend holding a further Photographic Competition. This Competition has been arranged in order to

Editorial—(continued)

encourage those boys with cameras to describe their experiences and illustrate them with photographs. Full particulars are given elsewhere in these columns.

£250 Competition results.

I have pleasure in announcing in this issue the results of the big Meccano Competition. The event has been most successful, and elsewhere in these pages Mr. Hornby pays a tribute to the excellence of the models submitted. I hope to illustrate many of these models in future issues of the "M.M." as opportunity arises.

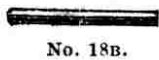
A New Feature.

I want specially to call the attention of all my readers to the important announcement on this page regarding Radio. Very soon every Meccano boy will be able to construct a perfectly efficient Radio Receiving Set from Meccano parts, and the *Meccano Magazine* will tell him all about this wonderful new science. Future numbers of the "M.M." will be of absorbing interest to all who are following the progress of Wireless Telephony, and who desire to share its pleasures and fascination.

Meccano Manual No. 3.

I would advise those readers who have not yet secured their copy of this new Manual, to do so without delay. It includes a number of entirely new Meccano models, and is beautifully illustrated in half-tone. Some of the models have been illustrated recently in the pages of the "M.M."

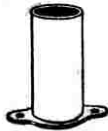
New Meccano Parts.



No. 18B.



No. 82.



No. 138.

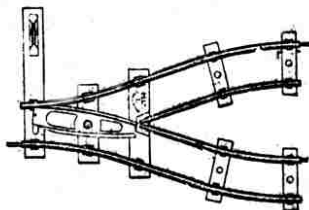
No. 18B Axle Rod, 1"each 1d.
No. 82 Screwed Rod 1" " 1d.

NOTE.—The above parts, discarded a short time ago, have been re-introduced. The 1" Axle Rod previously bore the number 18a. This number has now been allotted to the 1½" Axle Rod.

No. 138 Ship's Funnel.....each 4d.

NOTE.—No. 106 Cloth Roller will in future be known as. Wooden Roller.

Parallel Points.



Parallel Point, Right.

		s.	d.
PPR	Parallel Point, Right	each	3 0
PPL	" " Left	each	3 0

Meccano and Radio.

A WONDERFUL NEW DEVELOPMENT.

Most of our readers are doubtless aware of the tremendous interest now being taken in Wireless Telephony in all progressive countries. America has so far taken the lead in this movement, and in that country high-power installations are established in all important and thickly populated centres, from which are transmitted news bulletins, concerts, stock and weather reports, shipping news, children's bedtime stories, fashion reports, sermons, etc., by Wireless Telephony. These installations are known as Broadcasting Stations, and anyone with a suitable receiving apparatus is privileged to "listen-in," and receive their wondrous and varied messages without restriction or payment.

The subject of radio transmission and reception is in itself a vast and complex science, but the installation of a receiving apparatus of sufficient power to receive messages from broadcasting stations at reasonable distances, is something which any bright intelligent boy can accomplish for himself with little difficulty.

Mr. Frank Hornby, the inventor of Meccano, and the Editor of the "Meccano Magazine" have just returned from a visit to the United States, where they have made a very close study of this subject. With the aid of a receiving set, constructed entirely of Meccano parts, and the addition of telephone ear-pieces, crystal, and one or two inexpensive fittings, they have listened to concerts, speeches, reports, etc., broadcasted from points five to twenty miles distant, with the greatest enjoyment.

The closest attention is being given by us to the development of this wonderful science, and experiments are being made that we already know will result in any Meccano boy being able to instal his own receiving set made from Meccano parts. Fuller announcements will be made in our September issue, and in the meantime we shall be glad to receive queries from our readers on any point connected with Wireless Telephony and Telegraphy, and to reply to them in our next issue. If a reply is desired through the post, a stamped addressed envelope should accompany the query.

Holiday Experiences.

Photo-Essay Competition

We have pleasure in announcing a special holiday Essay and Photographic Competition. Competitors are required to write a short essay on some holiday experience and illustrate it with photographs of their own taking. Essays should be neatly written on one side of the paper only, with the Competitor's name and address on the back of each sheet. The photographs may either be mounted separately or lightly gummed down in their places in the essay.

The subject of the essay we leave to the Competitor. It may be an account of some seaside holiday with photographs of the pier, the sands and the boats. Or it may be a holiday visit to some object of interest—a cathedral or abbey ruin—illustrated with appropriate photographs. On the other hand, some competitor may decide that a particular ramble in the country is of sufficient interest to warrant it being taken as the subject of the essay.

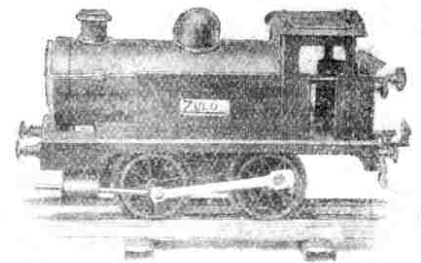
The Competition will be divided into two classes:

- (1) For those of 12 years of age and under, and
- (2) For those over 12 years of age.

The photographs need not necessarily be the sole work of the competitor (they may be developed and printed by others) but they must have been actually taken by the entrant. Competitors should state whether the photographs sent are their own work throughout, or whether assistance has been obtained in developing and printing, for this will be taken into consideration in making the awards.

The first prize will be a No. 1 Hornby Clockwork Train set, and other prizes will be awarded on merit. The Competition will close on the 15th September for the United Kingdom, and the 15th December for Overseas readers and those living outside the United Kingdom. The winning essay will be printed in the "M.M."

Zulu Tank Loco.



In the *Meccano Magazine* No. 24, the Zulu Tank Loco is described as non-reversing. It has now been decided that the loco shall be of the reversing type, and the price will be 12 6 each.



BRIGHT IDEAS

These columns are reserved for dealing with suggestions sent in by Meccano users for new parts, new models and new ways of making Meccano model-building attractive. We are always pleased to hear from any Meccano boy who has an idea which he considers will be useful in the Meccano system.

Lewis Thorn (Enfield).—Pointed long-nosed pliers are the best to use for opening and closing the links of the sprocket chain. Any good tool shop can supply you.

P. O. Grady (Dublin).—We are always glad to help Meccano boys with any difficulty encountered during the construction of models. Simply write us in full. An instruction book such as you suggest would be too bulky, and, moreover, extremely costly.

Harry C. Gaman (Muswell Hill).—The guide rim which you suggest for holding the sprocket chain in the wheel, should not be necessary if the chain is sufficiently tight. Your suggestion for the conversion of an ordinary crank into a threaded crank is not practicable. We shall consider the introduction of a twisted strip for obtaining a vertical connection.

Willie Fleming (London).— $5\frac{1}{2} \times \frac{1}{4}$ " double angle strips bolted to two face plates give a fair representation of a boiler.

(Ashford, Kent).—Afraid we do not follow your suggestion for Hornby rails. We are considering a flat right angle piece.

Vane Stobbs (Blackheath).—Flat Trunnions, (No. 126a) make eminently suitable bearings for the axles of all trucks, motor cars, etc.

Eric Taylor (Westgate, Kent).—Should the application of our single crank shaft become wider, we shall consider the addition of a double crank.

Walter Wooton (Northampton).—Two or three turns round the crank handle, and a firm knot will hold the cord fast. A hole pierced in the crank handle would tend to weaken it.

G. Fensom (Wilden, Beds.).—There are possibilities in the twisted strip, and we will consider it.

W. J. Goodhead (Aston, Birmingham).—As an alternative to a threaded pin, a screwed rod could be employed when extra parts are required to be held by it. All electrical parts may be purchased separately. We appreciate your kind sentiments towards Meccano.

Gerald L. Groaves (Barnstable).—We have introduced wheel flanges (No. 137) for attachment to face plates (No. 109), for making loco driving wheels. Two of these together would give the broad surface you suggest for belt drive, and would also have the advantage of guide rims. If practicable, a simple type of electrical generator will be introduced later.

Norman Collett (Handsworth, Birmingham).—We suggest you paste a small tab with the month and year on each issue of the "M.M." This would give you a handy and quick reference.

W. S. Scott (Jarrow-on-Tyne).—The toothed sectors you suggest would have to be in a series of sizes, but we shall give the suggestion consideration.

K. Outfield (South Hackney).—We hope to introduce a complete signal in connection with the Hornby Train series.



John W. Hatfield (Croydon).—Very useful pulley blocks may be made by means of Meccano strips or flat trunnions spaced with washers to allow freedom for the working of the pulleys. We illustrate two types above.

Wm. Brough (Glasgow).—We recently held a very successful Story Competition and shall announce another shortly. Space does not permit of the publication of the photographs you mention. Sorry to hear you have not been so well, but hope you are now quite fit again.

Reggie Osborne (Fulham, S.W.).—We shall consider your suggestions for the curved plate and the miniature packing case.

T. Brook (Icklingham).—Your suggestion of a printed Rule in the Manual will receive consideration.

D. Greenhill (South Woodford).—Most of the parts you mention are already in our list, the others we shall consider.

Richard Ball (Rainford).—We suggest you borrow from one of your chums the back numbers of the "M.M." containing the early instalments of the "Life Story of Meccano." Unfortunately, the demand for these has been so great, that they are now out of print.

Harold L. Beer (Riverton, N.Z.).—See our reply to Wm. Brough, Glasgow.

John Aspdon (Drighlington, nr. Bradford).—Sorry, but we do not quite follow the meaning of your suggestion.

Stanley Graham (Cambridge).—A double cord makes an effective drive, there being less tendency for it to loosen. We have found that elastic does not assure a positive drive when even the slightest pressure is exerted. Regret space does not permit of our running an advertisement column in the "M.M." at present. Many thanks for your good wishes.

F. Shelston (Swanage).—

A $1\frac{1}{2}$ " rod has been introduced. Rods can be made to correspond in length to the strips, by taking two of accumulative length, and joining them with a coupling. This adaptability is one of the features of the Meccano system. Your suggested clutch departs too much from our standard, as the special parts would only have one specific use.

R. H. Bellamy (Birmingham).—

We illustrate an electric signal on the lines of your suggestion in our Electrical Manual, Page 5.

E. A. Roden (Carleton).—As yet we have not found sufficient use for Angle Brackets and Double Angle Strips of a different angle to 90° to warrant their introduction.

W. Morris (Aberdare).—There is a choice of 1° angle brackets and $2\frac{1}{2} \times \frac{1}{4}$ " double angle strips for the purpose you mention.

R. Pillans (Sunderland).—We shall see what we can do in arranging a drawing and painting competition.

Arthur Workman (Johannesburg, S.A.).—Would not the completely threaded rod serve the purpose of the half-threaded one you suggest?

Hector D. Sharpe (Granttham).—We doubt the advantages of the Angle Braced Girders and the cam you suggest has very limited uses, and scarcely justifies its inclusion. However, we shall give consideration to both your suggestions.

Roger Goss (Gorton).—We should be interested to know what application you have found for a curved girder rack segment.

Thos. McKeone (Salford).—Electricity, the power of the future, is far more interesting than steam, and we are developing the electrical side of Meccano as quickly as possible.

D. W. Dawn (Derby).—See our reply to Willie Fleming, of London (above).

John Potts (Manly, N.S.W.).—You have the equivalent to the clockwork mechanism you suggest in the clockwork motor. You may obtain grub screws in any quantity you wish. Many thanks for your very kind wishes.

Geoffrey Ellaby (Bath).—Would not the $5\frac{1}{2}$ inch curved strip serve your purpose? A 2-foot rod would not be of general utility. Elevator guides may be made out of angle girders.

Wm. McCondach (Banchory).—What do you consider are the advantages possessed by the 5×1 " double angle strip you suggest? We have already under consideration the introduction of a circular saw.

J. I. Frewing (Cookham, Berks.).—See our reply to Willie Fleming, London, re boiler construction. Your suggested piston rod connection can be made from the strip coupling (No. 63b).

Jno. V. Yeoman (Berchem, Antwerp).—(a) Your suggestion for the boxing of the Accessory Outfits is not practicable on account of the great bulk and extra expense in the way of packing, freight, etc. (b) We have found that a strong application of spanner and screwdriver combined, has had the effect of securely fastening bolts and nuts. (c) A positive fastening of cord to a crank handle may be effected by making two or three laps round and securing with a double half-hitch knot or by a spring clip.

RESULT OF THE Photographic Competition.

Our first Photographic Competition has proved remarkably successful and a large number of entries have been received. On the whole the camera work has been good, and we hope that those competitors who have entered, but have not succeeded in winning prizes, will not be discouraged but will continue to endeavour to improve the quality of their work with a view to entering future Competitions. Those whose prints have won success, will also be encouraged to persevere, for photography is one of those hobbies in which a large amount of perseverance is necessary.



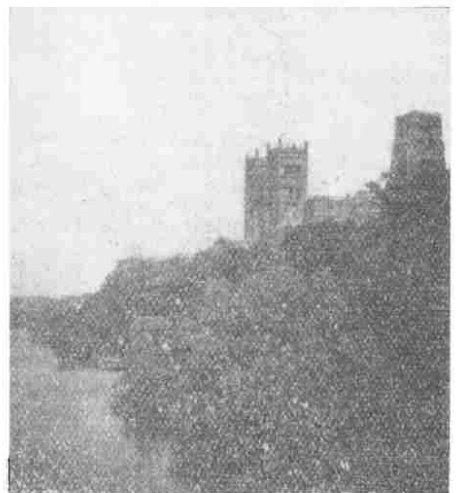
The Winning Photograph.

The subjects submitted were very varied, and the elimination of the winning prints was extremely difficult.

First Prize: No. 1. Hornby Clockwork Train Set.

Master C. Gordon Tusner, of 101, South Street, Park, Sheffield.

Photograph entitled, "A Woodland Waterfall."



The Second Prize.

Second Prize: Tin Printed Clockwork Train Set.

Master Edwin Farnage, of 5, Victoria Terrace, Pelton, London.

Photograph entitled, "Durham Cathedral." It is hoped that some of the other photographs submitted will be reproduced in future numbers of the "M.M." if space permits, when payment will be made at our usual rate.



The Secretary's Notes.

Progress of the Guild The Guild continues to make steady progress, every day bringing new members, and each week seeing the formation of new Clubs. In No. 23 of the "M.M." it was announced that no less than 11 new Clubs were affiliated. The last issue announced the affiliation of 14 new Clubs, and on page 5, the affiliation of a further 13 Clubs is announced. The total, therefore, for the past four months, is 38 new Clubs—a remarkable record which demonstrates in no uncertain manner, the increasing success of the Meccano Guild.

The Summer Sessions. The Summer Sessions of the various Meccano Clubs are being enjoyed as much as were those in the Winter. Every day I receive bright, cheery letters from enthusiastic Club members, telling me of the grand times they are having, and Club Leaders write informing me of the various outings and other arrangements they are making. While the members of one Club pack up their kit bags and take the trail for Wickham Woods to spend a holiday camping out, the members of another Club are working hard for a Garden Fete and Exhibition. Yet other Clubs report that they are busy with their Cricket, Tennis and Rambling Sections. All are engaged in natural healthy pursuits, however, such as appeal to the heart of every boy especially if he be a Meccano Guild Member.

The Play Writing Competition. This Competition has been eminently successful, and Guild members from all over the world have entered their efforts. Names of successful entrants will be found on this page, and to these boys I offer my congratulations.

Our Competitions The Photographic Competition just closed was well supported by Guild members, and I trust that the new Photo-Essay Competition announced elsewhere in these pages, will be equally well supported. No doubt some members will choose as the subject of their essay, an outing of their Club that particularly lends itself to treatment in this direction. The Editor tells me that further Competitions are in store for future issues, and the Meccano Guild will also announce Competitions from time to time, in addition to the Inter-Club Competitions that have been a feature of the past session.

Special Merit Medallions. FURTHER AWARDS.

I have pleasure in publishing the photographs of four more winners of the Special Merit Medallions recently awarded. These medallions are awarded for good work or for specially good lectures, two being allotted to each Club during each session. The medallions themselves, which are here illustrated, are beautiful in design and finish, and each one is engraved with



the name of the recipient. Naturally they are much valued by the boys who win them. They will be allotted again next season, and I hope that every Guild member will endeavour to win one of these marks of merit.



Master S. Kelsall.

Master R. Coombs is an enthusiastic member of the St. Mary-with-St. Gabriel Meccano Club. He has been awarded a Special Merit Medallion for good all round work on the recommendation of the Club Leader.



Master R. Coombs.



Master W. B. Spiers

Master Stanley Kelsall received his Special Merit Medallion for his enthusiastic work in connection with the Kenyon Hall Meccano Club. He is shown wearing his Medallion.

Master William Mayhew, of the Kenyon Hall Meccano Club, who has been awarded a Special Merit Medallion for good work in connection with the Club.



Master W. Mayhew.

RESULT OF THE Play-Writing Competition.

I have pleasure in publishing the result of the Play-writing Competition, announced in No. 22 of the *Meccano Magazine*. A number of plays were received, and it is hoped that some of the winning plays will be available for Meccano Clubs next Session. It will be remembered that the Meccano Play "Nonsense Nana," was successfully acted by several of the Clubs last year.

1st Prize—Master H. V. Rollinson, South Wingfield, Alfreton. Prize £2 : 0 : 0.

"The Prize Winner."

The Second and Third Prizes are divided between:—

Master E. Sykes, Cleveland, Transvaal, S.A. "Meccano to the Rescue." Prize £1 : 1 : 0.
Master L. A. Marshall, Battersea, London, S.W.8. "The Twin's Wireless." Prize £1 : 1 : 0.

A Special Prize of £1 : 1 : 0 has been awarded to

Master J. S. Wright, Great Longstone, Nr. Bakewell, Derbyshire. "After Thirteen Years."

We give below a short account of the winning play, "The Prize Winner."

In Act 1, two Meccano enthusiasts read a notice on the school door, of a proposed Meccano Club, and both are overjoyed at the prospect of a Club being formed.

Act 2 finds the two Meccano boys, Benny and Jack, busily working at a model, when Jack's brother Roger, enters. He scorns the idea of Meccano and the Club, but the Meccano boys feel convinced that in the end, Roger will realise his mistake and join them. The Club enters for the Inter-Club Competition, and Benny and Jack complete a fine model, of which they are justly proud. In their absence, Roger steals in, destroys the model, and laughs to think of the consternation when the members of the Club find their model ruined. Little does he know that a few minutes previously his father has taken a photograph of the model as a surprise for Jack, and that his wicked plan is thus frustrated. The boys are horrified to discover their model broken up, and their one concern is for the honour of their Club, for they had all set their hearts on winning the Competition. But evil is not allowed to prevail long, for Roger's father, having heard the culprit gloating over his deed, disgraces him in the presence of the others. Realising how thoroughly un-British and despicable he has been, however, Roger asks forgiveness and to be allowed to join the Club. This is readily granted, and the members forgive and shake hands.

Act 3 is the final triumph of perseverance and patience, when amidst breathless expectation, the Club Leader reads a letter informing the members that their model has gained first prize. No one is more pleased with the news than Roger, who realises how much happier a boy can be when he runs straight and "plays the game."

The Correspondence Club.

Guild members have long felt that they are members of a great brotherhood of boys, each having the same kind of thoughts, sharing the same pleasures and thrilled by the same ambitions. They long to know what kind of lives other boys are living, to tell them of their own schemes and ambitions, and to exchange notes about Meccano model building and the thousand and one other things in which boys delight. This desire is now made possible through the medium of our Correspondence Club, and any member who wishes to join should send for further particulars.

Club Notes.

Bromley Road County School M.C.—The members are so keen on model building that it has been decided to hold the meetings once a fortnight throughout the summer months. Master D. Parnacott has been awarded a Special Merit Medallion. *Secretary:* Master D. Parnacott, Bromley County School for Boys, Bromley, Kent.

Meads (Eastbourne) M.C.—Continues to make steady progress, the Leader remarking in one of his letters "There is plenty of scope for our work in Eastbourne and we hope to be able to make our membership well over a hundred." I trust that this will come about in due course. *Secretary:* Master F. Moore, Chesterfield Cottage, Chesterfield Road, Meads, Eastbourne.

Gulgong (Australia) M.C.—Membership increasing and as all the boys are enthusiastic, this recently affiliated Club is making rapid progress. A model railway yard recently constructed by the members, has been greatly admired. *Secretary:* Master N. E. Wallis, "Yarrowin," Gulgong, New South Wales, Australia.

Sparkbrook M.C.—A very successful spring session has been held. Speed tests were arranged in connection with model building and session closed with an enjoyable Social. The Futuresque Concert Party gave two very fine entertainments, greatly appreciated by the members. *Secretary:* Master Francis Hubball, 71, Turner Street, Sparkbrook, Birmingham.

Liscard High School M.C.—The Leader, Mr. Casey, has been called away on business, but Mr. Samuels, a local gentleman, has kindly undertaken the supervision of the Club until his return. The boys are looking forward to an enjoyable Summer Session, and as the Secretary informs me that a "bumper" programme has been drawn up, I feel sure that the Session will come up to expectations. *Secretary:* Master B. Warburton, 11, Brisbane Avenue, New Brighton.

St. John the Baptist (Liverpool) M.C.—The work of the Club has been suspended for the Summer months, but the boys have organised a very fine cricket team, now in full swing. The Club Secretary has been awarded a Special Merit Medallion. *Secretary:* Master T. McCulloch, 37, Blythswood Street, Aigburth, Liverpool.

Kelvinside M.C.—Have made rapid progress and Mr. Dow has kindly consented to become President. A successful exhibition raised a considerable sum in aid of the Western Infirmary. An interesting Golf Competition has been arranged and it is hoped to establish a cricket team in connection with the Club. *Secretary:* A. W. A. Dick-Cleland, 14, Hillhead Gardens, Glasgow, W.

Jarrow-on-Tyne M.C.—Has almost doubled the membership since the last Winter Session. A fine lecture on "Electric Accumulators" was given by Master R. G. Noble, and was appreciated by the other members. *Secretary:* Master G. Stevens, Gordon House, Field Terrace, Jarrow-on-Tyne.

King Street (Luton) M.C.—Have held meetings every fortnight to the end of June. A regular summer programme has been drawn up and the members will have some enjoyable outings. *Secretary:* Master William Humby, 34, Adelaide Street, Luton, Beds.

Cirencester Grammar School M.C.—The last Session has been very successful, all having worked well. Some good work has been done, two of the members being awarded Special Merit Medallions. *Secretary:* Master P. Richards, 113, Dyer Street, Cirencester.

Wolverley School M.C.—Although the work of this Club has been somewhat retarded by necessary School regulations, the members are very keen and enthusiastic. Permission has been gained to visit the B.S.A. Factory at Small Heath, Birmingham, and an enjoyable expedition is anticipated. *Secretary:* Master J. H. V. Topping, Bury Hall, Wolverley, Kidderminster.

Ormskirk Wolf Cub M.C.—An Exhibition was recently held at which the Club gave an outline of the Coal Industry. A Model Coal Mine, constructed for the purpose, attracted much attention. During the summer the Club meets once a week and takes part with the rest of the Pack in the joys of tramping and camping. Some very enjoyable outings are in store for the members. *Secretary:* Master C. Walsh, 113, Wigan Road, Ormskirk.

Buckfastleigh M.C.—Membership increasing rapidly and during the session good progress has been made. Interesting lectures have been delivered on such subjects as "Cinematography," "Electricity," "The Panama Canal," "Shelling during the War," "War in the Air," and "The Telephone." *Secretary:* Master H. Parsons, Bell Cottages, Buckfastleigh.

Airdrie Y.M.C.A. M.C.—A successful session closed with an enjoyable social at which Billiards, Ping-Pong, and Draughts Contests were held. A Cricket team has been organised for summer months. The Club re-opens for regular work at the beginning of August. *Secretary:* Master W. B. G. Henderson, Meadowfield, George Street, Airdrie, N.B.

Holy Trinity (Rarnsbury N.1) M.C.—Is one of the most successful Clubs in the Guild, despite the fact that during the last Session the energetic Leader, Mr. S. H. Wilson has not been able to devote so much time to the Club. The Club arranged a Stall at a Sale of Work, a special feature being the "Fine Art Gallery"

The Club Savings Bank is still going strong and outings and visits to local places of interest have been arranged for the summer months. *Joint Secretaries:* Masters Stanley Bone, "The Rosary," Kents Hill Road, South Banfleet, and Walter Stretton, 25, Thornhill Houses, Thornhill Road, Barnsbury, London, N.1.

Parkstone Congregational M.C.

"The Session just closed has proved very successful and helpful, and a very happy time for all of us," writes the Club Secretary. Sports have been arranged for the summer session, which I am sure will prove equally successful. *Secretary:* Master F. Brunwell, "Strathyre," Fernside Avenue, Parkstone, Dorset.

Mexboro' M.C.

Two very successful exhibitions were held during the last winter session which closed with an enjoyable trip to Roche Abbey. The activities of the Club are now suspended until September. *Leader:* Mr. H. May, 17, High Street, Mexborough.

Heamoor M.C.

The Winter Session did not close until early in May, and the members are so enthusiastic over model building that they decided to purchase spare parts for Club use instead of going on a Club outing. Good all round progress has been made and the Session closed with a very successful Exhibition. Two members of the Club have been awarded Special Merit Medallions. *Secretary:* Master W. J. Eddy, 1, Holly Terrace, Heamoor.

Thornton Heath High School M.C.

During the summer months the members spend a good deal of time outdoors. Cricket matches are played, paper chases arranged, and swimming indulged in. A Fete and Fair are held in the School grounds to provide for the summer outing. During Whitsuntide holidays, the members and their leader spent a few days camping in Wickham Woods. The weather was ideal for camping out, and the boys spent a very happy holiday. *Secretary:* Master H. Rose, 18, Lyndhurst Road, Thornton Heath, London, S.E.

Claygate M.C.

A hut for the sole use of the Club, recently erected, was opened on 13th May, when a successful Rummage Sale was also held to help to cover expenses. A Sports and Carnival Day took place last month, and altogether the Club continues to be one of the most energetic in the Guild. *Leader:* Mr. J. W. Haynes, Fontnell, Covers Road, Claygate, Surrey.

St. Frideswides (London E.14) M.C.

This Club has vacancies for several new members, and any boy living in the vicinity of Poplar, E.14, should get into communication with Rev. Dudley Clark, St. Frideswides Vicarage, Follet Street, Poplar, London, E.14.

Clubs Recently Affiliated.

Emanuel School (London S.W.11) M.C.

Opened recently this Club now has 31 members. From the letters received from the Leader I feel sure that the Club is developing splendidly. *Secretary:* Master F. Tyack, Emanuel School, Wandsworth Common, London, S.W.1.

Young Climbers (Bargoed) M.C.

This Club, successfully organised by Miss E. A. Davies, Gilfach, Bargoed, holds meetings regularly. Lectures have been given on "Physical Culture," "The Evolution of Machinery," "The Power of Steam and Electricity," "Ships throughout the Ages." The latter Lecture was illustrated with Lantern Slides and was greatly enjoyed. A very successful Exhibition, at which Mr. T. G. Jones presided, was held recently. *Secretary:* Master Leslie Jarman, "Brooklands," 42, Cardiff Road, Bargoed.

Bradford M.C.

This Club was formed in February last and affiliation was granted recently. *Secretary:* Master H. S. Newsome, 5, Duckworth Grove, Manningham, Bradford.

West View (Nottingham) M.C.

Recently established. Cricket and other sports have been arranged for the summer months. A very successful Session is anticipated. *Leader:* Mr. H. Cousins, 494, Mansfield Road, Sherwood, Nottingham.

Guild Members and the £250 Competition.

SPECIAL AWARDS TO MEMBERS.

A list of the prize-winners in the Great Model Building Competition, recently closed, is printed elsewhere in this issue. In addition to the valuable cash prizes and numerous other prizes awarded, the Guild offered three special prizes of £5 in cash to those of its members who gained the first prize in each section. Our President, Mr. Hornby, has paid a tribute to the excellence of the models submitted, and expresses his pleasure at the fact that members of the Guild have submitted many new models of ingenious design. This is not at all unexpected, of course, for among the members of the Guild are included some of the cleverest and most enthusiastic Meccano boys.

Cash prizes of £5 have been awarded as follows:—

Section A.—Bertie Dadson, 37, Hastings Road, Addiscombe. (Twin Beam Engine Pumps).

Section B.—B. Gardarsson, Hverfisgotu 50, Reykjavik, Iceland. (Electric Searchlight).

In Section C. there were six members who tied for the prize which has therefore been increased to £6, and each member will receive a cheque for £1 as his share.

Section C.—F. Henderson, 66, St. George's Road, Bellevue, Johannesburg.

A. Chapman, 33, Co-operative Street, Chester-le-Street.

W. A. Cullen, 8, Cliffe Avenue, Baildon, Shipley.

E. T. Jones, 33, Penmaesglas Terrace, Penycraig.

J. de Conti Manduca, 54, Sda. Ridolfo, Sliema.

D. S. Parnacott, 36, Anerley Road, Anerley, S.E.20.

Cobham M.C.—This Club has every prospect of being successful under the enthusiastic leadership of Mr. F. Dimond. An Exhibition was held recently and the members are all keen and enthusiastic. *Secretary:* Master Wm. Phillips, The Fox and Hounds, Cobham, Surrey.

Eastham M.C.—This young Club hopes to maintain the rapid progress already made. *Secretary:* Master James Yarnold, Eastham Farm Park, Eastham, Tenbury.

Bathgate M.C.—Model-building, Lantern Lectures and Social Evenings are helping to make this Club very enjoyable. The members are keen and enthusiastic, and hope to see their Club make good progress. *Secretary:* Master Forsyth Hardy, Hazelbank, Bathgate.

First Ceylon M.C.—As its name implies, this is the first Meccano Club to be established in Ceylon, and already good progress has been made. *Secretary:* Master B. K. Billimoria, Dharmaraga College, Kandy, Ceylon.

Huddersfield M.C.—A very successful Meccano Club has been established in Huddersfield under the leadership of Mr. J. S. Jowitz, Harewood House, Wentworth Street, Huddersfield. Any Huddersfield Meccano boy wishing to join a Club should approach either the Leader or Secretary without delay. *Secretary:* Master R. Roebuck, 411, Wakefield Road, Huddersfield.

Normandale (Sheffield) M.C.—Recently established this Club has made very good progress. Cricket, Tennis and Cycle runs have been arranged for the Summer months. *Secretary:* Master A. Towers, Old Wheel, Loxley, Nr. Sheffield.

Revelston (Edinburgh) M.C.—This Club has been in existence for about a couple of months, and is proving exceptionally successful. The members are keen and enthusiastic. *Secretary:* Master N. Higgins, 37, Merchiston Crescent, Edinburgh.

Mihl Creek (Australia) M.C.—This Club, formed in March, has now been affiliated. With a fine Leader and a splendid Club room, the members are striving to make the Club one of the best in Australia. *Secretary:* Master W. H. Cordingley, Uralla, New South Wales, Australia.

Invincible (Watford) M.C.—The membership is only small at the present, but as all the members are enthusiastic, the Club will certainly make rapid progress if they all pull together. *Secretary:* Master F. E. Challis, 107, Gladstone Road, Watford, Herts.

A New Club.

A new Club has been established in Loughborough, under the direction of the Rev. F. Tolhurst, St. Peter's Vicarage, Ashby Road, Loughborough. I hope shortly to be able to record the affiliation of this Club with the Guild. In the meantime any boy in Loughborough or district desiring to join should communicate with the *Secretary,* Master L. W. Goodman, 15, O-ford Street, Loughborough.

RESULT OF THE £250 MECCANO PRIZE COMPETITION.

FULL LIST OF AWARDS.

Our big annual Model-building Competition has again been extraordinarily successful. The entries have been more numerous, and have come from a much more extensive area than in any previous year. I have been particularly struck with the number and quality of entries received from our colonies, from France, Italy, Spain and Holland, and I congratulate the Meccano boys in those countries on the ingenuity and skill which they have shown, and upon the fact that they have made such a fine showing in competition with British Meccano boys of many years standing. I should like to congratulate all the winning competitors on their successes, and to express the hope that I shall see their names again in future lists of prize-winners.

Frank Hornby

Section "C" (Competitors over 14 years of age)

E. C. Bairstow, 1, Minster Court, York. Clock.	} First Prize (Divided) - £20
Wright, W. E., 1, Belgrave Avenue, Leicester. Motor Cycle and Sidecar.	
Arnaud, R., 51, rue Mal Petain, Abbeville, Somme. Clock.	} Second and Third Prizes £25 (Divided)
Kirkpatrick, M. B., 49, Coventry Road, Ilford, Essex. Loco Breakdown Crane.	
Morgan, G., 1, Alexandra Street, Dunfermline. Battletip.	
Whittaker, E. H., 86, Monton Road, Eccles, Manchester. Mitchell Apparatus.	

Additional Prizes of Meccano Outfits and Train Sets.

Agustsson, Sig., c/o Mr. Arnar, Reykjavik, Iceland. Dredging Machine.	Lowe, W. H., 28, Henley Gardens, Consett, Co. Durham. The Fairburn Drilling Machine.
Aguirre, O. N., Claudio Coello 100, Madrid, Spain. Spanish Swing Sees.	Mackillop, I., The Cottage, Hillsboro' Terrace, Ilfracombe, N. Devon. Motor Car Transmission.
Alberto, D., Via Angelo Masina, Accademia Americana, Rome. Ironing Machine.	Mario, S., Via S. Vincenzo No. 74-9, Genoa, Italy. Electric Crane.
Aldo, C., Via Chiepierra, Adria, Rovigo, Italy. Cable-making Machine.	Mate, R. E., 14, Eastfield Drive, Aigburth, Liverpool. Steam Winch.
Andrew, C. H. L., 2, Cortland Road, Wellington, Somerset. Meccano Micrometer Gauge.	Millan, A., 6, Villa Beausejour, Vincennes, Seine, France. "Looping" Meccano.
Archer, R. W., 77, Holden Road, N. Finchley, London, N.12. Tank Locomotive.	Miller, R. S., 58, Harcourt Street, Newark, Notts. Tensioning Machine.
Badre, P., 18, rue du Hagueneck, Colmar, Ht. Rhin. Wood Loader.	Morrison, T., 8, Freeland Road, Ealing Common, London, W.5. Oscillating Ore Riddle.
Barras, G. S., Jr., 7, Chapel Row, New Lambton, Fence Houses, Co. Durham. Electric Hauling Machine.	Newsome, P., Hey Green, Meltham, Near Huddersfield. Meccano Express.
Blaikie, W. R., Kent Road, Woolowin, Brisbane, Queensland, Australia. Travelling Railway Gantry.	O'Donoghue, D. J., 364, Sydney Road, Coburg, Melbourne, Australia. Hulett Unloader.
Bollinger, P., chez Fam. Widner-Haller, Kolliken et Aargan, Suisse. Pretsaw.	Ormerod, H., 31, Heatley Street, Blackburn. Cyclist.
Brooks, A. A., "Mon Abri," Clarendon Grove, Mitcham, Surrey. Cone Cutch.	O'Neill, J. F., 11, Cathnor Road, Goldhawk Road, Shepherd's Bush, London, W. 12. Motor Lorry.
Busoni, E., Via S., Gallo 80, Firenze, Italy. Swivelling Crane.	O'Neill, M., 3, Marine Terrace, Llanfairfachan, North Wales. Monkey up the Stick.
Chapman, A., 33, Co-operative Street, Chester-le-Street, Co. Durham. Leather Glazier.	Pall J. Helgason, Tjarnargata Reykjavik, Iceland. Transporter Bridge.
Clare, P., Chalfont Cottage, Station Road, Winslow, Bucks. Perpendicular Drill.	Palmer, J. W., 20, All Saints Green, Norwich. Roundabout.
Clavie, R., Avenue Félix Faure 136, Paris XVeme. Topless Crane.	Parnacott, D. S., 36, Anerley Park, Anerley, London, S.E.20. Mechanical Fan.
Conti Manduca, J., 54 Sda. Ridolfo, "Eltham House," Sliema, Malta. Disappearing Gun.	Pianta, F., Via Casaregis 11-16, Genoa, Italy. Electric 4 volt Motor.
Cookson, W. A., 23, Clarendon Street, Leamington Spa. Pontoon Crane.	Pierce, J. J., Bushmount, Lixnaw, County Kerry. Motor Jack.
Corby, G., 99, Gatley Road, Cheadle, Cheshire. Bacon Slicing Machine.	Pitkethly, R., 49, Alma Road, Caulfield, Melbourne, Australia. Scales.
Cowell, J. A., 29, Cotterill Road, Surbiton, Surrey. The Meccano Rainbow.	Pivet, E., 45, rue des Montagnes, Charleroi, Belgium. Tank.
Croix, H. la, Union Street, Millis, Mass., U.S.A. Portable Sawmill.	Radelyffe, J., "Derwent," Blackburn, Victoria, Australia. Trembling Bcfl.
Cullen, W. A., 8, Cliffe Avenue, Baildon, Shipley. Hammer Head Crane.	Rafn, H., 8, Blytsvej, Copenhagen, Denmark. Electric Number Indicator.
Derroll, G., Corso Vittorio Emanuele 49, Varese, Italy. Leather Roller.	Rapaz, G., rue des Moulins 14, Neuchatel, Switzerland. Automatic Tractor.
Dorsey, H. R., 5, Barrack Street, Meanwood Road, Leeds. Improved Meccano-graph.	Rappis, P. A. G., via G. B. Lanata, 1/6, Genoa (2), Italy. Bulk Cargo Discharger.
England, A., 212, Lord Street, Fleetwood. Water Wheel driven beam Engine.	Reboul, O., 33, rue Tourasse, St. Jaen de Luz, Passes Pyrenees. Don Quixote on his horse, "Rossimante."
Fantova, J. G., Commercio 3, Mahon. Villa.	Renz, O. F. W., 960, St. Paul Court, Louisville, Kentucky. Steel Plate Planing Machine.
Fleming, D. E., 37, St. Peters Road, Croydon, Surrey. Overhead Mono-Railway.	Ricketts, L. D., 20, Farnham Royal, Kensington, London, S.E.11. Suspended Electric Mono-Rail.
Fraser, D. W., 7, Addingham Road, Mossley Hill, Liverpool. Treadle attachment to model Lathe.	Rochie, P., 13, Rue d'Alsace-Lorraine, Roanne, Loire, France. Meccano-type.
Fulvio, M., Piazza della Vittorio 23, Gorizia, Italy. Piercer.	Rossouw, H., "Zomerius," Wellington, South Africa. Panama Canal Crane.
Gainsborg, E. C., 521, West 183th Street, New York. Switchback and lift runway.	Round, J. E., 29, Elm Street, Hoyland Common, Nr. Barnsley, Yorkshire. Power Brick Press.
Garnier, Andre, chez M. Sergeant a Bontencourt, par Blangy, S/bresle. Seine infre. Lifting Jack.	Saddler, J. A., "Narbethong," Myall Avenue, Kensington Gardens, Adelaide, S.A. Telescopic Lift Bridge.
Guilloux, G., Chateaubriant, L'Inf. The Cyclist.	Sesma, G., 4th Avenida de Oriente 203, Puebla, Pue., Mexico. Cash Till.
Guiscippe, O., Via Giacomo, Medici 12, Firenze, Italy. Stereoscope.	Smith, J. R., 21, Alice Street, South Shields. Shipyard Derrick.
Hare, J. K., Westholt, Henlow, Biggleswade, Beds. Electric Motor.	Smith, T. A., 11, Stratford Avenue, Beeston Hill, Leeds. Internal Combustion Cable Ploughing Machine.
Hastings, H. C., 24, Brownswood Road, Finsbury Park, London, N.4. Portable Planing Saw.	Street, J., 20, May Street, Fenton, Stoke-on-Trent, Staffs. Automatic Slotting Machine.
Healey, W. M., 20, Talbot Road, Littlehampton, Sussex. Swing Bridge.	Stubbs, P. M., 27, Colwyn Road, West Hartlepool. Single Needle Telegraph Instrument.
Helgason, J. Pall, Tjarnargata, Reykjavik, Iceland. Transporter Bridge.	Surroia, y Sanz E., Calle Amigo 29, San Gervasio Barcelona. Electric Train.
Henderson, F., 66, St. Georges Road, Bellevue, Johannesburg, S.A. Wharf Coaling Plant.	Thompson, E. L., Inglewood, Rurrell Avenue, Lindfield, New South Wales, Australia. Visible Typewriter.
Hudson, F. C., 7, Upper Brassey Street, Birkenhead. Toof Grinder.	Vasquez de Parga, Luis, Monte Esquinza 11, Madrid. Auto with Motor.
Huizinga, M., Van Polland straat 5, Arnhem, Holland. Dredger.	Visvikis, S. S., Maison Sarkissian, 43, rue Price Ibrahim, Ibrahimieh, Alexandria, Egypt. Bicycle Tightrope Performer.
Introna Lucia, Corso Vittorio, Emanuele No. 78, Bari, Italy. Big Wheel.	Walton, L. L., Westmout, Newland Park, Hull. Balance.
Jagger, C., 3, Melrose Street, Lee Mount, Halifax. Motor-driven Boring and Turning Mill.	Watkins, H. S., 48, St. Aubyn Street, Devonport. Grandfather Clock.
Jan, A., 6, Rue du Chene Cholet, Maine et Loire. Aeroplane Roundabout.	White, F., 139, Victoria Road, Aston, Birmingham. Electric Engraving Machine.
Jester, E. & H., Box 393, Caldwell, Idaho, U.S.A. Automobile.	Whitney, E. H., "Riverside," Harbour Hill, East London, South Africa. Self Feeding Lathe.
Johnson, R., 42, Cannon Street, Eccles, Manchester. Spring Balance.	de Wulf, L., rue Borluut 23, Gand, Belgium. Gear Box.
Jones, E. T., 33, Penmaesglas Terrace, Penycraig, S.Wales. Intermittent Lighting Sign.	
Langlois, J., S., Rue des Chenizelles, Laon, Aisne. Race Game.	
Lawyer, J., Lerna, Illinois, U.S.A. Farm Tractor.	
Lewis, Major L. C., c/o Messrs. Cox & Co., 16, Charing Cross, London. "Sir Meccano."	

SECTION "B"

Hughes, Leslie, 80, Barnwell Road, Brixton, London, S.W.2. Mitchell Appliance.

Greenway, E., 43, Douglas Road, Handsworth, Birmingham. Breakdown Crane.
Houdry, M., 83, Boulevard du Port Royal, Paris, 13. Rolling Bridge for Workshop.

Gartarsson, B., Hverfisgata 50, Reykjavik, Iceland. Electric Searchlight.
Rogers, F. C., 360, Lloyd Avenue, Providence R. I., U.S.A. Track laying Machine.

First Prize - - - - £15

Second Prize - - (Divided) £10

Third Prize - - (Divided) £6

Additional Prizes of Meccano Outfits and Train Sets.

Ashby, G. E., 55, Club Road, Ipoh, Perak, F.M.S. Two Seater Car.
Baron, O. M., Claudio Coello 109, Madrid, Spain. Operating Theatre.
Bean, J. D., 100, State Street, Doylestown Pa. Miniature Park.
Berard, G., 9, Quai de Seine, Herblay, Seine-et-Oise. Vertical Saw.
Berthoud, P., 5, Promenade Nior, Neuchatel, Switzerland. Engine.
Bonnel, P., 75, rue des Salines, Lous le Soierier, Jura, France. Aeroplane Roundabout.

Bonclier, J., 8, Rue Longe Porte, Langres, Hte. Marne. Rolling Stairway.
Bourne, P. T., 7, Southfield Avenue, Rotten Park, Birmingham. Revolver.
Candlish, G., 46, Edgemont Gardens, Langside, Glasgow. Loom.
Casa, R. H., 14, St. Mary's Street, Ely, Cambridgeshire. Spur Gear and Keyway Cutter.

Cavallini, A., via Chiapparro 22, Adria, Rovivo, Italy. Cart moved by Weights.
Child, W. H., Jr., Main Street, Hingham, Mass., U.S.A. Woodman and Mortiser.
Cito, C., 10, Rue Henri Marichal, Ixelles, Brussels. Rotating Crane.
Cullare, E. B., Cortes 591, 1 Barcelona, Spain. Watch Tower.
Dagger, P. F., Foxt-Whiston Vlearage, Froghall, Stoke-on-Trent. The Rocket.
Dales, R. P., 15, Muschamp Road, Peckham, London, S.E.15. Millman and Cart.
Daver, P. S., Soonamali Mausions, Garden Lane, Khetwadi, Bombay, India. Stamp Rack.

Degand, P., 61, rue des Saints-Peres, Paris 6. Invalid's Chair.
De Katt, via Camilla 6, Genoa. Knife Cleaner.
Dessaint, J., 62, rue de Pologne, Saint-Germain-en-Laye, Seine-et-Oise. Clock Escapement.

Dymond, F., Stonehill, Abingdon, Berks. Electric Light Plant.
Eldon-Dew, R., "Bonizive," Valley Road, Parktown, Johannesburg, S.A. River Barage.

Francois, F., Perception, Viviers, Ardeche. Signal Gantry.
Gour, H., Quai de la Thiele 27, Yverdon, Vaud, Switzerland. Roundabout.
Goorch, E. L., 146, Rylands Street, Ashton Old Road, Ardwick, Manchester. Desk and Revolving Chair.

Griffiths, G. A., 1, Eastfield Drive, Sefton Park, Liverpool. Operating Table.
Guinand, A., Renmark, South Australia. Roundabout.
Hamroft, C. C., The Orchard Farm, Wokingham, Surrey. Self-lift Tractor.
Harrison, F. G., 72, Umberslade Road, Selly Oak, Birmingham. Breakdown Train.
Hawkridge, P. J., Sunningdown, Beacon Oak Road, Tenterden, Kent. Lighthouse.
Heeramanek, V. R., 44, Alexandra Road, Harvey Road, Gamdevi, Bombay, India. Conveyor.
Heeramanek, D. R., 44, Alexandra Road, Harvey Road, Gamdevi, Bombay, India. Path Excavator.

Henderson, O. B., North Lodge, Wemyss Bay. Letter Balance.

Herrenschmidt, T. D., Le Wacken 2, Strasbourg, (Bas-Rhin). Railway-Crane.
Jónson, R. H., "Besbrook," Linden Walk, Prestatyn. Horse Power Gear.
Jones, C. J., 72, Grant Street, Cottlesloe, Western Australia. Stripper.
Kettle, N., 8, Emily Street, Hull Road, York. Railway Station.
Kogge, R., 1134, So. Kedzie Avenue, Chicago, Ill. Engine Room of Icehouse.
Lambrechtsen, C. L. M., Albertus, Perkstraat 10, Hilversum, Holland. Revolving Lighthouse.

Laine, A., R. Argentina, La Rioja, Bartolome, Mitre 906, Argentine Cruiser.
Leloup, G., 9, Rue de la Banque, Chambéry (Savoie). Mortar Mixer.
Lyman, L., 3, Holloway Terrace, Greythorp, West Hartlepool. Excavator.
Malmstead, Eleanor, 2038, 15th St. Moline, Ill. U.S.A. Army Tractor.
Massagrande, D., Viale Garibaldi 8, Milan, Italy. Dough Cutting Machine.
Maurizio, M., via Cavalletto 1-7, Genoa. Tackle.
Molina, P. y Benito Valle, La Flamenca, Aranjuez, Spain. Reaping and Binding Machine.

Morris, E. W., 429, East 51 Street, New York City. Freight Transporter Bridge.
Moses, L., 73, Manchester Road, Lostock Grahm, Cheshire. Weather Chart.
Page, E. W., 52, Warwick Road, New Southgate, London N. Magician and Magic Box, and Control for Clockwork Motor.
Plen, M., Box 25, Nigel, Transvaal, North Africa. Rickshaw.
Prezioso Liabordo, Via Giobibortiste Grimani 2, Lido-Venezia, Ita'y. Sliding Bridge.

Prezoso, L., Via Negroponte 25, Lido di Venezia, Italy. Vertical Borer.
Ramachandra Babu, P. V., Door 7/6 3rd Cross Road, Shankarapuram, Bangalore City, India. Designograph.
Rostan F., Cercle Littéraire, No. 1a Place, St. Francois, Switzerland. Automatic Skeln Bobbin.

Ruffin, M., 310, Washington Avenue, S. W. Roanoke, Va., U.S.A. Printing Machine.
Saiter, A. B., Warrenton, Manitoba. Log Saw.
Sarcereau, R., 9, Rue de Frignecourt, Vitry-le-Francois, Marne. Joy Wheel.
Servolle, J., 19, Rue du Marche, Vichy, Allier. Mono-Rail.
Sergie, S., Via Simonetti 2, Aneona. Monkey on Stick.

Sharran, C. P., 17, Northumberland Road, Broonhill, Sheffield. Velvet Coaster.
Shillito, R., 34, Main Street, Wombwell, Nr. Barnsley. Church.
Smith, F., 11, Stratford Avenue, Beeston Hill, Leeds. Plough.
Smith, T. A., Oakwood, Borrowash, Nr. Derby. Timber Cutting Machine.
Terriere, R., 77, Boulevard de la Marie, Franconville (S.O.). Mechanical Duck.
Tibbenham, D., The Lines, Stowmarket. Penny in Slot Machine.

Tisserand, R., 8, Avenue Chauchard, Versailles. Helicopter.
Turian, J., 17, Boulevard Garibaldi, Paris 15. Barrier.
Watson, K. H., Jr., Richfield Springs, New York, U.S.A. Rotary Snowplough.

SECTION "A"

Dadson, Bertie, 37, Hastings Road, Addiscombe, Surrey. Twin Beam Engine Pumps.

MacKinder, H., Sidi-Gaber, Maison Solimon Malmoud, Ramleh, Alexandria, Egypt. Sakleh or Water Elevator.
Salvioni, E., Via Tagliata, No. 25-8 Savona, Genoa. Three Phase Electric Loco.

Melville, William, 44, Woodville Gardens, Langside, Glasgow, S. Railway Break-down Crane.

First and Second Prizes (Divided) £20

Third Prize - - - - £4

Additional Prizes of Meccano Outfits and Train Sets, Etc.

Besano G., Piazza Belgioioso 1, Milan, Italy. Donkey with moving head.
Bower, C.M., "Keumore," Mawney's Road, Romford, Essex. Automatic Conveyor.
Bowler, D., 5, Silver Terrace, Exeter. Baker's Dough Machine.
Brundrett, P.C., 339, Waterloo Road, Hanley, Stoke-on-Trent. Platform Scales.
Cella, M., Via Garibaldi, 53, Lodi, Milan, Italy. Colossus of Rhodes.
Chabot, R., Nouvelle Poudrerie, St. Medard-en-Jalles, Gironde, France. Quad-Bicycle Rider.

Chausservert, A., 28, Avenue d'Italie, Paris. Windmill.
Clarkson, J., 350, Reddings Lane, Hall Green, Birmingham. Bird.
Crousaz, B., Passiflora, St. Peters-in-the-Wood, Guernsey. Windmill.
Earle, R., 37, Crescent Avenue, Newton Centre, Mass., U.S.A. Electric Ice Cutter.
Ezio, R., Via Garibaldi 10, Borgomanero, Novara. Small Lorry.
Grech, G., 173, Prince of Wales Road, Sliema, Malta. Maltese Cross.

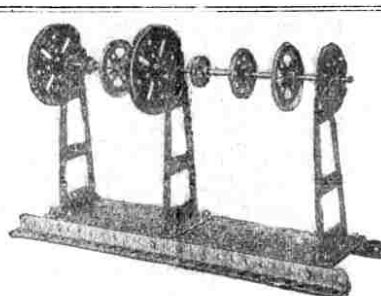
Henderson, E., 600, McCartney Street, Easton, Pa., U.S.A. Paper Cutter.
Hindley, O. W., The Gables School, Cantelupe Road, Bexhill-on-Sea. Oogley Bird.
Jones, F. S. B., 71, Harrington Road, Liverpool. Giant Shovel.
Keyser, A., Crabelsthaat 6, Gouda, Holland. Electric Tramway Repair Car.
Kirkman, B., 134, Green Street, Forest Gate, London. Wallpaper Trimming Machine.

Lerolle, J. M., 47, Rue de Lisbonne, Paris, 8. Crane.
Ligeois, Raymond and Louis, 130, rue de Paris, Pantin, Seine. Steamer.
Lopez, M. Rossi Bernal, Soriano 28, Jaen, Spain. Portable Wheel.
Olivati, G. C., Stabilimenti Way Assaito, Asti, Alessandria, Italy. Tight-rope Acrobat.

Phillips, W., 27, Harle Street, Neath, Glam. Harp.
Follet, N. J. and Jacques, 41, Boulevard Pater, Valenciennes, Nord, France. Electric Crane.
Rosso, N. E., Via Garibaldi, 42-3, Sestri Ponente, Genoa, Italy. Tricycle.
Seguin, J., 2, rue General Bouchu, a Is-sur-Tille, (Cote d'Or) France. Helicopter.

Smith, H., and Pyc, H., Rose Villa, Seghill, Northumberland. Pit Head Gear.
Van Groenewoud, A. H. J., Coornhertstraat 47, Utrecht, Holland. Gymnast.
Van de Voorde, Rue Pelican 23, Gand, Belgium. Aromatic Mill.
Ward, J. R. de, Biltstraat 101a, Utrecht, Holland. Windmill.
Whitmann, E., Piazza Scrocola No. 320, Trieste, Italy. Tricycle.
Winterbottom, M., 18, Ramsgate Street, Glenelg, South Australia. Elevating Sack Conveyor.

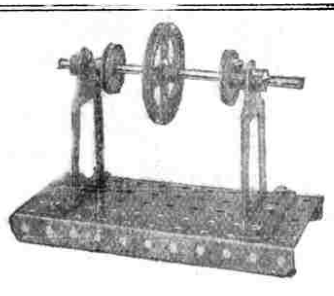
Woodward, W. F., 3, Salop Street, Wolverhampton. Sewing Machine.



Meccano Shafting Standards.

These Shafting Standards are designed on the Meccano system with equidistant holes. Our illustration shows how strong and serviceable shafting may be constructed from Meccano Parts with the aid of these standards.

Price,	Standards only, Large	s. d.
"	"	"	Small	.. 1 0 each.
"	"	"	"	.. 8 ..



OUR MAIL BAG



In this column the Editor replies to letters from his readers, from whom he is always pleased to hear. He receives hundreds of letters each day, and only those that deal with matters of general interest can be dealt with here.

Correspondents will help the Editor if they will write neatly in ink and on one side of the paper only.

H. J. Lewis (Wynberg, S.A.)—I was pleased to hear that you are "overjoyed that the 'M.M.' will be published oftener." I have had hundreds of letters containing similar expressions. I note you are now in this country for three months, and hope that you will have a very pleasant holiday. Shall you be able to come to Liverpool to see us?

Eric Reynolds (N. Wairoa, N.Z.)—I shall endeavour to find you a correspondent in England, Eric, and I have pleasure in printing your little verse. "Of all the lands throughout the world, New Zealand is the best. Of all the toys that reach this shore Meccano's stands the test."

T. French (Walthamstow)—Thank you for your suggestion, but I fear we have not sufficient space in the "M.M." for diagrams of various engines showing how they work. I hope to publish illustrations of types of locos from time to time, however, and the first—a photograph of the "Princess Mary"—appeared in our last issue.

A. C. West (Hull)—I was very pleased to hear that you found Meccano of the greatest use in your lessons in Mechanics. I do not think that our readers would be content to wait so that the "M.M." could be published once a year as a complete volume. It is to obviate this, that we have introduced the special spring-back Magazine binder. Your riddle-me-ree is interesting, but I do not think the answer will present any difficulty to the sharp boys who read these pages.

T. Bullen (Melling)—You have sacrificed the truth in composing your little verse, Tom, as Meccano is not made of steel "so that it will rattle," but because steel is the strongest possible material.

G. Happs (Worsbro' Bridge)—Thank you for your four verses, George, but these are scarcely up to standard. Carry out the spirit of verse four, and "try, try again."

B. G. Papaeonstantino (Athens, Greece)—Mr. Hornby wishes me to thank you, Basil, and the large number of his other friends, for your congratulations on his being elected the President of the British Toy Manufacturers' Association.

S. Atkinson (Pipe Hill, Lichfield)—Whilst thanking you for your suggestion, I regret there is not sufficient space in the pages of each issue of the "M.M." for articles on Gardening. Although I agree that the subject is interesting, I have dozens of articles on Engineering, and similar subjects, awaiting publication, and these claim priority.

R. H. Parker (Farndon)—Thank you for your congratulations, which I have passed to Mr. Hornby. I was interested to read the poetry you sent.

W. E. Lee (Worcester)—Thank you for your story, William, for which I shall endeavour to find a corner in some future issue of the "M.M."

G. Orton (Litherland)—It is as well to be able to name the models you have built when entering them in the Competition. If you have any difficulty in this connection, I shall always be glad to help you, before you send in your entry, if you will send me a description of your model. I think a suitable name for the model you describe would be "Gravity Telpher Span."

W. J. Palmer (Cheltenham) and others.—I have pleasure in publishing the solution of the code message sent by G. Orton, and published in the last issue of the Magazine. It is "All good luck to Frank Hornby."

To translate the cryptic message, the first five letters of the code are set down, the next five are written underneath them, and so on. The message is then decoded by reading down the columns in succession.

Mr. H. Cousins (Nottingham)—I am pleased to hear of your nephew's interest in Meccano, and that he has turned out some interesting models. I note that you endorse our claims that Meccano is more than a toy.

W. Sykes (Kenyon Hall)—Thank you for your paragraph regarding Meccano. If the sun shines for 17 hours a day at Kenyon during the summer months, you are certainly more favourably situated than most towns in this country. At the same time, your suggestion that models are as easily built in the open air

in the summer, as by the fire-side in winter, is a good one, and no doubt many Meccano boys take advantage of the fine days to build out of doors.

G. R. Ellaby (Bath)—Your suggestion that Meccano boys should adopt as their motto "Truthfully" is a good one, and I recommend it to my readers.

J. R. Sturzaker (Garstang)—I am pleased to know that you think the "M.M." is ripping, and that it gets better with every issue. I have had hundreds of letters to the same effect recently, and can assure you there are plenty of good things in store for my readers. The Photographic Competition has been a great success.

G. Hare (Leamington)—The new Zulu trains derive their name from a well-known Great Western train that runs between Paddington and Birkenhead. I agree that sometimes trains have peculiar names, as, for instance, the "Flying Scotchman." No doubt you know of several others.

R. H. Whiting (Bedford)—Scenery for the Hornby Railway track may easily be made by enthusiasts who are handy with their tools. A good effect may be obtained with cardboard and coloured paper, and very realistic cuttings and embankments made by sprinkling sand on cardboard that is wet with gum or thin glue. Such accessories as tunnels and signals will no doubt be added to the Hornby system from time to time, as opportunity allows.

Mr. F. E. Bolt (London)—Your design for a special jersey for Meccano boys is very good, but I think that the jersey worn by the Meccano boys in our illustrations is quite satisfactory. Several Meccano boys I have had jerseys made similar to those illustrated and are very proud to wear them.

R. H. George (Naples)—I was very interested to hear from you, Henry, and to know that you are such an enthusiastic Meccano boy. Send along the photographs you have, and I will see if I can find space to publish them in the "M.M."

D. Dunn (St. Vincent, B.W.I.)—I have pleasure in printing your verse, Donald, and hope to hear from you again in the near future. Readers of the "M.M." would, I am sure, be interested to hear of your life in the British West Indies.

"Tis strange, methinks, concerning toys,
How many salesmen speak,
Some call divine the top and twine,
And some the doll with squeak,
Or "Best made Doll's Piapo,"
But what a shame that few proclaim,
The joys of great Meccano."

V. Halpe (Ceylon)—I was pleased to hear that Meccano has been a real God-send to you. Your remarks in regard to the Prince of Wales' visit to Ceylon are very interesting, and Colombo Harbour must have been a wonderful sight with the decorated ships and coloured electric light displays.

G. Evans (Oakville, Ontario)—We are announcing another big £250 Competition in the next issue of the "M.M." We have recently opened a Depot in Canada, at 11, Colborne Street, Toronto. We are afraid the contributions you send are not altogether suitable for publication in these pages.

C. M. Aldridge (Reading)—At a concert a week ago they had no music-stand. I suddenly had a brain-wave and made one out of Meccano. Your action does not surprise me, as this is just the thing a keen Meccano boy would do.

The Meccano Manuals.



There are three Meccano Manuals of Instruction. Book No. 1 is the regular Manual that is included with the main Meccano Outfits and contains instructions for making 323 fine models. Price 2/6 (postage 3d. extra). Book No. 2 illustrates a large number of fine models and describes a series of simple scientific experiments. Price 1/3 (postage 2½d. extra.)

The No. 3 Manual contains illustrations and instructions for building a large number of entirely new and imposing models of great beauty. These include such interesting models as the Theodolite, Signal Gantry, Level Crossing Gates, Revolving and Hydraulic Cranes, Coal Cutter, Lathe, Dredger, Planing Machine, Travelling Gantry, Wire Covering Machine, Twin Elliptic Harmonograph, etc. The Manual is beautifully illustrated by an entirely new process, by which the component parts of every model may be clearly seen. The price is 1/3d., postage 2½d.

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"					12/6

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Magazine Binder.



In response to numerous requests we have introduced a spring-back binder for "Meccano Magazines." The binder has a strong stiff back, covered with imitation leather, tastefully tooled. It takes a large number of copies and keeps them neat and clean. In black, lettered gold. Price 3/- each, post free.