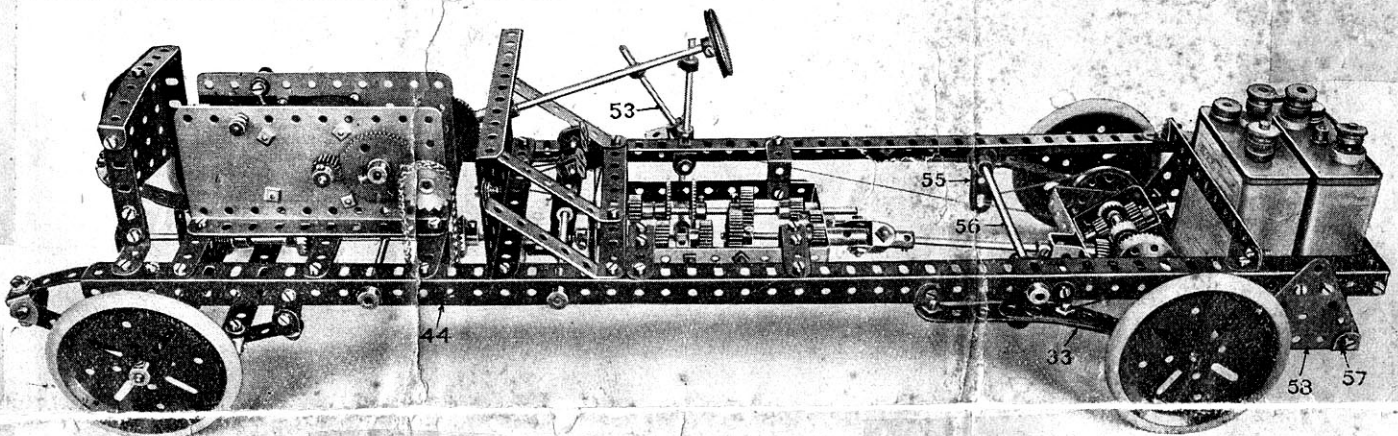


# MECCANO

## MAGAZINE

PRICE  
**5c**  
Per Copy

TO HELP MECCANO BOYS TO HAVE  
MORE FUN THAN OTHER BOYS



## The New Meccano Auto Chassis

Our illustration shows a model which we consider a real triumph in Meccano building. The new chassis was on display in many of the toy stores throughout the country last December. Read the description of this model on page 3.

### Editorial

#### A Greeting to New Meccano Boys.

With every new edition of our Magazine the Editor has a pleasant duty to perform—to greet his new friends. Since our last issue many bright, eager, joyful inhabitants have been added to Meccanoland, the world of fun and sport. To these new friends the Editor extends a hearty welcome—he is only sorry that he cannot greet each boy personally, but of course that is impossible. If you are one of the new citizens of Meccanoland, the Editor would be happy to have you write him a letter, telling about the fun you are having with your Meccano outfit. Of course, letters from the older citizens are equally welcome—veteran Meccano boys know that without being told.

#### New Parts for Old.

In the last issue of the Meccano Magazine I announced that if obsolete, damaged or rusty parts were returned to the Meccano Company, new and up-to-date parts would be supplied for them on payment of half list prices. Already a number of my readers have taken advantage of this offer, and I hope that all who have old parts will avail

themselves of this fine chance to freshen up their outfits. It must be understood, however, that new parts of the same kind only will be sent in exchange for the old parts—if you send in an old bush wheel, for instance, we can only send a new bush wheel in its place. Remember that only parts made by Meccano Company Inc. will be accepted.

#### Our Suggestion Column.

This column is proving a useful feature of our magazine, and I urge all Meccano boys to make free use of it. If you have a suggestion for a new part do not hesitate to send it in.

#### A Bigger Meccano Headquarters.

On another page is printed an illustration of the New Meccano Headquarters. Be sure to read the article about it, and don't forget to send your mail to the new address.

#### Thanks to My Readers.

In its new form the MM was given a warm welcome and I have been very pleased to receive so many letters of congratulation from Meccano boys. You may be sure that I shall do all in my power to make each issue

better than the preceding one. My readers can help me in this by sending news and pictures that will interest other Meccano boys.

#### A New Feature.

I have received many letters from Meccano boys asking me to publish pictures of big bridges, cranes and other interesting features. Of course I am always glad to know what Meccano boys want in their Magazine, and anxious to adopt their suggestions wherever possible. I have therefore gathered together a number of fine illustrations and articles about the world's greatest engineering feats, and shall start to publish the series in the next issue.

#### \$1,250 Competition.

By the time this issue reaches you, the big Prize Contest will be over. Hundreds of entries have been received, and it will be some time before the awards are made. A printed list of prize winners will be sent to every boy who entered a model.

*The Editor*

## The Life Story of Meccano

BY FRANK HORNBY.

(Continued.)

(In this story Frank Hornby tells how he invented Meccano and made it the most famous toy in the world.)

Over and over again I had read of the early struggles of other inventors to obtain recognition. I knew that in days gone by many inventions which had ultimately proved to be of the greatest benefit to mankind had at first been received coldly and even scornfully, and that the inventors had only triumphed after years of endeavor, their spirits and determination held up all the while by the abiding faith which they had in their work.

Such was the faith which I had in my own work, and vowed that nothing should stand in the way of the success of my invention. Day and night I worked to improve the finish and design of Meccano parts and the number and variety of models which they would make.

You must remember that Meccano in those days was nothing like the finished product which you see now, and it was then only possible to make up a very limited number of models.

I had no cranks or couplings, flanged rectangular and sector plates, or any of the valuable patented parts which I have since introduced, and which have made Meccano model building so delightfully easy. The strips were made of tin with the edges turned over and the ends left square. Many older boys will remember these strips, and I have no doubt that large numbers of them are still in use. Sometimes I hear from an old Meccano boy who still possesses and treasures one of these early outfits, and my heart goes out to him as an old and tried friend of Meccano. I had all my wheels made of brass which were first cast in moulds and then turned, but they were nowhere near the standard of the highly finished and beautiful Meccano wheels of the present day.

There were 15 separate parts in the whole Meccano system in those days, and you may judge from this how difficult it was to obtain any kind of elaborate mechanism. At the present time there are 151 separate parts in the system with more being added to their number all the time.

I should like you to see my first Manual of Instructions, a copy of which lies before me as I write. It consisted of 18 pages and contained illustrations of 12 models, all of them now obsolete with the exception of a Travelling Jib Crane, which is now illustrated on page 28 of our big 140-page Manual of Instructions—Model No. 110—one of the most popular models which we have ever introduced. I have an affection for this old model because it is a real good one, and because it has accompanied Meccano right through its career.

The illustrations in my first Manual were from half-tone cuts, and were, of course, nothing like so clear as the illustrations in our later Manuals, which are produced by a beautiful process which has now reached a high stage of perfection. Still, the half-tone cuts answered their purpose, and gave a perfectly clear idea how to build the models.

(To be continued)

## The New Electrical Parts and Their Uses

(Continued)

### The Pole Piece

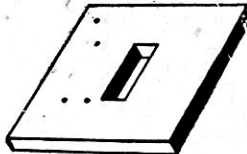
This part is intended for use as the core of a magnet when passed through the hollow tube of a bobbin. It is threaded at both



ends and provided with nuts, and can be used as a long bolt where such a part is necessary. No doubt Meccano boys will think of other uses to which it may be put.

### The Coil Cheek

Another ingenious part, not only in itself, but also in its application. With two of these cheeks, a coil or magnet of any length can be made, using regular Meccano strips to build up the core. It is used where a coil longer than one which can be wound on the standard bobbin is necessary. Four perforations for threading the magnet wire at different distances from the center are provided in each cheek.



### The Lampholder and Lamp

The lampholder is extremely simple; it is made of a threaded brass shell. An insulating washer is forced in the holder and pressed against the cupped edge. A regular 6 B.A. screw is passed through the part which is in contact with the cupped edge of the holder shell.

The method of connecting the holder to the two sides of the electric current is a simple yet ingenious one. The cupped surface carries one side of the current, which it receives from the strip or other part with which it is held in metallic contact. This leads the current to the outer or screwed part of the lamp base which is connected to one end of the lamp filament. The returning current is carried from the filament to a metallic disk in the center of the lamp base, and is insulated from the outer shell. From this disk the current passes to the head of the 6 B. A. screw, through the hole in the strip to which the holder is in contact and so back to the source of current. Thus the lamp holder can be built into and become a rigid part of any model.

In addition to the parts described above, each electrical outfit contains two reels of magnet wire of different gauge. This wire is to be used in making magnets and coils of different sizes and magnetic strength. The wire is of 23 and 26 gauge insulated with a single wrapped cotton covering, technically known as S. C. C. (single cotton covered).

The outfit also contains a length of bare wire of 27 gauge. This wire is used as the resistance element in motor starters and controllers and lamp dimmers, and also as the heat unit in toasters, smoothing irons, electric stoves, etc.

A coil of bare copper wire, 22 gauge, is also included. This is used mainly as trolley wire in combination with an electric locomotive having an overhead trolley or panta-

(Continued on Page 4)

## Suggestions by Meccano Boys

This column will be 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 glad to hear from any Meccano boy who has an idea which he considers will be useful to the Meccano system.

WM. TURNBULL (Kinross, Alberta).—A suitable type of binding cover is in hand for holding the Meccano Magazine and will be announced shortly. A grain conveyor bucket will soon be listed. The introduction of Helical gears or spiral worm gears is under consideration.

VICTOR BECKETT (North Lonsdale, B. C.).—A fairly realistic representation of a roller may be constructed out of two face plates joined by double angle strips at the rim. For a boiler, longer double angle strips may be employed.

ALFRED BREMMER (Plainfield, N. J.).—The 3" pulley wheels with rubber rings make fine automobile and armored car wheels.

MELTON MILLHAUSER (New York).—We hardly see the advantages of the right angle plates and braced girders which you suggest. The same effect may be obtained from the existing parts. We shall give consideration to a curved bridge section.

ELOF MALMSTED (Moline, Ill.).—Regarding your suggested roller, see our reply to Victor Beckett, North Lonsdale, B. C. We should be interested to see your model Steam Roller in due course. We shall soon list a crank shaft and possibly introduce a double one.

MARSHALL L. LANSING (Troy, N. Y.).—As the existing parts lend themselves to the formation you mention, the introduction of a special part would hardly be justified.

HARRY LANE (Chicago, Ill.).—A 7 1/2" strip is under consideration and may possibly be listed. A flexible drive is necessary only where direct and fixed bearings do not exist, such as the cable to a speedometer, etc. The inclusion of such a part in the Meccano system would hardly be practicable.

WILLIAM TURNER (Oswego, N. Y.).—We presume you have a fly wheel in mind; one will be added to our Accessory List shortly.

CLIFFORD LEWIS (Whitesboro, N. Y.).—Thanks for your suggested new lay-out for No. 6 outfit. We will keep this before us.

PURDY TREMPER (Maplewood, N. J.).—The double bent strip bolted to a double angle strip will give the formation you suggest. These parts have the advantages of being adaptable to other uses, while the one you suggest would be confined to one specific use.

ARTHUR HOLT (Collingdale, Pa.).—We shall soon list a fly wheel on the lines of your suggestion. We contemplate issuing a separate flanged disc for attachment to the face plate for constructing locomotive driving wheels. A simple contact shoe for third rail contact can be made out of thin brass strip; the roller you suggest would require a special holder. We shall consider your suggestion for a large base plate.

WILSON WALTERS (Rochester, N. Y.).—The uses of the belt pulley you suggest would be limited as no belting other than cord figures as yet in the Meccano system. Your suggested double girder will receive consideration.

EDMUND TOMKINS (Hagersville, Ontario).—We regret that your first communication regarding pulley wheels and sprocket wheels has not reached us. We shall consider your suggestion for elongating the holes in the flanges of the flanged plates. See our reply to Carl Beese, Fenwick, Ontario.

WILTON BOSWELL (Brookville, Md.).—Box spanners for negotiating awkwardly placed bolts and nuts are of doubtful value. Our experience has shown that nimble fingers are the best means of dealing with them.

EDWARD F. KOCK (Flagstaff, Arizona).—Regarding conveyor buckets see answer to Wm. Turnbull, Kinross, Alta. We already list a wooden cabinet for storing parts; it is illustrated and described on page 4.

CARLETON NELLIS (Northville, N. Y.).—Your suggested lengthened pinion wheel seems sound. We quite see the advantages you describe and we shall give it careful consideration. No doubt rubber bands would be useful for the purpose you mention, but they deteriorate quickly and break, making it inadvisable for them to be included in our list.

CARL W. BEESE (Fenwick, Ontario).—We agree that perhaps there is a field for a larger pulley wheel and we shall consider it. Our best thanks for your kind wishes.

RAYMOND ROBINSON (Weehawken, N. J.).—We are revising our Manuals of Instruction. The models are having new parts incorporated and in none of them will it be necessary to mutilate the strips.

C. W. MERRY (Gregg, Manitoba).—Your suggested Fork strip is on sound lines and we shall give it consideration.





## The New Meccano Headquarters

Here is a photograph of the new home of Meccano—whence come so many of the good things of Meccanoland. This splendid new building is located at Elizabeth, N. J., and houses not only the factory and general offices of Meccano Company Inc., but also the staff of the Meccano Magazine. All mail for Meccano Company Inc., and for the Editor should be directed to this new address:

1004 Elizabeth Avenue, Elizabeth, N. J.

### The New Auto Chassis

The model shown on the front page is the latest Meccano achievement, and has caused much favorable comment wherever exhibited. It contains all the fundamental parts of a real auto chassis.

The Chassis frame is made of 24 in. angle girders connected by 5½ in. strips, the overall length being 26 in. and breadth 7¾ in. The chassis is underslung, the elliptical leaf springs being built up from strips of various sizes. Worm and wheel steering mechanism is included. The Meccano Electric Motor, mounted in the position occupied by the engine in real automobile practice, provides the motive power, the current being obtained from batteries mounted at the rear of the chassis. The drive is through a two-speed siding-pinion gear box and universal-jointed propeller shaft to a gear-driven rear axle, on which is situated the built-up differential. The gear box gives two forward speeds and reverse, the high gear being direct drive. The change-speed gear is actuated by a cross shaft connected to the gear lever, the gears sliding into position by successive backward or forward movements of the lever.

The universal joint to the propeller shaft—a combination of the cross-pin and sliding types—operates in exactly the same manner as on a real chassis. The steering also follows actual car practice, a worm and pinion being used, the shaft being connected by rods and strips to the steering swivels.

We have prepared full instructions for building the Motor Chassis and these are contained in a beautifully illustrated sheet on art paper, which shows not only the complete model but also sectional drawings of all the details. The price of this instruction sheet is 10 cents postpaid.

### Revised Meccano Prices

We have pleasure in announcing the following reductions in Meccano prices, to take effect immediately.

#### Outfits.

No. 1X.....formerly \$5.50.....**\$5.00**  
(contains a one-way motor)

No. 5X.....formerly \$26.00.....**\$25.00**  
(contains a reversing motor)

#### Motors and Transformers.

E1 Motor.....formerly \$3.00.....**\$2.50**  
(one-way, with pulley and pinion)

E2 Motor.....formerly \$4.50.....**\$3.50**  
(reversing, with gears)

Transformer.....formerly \$3.25.....**\$2.50**  
(110 volts, 60 cycles A. C. only)

Outfits Nos. 2X, 3X, 4, 5, 5X and 6 will contain a reversing motor instead of one-way motor as formerly, without change in price.

### How To Get the Meccano Magazine Regularly

This is the Meccano Boy's own paper, and every follower of the hobby should receive it regularly. It is published three times a year at present, and the next three issues will be sent to any address upon receipt of 15 cents in stamps.

### Results of the Short Story Contest

This competition has proved to be very popular; stories have been submitted by boys from every part of the country. Many of these show real literary ability, and the varieties submitted show that Meccano boys do not lack imagination. Some of the stories dealt with the dreams, real and fanciful, of Meccano boys, while other tales were of engineering feats, adventures, detective stories and out-and-out fairy lore.

The task of judging the entries was a difficult though interesting one. After giving very careful consideration to all the entries, the judges decided to award the prize of a No. 3 Meccano outfit to:

HARRY R WICKLINE, 417—5th Ave.,  
Hinton, W. Va.

Stories receiving honorable mention are as follows:

CHARLES CALLAHAN, 336 Magee Ave.,  
Rochester, N. Y.

F. W. POWELL, Mountain Lakes, N. J.

JOHN FOURNIE, R. R. 3, Belleville, Ill.

Below we are printing the winning story, by Master Wickline, and in future issues of the MM we hope to publish one or two of the stories receiving honorable mention.

I should like to congratulate Master Wickline on his success, and would urge those who have not succeeded in winning a prize this time to try again. They will have lots of opportunities in future contests, particulars of which will be announced in the MM in due course.

### How Jimmy Thornton Made Good

By HARRY R. WICKLINE

Jimmy Thornton's dad had been an engineer and had worked for the great steel company in his home town of Bridgeville. But the "Flu" came on and Jimmy was left to support Mother and little sister. Because his dad had worked for them, the Steel Company gave Jimmy a job in their offices as office boy. Here he was in his element because he was very much interested in mechanics. The company for which Jimmy worked made all kinds of Auto Trucks. In his spare time the lad would often go into the assembling department and watch the expert workmen put a truck together, engine, transmission, differential and what not grew from the finished material into a splendid and powerful Arrow Truck from the skilled fingers of the workmen.

In his leisure hours at home, Jimmy would get out his Meccano outfit and build. His hobby was trucks and he built model after model in which he strove to imitate in miniature the Arrow truck. His lessons from the assembling department were well learned because Jimmy wanted to be an automobile expert and did all he could to learn this fascinating business. Big Henderson the foreman took an active interest in the lad and Jimmy received many tips which helped him. And then that big Meccano contest! If he could but win that, it would mean a hundred whole dollars and how badly it was needed, for father good and kind as he was to them left them very little to fight the battle of life.

Jimmy and the force from the men who drew the plans down to the mechanics who assembled the trucks were fast friends. Soon Jimmy knew the Arrow truck by heart and could explain everything about them that an ordinary person would want to know. At home his model was perfected and he had the satisfaction of seeing it work just like its great counterpart.

One day Jimmy took his completed model to the plant and showed it to Big Henderson. That worthy looked at it and then said, "Lad, you are a genius. It is the Arrow truck in miniature." Receiving this commendation he wrote for an entry blank in the Meccano contest and when it arrived he entered his truck. How he hoped it would take the first prize! It would mean so much to him and his mother. So Jimmy worked day after day, dreaming of becoming an automobile engineer and sometime to have an auto company of his own. Thus matters went on for several months and the great competition had closed. One day Jimmy received a long official looking envelope on which it bore the legendary letters, "Meccano Company." With eager fingers he tore it open and a check for \$75.00 fluttered out. He had received second prize on his truck and his joy knew no bounds.

(Continued on Page 4)

# MECCANO



## OUR MAIL BAG

The Editor has a little talk in this column with his Meccano boys. Whether he has space to reply to them all here or not, he is always glad to hear from them. He receives hundreds of letters each day and only those which deal with matters which are likely to interest other Meccano boys can be dealt with here.

Correspondents will help the Editor if they will write on one side of the paper only.

Chester S. Werner, Chicago, Ill.—Thanks for your poem, Chester. Sorry there isn't room to print it in this issue. Glad to know you are so busy building models for the Prize Contest; be sure your entries are mailed in time—the closing date is April 15th.

Phillip Payne, Hammond, Ind.—Complains that his friends monopolize his copy of Meccano Products. Why not suggest that each one get a copy of this own—a postcard will bring one.

C. W. Merry, Gregg, Man., Canada.—Suggests that we reserve a space in the MM for the names and addresses of Meccano boys who would like to correspond with other Meccano boys. No, C. W., the MM is not big enough for that. But we shall be glad to put any of our readers in communication with other boys upon receipt of a stamped addressed envelope for reply.

Geo. L. Noble, St. Louis, Mo.—You are quite an inventor, George, to make a shutter for your Motion Picture Projector out of Meccano Parts. Did you succeed in getting the gears you needed for the new machine? Your letter caused us no trouble—write again, we are always glad to hear from you.

Geo. L. Michael, Slatington, Pa.—The only way to keep right up-to-date in the latest Meccano doings is to get the Meccano Magazine regularly. So much is happening in Meccanoland that it keeps your Editor busy all the time. Thanks for wishing Meccano "all the success in the world."

Delbert Sutton, Warren, Ohio, is planning to enter a new model printing press in the Prize Contest, and wants to know whether he can use other than Meccano parts in its construction. Of course you can, Delbert, and I hope your model will be one of the successful ones.

Carl W. Beese, Fenwick, Ont., Canada.—We quite agree with you, Carl, the MM has been improved, and we shall continue to make each issue better and more interesting. How is your model talking machine progressing?

Francis W. Powell, Mountain Lakes, N. J., has made a whole Zoo out of Meccano. Some of the animals in it are the "Meccanimal," a strange ferocious looking beast, the "Meccanobird," the "Meccano Cat," and the "Meccano Bugfish," a 6-legged creature, half fish and half bug. Then there is also the "Meccano Keeper," a species of dog. Francis writes that "if the animals are not screwed up tightly they will lie down and die." Let us know when you discover new specimens for your Zoo, Francis.

Milton Millhauser, N. Y. C.—"I received the dandy book Meccano Products, (that 'dandy' should have a capital 'D') and maybe I wasn't glad to get it!" You are right, Milton, Meccano Products is a Dandy book—thousands of boys will say so. Did you get another entry blank for that Armored Cruiser? If not, let me know, and one will be sent to you right away.

Wm. T. Lewis, Chicago, Ill.—Glad to hear that through playing with Meccano you have decided to study Electrical Engineering and I wish you every success. The spirit that prompts you to enter the Meccano Prize Contest "to get something out of it, even if it isn't a prize," is a very good one and could well be copied by other boys. Write again, William, and let me know how you are getting along in your studies.

Le Roy Kice, Hackettstown, N. J., writes that "he would like to receive the Meccano Magazine 3 times a month rather than 3 times a year." I would like to publish it oftener, Le Roy, but there are many difficulties to be overcome before this can take place. However I have the matter constantly before me and hope to be able to do something in this connection at a later date.

Merland Jago, Grand Rapids, Mich., was the first boy on his street to have Meccano—now all except two have outfits. What a splendid chance you have to form a Meccano Club in your neighborhood, Merland! You could soon persuade those two lonely boys that they are missing a lot of fun by not being citizens of

Meccanoland. If you want any help in forming a club just let me know.

Harold Fraulob, Los Angeles, Calif.—I am waiting for news from you of the club you intended to form. If you need help, don't hesitate to call on your Editor. I hope you received that No. 2A Outfit you expected to get for Christmas.

Francis Sidley, Cleveland, Ohio.—I do not doubt that the table lamp you made for your Mother was very pretty—the braced girder IS truly "a thing of beauty." Why not enter your lamp in the Prize Contest? Get entry blanks from your dealer or from us. The fact that you try to improve upon the designs of the models shown in the Manual speaks well for your inventive skill.

Luciano Llorente, Ponce, P. R., writes "Cuando recibo algin Meccano outfit median mas ganas de encargarg otio," which is Spanish for "When I receive a Meccano outfit it makes me want to order another one." That certainly is a good recommendation. Luciano, We are glad that you have so much pleasure with your outfits, and are always pleased to hear from you.

Edward Bilderback, Woodstown, N. J.—See answer to C. W. Merry regarding a correspondence corner in the MM.

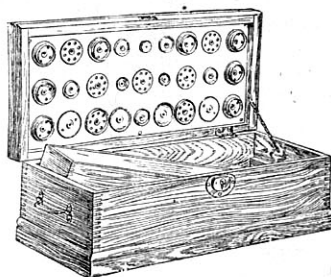
Stewart L. Smith, Baltimore, Md.—Your magnetic crane must be somewhat like the one described in the Electrical Manual—it also has a magnet in place of a hook. Of course you did not get very far in trying to invent a perpetual motion machine. Hundreds of really bright men tried it and failed. I am very glad to hear that your Dad, your Meccano and yourself are great pals. Did you build the Arc Lamp, and did it work well with your transformer?

Richard Thayer, Pittsburgh, Pa.—You have the right spirit, in not being downhearted because your model washing machine did not win a prize in the last contest. Remember that Mr. Hornby judges the merits of the entries by the originality and genius displayed—a blueprint will be helpful, but will do no good if the model itself does not show sufficient originality, or if it not correctly constructed. Try again, Richard—remember the old saying: "If at first you don't succeed, try, try again."

Richard Westcott, Merchantville, N. J.—I agree with you that the new Meccano Motor Chassis is a fine model, and quite an improvement on the old "Model 1920" one. Have you tried to run it under its own power by carrying a battery in the rear?

Jas. W. McRae, Vancouver, B. C., has two uncles (they are both engineers) who stayed up till 2 o'clock one morning building a Meccano model. I don't blame your uncles for not wanting to retire until they had finished that bridge. The Editor has been guilty of staying up long after midnight, completely fascinated by some model he was building, forgetting all about the flight of time. Your design for a Meccano flag, which combines the national colors of the United States and Canada, is original but unlawful.

## The Builder's Cabinet



A handsome container, sturdily built of quartered oak, and fitted with lock and key. Contains a removable tray, and will hold the contents of the largest Meccano outfit. The inside of the cover is fitted with a metal plate arranged to hold a large number of Meccano wheels, gears, pinions, etc., which are fixed securely in place, but still instantly removable. Price, including tray and wheel-plate, but without Meccano parts—\$5.00.

## Change of Address

Subscribers should immediately notify the Editor of any change of address. Send a postcard giving both old and new addresses, so that our records may be kept up to date.

## The New Electrical Parts

(Continued from Page 2)

graph. It can also be used to conduct electricity across open spaces or where there is no danger of a short circuit.

In addition the outfit includes a fine new 32 page Manual, which illustrates and describes many models incorporating these parts, as: Coil Winder, Semaphore Signal, Magnetic Crane, Buzzer, Morse Key, Electric Iron, Shocking Coil, Motor Starter, Locomotive and a number of others just as interesting. Beside making the models shown in the Manual, any boy can invent new ones and make fascinating experiments with electricity, have a lot of real fun and at the same time learn something of the laws that govern electricity.

## How Jimmy Thornton Made Good

(Continued from Page 3)

Jimmy worked on and on after winning the prize. One day after he had just brought in the mail, Mr. Grose, the President of the Company, seemed to be in an excited state of mind. Such expressions as "That deal cannot be lost" and "Where is Dobson" (Dobson was the chief salesman for the Arrow truck) filled the air. "The boss must have important business on hand to be so excited" thought Jimmy as he went to his duties. Later he was summoned to the President's office and was sent with a telegram to Dobson. On coming back the President was pacing the floor and the General Manager and two of the Vice Presidents were there also.

While on an errand for the Treasurer Jimmy heard voices from the President's office, Mr. Grose was talking and as Jimmy had his natural bump of curiosity he stopped to listen. Mr. Grose was saying: "We cannot lose this deal. It will bring us more business for the Koehler Company are the largest wholesale grocers in the country. To sell them a fleet of 100 Arrow trucks will bring our firm to the favorable notice of other truck buyers. Mr. Addison is to be here in the morning and if Dobson don't show up the deal is off. We must have someone to explain the truck to Addison. Big Henderson is sick, William is off on vacation (William was the General Engineer for the company). We simply cannot lose this deal. The Benton people are after it also and we will have to put this deal across."

Jimmy waited to hear no more, very timidly he opened the door and said in a weak voice, "Perhaps I can help you." "You," exclaimed the three in chorus. "What do you know about our trucks?" "Very little," said Jimmy, "but I believe I can explain the truck to Mr. Addison. I won a prize for a model of it from the Meccano Company, sir. It worked just like a real truck. Big Henderson also taught me a whole lot about it. Please, sir, let me try." "Humm," mused the President, and then to Jimmy, "Meccano is that engineer toy for boys, isn't it?" "Yes, sir," returned Jimmy with pride. "You can make anything with Meccano." "Before I give you permission," said the President, "I would like to see your model." So Jimmy went home after his model. He explained it to the President and no doubt lingered in his mind, it was the Arrow truck in miniature. "Wonderful, Presto, you are a real mechanic," said the President, "You can talk to Mr. Addison."

The next morning Mr. Addison called and Jimmy was ready to receive him. Jimmy took his Meccano model of the Arrow truck and explained it so well that in an hours time the President had the Koehler firm's order for the hundred trucks. After the interview, Mr. Addison was talking to the President. "Where did you get that lad?" The President told him and then Mr. Addison said, "He knows your truck from A to Z." "Yes," smiled the President. He is our youngest engineer."

From that time the President took an active interest in Jimmy. He learned the business thoroughly and stayed with the firm, with the exception of two years at the automobile school. Today Mr. James Thornton though only 20 years old is General Superintendent of the firm and bids fair to become a higher officer as the years come and go. In speaking of his success to his boy friends he would say, "It's all due to Meccano. Without my Meccano I wouldn't be where I am now. It was my Meccano that helped me to where I am now. Boys, if you want to be something get you a Meccano outfit and succeed." And he voiced the sentiments of a million other happy Meccano boys who in the future will rank as the world's greatest engineers.