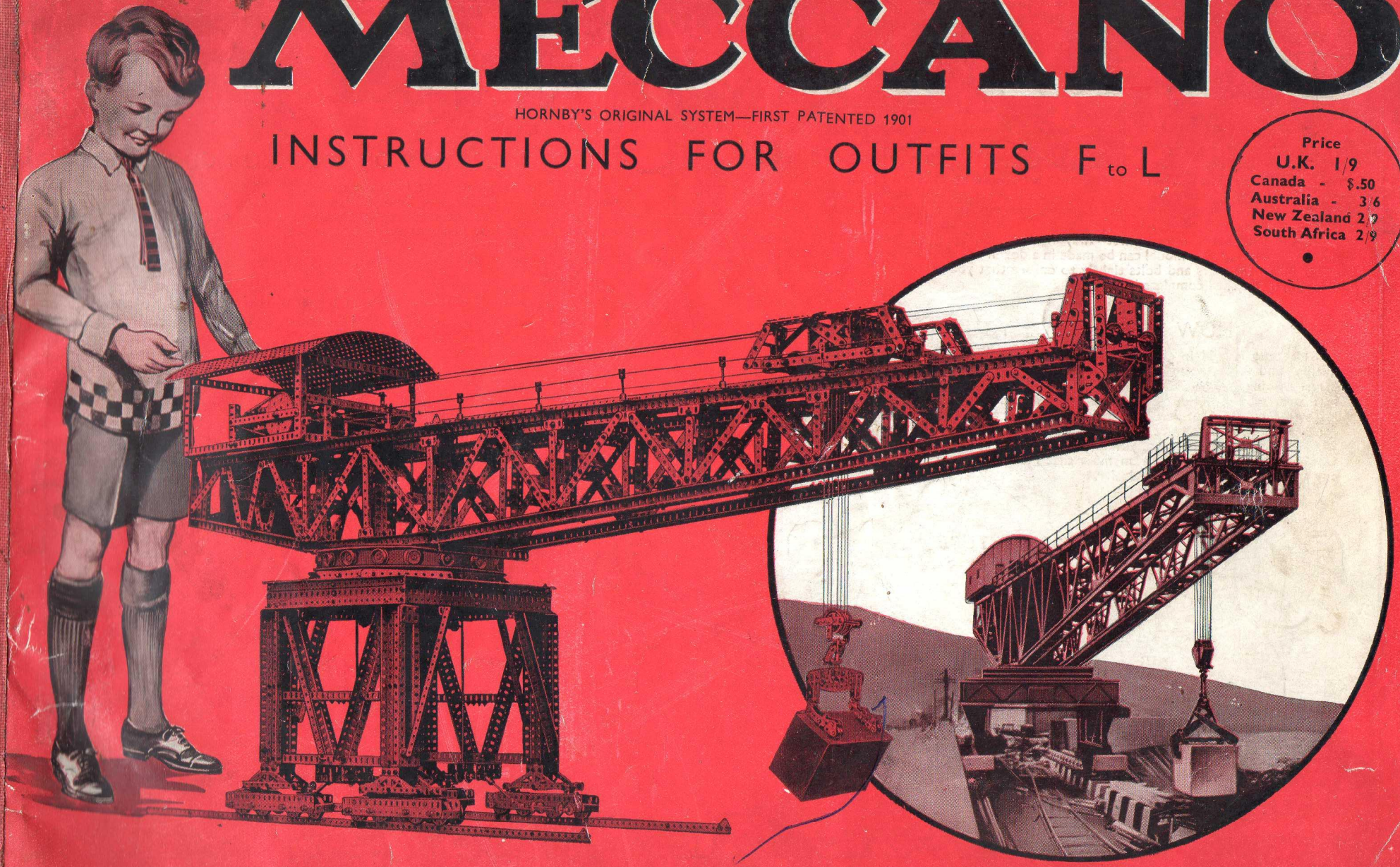
MECCANO

HORNBY'S ORIGINAL SYSTEM—FIRST PATENTED 1901

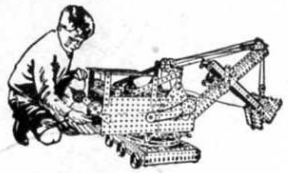
INSTRUCTIONS FOR OUTFITS F to L

Price
U.K. 1/9
Canada - $.50
Australia - 3/6
New Zealand 2/9
South Africa 2/9

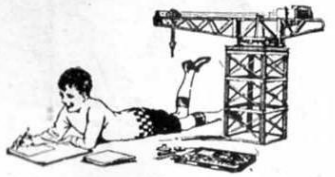


37F-L

13/637/1.2 (ENGLISH-UNIV.)



MECCANO



REAL ENGINEERING IN MINIATURE

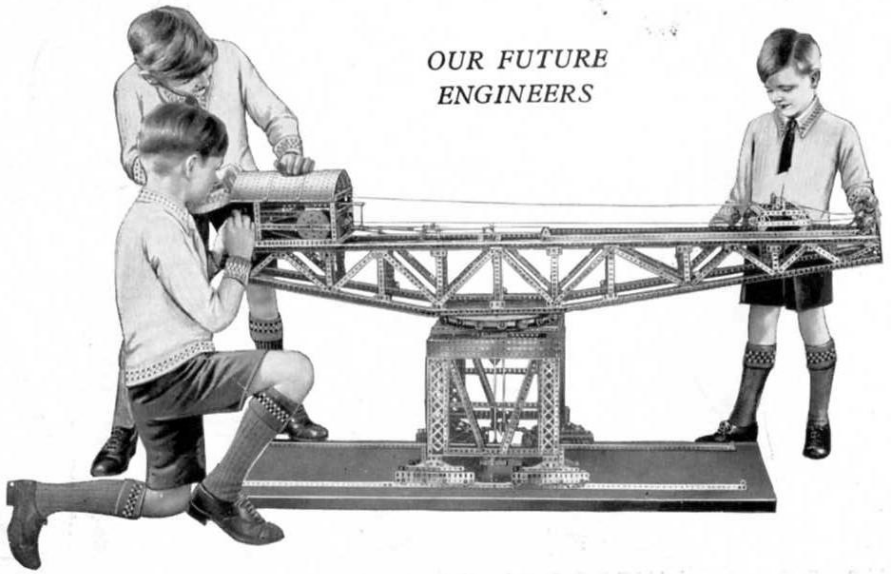
MODEL-BUILDING WITH MECCANO

There is no limit to the number of models that can be built with Meccano—Cranes, Clocks, Motor Cars, Ship Coalers, Machine Tools, Locomotives—in fact everything that interests boys. A screwdriver and a spanner, both of which are provided in each Outfit, are the only tools necessary.

Make the simple models first—they will provide hours of fun—and then try to improve them. Every model can be made in a dozen different ways. It is important to screw up all the nuts and bolts tightly to ensure that your models will be strong and firm when they are completed.

HOW TO BUILD UP YOUR OUTFIT

Meccano is sold in eleven different Outfits. All the parts are of the same high quality and finish, but the larger Outfits contain a greater quantity and variety of parts, making possible the construction of more elaborate models. Each Outfit can be converted into the one next higher by the purchase of an Accessory Outfit. Thus, Meccano Outfit O can be converted into an A by adding to it an Oa Accessory Outfit. An Aa would then convert it into a B Outfit, and so on. In this way, no matter with which Outfit you commence, you may build it up by degrees until you possess an L Outfit. It is important to remember that Meccano Parts can be bought separately at any time from your Meccano dealer.



OUR FUTURE ENGINEERS

ELECTRIC LIGHTING OF MECCANO MODELS

It is great fun to illuminate your Meccano models by electric light, and a special Meccano Lighting Set can be obtained from your dealer for this purpose. This consists of two spot lights with plain and coloured imitation glass discs, one stand lamp, two special brackets, and two pea lamps operated from a 4-volt flashlamp battery (not included in the Set). The stand lamp is used for decorative purposes, and the spot lights can be used as headlamps, floodlights on cranes, and in countless other ways.

THE "MECCANO MAGAZINE"

The *Meccano Magazine* is specially written for Meccano boys. It tells them of the latest Meccano models ; what Meccano Clubs are doing ; how to correspond with other Meccano boys ; the Competitions that are running, etc. It contains splendid articles on such subjects as Railways, Famous Engineers and Inventors, Electricity, Chemistry, Bridges, Cranes, Wonderful Machinery, Aeronautics, Latest Patents, Radio, Stamps, Photography, Books and other topics of interest to boys, including suggestions from Meccano boys for new Meccano parts and correspondence columns in which the Editor replies to his readers' enquiries. The publishing date is the first of each month. If you are not already a reader of the *Meccano Magazine* write to the Editor for full particulars, or order a copy from your Meccano dealer or from any newsagent.

THE MECCANO GUILD

Every owner of a Meccano Outfit should join the Meccano Guild. This is a world-wide organisation for boys, started at the request of boys, and as far as possible conducted by boys. Its primary object is to bring boys together and to make them feel that they are all members of a great brotherhood, each trying to help the others to get the very best out of life. Write for full particulars and an application form to the Meccano Guild Secretary, Binns Road, Liverpool 13.

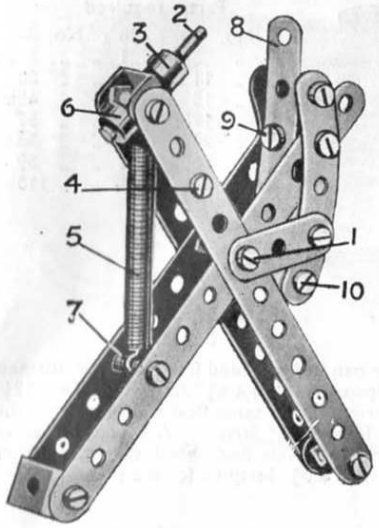
Meccano Clubs are founded and established under the guidance of the Guild Secretary at Headquarters, and at the present time there are active Clubs in nearly 250 towns and villages in the United Kingdom, and more than 100 in countries overseas. Each Club has its Leader, Secretary, Treasurer, and other officials, all of whom, with the exception of the Leader, are boys.

Special Merit Medallions are awarded to Club members for good work in connection with their Club, and Recruiting Medallions are awarded in connection with the Recruiting Campaign, full particulars of which will be sent on request.

MECCANO SERVICE

The service of Meccano does not end with selling an Outfit and an Instruction Manual. When you want to know something more about engineering than is now shown in our books, or when you strike a tough problem of any kind, write to us. We receive hundreds of letters from boys every day all the year round. Although all kinds of queries are put to us on all manner of subjects, the main interest is, of course, engineering. No one has such a wonderful knowledge of engineering matters as that possessed by our staff of experts. This vast store of knowledge, gained only by many years of hard-earned experience. is at your service. *We want the Meccano boy of to-day to be the famous engineer of to-morrow.*

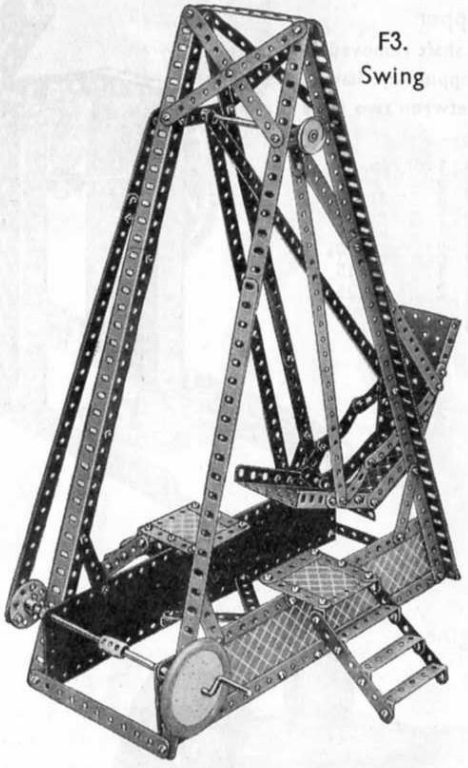
F1. Hand Punch



Parts required	
4	of No. 2
1	„ „ 5
2	„ „ 6a
4	„ „ 11
4	„ „ 12
1	„ „ 18a
21	„ „ 37
3	„ „ 37a
1	„ „ 43
1	„ „ 59
1	„ „ 62
2	„ „ 90
1	„ „ 111c

Two pairs of $5\frac{1}{2}''$ Strips are connected loosely near their centres by means of nuts and bolts 1. The punch 2 consists of a $1\frac{1}{2}''$ Rod secured in the boss of a Crank 3, which is bolted to a Double Bracket secured at 4. A Spring 5 serves to open the handles after the punch has been used ; it is placed on the Rod 2 and held in position by means of a Collar 6, while its other end is attached to a $\frac{3}{8}''$ Bolt 7 passed through one pair of $5\frac{1}{2}''$ Strips. After passing through the paper the punch enters the end hole of a 3" Strip 8. The latter is bolted at 9 to a Double Bracket, while its other end passes beneath a similar bracket at 10.

F3. Swing



Parts required	
9	of No. 1
8	„ „ 2
5	„ „ 3
2	„ „ 4
12	„ „ 5
8	„ „ 8
8	„ „ 12
4	„ „ 12a
4	„ „ 12c
1	„ „ 15
1	„ „ 16
1	„ „ 19s
1	„ „ 22
1	„ „ 24
2	„ „ 35
117	„ „ 37
4	„ „ 37a
4	„ „ 38
8	„ „ 48a
1	„ „ 48b
1	„ „ 51
2	„ „ 54a
3	„ „ 59
2	„ „ 62
1	„ „ 63
2	„ „ 90
4	„ „ 90a
2	„ „ 111c
2	„ „ 126
1	„ „ 187
2	„ „ 190
2	„ „ 197

F4. Railway Wagon Swivel Crane

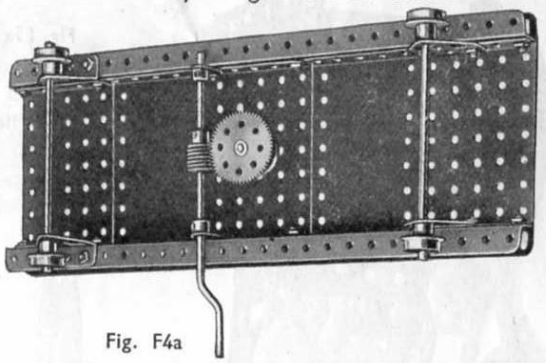


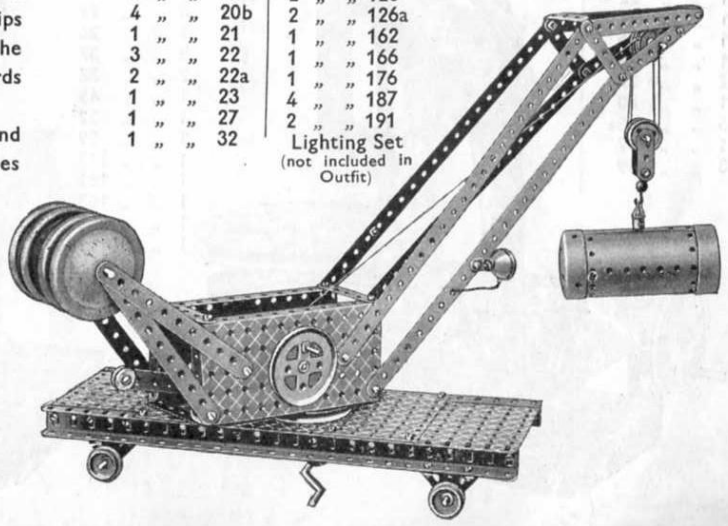
Fig. F4a

Each side girder of the travelling base is made up of two $12\frac{1}{2}''$ Angle Girders, and the built-up girders so formed are connected by three $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates. One is placed at each end and one in the centre, the spaces between them being filled by $4\frac{1}{2}'' \times 2\frac{1}{2}''$ Flexible Plates. One set of axle bearings is formed by two Trunnions and the other by Flat Trunnions.

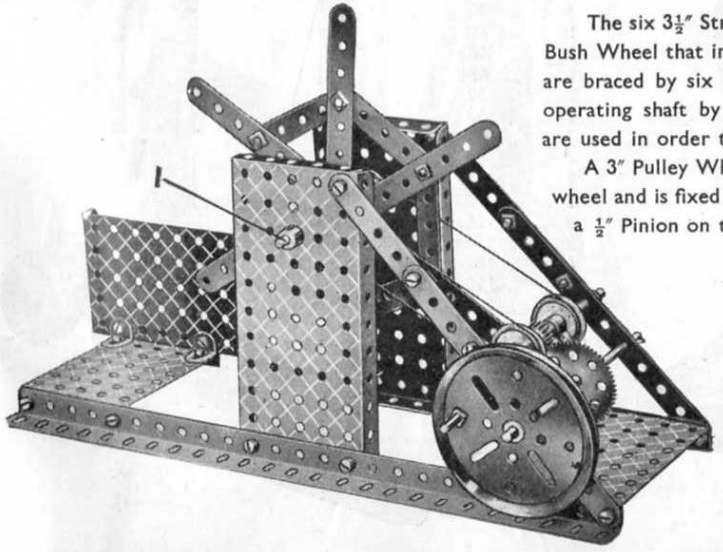
Parts required	
4	of No. 1
6	„ „ 2
3	„ „ 3
6	„ „ 5
2	„ „ 6a
4	„ „ 8
3	„ „ 10
1	„ „ 11
2	„ „ 15
2	„ „ 16
3	„ „ 18a
1	„ „ 19
1	„ „ 19b
2	„ „ 20a
4	„ „ 20b
1	„ „ 21
3	„ „ 22
2	„ „ 22a
1	„ „ 23
1	„ „ 27
1	„ „ 32
5	of No. 35
50	„ „ 37
7	„ „ 37a
15	„ „ 38
1	„ „ 40
1	„ „ 48
2	„ „ 52
3	„ „ 53
1	„ „ 57c
3	„ „ 59
2	„ „ 62
2	„ „ 111
4	„ „ 111c
2	„ „ 115
2	„ „ 126
2	„ „ 126a
1	„ „ 162
1	„ „ 166
1	„ „ 176
4	„ „ 187
2	„ „ 191

Lighting Set
(not included in Outfit)

The flanges of the $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates are bolted to a 3" Pulley Wheel upon which the crane swivels, and the spindle of the Pulley Wheel is rotated by a Worm engaging the Gear Wheel (Fig. F4a). The long Crank Handle carrying the Worm is journalled in two Flat Brackets that are bolted to the side girders.



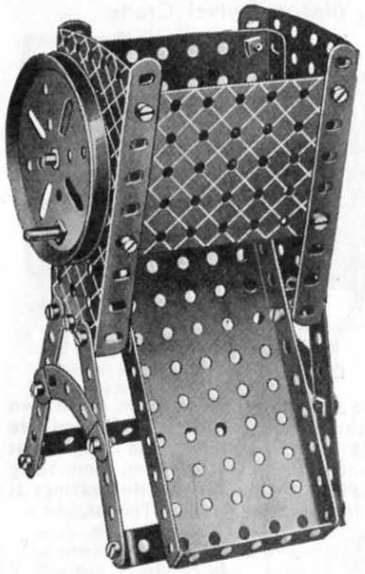
F2. Flax Cleaner



The six $3\frac{1}{2}''$ Strips forming the rotating frame are fastened to a Bush Wheel that in turn is attached to the Rod 1. The $3\frac{1}{2}''$ Strips are braced by six $2\frac{1}{2}''$ Strips. The drive is transmitted from the operating shaft by means of endless cords. Two separate cords are used in order to minimise slipping.

A 3" Pulley Wheel is fitted with a Threaded Pin to form a hand wheel and is fixed on a Rod carrying a 57-teeth Gear. This drives a $\frac{1}{2}''$ Pinion on the Rod carrying the two 1" Pulleys.

Parts required	
4	of No. 2
6	„ „ 3
6	„ „ 5
2	„ „ 8
2	„ „ 12
3	„ „ 15a
1	„ „ 19b
4	„ „ 22
1	„ „ 24
1	of No. 26
1	„ „ 27a
1	„ „ 35
34	„ „ 37
3	„ „ 38
1	„ „ 40
2	„ „ 52
3	„ „ 53
4	„ „ 59
1	„ „ 115



F5. Oil Cake Chopper

Fig. F5a shows the hand wheel and shaft removed from the model. It will be seen that the chopping mechanism is represented by Flat Brackets clamped between two pairs of 1″ fast Pulley Wheels.

Parts required					
4	of	No.	3	1	of No. 52
6	„	„	10	2	„ „ 53
1	„	„	15	2	„ „ 54a
1	„	„	19b	1	„ „ 59
4	„	„	22	2	„ „ 90a
24	„	„	37	1	„ „ 115
2	„	„	48b	2	„ „ 125

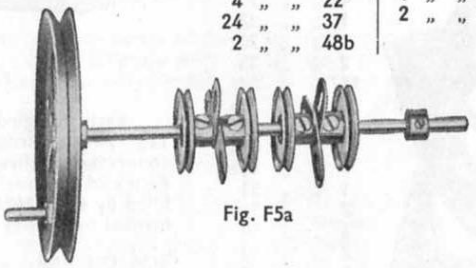
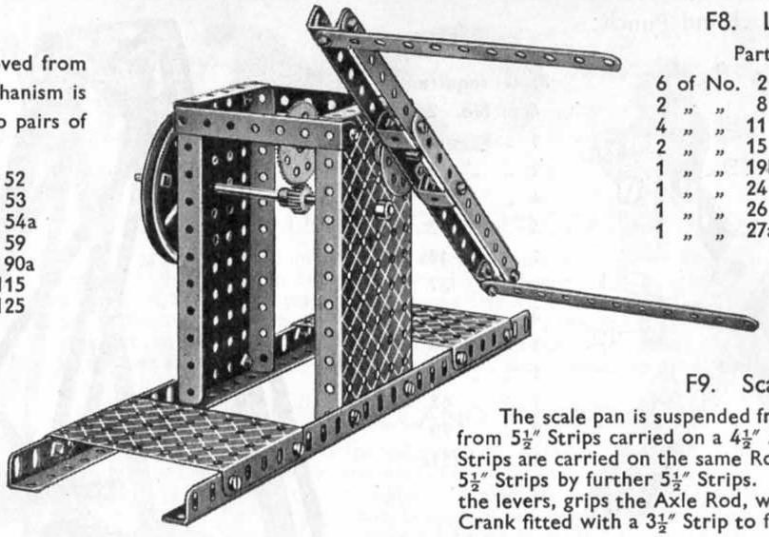


Fig. F5a



F8. Lace Jennier

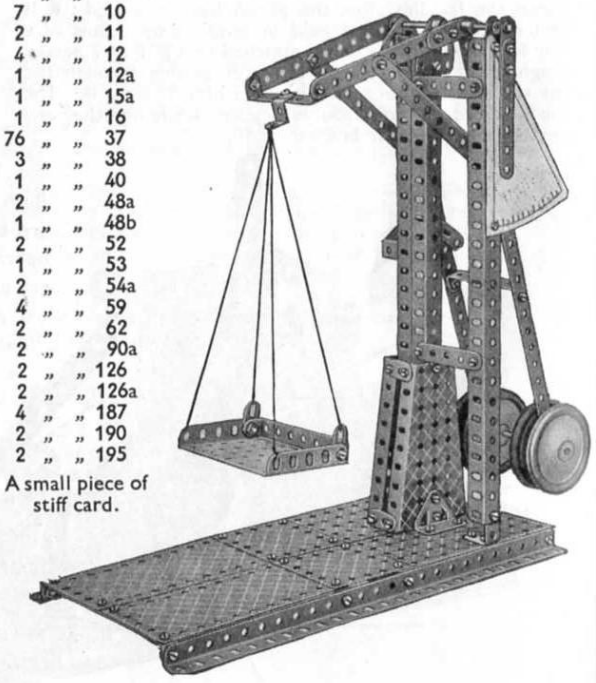
Parts required					
6	of	No.	2	28	of No. 37
2	„	„	8	1	„ „ 37a
4	„	„	11	4	„ „ 38
2	„	„	15	2	„ „ 48b
1	„	„	19b	2	„ „ 52
1	„	„	24	2	„ „ 53
1	„	„	26	2	„ „ 59
1	„	„	27a	1	„ „ 115

F9. Scales

The scale pan is suspended from a lever formed from 5½″ Strips carried on a 4½″ Axle Rod. Two 12½″ Strips are carried on the same Rod and braced to the 5½″ Strips by further 5½″ Strips. A Crank, bolted to the levers, grips the Axle Rod, which carries another Crank fitted with a 3½″ Strip to form a pointer.

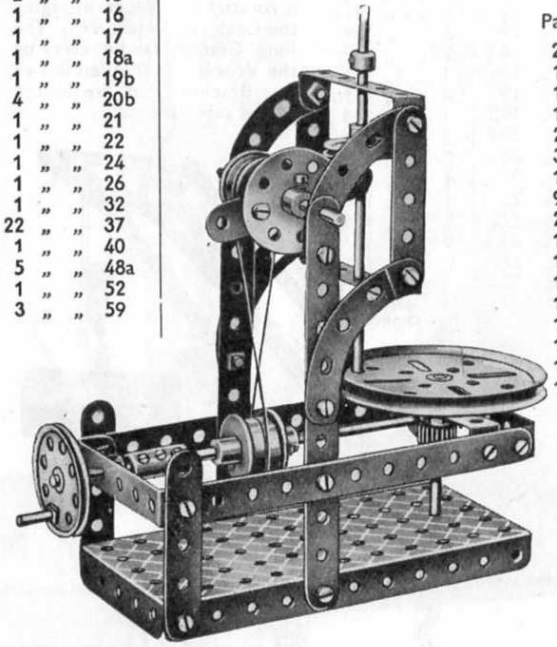
Parts required					
2	of	No.	1	1	of No. 63
5	„	„	2	4	„ „ 90a
4	„	„	3	1	„ „ 115
2	„	„	6a		
5	„	„	8		
7	„	„	10		
2	„	„	11		
4	„	„	12		
1	„	„	12a		
1	„	„	15a		
1	„	„	16		
76	„	„	37		
3	„	„	38		
1	„	„	40		
2	„	„	48a		
1	„	„	48b		
2	„	„	52		
1	„	„	53		
2	„	„	54a		
4	„	„	59		
2	„	„	62		
2	„	„	90a		
2	„	„	126		
2	„	„	126a		
4	„	„	187		
2	„	„	190		
2	„	„	195		

A small piece of stiff card.



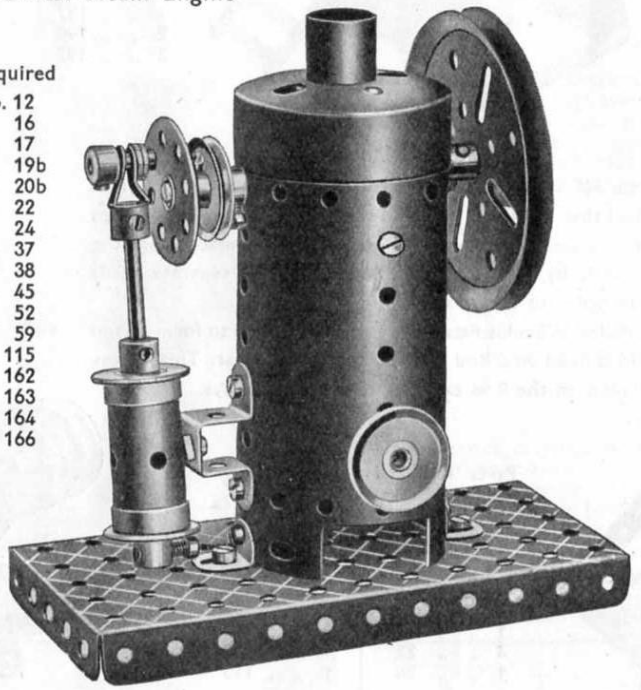
F6. Auto Dial Press

Parts required					
4	of	No.	2	1	of No. 63
5	„	„	5	4	„ „ 90a
2	„	„	15	1	„ „ 115
1	„	„	16		
1	„	„	17		
1	„	„	18a		
1	„	„	19b		
4	„	„	20b		
1	„	„	21		
1	„	„	22		
1	„	„	24		
1	„	„	26		
1	„	„	32		
22	„	„	37		
1	„	„	40		
5	„	„	48a		
1	„	„	52		
3	„	„	59		

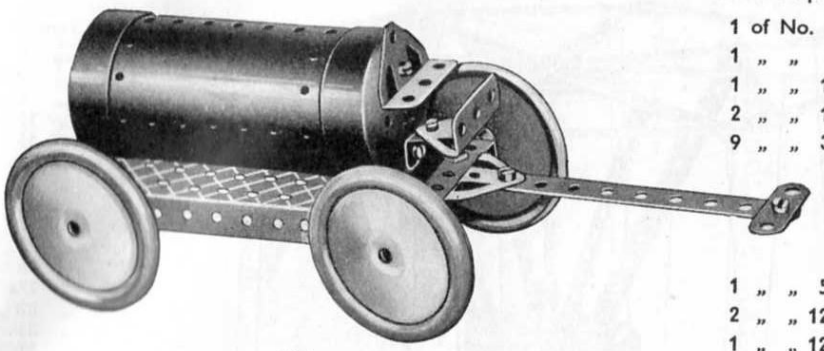


F7. Vertical Steam Engine

Parts required					
2	of	No.	12	1	of No. 166
1	„	„	16		
1	„	„	17		
1	„	„	19b		
2	„	„	20b		
3	„	„	22		
1	„	„	24		
9	„	„	37		
2	„	„	38		
1	„	„	45		
1	„	„	52		
1	„	„	59		
1	„	„	115		
1	„	„	162		
1	„	„	163		
1	„	„	164		



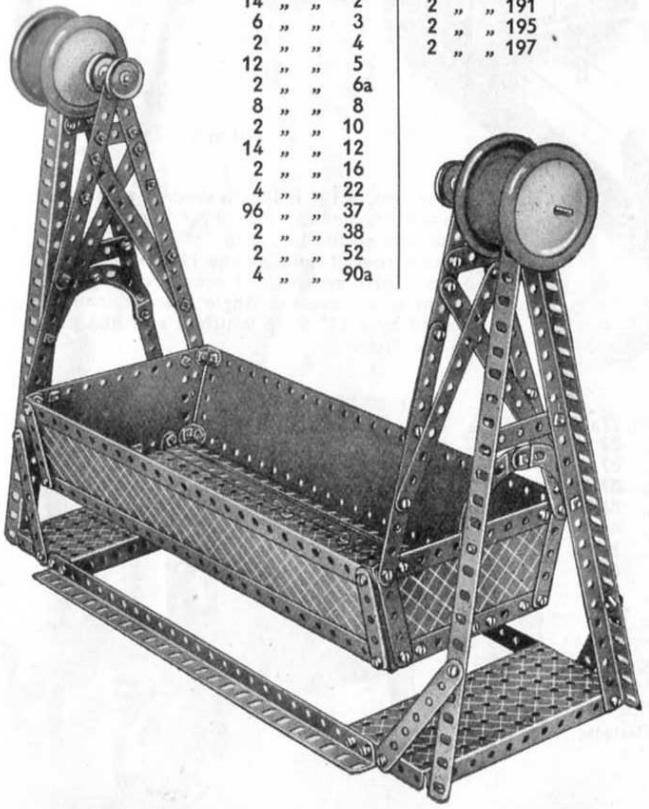
F10. Tank Wagon



Parts required

1	of No.	2
1	„ „	6a
1	„ „	12
2	„ „	16
9	„ „	37
1	„ „	52
2	„ „	126
1	„ „	126a
1	„ „	162
4	„ „	187

F11. Swing Cot

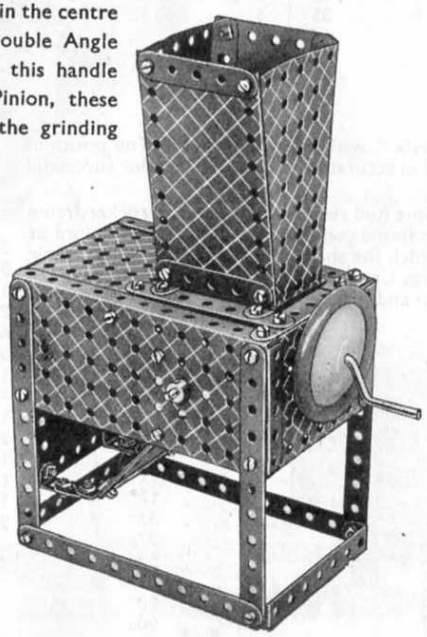


Parts required

6	of No.	1
14	„ „	2
6	„ „	3
2	„ „	4
12	„ „	5
2	„ „	6a
8	„ „	8
2	„ „	10
14	„ „	12
2	„ „	16
4	„ „	22
96	„ „	37
2	„ „	38
2	„ „	52
4	„ „	90a
4	of No.	187
1	„ „	190
2	„ „	191
2	„ „	195
2	„ „	197

F12. Coffee Grinder

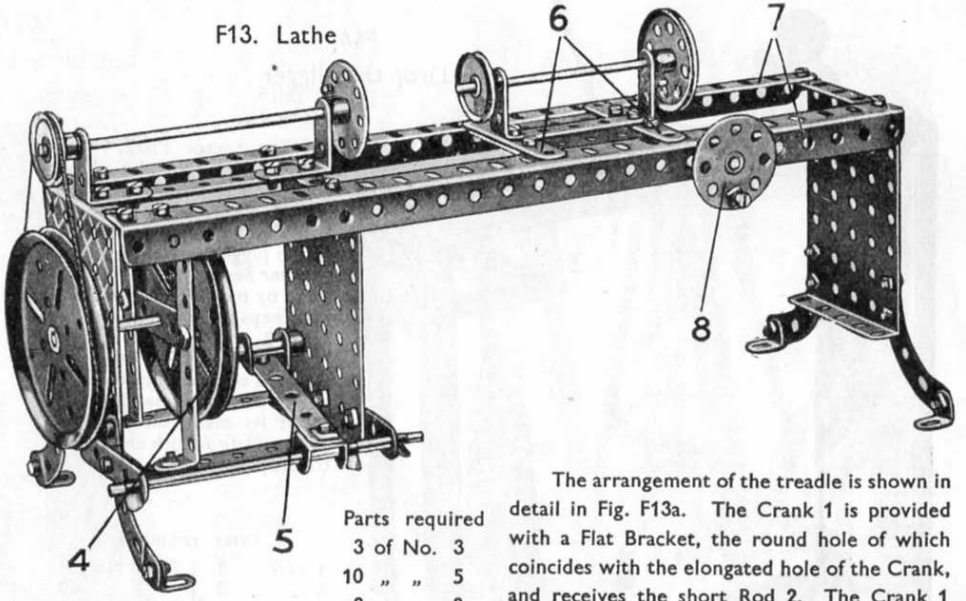
The 3½″ Crank Handle forming the operating handle is fitted with a Road Wheel and is journalled at its inner end in the centre hole of a 3½″ × ½″ Double Angle Strip. A Worm on this handle meshes with a ½″ Pinion, these two parts forming the grinding mechanism.



Parts required

6	of No.	2
6	„ „	3
8	„ „	5
2	„ „	10
8	„ „	12
4	„ „	12c
1	„ „	15a
1	„ „	19s
1	„ „	26
1	„ „	32
60	„ „	37
2	„ „	48b
2	„ „	52
3	„ „	53
2	„ „	54a
3	„ „	59
1	„ „	187
2	„ „	190
2	„ „	191
1	„ „	193

F13. Lathe



Parts required

3	of No.	3
10	„ „	5
2	„ „	8
1	„ „	10
2	„ „	11
4	„ „	12
2	„ „	12a
2	„ „	15a
2	„ „	16
1	„ „	17
1	„ „	18a
2	„ „	19b
1	„ „	21
2	„ „	22
1	„ „	24
3	„ „	35
44	„ „	37
2	„ „	37a
4	„ „	38
1	„ „	40
1	„ „	46
2	„ „	48b
3	„ „	53
4	„ „	59
1	„ „	62
4	„ „	90a
1	„ „	111c
1	„ „	115

The arrangement of the treadle is shown in detail in Fig. F13a. The Crank 1 is provided with a Flat Bracket, the round hole of which coincides with the elongated hole of the Crank, and receives the short Rod 2. The Crank 1 is free to turn about a Threaded Pin 3, secured to the 3″ Pulley Wheel 4, and once the latter is set in motion it can be kept in rotation by working the treadle 5. The Strips 6 of the saddle (Fig. F13) are duplicated and their ends form slots to receive the flanges of the Angle Girders 7. The hand wheel 8 is a dummy one, but if desired it may be arranged to operate the saddle by an endless rope device.

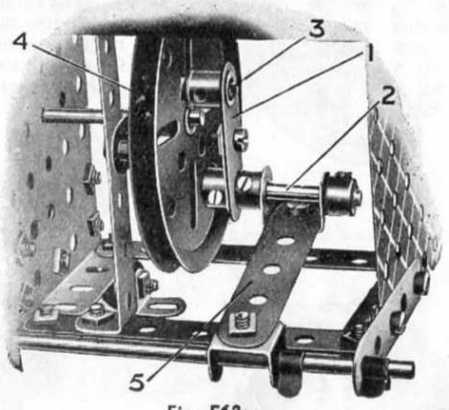
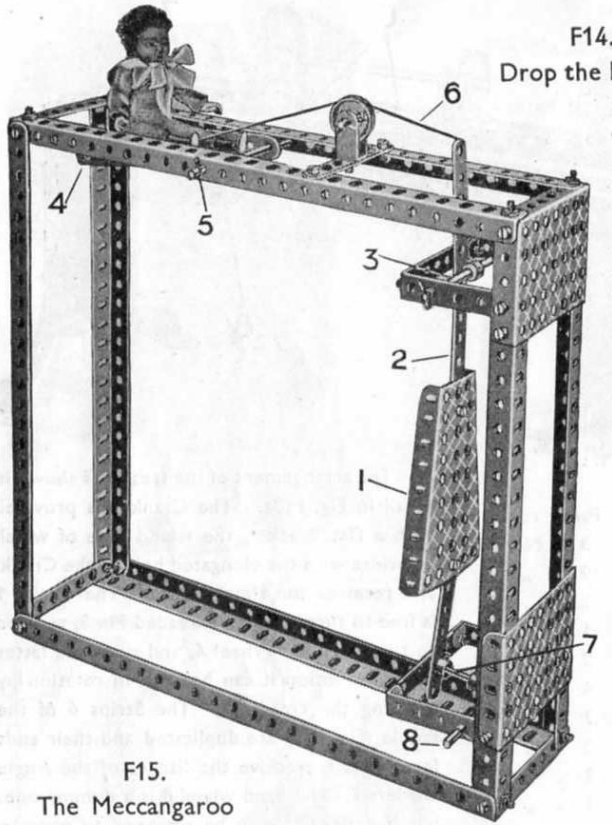


Fig. F13a

F14. Drop the Nigger



The Sector Plate 1 is a target, which, when hit, allows the nigger to be dropped. The Plate 1 is carried on the Strip 2 pivoted at 3. The weight of the nigger is supported on another Sector Plate 4, pivoted at 5, by means of the cord 6 and keeps the lower end of the Strip 2 hard against a short Rod 7 pivoted at 8. When the target is hit and knocked back the Rod 7 is released and falls about its pivot, allowing the Sector Plate 4 with the nigger to drop.

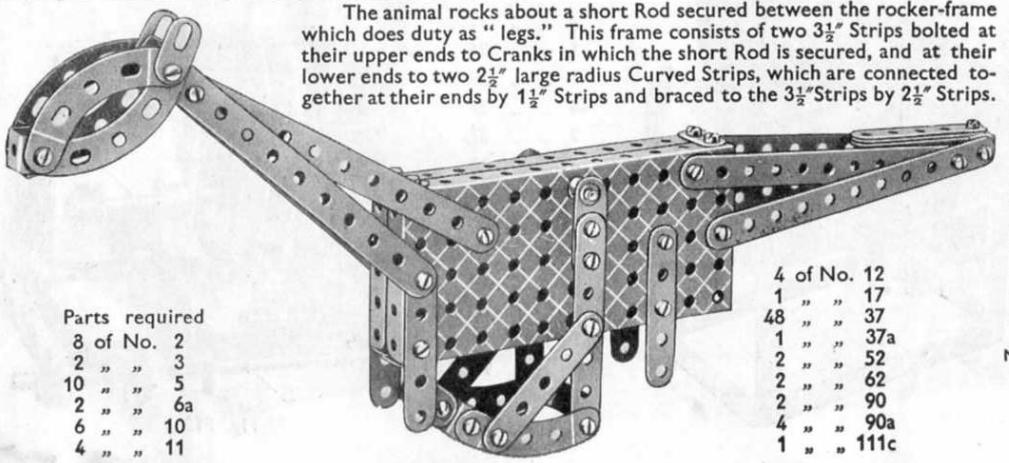
Parts required

1	of	No.	1	33	of	No.	37
6	„	„	3	1	„	„	40
8	„	„	8	1	„	„	44
1	„	„	12	4	„	„	48a
3	„	„	15a	2	„	„	53
2	„	„	17	2	„	„	54a
1	„	„	22	3	„	„	59
6	„	„	35	1	„	„	63

F15. The Meccangaroo

When placed upon an incline the " Meccangaroo " will " walk " with a quaint action. The positions of the various Strips in relation to the body should be reproduced as accurately as possible, for the successful working of the model depends upon them.

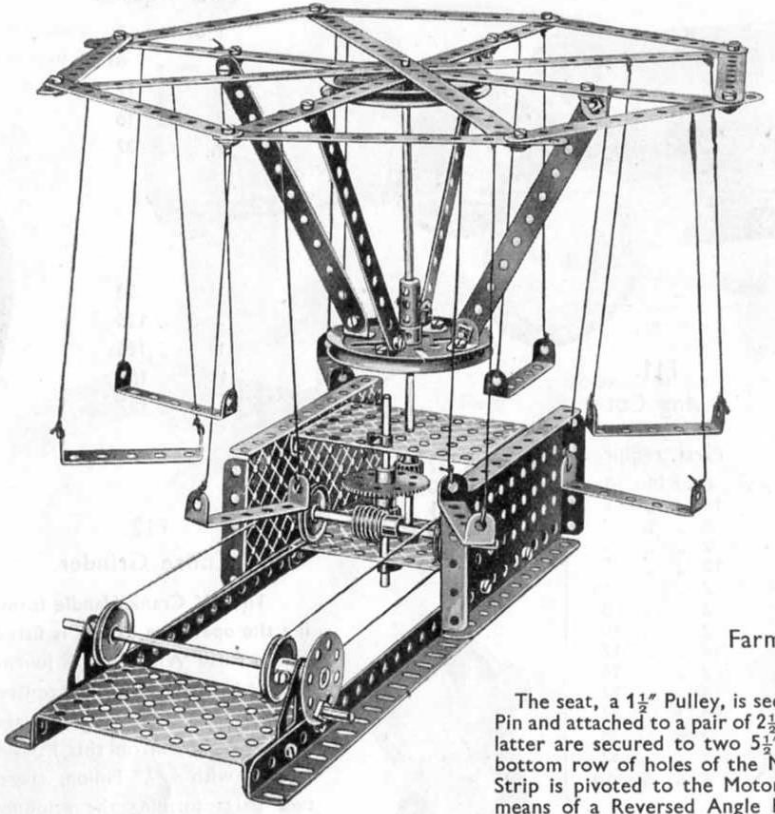
The animal rocks about a short Rod secured between the rocker-frame which does duty as " legs." This frame consists of two 3½" Strips bolted at their upper ends to Cranks in which the short Rod is secured, and at their lower ends to two 2½" large radius Curved Strips, which are connected together at their ends by 1½" Strips and braced to the 3½"Strips by 2½" Strips.



Parts required

8	of	No.	2
2	„	„	3
10	„	„	5
2	„	„	6a
6	„	„	10
4	„	„	11
4	of	No.	12
1	„	„	17
48	„	„	37
1	„	„	37a
2	„	„	52
2	„	„	62
2	„	„	90
4	„	„	90a
1	„	„	111c

F16. Roundabout



Parts required

4	of	No.	1
12	„	„	2
2	„	„	8
8	„	„	12
1	„	„	15
3	„	„	15a
1	„	„	16
2	„	„	19b
4	„	„	22
1	„	„	24
2	„	„	26
1	„	„	27a
1	„	„	32
2	„	„	35
36	„	„	37
2	„	„	40
8	„	„	48a
2	„	„	52
3	„	„	53
2	„	„	59
1	„	„	63
1	„	„	115
2	„	„	126a

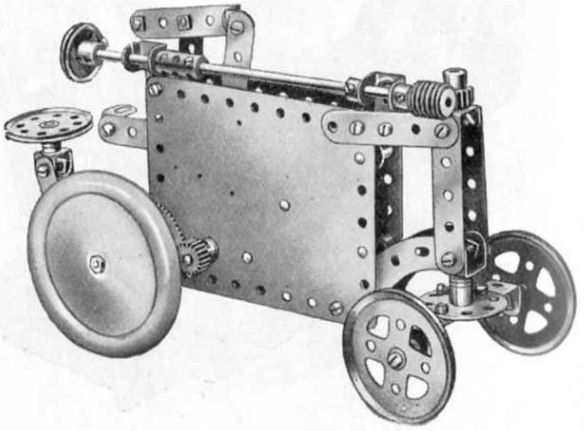
F17. Farm Tractor

The seat, a 1½" Pulley, is secured on a Threaded Pin and attached to a pair of 2½" Curved Strips. The latter are secured to two 5½" Strips fixed in the bottom row of holes of the Motor plates. A 2½" Strip is pivoted to the Motor reversing lever by means of a Reversed Angle Bracket, and is supported by a 1½" Strip which is attached pivotally to the Motor.

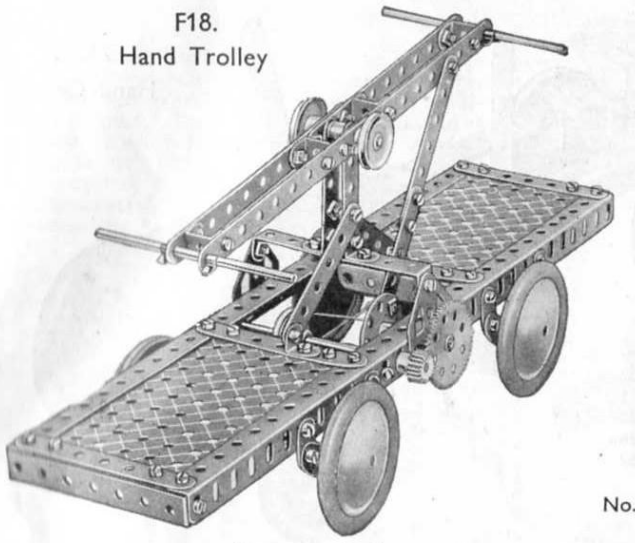
Parts required

2	of	No.	2
5	„	„	5
1	„	„	6a
2	„	„	10
4	„	„	11
5	„	„	12
1	„	„	15
2	„	„	16
1	„	„	17
2	„	„	20a
1	„	„	21
1	„	„	22
1	„	„	24
2	„	„	26
1	of	No.	27a
1	„	„	32
28	„	„	37
7	„	„	37a
5	„	„	38
1	„	„	48a
2	„	„	59
1	„	„	63
4	„	„	90a
2	„	„	111
1	„	„	111c
1	„	„	115
1	„	„	125
2	„	„	187

No. 2 Clockwork Motor (not included in Outfit)



F18. Hand Trolley



Parts required

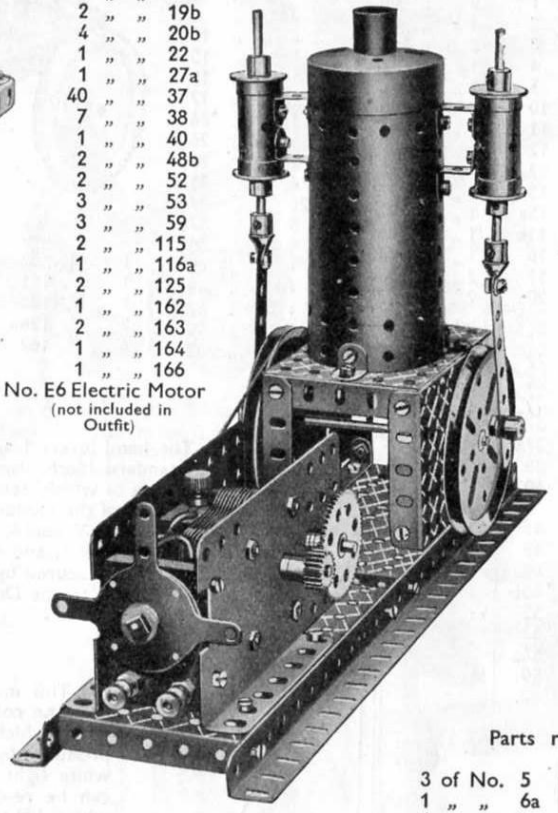
4	of No. 2	3	of No. 15a	2	of No. 37a
6	„ „ 3	2	„ „ 15b	6	„ „ 38
2	„ „ 4	2	„ „ 18a	1	„ „ 40
3	„ „ 5	4	„ „ 22	1	„ „ 45
2	„ „ 6a	1	„ „ 24	2	„ „ 48b
4	„ „ 8	1	„ „ 26	2	„ „ 52
8	„ „ 10	1	„ „ 27a	2	„ „ 59
4	„ „ 11	4	„ „ 35	4	„ „ 90a
4	„ „ 12	70	„ „ 37	2	„ „ 126a
		4	of No. 187		

F20. Two-Cylinder Vertical Steam Engine

Parts required

2	of No. 3
2	„ „ 8
2	„ „ 11
3	„ „ 12
4	„ „ 16
2	„ „ 19b
4	„ „ 20b
1	„ „ 22
1	„ „ 27a
40	„ „ 37
7	„ „ 38
1	„ „ 40
2	„ „ 48b
2	„ „ 52
3	„ „ 53
3	„ „ 59
2	„ „ 115
1	„ „ 116a
2	„ „ 125
1	„ „ 162
2	„ „ 163
1	„ „ 164
1	„ „ 166

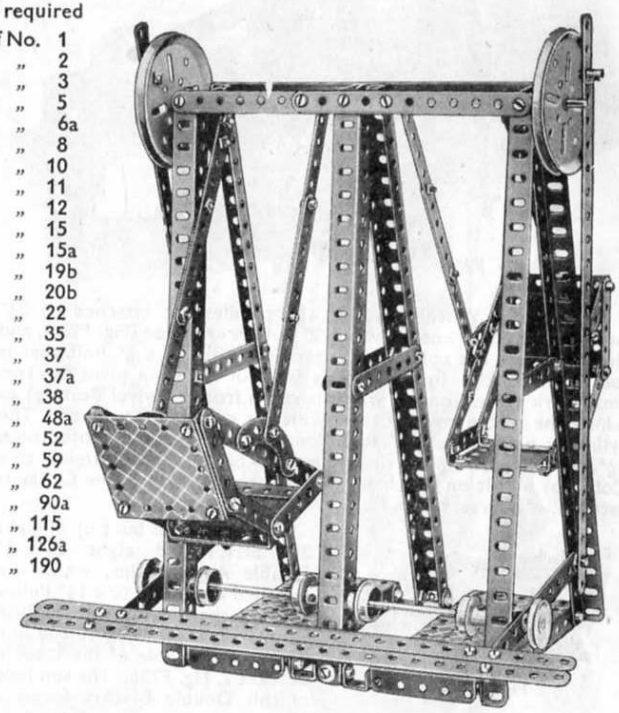
No. E6 Electric Motor (not included in Outfit)



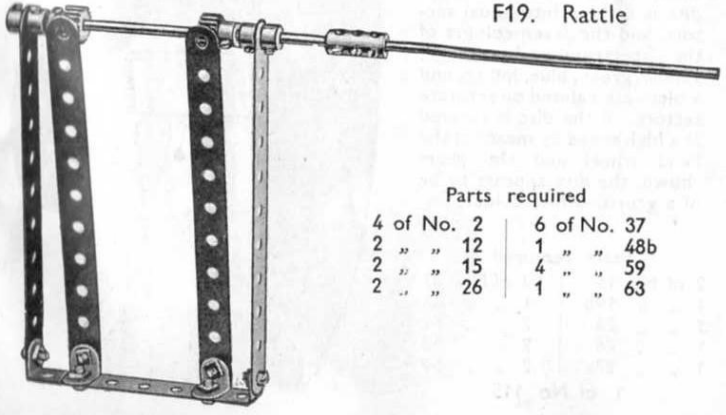
F21. Swing Boat

Parts required

4	of No. 1	2	of No. 37a
18	„ „ 2	2	„ „ 38
4	„ „ 3	8	„ „ 48a
12	„ „ 5	2	„ „ 52
2	„ „ 6a	4	„ „ 59
8	„ „ 8	2	„ „ 62
2	„ „ 10	4	„ „ 90a
4	„ „ 11	2	„ „ 115
4	„ „ 12	2	„ „ 126a
2	„ „ 15	4	„ „ 190
2	„ „ 15a		
2	„ „ 19b		
4	„ „ 20b		
2	„ „ 22		
8	„ „ 35		
106	„ „ 37		



F19. Rattle



Parts required

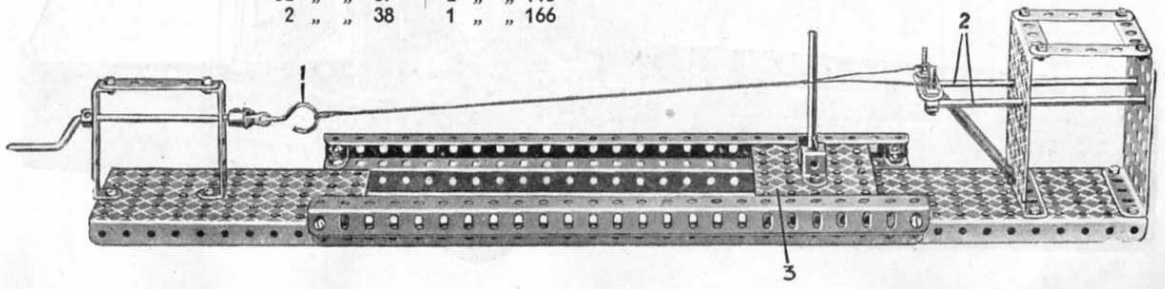
4	of No. 2	6	of No. 37
2	„ „ 12	1	„ „ 48b
2	„ „ 15	4	„ „ 59
2	„ „ 26	1	„ „ 63

F22. Flex Making Machine

Parts required

3	of No. 5	1	of No. 40
1	„ „ 6a	1	„ „ 43
4	„ „ 8	1	„ „ 45
4	„ „ 12	2	„ „ 48a
2	„ „ 15a	2	„ „ 52
1	„ „ 16	3	„ „ 53
1	„ „ 19s	1	„ „ 57c
2	„ „ 35	3	„ „ 59
32	„ „ 37	2	„ „ 115
2	„ „ 38	1	„ „ 166

The two wires to be twisted are fixed at one end of the machine to a Hook 1 which is attached by an End Bearing to the Crank Handle. At the other end the wires are looped over two Threaded Pins fixed by Collars to the spring controlled Rods 2. The $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate 3 carrying a $3\frac{1}{2}''$ Rod is free to slide in the built-up channel girders, and as the Crank Handle is turned it is pushed ahead of the twisting wires, so keeping the finished flex even. As the wires shorten through twisting, the Rods 2 slide longitudinally, extending the Spring.



F23. Paddle Steamer

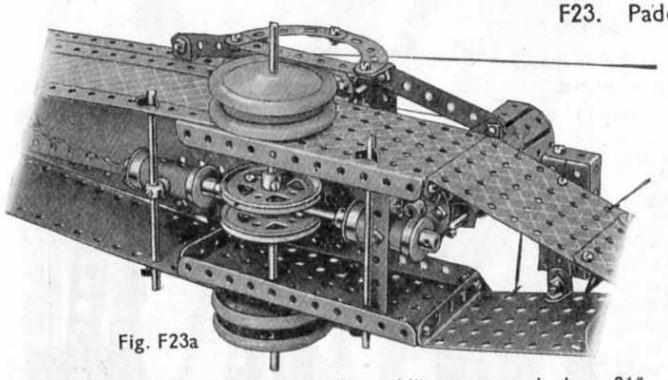


Fig. F23a

Parts required		
6	of No.	1
8	„ „	2
4	„ „	3
2	„ „	4
12	„ „	5
6	„ „	10
3	„ „	11
12	„ „	12
4	„ „	12a
1	„ „	13
2	„ „	15a
2	„ „	15b
4	„ „	16
2	„ „	17
2	„ „	20a
4	„ „	20b
1	„ „	21
3	„ „	22
1	„ „	24
8	„ „	35
116	„ „	37
2	„ „	37a
7	„ „	38
1	„ „	40
1	„ „	45
1	„ „	46
1	„ „	48
10	„ „	48a
2	„ „	48b
2	„ „	52
3	„ „	53
1	„ „	54a
4	„ „	59
1	„ „	62
1	of No.	63
2	„ „	90
4	„ „	90a
2	„ „	111
1	„ „	115
1	„ „	116a
2	„ „	126
2	„ „	126a
2	„ „	163
1	„ „	165
4	„ „	187
1	„ „	190
1	„ „	191
1	„ „	193
2	„ „	195
2	„ „	197

Lighting Set (not included in Outfit.)

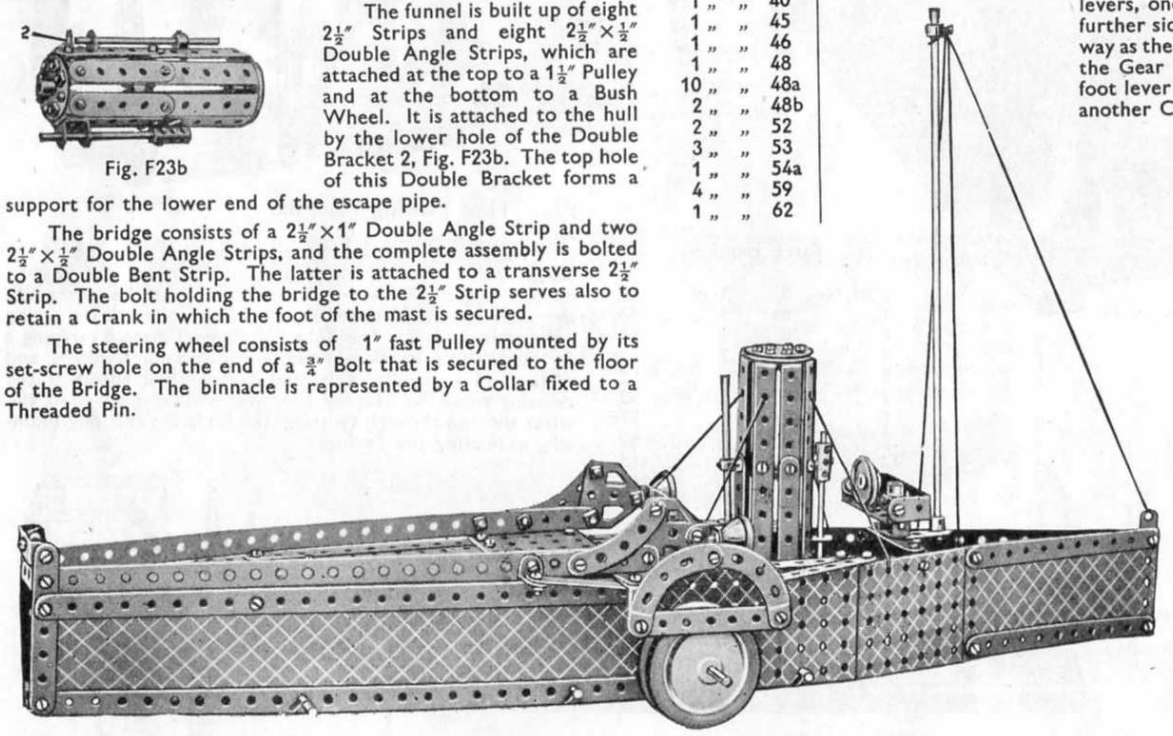
The Road Wheels forming the paddles are attached to $3\frac{1}{2}$″ Rods, to the inner ends of which 2″ Pulleys are fixed (Fig. F23a), and the 2″ Pulleys are connected together rigidly by a $\frac{3}{4}$″ Bolt that is locked in position by nuts. This Bolt forms also a pivot for two small Fork Pieces (one of which is taken from a Swivel Bearing) to which the piston rods of the oscillating cylinders are fixed. The cylinders pivot about $4\frac{1}{2}$″ Rods, one cylinder being mounted on a $3\frac{1}{2}$″ × $\frac{1}{2}$″ Double Angle Strip while the other is attached rigidly to a Collar by a bolt on which are placed two Washers. The Collar is secured, of course, to the Rod.

Fig. F23b

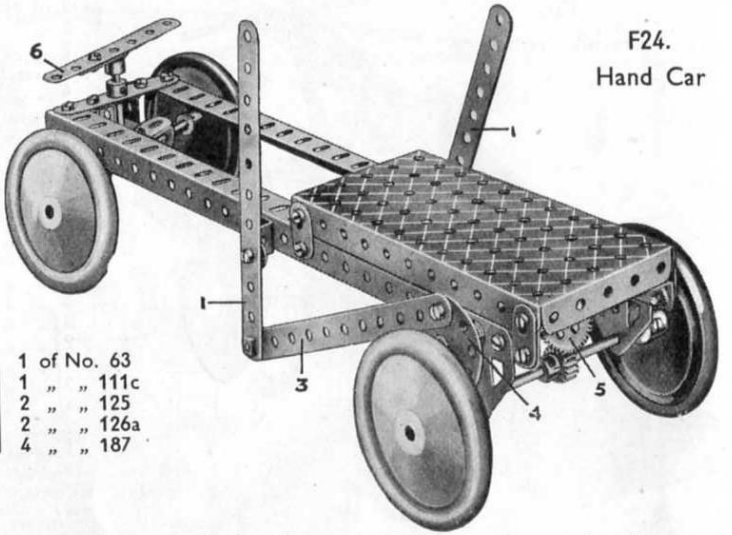
The funnel is built up of eight $2\frac{1}{2}$″ Strips and eight $2\frac{1}{2}$″ × $\frac{1}{2}$″ Double Angle Strips, which are attached at the top to a $1\frac{1}{2}$″ Pulley and at the bottom to a Bush Wheel. It is attached to the hull by the lower hole of the Double Bracket 2, Fig. F23b. The top hole of this Double Bracket forms a support for the lower end of the escape pipe.

The bridge consists of a $2\frac{1}{2}$″ × 1″ Double Angle Strip and two $2\frac{1}{2}$″ × $\frac{1}{2}$″ Double Angle Strips, and the complete assembly is bolted to a Double Bent Strip. The latter is attached to a transverse $2\frac{1}{2}$″ Strip. The bolt holding the bridge to the $2\frac{1}{2}$″ Strip serves also to retain a Crank in which the foot of the mast is secured.

The steering wheel consists of 1″ fast Pulley mounted by its set-screw hole on the end of a $\frac{3}{4}$″ Bolt that is secured to the floor of the Bridge. The binnacle is represented by a Collar fixed to a Threaded Pin.



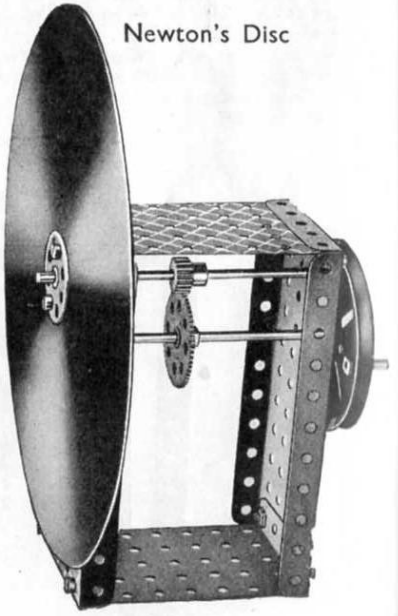
F24. Hand Car



Parts required		
4	of No.	2
1	„ „	3
1	„ „	5
2	„ „	8
4	„ „	10
2	„ „	15
1	„ „	16
1	„ „	17
1	„ „	24
1	„ „	26
1	„ „	27a
4	„ „	35
26	„ „	37
5	„ „	37a
4	„ „	38
1	„ „	45
1	„ „	48a
1	„ „	52
1	„ „	59
2	„ „	62
1	of No.	63
1	„ „	111c
2	„ „	125
2	„ „	126a
4	„ „	187

The hand levers 1 are each pivotally attached to the car by a bolt and two nuts (see Standard Mechanism No. 1) and are connected in a similar manner to two further levers, one of which, seen at 3, is pivoted to a Bush Wheel 4 while the other, on the further side of the model, is pivoted to a Coupling, which serves as a crank in the same way as the Bush Wheel 4. Both Bush Wheel and Coupling are secured to the Rod carrying the Gear Wheel 5, and motion is thus transmitted to the rear wheels. The steering foot lever 6 is secured by a Crank to a short vertical Rod which, in turn, is secured by another Crank to the Double Angle Strip carrying the front axle.

F25. Newton's Disc

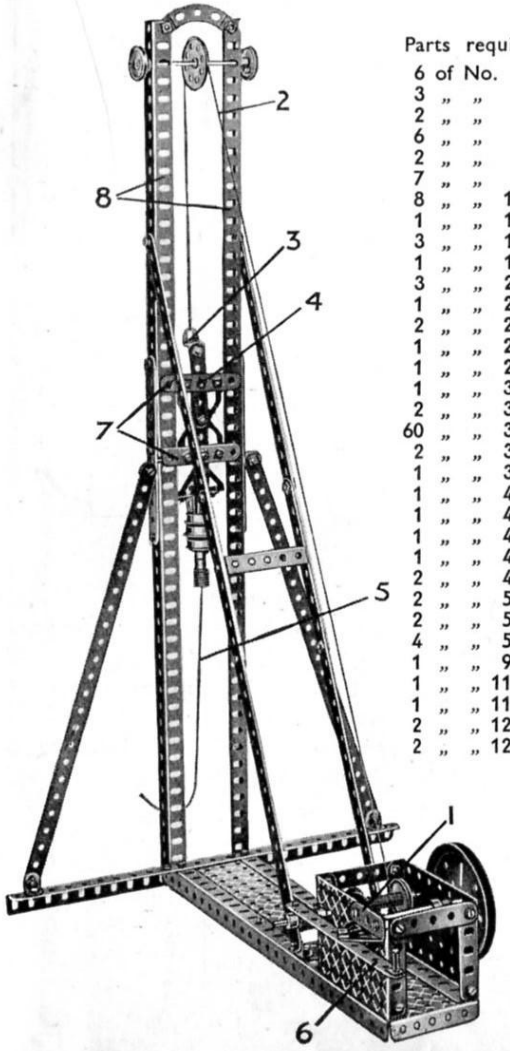


This model demonstrates that the colours of the spectrum, which are most simply produced by directing a ray of white light through a prism, can be re-combined to form white light. The cardboard disc is divided into equal sectors, and the seven colours of the spectrum—red, orange, yellow, green, blue, indigo, and violet—are painted on separate sectors. If the disc is rotated at a high speed by means of the hand wheel and the gears shown, the disc appears to be of a greyish-white colour.

Parts required			
2	of No.	15	10 of No. 37
1	„ „	19b	1 „ „ 38
1	„ „	24	2 „ „ 52
1	„ „	26	2 „ „ 53
1	„ „	27a	2 „ „ 59
1	of No.	115	

F26. Pile Driver

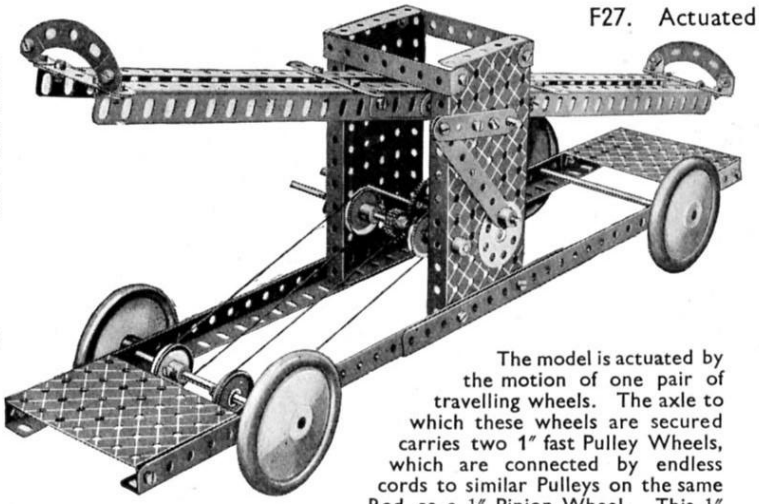
On moving the hand lever 6 to the right a $\frac{1}{2}$" Pinion on the hoisting shaft is brought into engagement with the 57-teeth Gear Wheel 1 on the driving shaft and the monkey 4 is raised. The hoisting cord 2 is tied to an Angle Bracket 3, which lodges under another Angle Bracket bolted to the monkey. The latter may be dropped whenever required by jerking the cord 5, thereby releasing the Brackets 3. The Strips 7 are duplicated, and slide between the Angle Girders 8.



Parts required

6	of No.	1
3	„ „	2
2	„ „	3
6	„ „	5
2	„ „	6a
7	„ „	8
8	„ „	12
1	„ „	15a
3	„ „	16
1	„ „	19b
3	„ „	20b
1	„ „	21
2	„ „	22
1	„ „	26
1	„ „	27a
1	„ „	32
2	„ „	35
60	„ „	37
2	„ „	37a
1	„ „	38
1	„ „	40
1	„ „	45
1	„ „	46
1	„ „	48a
2	„ „	48b
2	„ „	52
2	„ „	53
4	„ „	59
1	„ „	90a
1	„ „	111c
1	„ „	115
2	„ „	126
2	„ „	126a

F27. Actuated See-Saw



The model is actuated by the motion of one pair of travelling wheels. The axle to which these wheels are secured carries two 1" fast Pulley Wheels, which are connected by endless cords to similar Pulleys on the same Rod as a $\frac{1}{2}$" Pinion Wheel. This $\frac{1}{2}$" Pinion meshes with a 57-teeth Gear Wheel secured to the Rod of a Bush Wheel, and the latter is connected by means of a $3\frac{1}{2}$" Strip to an extended crank (a $2\frac{1}{2}$" Strip and a Crank bolted together) secured to the pivotal Rod of the see-saw.

Parts required

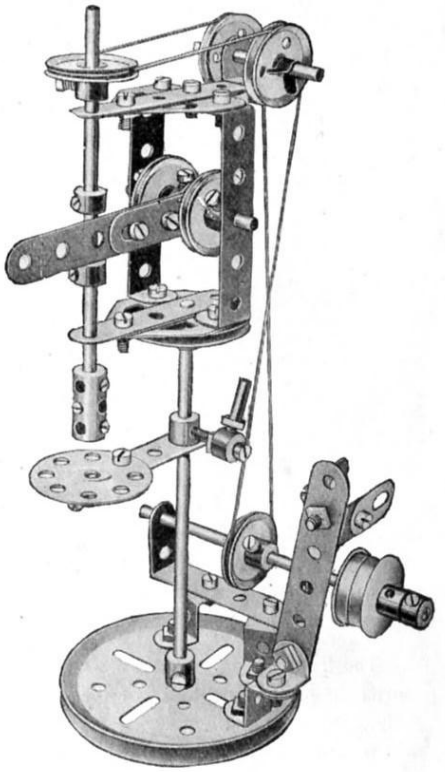
1	of No.	3
6	„ „	5
8	„ „	8
4	„ „	12
2	„ „	15
3	„ „	15a
4	„ „	22
1	„ „	24
1	„ „	26
1	„ „	27a
2	„ „	35
43	„ „	37
2	„ „	37a
1	„ „	40
2	„ „	48b
2	„ „	52
2	„ „	53
3	„ „	59
2	„ „	62
2	„ „	90a
1	„ „	111c
1	„ „	115
4	„ „	187

F28. Auto Swing Boat

Parts required

10	of No.	1	2	of No.	52
18	„ „	2	3	„ „	53
6	„ „	3	1	„ „	54a
6	„ „	5	2	„ „	59
8	„ „	8	2	„ „	62
6	„ „	12	2	„ „	90a
4	„ „	12a	1	„ „	115
1	„ „	13	2	„ „	126
1	„ „	19b	1	„ „	190
122	„ „	37	2	„ „	191
2	„ „	38	2	„ „	193
5	„ „	48a	2	„ „	195
2	„ „	48b	2	„ „	197

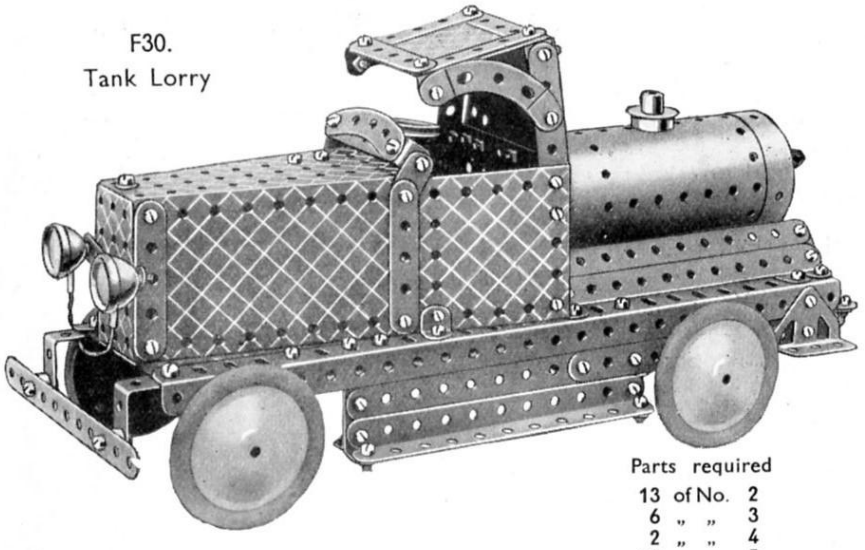
F29. Drilling Machine



Parts required

2	of No.	4	1	of No.	24
2	„ „	5	3	„ „	35
2	„ „	10	21	„ „	37
2	„ „	11	1	„ „	40
1	„ „	12	1	„ „	46
1	„ „	15	2	„ „	48a
2	„ „	15a	4	„ „	59
2	„ „	17	2	„ „	62
1	„ „	19b	1	„ „	63
2	„ „	20b	1	„ „	111
1	„ „	21	1	„ „	115
4	„ „	22	3	„ „	125
2	„ „	22a	2	„ „	126a

F30. Tank Lorry



The steering wheel, a 1½″ Pulley Wheel, is secured to the upper end of the steering column, the bottom of which carries a Bush Wheel. This part is connected by two short cords to the front wheel bearings, a 3½″×½″ Double Angle Strip.

The front Road Wheels are secured to a 5″ Rod that is journalled in the end holes of the 3½″×½″ Double Angle Strip. The ends of the steering cord are tied to this Strip, which is pivoted by means of a bolt and lock-nuts (S.M.1) to the central hole of a Double Bent Strip.

The headlamps are attached to the model by Flat Brackets and the wires from the pea-lamps are taken, via the bonnet, to a battery concealed in the bottom of the driver's cab.

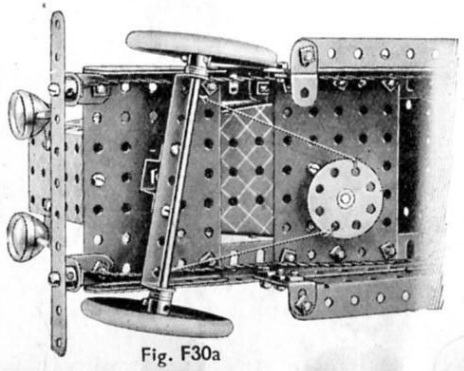


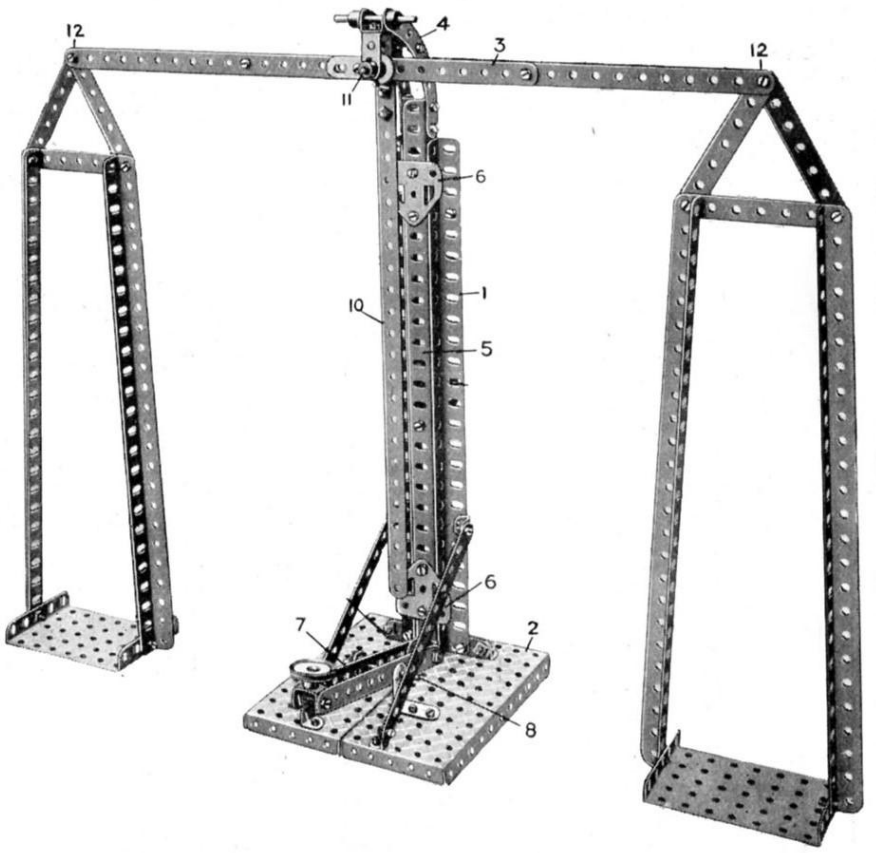
Fig. F30a

Parts required

13	of No.	2
6	„ „	3
2	„ „	4
12	„ „	5
2	„ „	6a
2	„ „	8
6	„ „	10
1	„ „	11
12	„ „	12
4	„ „	12a
4	„ „	12c
2	„ „	15a
1	„ „	16
1	„ „	20b
1	„ „	22
1	„ „	24
120	„ „	37
4	„ „	37a
10	„ „	38
1	„ „	40
1	„ „	43
1	„ „	45
2	„ „	48
2	„ „	48a
2	„ „	48b
1	„ „	51
1	„ „	52
3	„ „	53
2	„ „	54a
2	„ „	59
1	„ „	90
4	„ „	90a
3	„ „	111c
1	„ „	115
4	„ „	125
2	„ „	126
1	„ „	162
4	„ „	187
4	„ „	190
2	„ „	191

1 Lighting Set (not included in Outfit)

F31. Scales

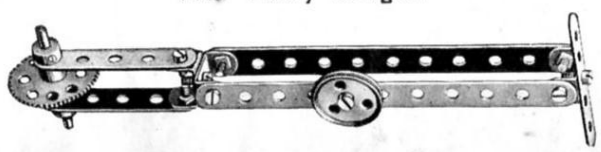


Parts required

3	of No.	1
4	„ „	2
6	„ „	3
1	„ „	4
2	„ „	5
1	„ „	6a
8	„ „	8
4	„ „	11
6	„ „	12
2	„ „	12a
2	„ „	17
1	„ „	18a
1	„ „	22
2	„ „	35
53	„ „	37
1	„ „	44
2	„ „	52
2	„ „	53
2	„ „	59
2	„ „	62
4	„ „	90
1	„ „	125
2	„ „	126a

The only feature of this model which needs description is the standard, which is built up of two Angle Girders 1 secured to the base 2 by a 2½″ Angle Girder and spaced apart at the top by a 2½″ Strip obliquely disposed. The balance lever 3 is pivotally carried in Curved Strips 4 bolted to the top of two Angle Girders 5 sliding between the Girders 1. The Girders 5 are themselves bolted together and in order to guide them as they slide vertically two Flat Trunnions 6 and two 1½″ Strips are bolted at the front and rear. The balance is raised by depressing the lever 7 pivoted at 8 and connected to the base of the vertically sliding Girders 5. The indicator 10 is bolted to a Crank, the boss of which is fitted on the pivot Rod 11. The connections at 12 are lock-nutted to allow free action.

F32. Pastry Designer



Parts required

2	of No.	2	1	of No.	22a
3	„ „	5	1	„ „	27a
3	„ „	11	9	„ „	37
1	„ „	17	2	„ „	59

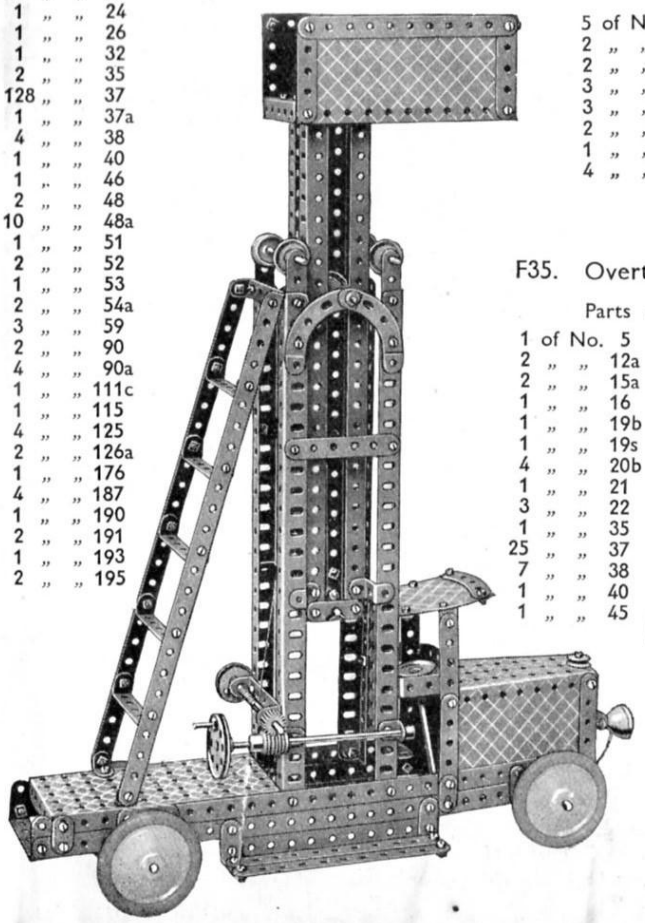
F33. Tower Wagon

When operated, the 1½" Pulley and Threaded Pin forming a handle winds in the cord which passes over a 1" fast Pulley Wheel and is tied to a Rod at the bottom of the moving portion of the tower. This part of the tower is thus raised or lowered as required, being guided by ¾" Flanged Wheels and two pairs of Reversed Angle Brackets.

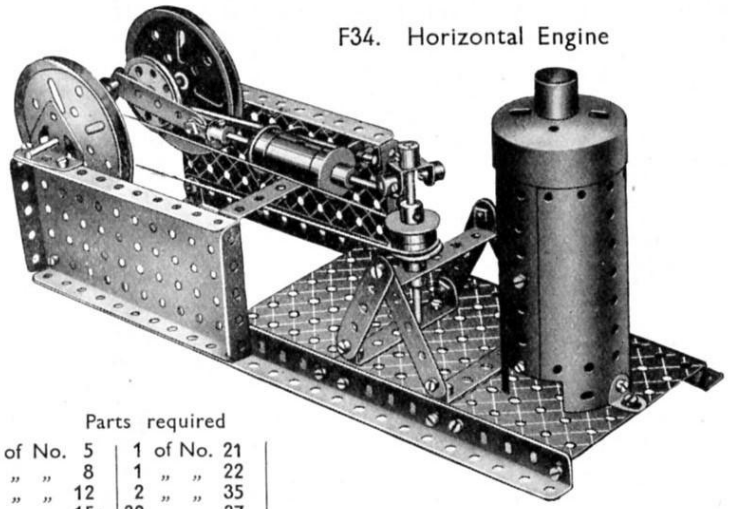
The steering cords are tied to a Bush Wheel and to the end of a 2½" × ½" Double Angle Strip bolted to a Double Bent Strip, which is pivoted to the lower Sector Plate. The front axle is journalled through the ends of the Double Angle Strip.

Parts required

6 of No. 1	1 of No. 21	
8 „ „ 2	1 „ „ 22	
3 „ „ 3	2 „ „ 35	
2 „ „ 4	32 „ „ 37	
12 „ „ 5	1 „ „ 40	
2 „ „ 6a	1 „ „ 48	
8 „ „ 8	3 „ „ 48a	
7 „ „ 10	2 „ „ 48b	
8 „ „ 12	2 of No. 52	
4 „ „ 12a	3 „ „ 53	
1 „ „ 15	3 „ „ 59	
1 „ „ 15a	1 „ „ 63	
2 „ „ 15b	1 of No. 116	
4 „ „ 16	1 „ „ 125	
1 „ „ 17	2 „ „ 126	
4 „ „ 20b	1 „ „ 162	
1 „ „ 21	1 of No. 163	
3 „ „ 22	1 „ „ 164	
1 „ „ 23	1 „ „ 166	
1 „ „ 24		
1 „ „ 26		
1 „ „ 32		
2 „ „ 35		
128 „ „ 37		
1 „ „ 37a		
4 „ „ 38		
1 „ „ 40		
1 „ „ 46		
2 „ „ 48		
10 „ „ 48a		
1 „ „ 51		
2 „ „ 52		
1 „ „ 53		
2 „ „ 54a		
3 „ „ 59		
2 „ „ 90		
4 „ „ 90a		
1 „ „ 111c		
1 „ „ 115		
4 „ „ 125		
2 „ „ 126a		
1 „ „ 176		
4 „ „ 187		
1 „ „ 190		
2 „ „ 191		
1 „ „ 193		
2 „ „ 195		



F34. Horizontal Engine



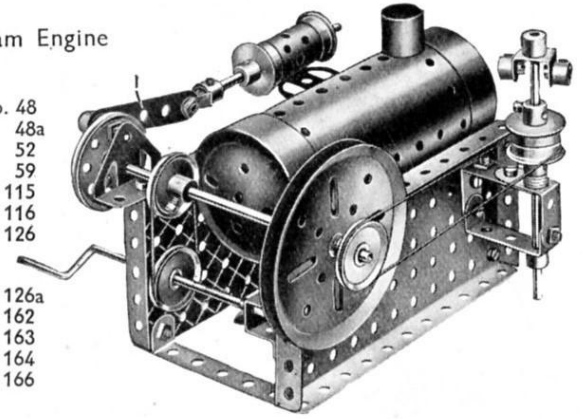
Parts required

5 of No. 5	1 of No. 21	
2 „ „ 8	1 „ „ 22	
2 „ „ 12	2 „ „ 35	
3 „ „ 15a	32 „ „ 37	
3 „ „ 18a	1 „ „ 40	
2 „ „ 19b	1 „ „ 48	
1 „ „ 19s	3 „ „ 48a	
4 „ „ 20b	2 „ „ 48b	
	2 of No. 52	
	3 „ „ 53	
	1 „ „ 63	
	1 of No. 116	
	1 „ „ 125	
	2 „ „ 126	
	1 „ „ 162	
	1 of No. 163	
	1 „ „ 164	
	1 „ „ 166	

F35. Overtype Steam Engine

Parts required

1 of No. 5	1 of No. 48
2 „ „ 12a	4 „ „ 48a
2 „ „ 15a	2 „ „ 52
1 „ „ 16	4 „ „ 59
1 „ „ 19b	1 „ „ 115
1 „ „ 19s	1 „ „ 116
4 „ „ 20b	2 „ „ 126
1 „ „ 21	
3 „ „ 22	
1 „ „ 35	1 „ „ 126a
25 „ „ 37	1 „ „ 162
7 „ „ 38	1 „ „ 163
1 „ „ 40	1 „ „ 164
1 „ „ 45	1 „ „ 166



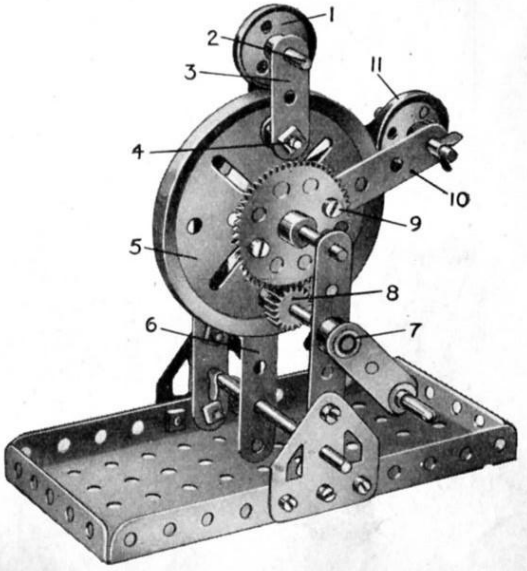
The 2½" Strip forming the connecting rod, is pivoted in an End Bearing on a 3½" Rod and attached to the 1½" Pulley Wheel as shown by means of a Threaded Pin. The latter is fastened in one hole of the 1½" Pulley Wheel, and two Washers are placed upon it between the Strip and the Wheel. The connecting rod is held in place by a Collar locked to the end of the Threaded Pin. The Boiler is attached to the framework by means of two 2½" × ½" Double Angle Strips attached by their centre holes to the side of the Boiler opposite the chimney. When the Boiler is placed in the position shown, the whole is secured by bolting the Double Angle Strips to the side Flanged Plates.

F36. Strip-Bending Machine

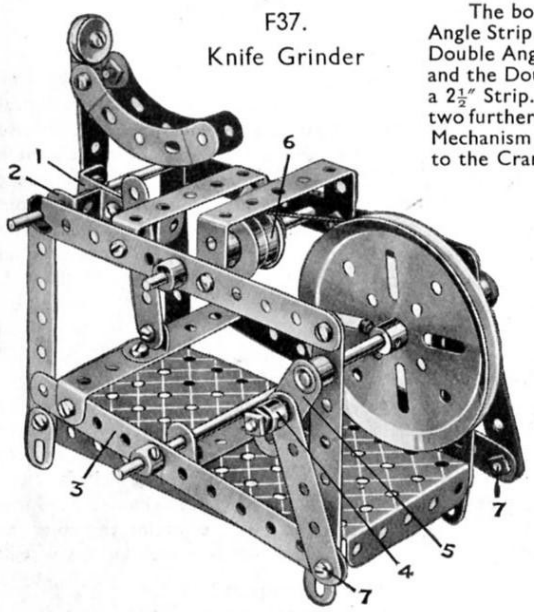
This model represents a device for bending bars or rods of metal to circular form, and may be put to practical purpose in shaping strips of tin or similar material. A loose Pulley 1 is spaced by a Collar and Washers in the centre of the short Rod 2 journalled in a 1½" Strip 3. The latter is secured to the end of a ¾" Bolt 4 and spaced away from the 3" Pulley 5 by means of a number of Washers. The opposite end of the Rod is supported by a 5½" Strip 6. The handle 7 is secured to a 3½" Rod carrying a ½" Pinion 8. This engages with a 57-teeth Gear Wheel 9 mounted on another 3½" Rod which is free to revolve in the boss of the wheel 5. The Gear Wheel 9 carries a 3" Strip 10 forming one of the bearings for a short Rod carrying a second 1" loose Pulley 11. The latter is also spaced by means of a Collar and Washers so that it lies in line with the groove of the Pulley Wheel 5. The material to be shaped is passed between the two loose Pulleys at the top of the wheel 5, and on rotation of the handle 7 the arm 10 is caused to move downward, so forcing the object to the same curvature as the circumference of the wheel.

Parts required

1 of No. 2	2 of No. 18b	10 of No. 38
2 „ „ 3	1 „ „ 19b	1 „ „ 52
1 „ „ 4	2 „ „ 22a	4 „ „ 59
1 „ „ 5	1 „ „ 26	1 „ „ 62
1 „ „ 6a	1 „ „ 27a	1 „ „ 111
2 „ „ 16	6 „ „ 35	1 „ „ 115
1 „ „ 17	10 „ „ 37	2 „ „ 126a



F37. Knife Grinder

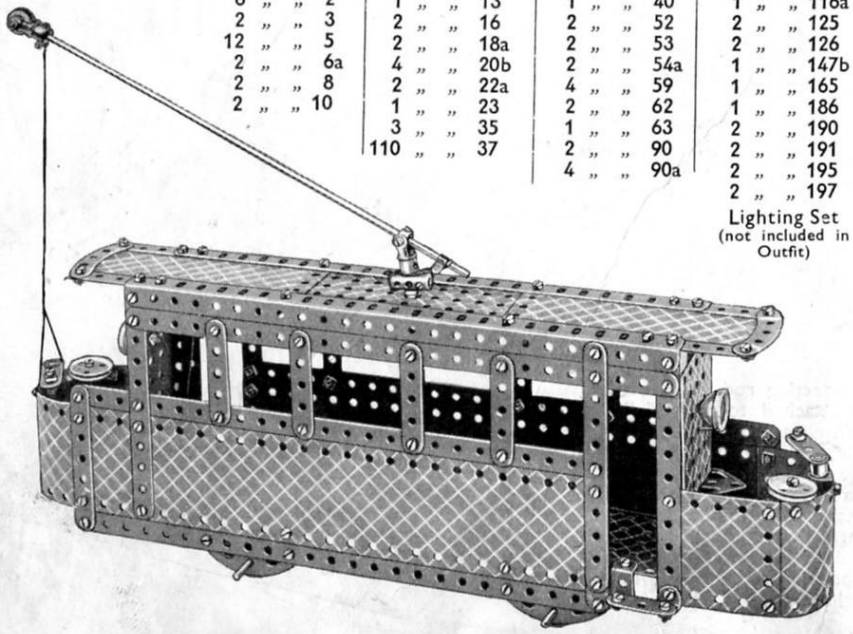


The body is a 2½" Strip, which is bolted at its lower end to a 1½" × ½" Double Angle Strip 1 and is held upright by a ½" Reversed Angle Bracket 2 secured to the Double Angle Strip. Both the latter parts are free to turn about a 3½" Axle Rod, and the Double Angle Strip is connected pivotally with the treadle 3 by means of a 2½" Strip. The treadle, in turn, is connected pivotally with the crankshaft by two further 2½" Strips, each of the bolts 7 being secured by two nuts as in Standard Mechanism No. 1. The Collar 4 is mounted loosely on a ¾" Bolt secured rigidly to the Crank 5, and forms a handle by means of which the model may be set in motion. The grinding wheel 6 is driven from the 3" Pulley Wheel by an endless belt.

Parts required

4	of	No.	2	9	of	No.	37a
4	„	„	3	1	„	„	38
4	„	„	5	1	„	„	40
4	„	„	10	1	„	„	46
1	„	„	11	1	„	„	48
1	„	„	12	2	„	„	48a
1	„	„	15a	1	„	„	48b
3	„	„	16	1	„	„	52
1	„	„	19b	4	„	„	59
2	„	„	20b	2	„	„	62
1	„	„	23	2	„	„	90a
3	„	„	35	1	„	„	111
27	„	„	37	1	„	„	125

F38. Electric Tramcar



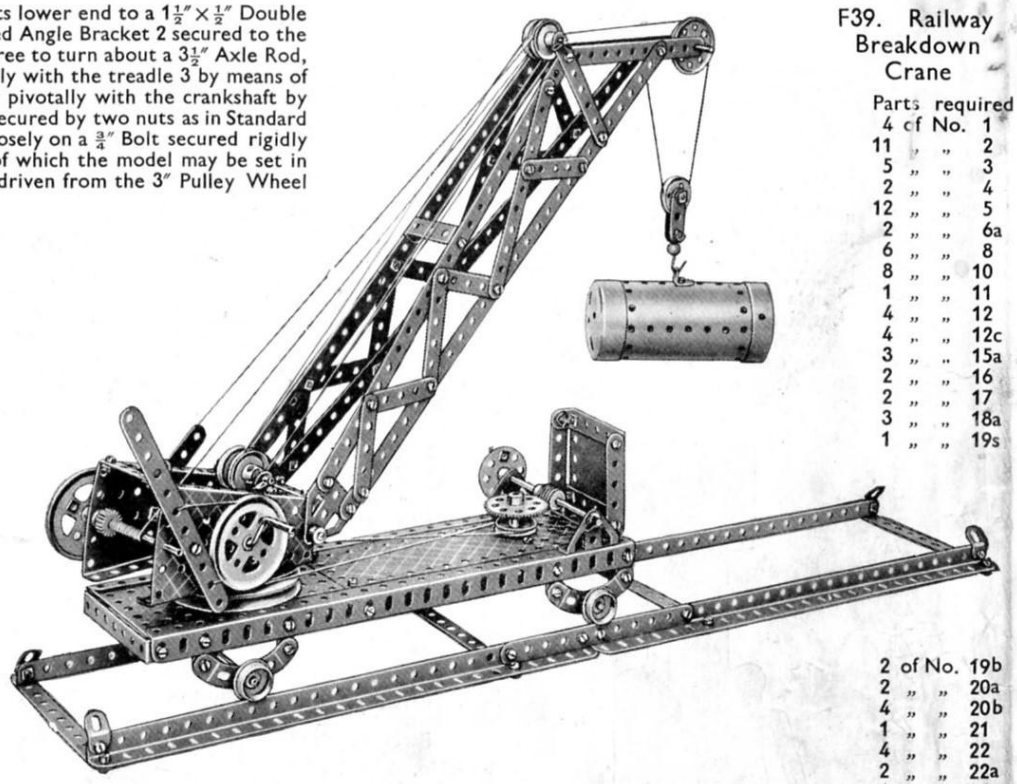
Parts required

6	of	No.	1	2	of	No.	11	5	of	No.	37a
6	„	„	2	10	„	„	12	5	„	„	38
2	„	„	3	1	„	„	13	1	„	„	40
12	„	„	5	2	„	„	16	2	„	„	52
2	„	„	6a	2	„	„	18a	2	„	„	53
2	„	„	8	4	„	„	20b	2	„	„	54a
2	„	„	10	2	„	„	22a	4	„	„	59
				1	„	„	23	2	„	„	62
				3	„	„	35	1	„	„	63
				110	„	„	37	2	„	„	90
								4	„	„	90a

1	of	No.	111
2	„	„	111c
1	„	„	116a
2	„	„	125
2	„	„	126
1	„	„	147b
1	„	„	165
1	„	„	186
2	„	„	190
2	„	„	191
2	„	„	195
2	„	„	197

Lighting Set (not included in Outfit)

F39. Railway Breakdown Crane



Parts required

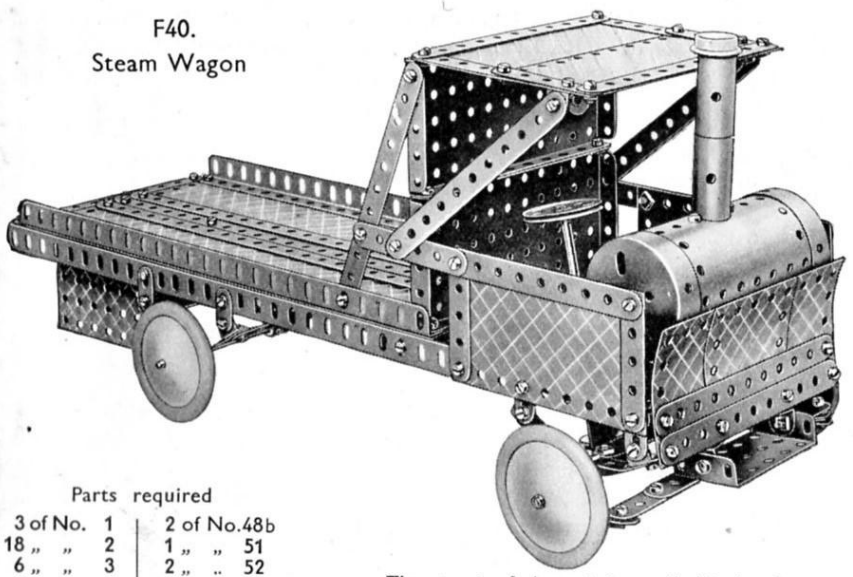
4	of	No.	1
11	„	„	2
5	„	„	3
2	„	„	4
12	„	„	5
2	„	„	6a
6	„	„	8
8	„	„	10
1	„	„	11
4	„	„	12
4	„	„	12c
3	„	„	15a
2	„	„	16
2	„	„	17
3	„	„	18a
1	„	„	19s
2	of	No.	19b
2	„	„	20a
4	„	„	20b
1	„	„	21
4	„	„	22
2	„	„	22a
1	„	„	24
2	„	„	26
1	„	„	27a
1	„	„	32
9	„	„	35
92	„	„	37
14	„	„	37a
22	„	„	38
1	„	„	40
1	„	„	45
1	„	„	48
3	„	„	48a
2	„	„	48b
3	„	„	53
2	„	„	54a
1	„	„	57c
4	„	„	59
4	„	„	90a
2	„	„	111
6	„	„	111c
2	„	„	115
2	„	„	126
2	„	„	126a
1	„	„	162
1	„	„	190
1	„	„	195

The base of the model consists of two 12½" Angle Girders secured together as shown by two 3½" × ½" Double Angle Strips. A solid base is formed by means of the 3½" × 2½" Flanged Plates and one 5½" × 2½" Strip Plate. Two of the Flanged Plates are arranged at one end of the base, one hole apart, this space being to accommodate the boss of the lower 3" Pulley, forming the turntable of the crane. A second Pulley, held in place and rotating above the first Pulley, carries two Flanged Sector Plates, the upper edges of which are braced together by means of two 2½" Strips. Two ½" × ½" Angle Brackets also are secured on top of the crane housing and these support a Rod on which rotate two 1" fast Pulleys. These form the lower set of pulleys for the luffing cords the upper set being journalled in projections at the top of the jib.

The luffing cord is wound on a 3½" Crank Handle carrying a 2" Pulley Wheel. The groove of this Pulley carries a brake cord attached, as illustrated, to a 5½" Strip pivotally attached to the model. The hoisting cord is secured to a 3½" Rod carrying a ½" Pinion and 2" Pulley, a brake being fitted to this Pulley, similar to that already described. The brake lever, however, consists of a 3½" Strip instead of a 5½" Strip. The arrangement of the hoisting cord will be made clear on reference to the photograph.

Slewing is carried out by means of a length of cord passed round the upper Pulley of the turntable and also round a 1" fast Pulley that is operated through a worm reduction gearing.

F40.
Steam Wagon



Parts required

3 of No.	1	2 of No.	48b
18 „ „	2	1 „ „	51
6 „ „	3	2 „ „	52
2 „ „	4	3 „ „	53
12 „ „	5	2 „ „	54a
2 „ „	6a	4 „ „	59
6 „ „	8	2 „ „	62
8 „ „	10	1 „ „	63
4 „ „	11	2 „ „	111
14 „ „	12	1 „ „	111c
2 „ „	15	4 „ „	125
2 „ „	16	1 „ „	147b
2 „ „	18a	1 „ „	162
3 „ „	20b	2 „ „	163
1 „ „	21	1 „ „	164
1 „ „	24	4 „ „	187
102 „ „	37	3 „ „	190
3 „ „	37a	2 „ „	191
8 „ „	38	2 „ „	195
1 „ „	45	2 „ „	197

The steering column is journalled in bearings consisting of a $5\frac{1}{2}$" Strip and two $2\frac{1}{2}$" Strips (Fig. F40a) and carries a Bush Wheel, which is secured rigidly to it. A $\frac{3}{4}$" Flanged Wheel supports the weight of the steering column. The stub axles of the front Road Wheels consist of $\frac{3}{4}$" Bolts, on which the Road Wheels are spaced by Washers. These bolts serve in the place of Set Screws to secure two Collars to 1" Rods. A pair of Cranks secured to these Rods are joined by two $5\frac{1}{2}$" Strips overlapped nine holes. A $1\frac{1}{2}$" Strip bolted to the face of the Bush Wheel at the bottom of the steering column is connected pivotally by a composite $4\frac{1}{2}$" strip (a $3\frac{1}{2}$" Strip and a $2\frac{1}{2}$" Strip overlapped three holes) to the end of the Crank. When the steering wheel is turned, the compound strip moves the Cranks thereby deflecting the front Road Wheels.

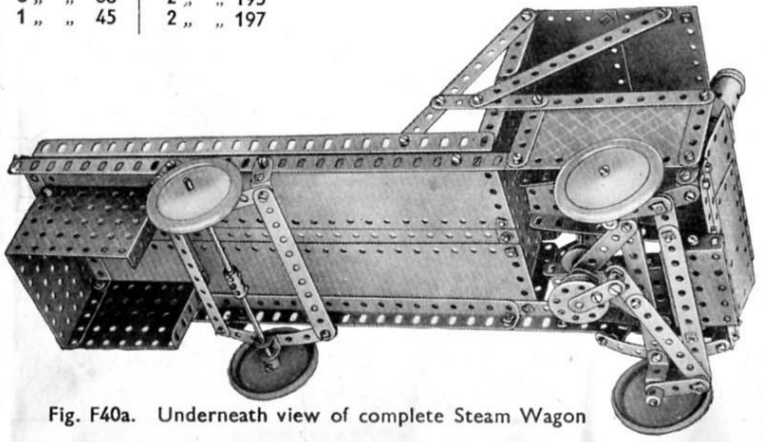
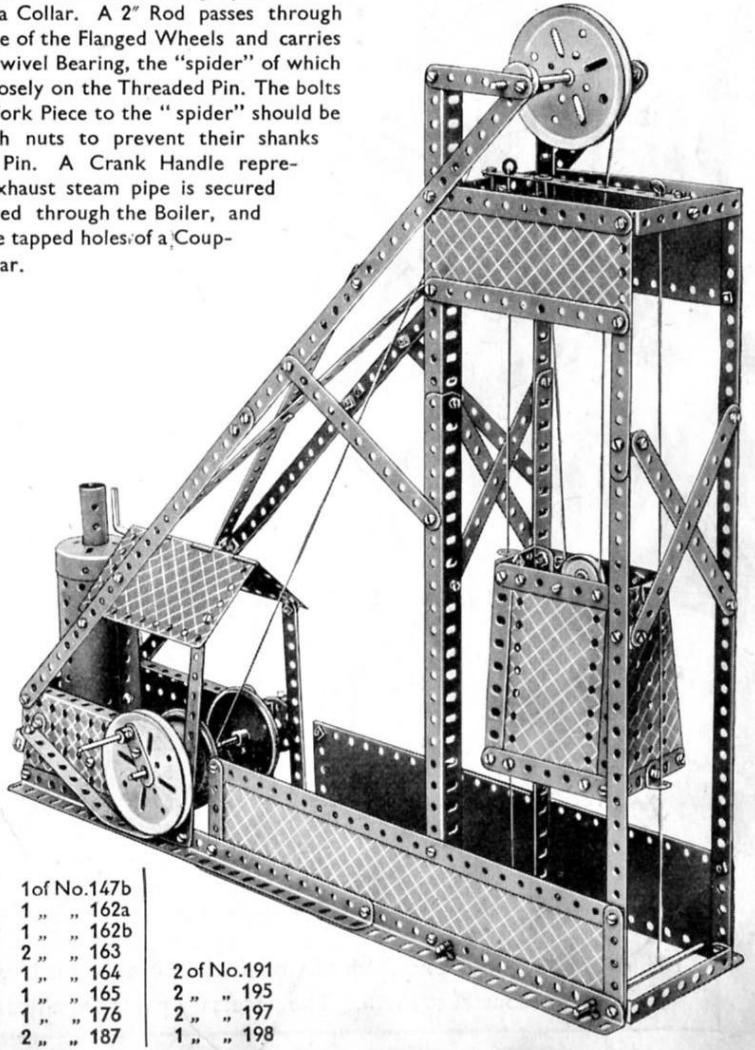


Fig. F40a. Underneath view of complete Steam Wagon

F41.
Pit-head Gear

The cage is raised and lowered by the cord which is wound between two Road Wheels on a $4\frac{1}{2}$" Axle Rod. The Rod carries also a 3" Pulley which is provided with a Crank and short Rod to form the operating handle, while a $5\frac{1}{2}$" Strip secured by a Reversed Angle Bracket to the $5\frac{1}{2}$" × $2\frac{1}{2}$" Flanged Plate bears against the periphery of the Pulley and so serves as a brake. The Strip must be depressed slightly with the fingers whilst winding.

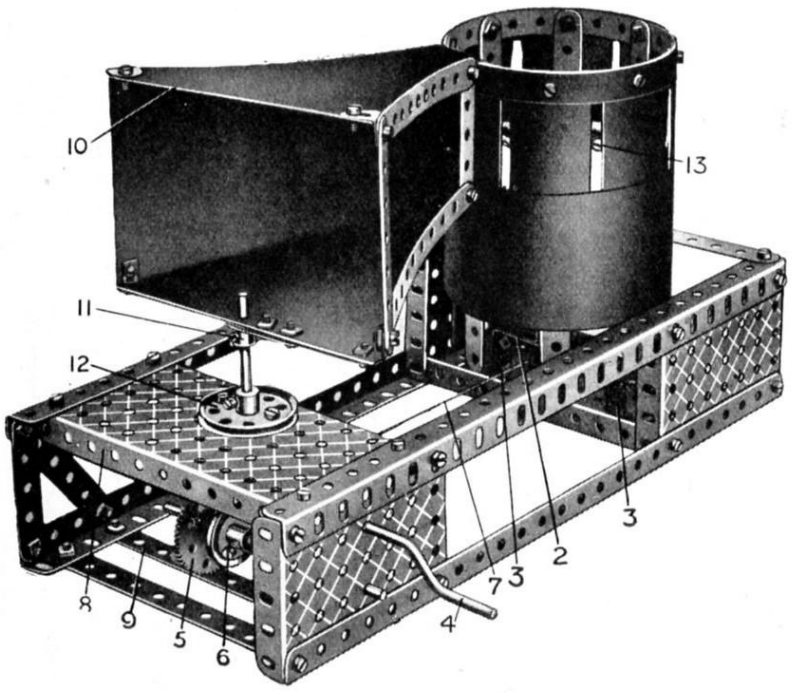
A Bush Wheel on the hoisting Rod carries a Threaded Pin that serves as the crank pin of a dummy engine, which is formed by a Sleeve Piece fitted at each end with a $\frac{3}{4}$" Flanged Wheel. The Sleeve Piece is mounted on a Pivot Bolt that is passed through its centre hole and lock-nutted to the Plate, being spaced from the latter by a Collar. A 2" Rod passes through the boss of one of the Flanged Wheels and carries at one end a Swivel Bearing, the "spider" of which is mounted loosely on the Threaded Pin. The bolts securing the Fork Piece to the "spider" should be provided with nuts to prevent their shanks gripping the Pin. A Crank Handle representing the exhaust steam pipe is secured by bolts passed through the Boiler, and inserted in the tapped holes of a Coupling and a Collar.



Parts required

10 of No.	1	1 of No.	147b
16 „ „	2	1 „ „	162a
6 „ „	3	1 „ „	162b
2 „ „	4	2 „ „	163
4 „ „	5	1 „ „	164
8 „ „	8	1 „ „	165
14 „ „	12	1 „ „	176
1 „ „	12a	2 „ „	187
4 „ „	12c	2 of No.	191
2 „ „	15	2 „ „	195
2 „ „	15a	2 „ „	197
2 „ „	17	1 „ „	198
1 „ „	18a		
1 „ „	19s		
2 „ „	19b		
4 „ „	20b		
1 „ „	22		
1 „ „	24		
4 „ „	35		
114 „ „	37		
9 „ „	38		
1 „ „	40		
2 „ „	48b		
2 „ „	52		
3 „ „	53		
2 „ „	54a		
4 „ „	59		
1 „ „	62		
1 „ „	63		
2 „ „	111c		
1 „ „	115		
1 „ „	125		

F42. Kinetoscope



Parts required

1 of No. 1	1 of No. 15a	12 of No. 38
17 „ „ 2	2 „ „ 16	1 „ „ 40
6 „ „ 3	1 „ „ 19s	1 „ „ 45
1 „ „ 4	1 „ „ 21	1 „ „ 46
3 „ „ 5	2 „ „ 22	1 „ „ 48a
4 „ „ 8	1 „ „ 24	2 „ „ 52
2 „ „ 11	1 „ „ 26	3 „ „ 53
12 „ „ 12	1 „ „ 27a	4 „ „ 59
2 „ „ 12a	60 „ „ 37	2 „ „ 62

Most Meccano boys probably are aware of the principles of the kinetoscope, but for the benefit of those who have not seen one in action, we may mention that it is a device which imparts an appearance of animation to a series of pictures, each differing slightly from the other and passed in rapid succession before the eyes. In this respect it resembles the remarkable principle upon which the modern cinematograph is based.

In constructing the Meccano model the following details will prove useful :—The drum consists of a 12½" Strip bent to form a circle, with its ends overlapping one hole, and bolted to eight vertical 5½" Strips forming the sides. Two pairs of opposite 5½" Strips are connected by 3½" Strips and Angle Brackets bolted in the third holes from their lower ends. The 3½" Strips cross at right angles to one another and are bolted in the centre to a Bush Wheel, in the boss of which is secured a short Rod forming the pivot of the revolving drum. This Rod is journalled in a Double Bent Strip bolted to a 2½"×1" Double Angle Strip 2. This, in turn, is secured to the base of the model by two 1"×1" Angle Brackets 3. A further bearing for the short Rod consists of a Crank bolted to the base of the model.

The drum is rotated from the Crank Handle 4, on which is mounted a ½" Pinion engaging a 57-teeth Gear Wheel 5 secured to a 3½" Rod carrying a Pulley Wheel 6. The latter is connected by means of a cord 7 to a similar Wheel nipped to the vertical spindle of the drum. Bearings are provided for the inner ends of the Crank Handle and 3½" Rod by a Double Angle Strip bolted between the Plate 8 and 5½" Strip 9. The sighting box 10 is built up from a framework of Strips and is secured by means of a Crank 11 to a short vertical Rod rigidly mounted in the boss of the 1½" Pulley 12. The four sides of the framework 10 are covered with some black material ; stiff black paper suitable for this purpose may be obtained from any stationers. The drum is enclosed in the same way, but the covering paper should be cut in a strip measuring 12½"×4½" and pierced with slots spaced 1½" apart (from centre to centre) so that they fall exactly between the upright 5½" Strips. The slots should measure 1½"×¼".

The type of drawing suitable for use in this model is shown in Fig. F42a, and the dimensions indicated therein should be followed carefully. No doubt Meccano boys will be able to devise numerous amusing pictures of a similar kind for themselves. The strip of stout white paper carrying the sketches is inserted in the bottom of the drum as indicated at 13. The model is now ready for operation. Placing the frame 10 over the eyes, the line of vision is directed through the narrow end, where the Strips are held apart by means of Double Brackets, and through the slots in the drum. The latter should be rotated rapidly by operating the handle 4, and as it revolves, the little dog shown in Fig. F42a will be seen jumping over the fence with a most realistic and amusing action.

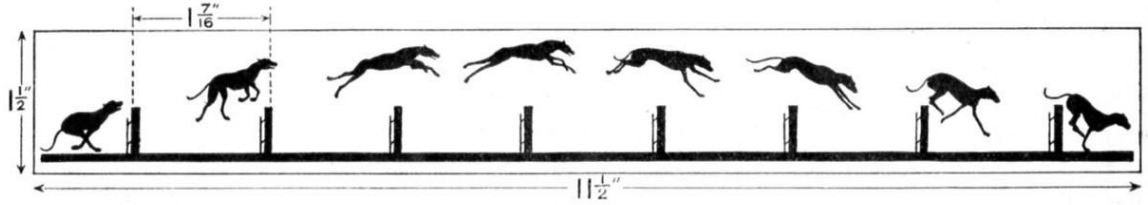
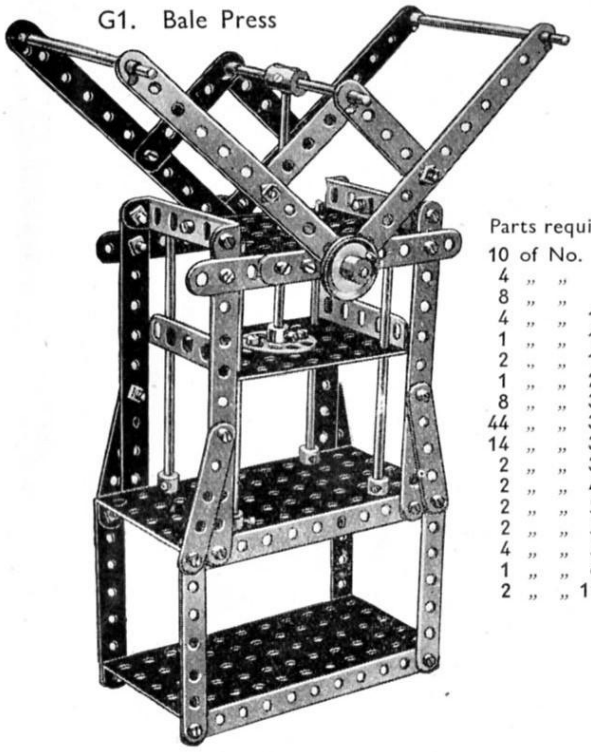


Fig. F42a

HOW TO CONTINUE

This completes our examples of models that can be made with MECCANO Outfit F (or E and Ea). The next models are a little more advanced, requiring extra parts to construct them. The necessary parts are all contained in an Fa Accessory Outfit, which can be obtained from any Meccano dealer.

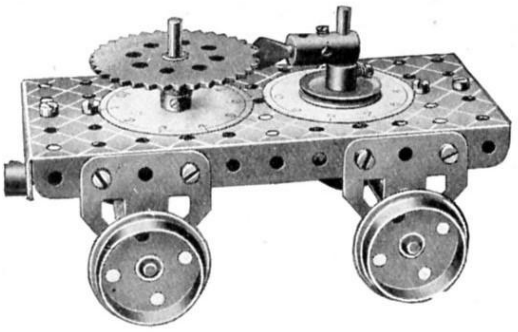
G1. Bale Press



Parts required

10	of No.	2
4	„ „	3
8	„ „	5
4	„ „	15
1	„ „	15a
2	„ „	17
1	„ „	24
8	„ „	35
44	„ „	37
14	„ „	37a
2	„ „	38
2	„ „	48a
2	„ „	52
2	„ „	53
4	„ „	59
1	„ „	63
2	„ „	111

G2. Distance Indicator



The Centre Fork on the rotating vertical shaft engages and partially rotates the 2″ Sprocket Wheel once during each revolution.

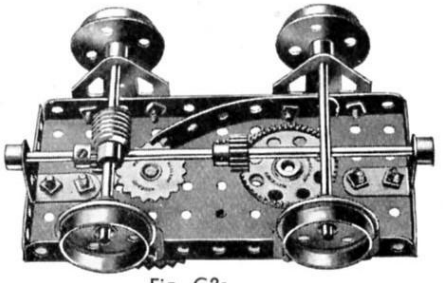
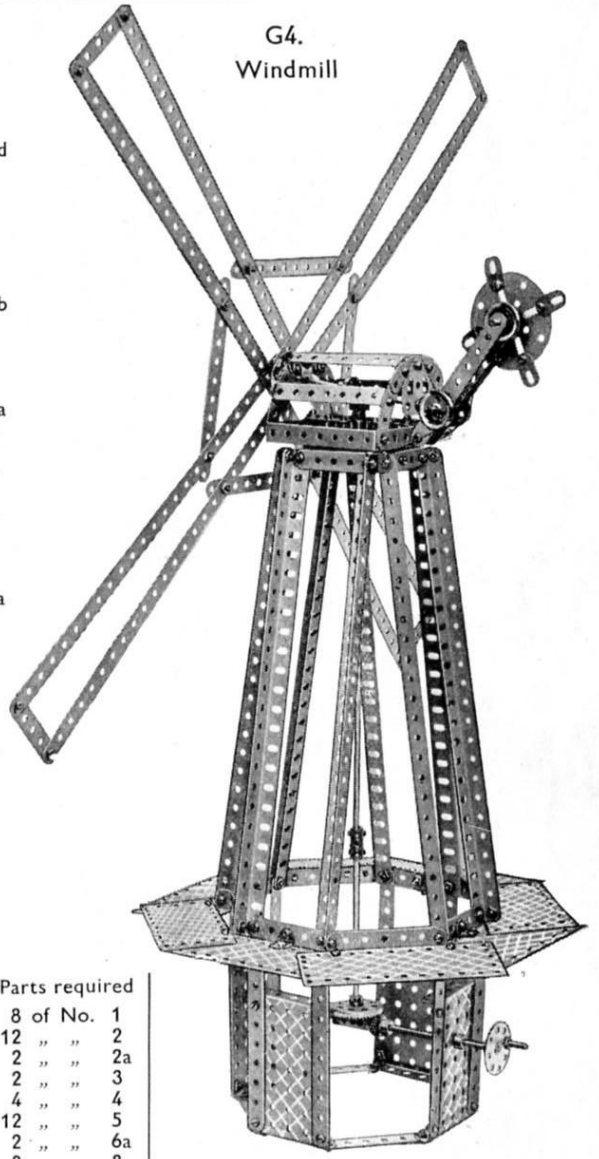


Fig. G2a

Parts required

1	of No.	4
4	„ „	10
2	„ „	12
1	„ „	15
2	„ „	16
2	„ „	17
4	„ „	20b
2	„ „	26
1	„ „	28
1	„ „	32
16	„ „	37
1	„ „	37a
3	„ „	38
1	„ „	52
3	„ „	59
2	„ „	62
1	„ „	63
1	„ „	65
1	„ „	95
1	„ „	96
4	„ „	126a

G4. Windmill



Parts required

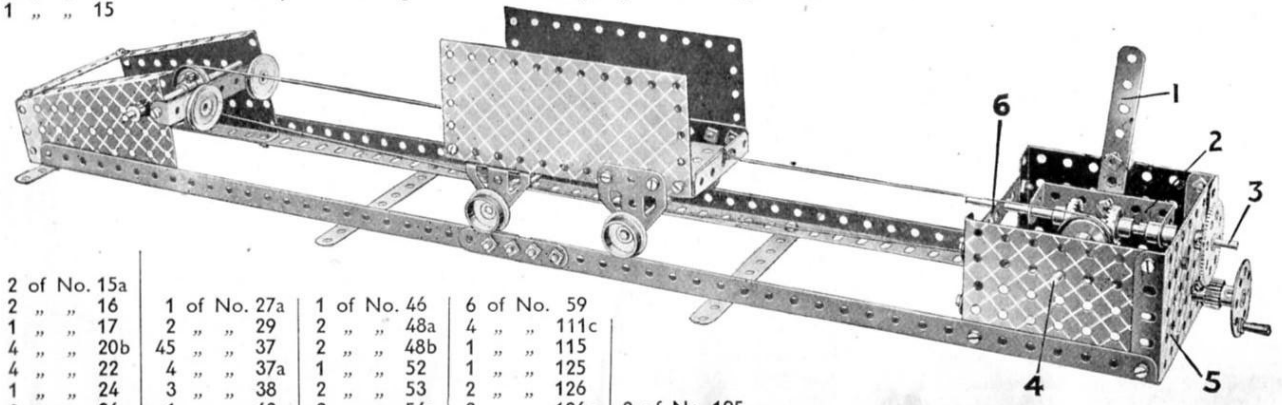
8	of No.	1
12	„ „	2
2	„ „	2a
2	„ „	3
4	„ „	4
12	„ „	5
2	„ „	6a
8	„ „	8
5	„ „	10
1	„ „	11
12	„ „	12
1	„ „	13
1	„ „	13a
2	„ „	15a
2	„ „	18a
2	„ „	19b
1	„ „	22
2	of No.	22a
2	„ „	24
2	„ „	26
1	„ „	28
1	„ „	29
2	„ „	35
126	„ „	37
6	„ „	37a
10	„ „	38
4	of No.	48a
6	„ „	48b
4	„ „	53
9	„ „	59
2	„ „	63
4	„ „	90
2	„ „	90a
1	„ „	109
6	„ „	111c
1	of No.	115
1	„ „	126a
2	„ „	191
6	„ „	195

G3. Cable Railway

Parts required

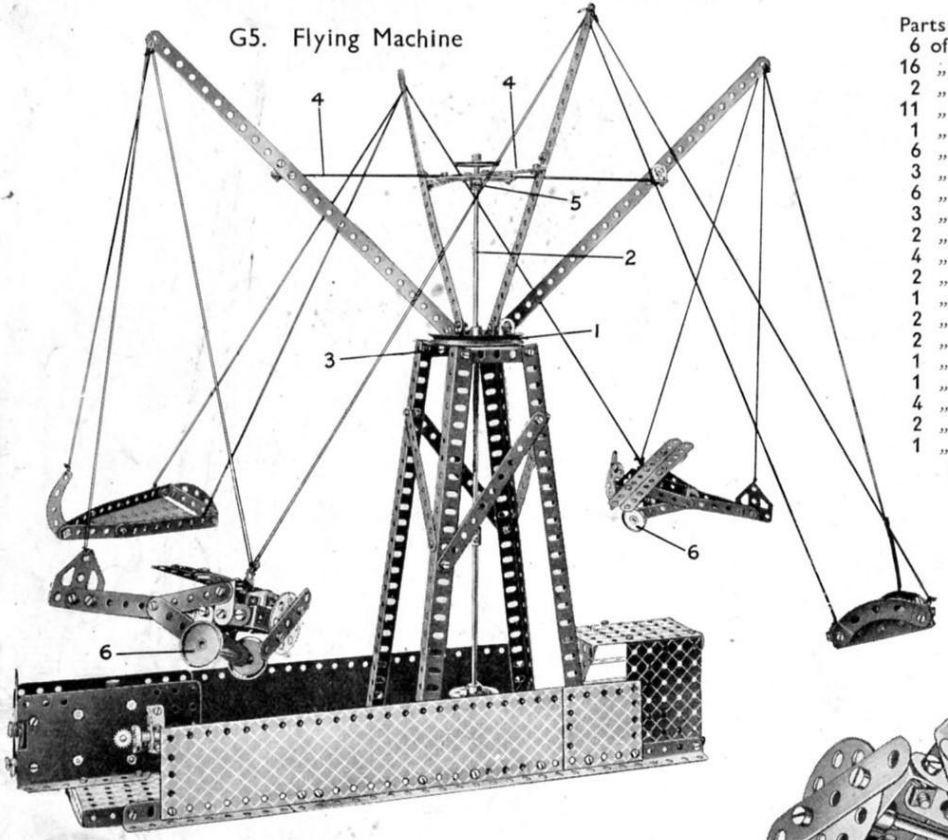
3	of No.	2
4	„ „	3
2	„ „	5
4	„ „	8
1	„ „	15

The reversing lever 1 is pivoted near its centre to a Reversed Angle Bracket and at its lower end to a $2\frac{1}{2}'' \times 1''$ Double Angle Strip 2. This Strip is kept in place on the Rod 3 by two Collars. The two $\frac{3}{4}''$ Contrate Wheels are fastened on this Rod in such a position that one or other can be brought into gear with a $\frac{1}{2}''$ Pinion secured to the Rod 4, by moving the reversing lever. This Rod 4 is journalled in one of the side plates of the gear box and in a $3\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip bolted between Plate 5 and the Strip 6.



2	of No.	15a
2	„ „	16
1	„ „	17
4	„ „	20b
4	„ „	22
1	„ „	24
2	„ „	26
1	of No.	27a
2	„ „	29
45	„ „	37
4	„ „	37a
3	„ „	38
1	„ „	40
1	of No.	46
2	„ „	48a
2	„ „	48b
1	„ „	52
2	„ „	53
2	„ „	54a
6	of No.	59
4	„ „	111c
1	„ „	115
2	„ „	125
2	„ „	126
2	„ „	126a
2	of No.	195

G5. Flying Machine



Parts required					
6	of No.	1	1	of No.	27a
16	„ „	2	1	„ „	29
2	„ „	2a	1	„ „	32
11	„ „	5	122	„ „	37
1	„ „	6a	2	„ „	37a
6	„ „	8	2	„ „	40
3	„ „	9	1	„ „	46
6	„ „	10	2	„ „	48
3	„ „	11	6	„ „	48a
2	„ „	12	2	„ „	52
4	„ „	12a	3	„ „	53
2	„ „	13	2	„ „	54a
1	„ „	14	3	„ „	59
2	„ „	16	1	„ „	63
2	„ „	17	4	„ „	90a
1	„ „	19b	1	„ „	109
1	„ „	21	2	„ „	111c
4	„ „	22	2	„ „	126
2	„ „	24	2	„ „	126a
1	„ „	26	1	„ „	193
			1	„ „	197

No. E6. Electric Motor
(not included in Outfit)

In Fig. G5 the model is shown equipped with a Meccano Electric Motor. Fig. G5a, which shows the base of the model only, indicates an alternative arrangement by which the model may be operated by hand if a Motor is not available. The revolving portion of the model consists of four $12\frac{1}{2}$" Strips bolted to the 3" Pulley Wheel 1 (Fig. G5) which is secured to the main vertical shaft 2 and rests directly on the $3\frac{1}{2}" \times 2\frac{1}{2}"$ Flanged Plate 3. The $12\frac{1}{2}$" Strips are supported by two further $12\frac{1}{2}"$ Strips 4, crossed and bolted to a Face Plate 5 secured to the Rod 2.

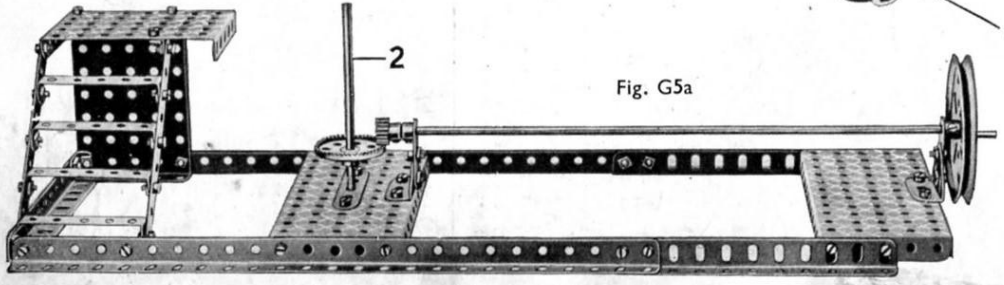


Fig. G5a

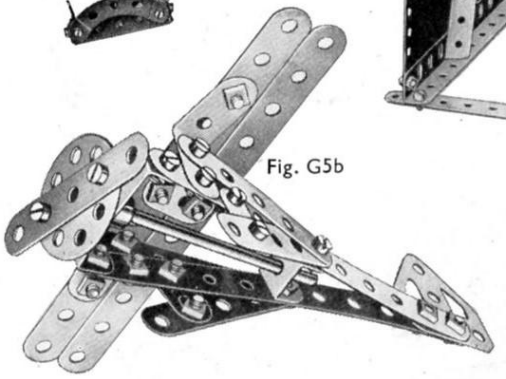
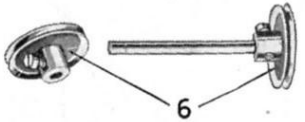
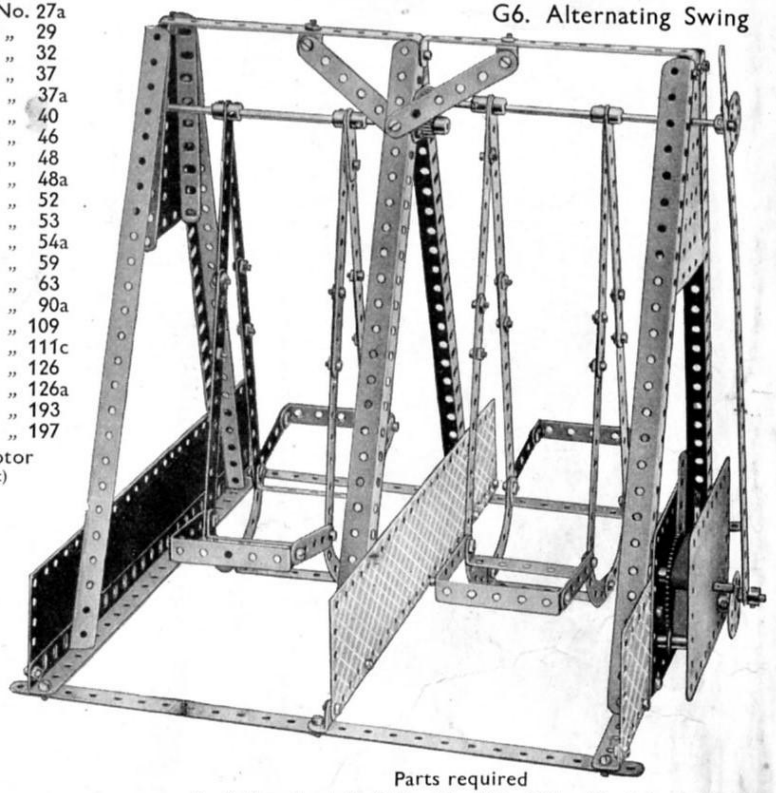


Fig. G5b



One of the aeroplanes attached to the model is shown in detail in Fig. G5b. The Wheels 6 are shown removed from their bearings.

G6. Alternating Swing

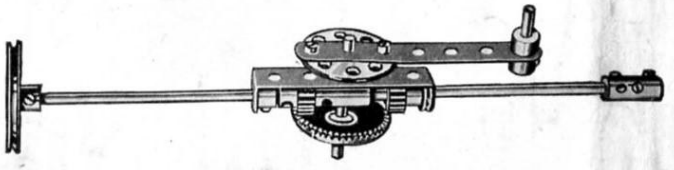


Parts required								
3	of No.	1	4	of No.	12	10	of No.	48a
8	„ „	2	2	„ „	14	2	„ „	48d
2	„ „	4	2	„ „	24	2	„ „	54a
9	„ „	5	2	„ „	26	9	„ „	59
2	„ „	6a	72	„ „	37	2	„ „	62
8	„ „	8	3	„ „	37a	4	„ „	90

4	of No.	90a
1	„ „	111c
1	„ „	115
3	„ „	197

No. 2 Clockwork Motor
(not included in Outfit)

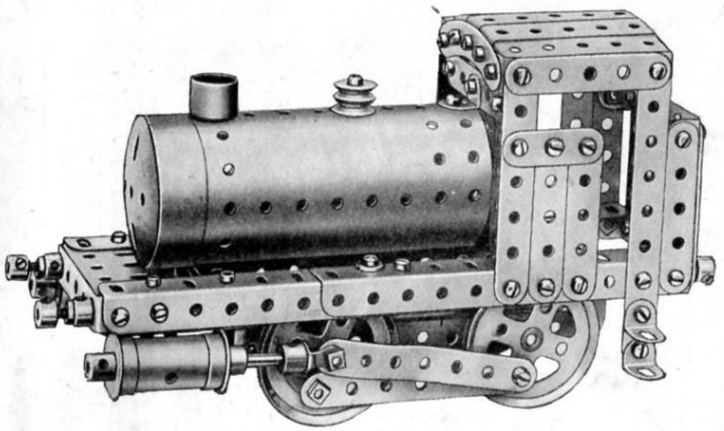
G7. Breast Drill



Parts required

1	of No.	3	1	of No.	21	2	of No.	26
2	„ „	15	1	„ „	23	1	„ „	28
2	„ „	17	1	„ „	24	2	„ „	37
1	„ „	18a						

1	of No.	48a
3	„ „	59
2	„ „	63



G8. 0-4-0 Shunting Locomotive

Parts required

6	of	No.	2	15	of	No.	37a
2	„	„	2a	10	„	„	38
6	„	„	3	7	„	„	48a
18	„	„	5	6	„	„	59
2	„	„	6a	2	„	„	90
4	„	„	9	1	„	„	103f
6	„	„	10	2	„	„	111
10	„	„	12	5	„	„	111c
4	„	„	17	1	„	„	116a
4	„	„	20a	1	„	„	162
4	„	„	20b	2	„	„	163
2	„	„	23	1	„	„	164
85	„	„	37	1	„	„	166

The superstructure is shown in detail in Fig. G8a. Each of the two side members is built up from two $5\frac{1}{2}$″ Angle Girders overlapping five holes. The cab roof is composed of five $2\frac{1}{2}$″ × $\frac{1}{2}$″ Double Angle Strips bolted to two $2\frac{1}{2}$″ Curved Strips and is attached to the frame of the cab by Angle Brackets. The front of the cab is composed of three $2\frac{1}{2}$″ Strips connected together so as to form three sides of a square and bolted to the Boiler by an Angle Bracket. The cylinders 2 are bolted to the side members by means of two Flat Brackets 3 which are bent slightly outward.

Each side of the frame that carries the wheels is composed of two $5\frac{1}{2}$″ Strips overlapping seven holes, and one $5\frac{1}{2}$″ Strip attached by Flat Brackets 4 as shown in Fig. G8b.

The coupling Rods 7 are attached to the front pair of Wheels by bolts and locknuts and to the back pair by $\frac{3}{8}$″ Bolts and locknuts. The connecting Rods 8, which are bent slightly as shown, are attached at one end to the Bolts 9 and at the other are connected to End Bearings, which carry the $1\frac{1}{2}$″ Rods forming the piston rods.

To assemble the model, the $\frac{3}{8}$″ Bolts 5 are passed through the centre holes of the $2\frac{1}{2}$″ Strips 6, and through the Boiler, and are then secured by their nuts (the Washers shown being used to space the Strips 6 from the $1\frac{1}{2}$″ Double Angle Strips).

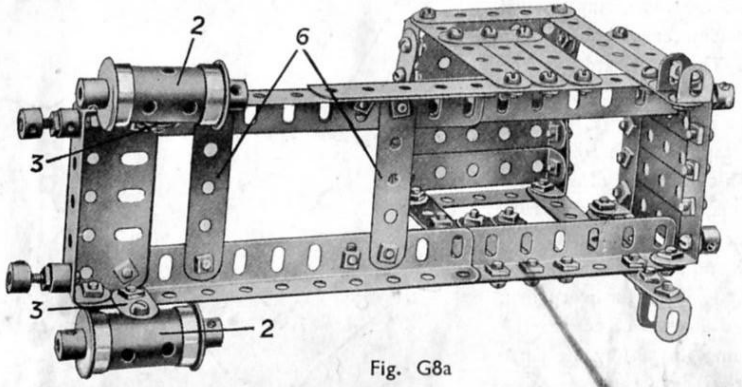


Fig. G8a

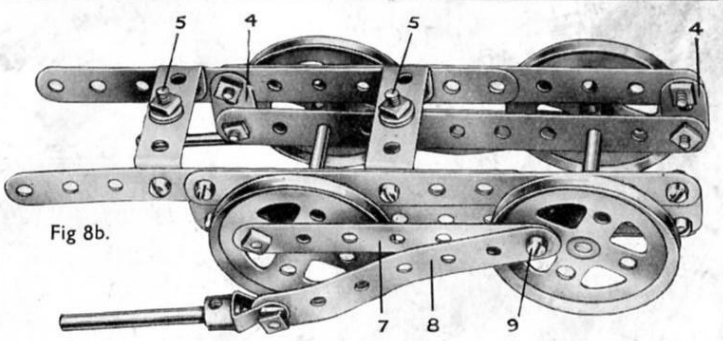
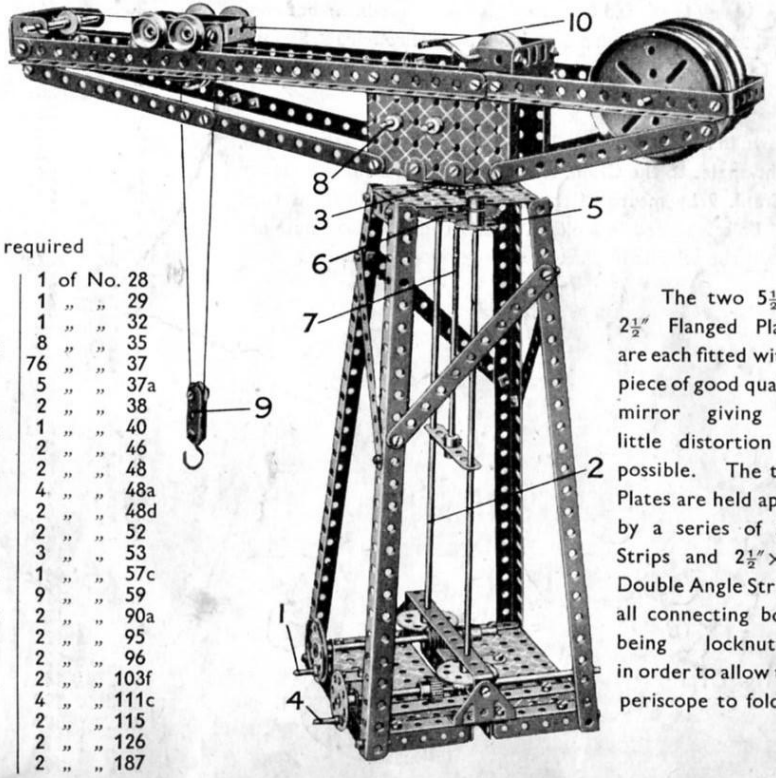


Fig 8b.

G9. Girder Crane

The boom is rotated by means of the handle 1, on the axle of which is a Worm engaging with a 57-teeth Gear Wheel secured to an $11\frac{1}{2}$″ Rod 2. At the upper end of the Rod 2 is a 1″ Sprocket Wheel that meshes with a 2″ Sprocket Wheel 3 bolted to the boom of the crane. The handle 4 is connected by means of a $\frac{1}{2}$″ Pinion, $1\frac{1}{2}$″ Contrate Wheel, and a 1″ Sprocket Wheel 5 to the 2″ Sprocket Wheel 6. The Rod 7, on which the latter is secured, is free to rotate in the boss of the Sprocket Wheel 3, and carries at its upper end a $\frac{3}{4}$″ Contrate Wheel which, by means of a $\frac{1}{2}$″ Pinion and a 57-teeth Gear Wheel, rotates the Rod 8. A Cord wound on the latter Rod raises the pulley block 9. The handle 10 controls the traversing movement of the trolley by an endless rope drive similar to Standard Mechanism No. 167.



Parts required

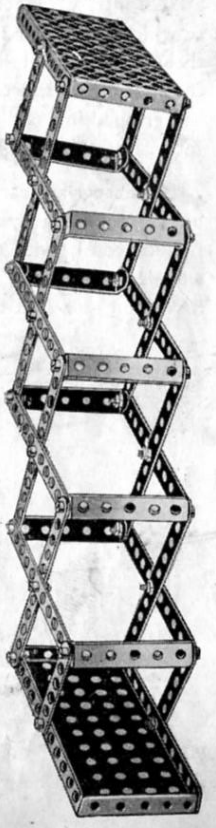
12	of	No.	2	1	of	No.	28
2	„	„	3	1	„	„	29
2	„	„	5	1	„	„	32
2	„	„	6a	8	„	„	35
6	„	„	8	76	„	„	37
2	„	„	9	5	„	„	37a
9	„	„	10	2	„	„	38
2	„	„	12a	1	„	„	40
2	„	„	13	2	„	„	46
1	„	„	13a	2	„	„	48
1	„	„	14	4	„	„	48a
1	„	„	15a	2	„	„	48d
4	„	„	16	2	„	„	52
3	„	„	17	3	„	„	53
2	„	„	19b	1	„	„	57c
1	„	„	19s	9	„	„	59
4	„	„	20b	2	„	„	90a
1	„	„	21	2	„	„	95
1	„	„	22	2	„	„	96
2	„	„	22a	2	„	„	103f
2	„	„	23	4	„	„	111c
2	„	„	24	2	„	„	115
2	„	„	26	2	„	„	126
2	„	„	27a	2	„	„	187

The two $5\frac{1}{2}$″ × $2\frac{1}{2}$″ Flanged Plates are each fitted with a piece of good quality mirror giving as little distortion as possible. The two Plates are held apart by a series of $5\frac{1}{2}$″ Strips and $2\frac{1}{2}$″ × $\frac{1}{2}$″ Double Angle Strips, all connecting bolts being locknutted in order to allow the periscope to fold.

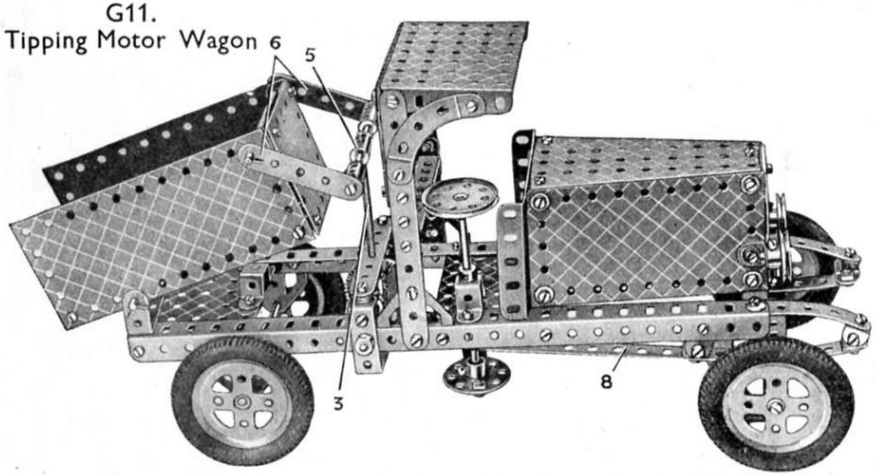
G10. Periscope

Parts required

16	of	No.	2
4	„	„	4
32	„	„	37
8	„	„	48a
2	„	„	52



G11. Tipping Motor Wagon



The tipping mechanism is operated by the hand wheel 1, the shaft of which carries a 1½" Contrate Wheel that engages with the ½" Pinion 2. The 3½" Threaded Rod 3, to which the Pinion 2 is secured, is journalled in one end of a Coupling 4 and passes through the central threaded bore of a second Coupling 5, which is mounted between the ends of two short Rods that are free to turn on bolts passed through 2½" Strips 6 and gripped in couplings. These Strips 6 are attached pivotally to the body of the lorry.

The steering gear is shown in Fig. G11a. The 2½" Strip 7 is pivoted to the Strip 8, but is secured rigidly at right-angles to the Crank 9. The Crank 9a is made to move simultaneously with the Crank 9 by means of the track-rod 10. The front road wheels are mounted on ¾" Bolts secured in Collars on the rods 11. Two nuts are locked on each Bolt to retain the wheels in place.

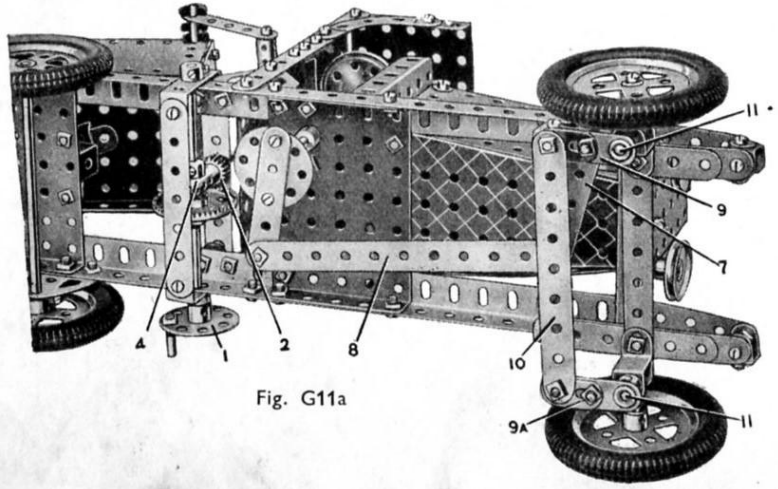
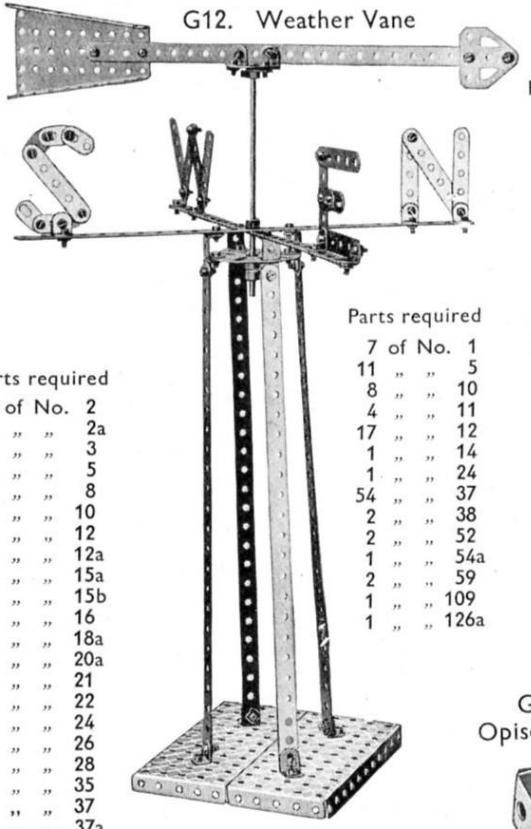


Fig. G11a

Parts required

3	of No.	2
2	„ „	2a
5	„ „	3
10	„ „	5
2	„ „	8
4	„ „	10
18	„ „	12
2	„ „	12a
2	„ „	15a
2	„ „	15b
1	„ „	16
4	„ „	18a
4	„ „	20a
1	„ „	21
2	„ „	22
2	„ „	24
1	„ „	26
1	„ „	28
10	„ „	35
108	„ „	37
6	„ „	37a
24	„ „	38
2	„ „	45
2	„ „	48
3	„ „	48b
1	„ „	51
1	„ „	52
5	„ „	53
2	„ „	54a
9	„ „	59
2	„ „	62
4	„ „	63
1	„ „	80a
2	„ „	90a
2	„ „	111
2	„ „	111c
1	„ „	115
3	„ „	125
2	„ „	126
2	„ „	126a
4	„ „	142a
2	„ „	190
2	„ „	191
1	„ „	193
2	„ „	195

G12. Weather Vane



Parts required

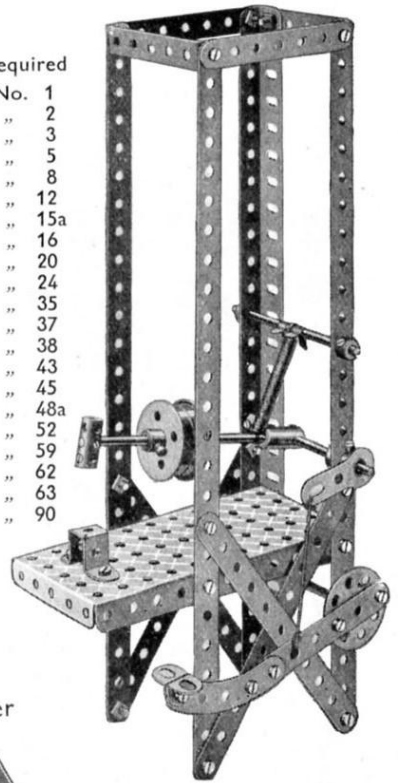
7	of No.	1
11	„ „	5
8	„ „	10
4	„ „	11
17	„ „	12
1	„ „	14
1	„ „	24
54	„ „	37
2	„ „	38
2	„ „	52
1	„ „	54a
2	„ „	59
1	„ „	109
1	„ „	126a

This instrument can be put to practical use for measuring curved lines, the perimeter of bodies, map routes, etc. The Face Plate 1 is free on the Screwed Rod 3, but is attached by a bolt to a Coupling 2, the end transverse tapped hole of which engages with the thread of the Rod. The scale 4 may be graduated by running the Face Plate along a line of given length and marking its position in relation to the scale for every inch. The Screwed Rod is of course immovable, being gripped by the Grub Screws of the two Cranks.

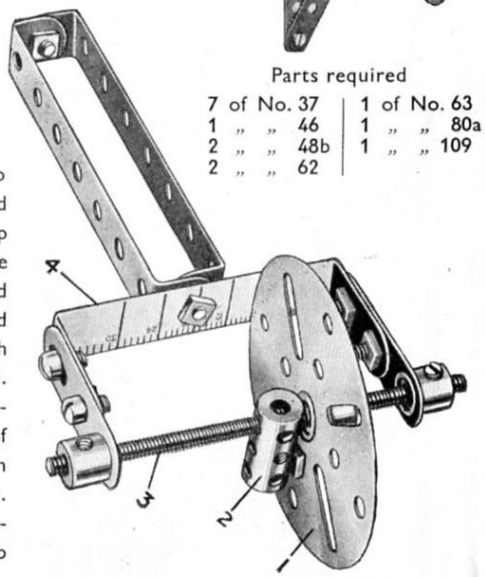
G13. Treadle Hammer

Parts required

2	of No.	1
4	„ „	2
3	„ „	3
1	„ „	5
2	„ „	8
2	„ „	12
1	„ „	15a
3	„ „	16
2	„ „	20
1	„ „	24
2	„ „	35
23	„ „	37
2	„ „	38
1	„ „	43
1	„ „	45
1	„ „	48a
1	„ „	52
5	„ „	59
1	„ „	62
2	„ „	63
1	„ „	90



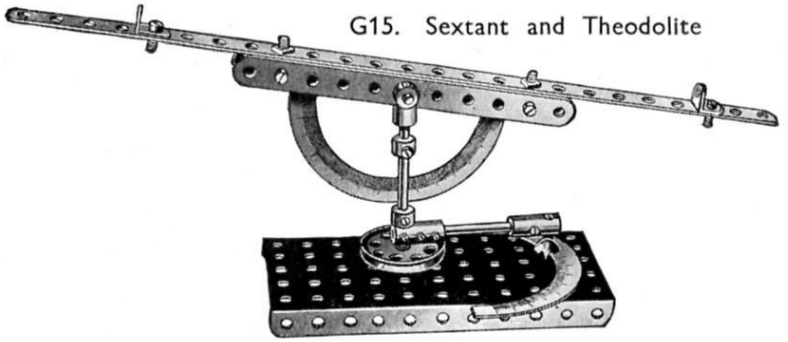
G14. Opisometer



Parts required

7	of No. 37	1	of No. 63
1	„ „ 46	1	„ „ 80a
2	„ „ 48b	1	„ „ 109
2	„ „ 62		

G15. Sextant and Theodolite



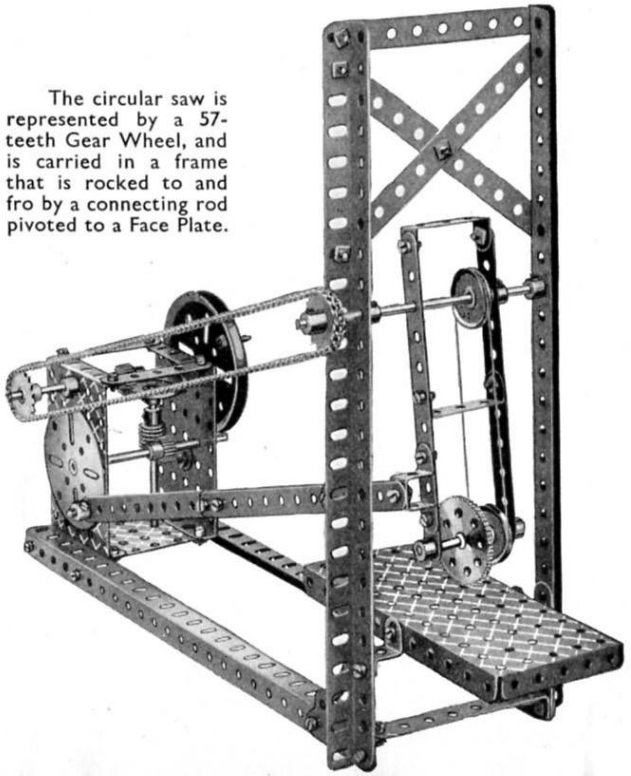
Parts required

1 of No. 1	1 of No. 17	8 of No. 37
2 „ „ 2	2 „ „ 18a	1 „ „ 52
2 „ „ 11	1 „ „ 21	4 „ „ 59
2 „ „ 12	1 „ „ 22	3 „ „ 63
1 „ „ 16		1 „ „ 65

Cardboard for Quadrants (not included in Outfit)

G16. Automatic Saw

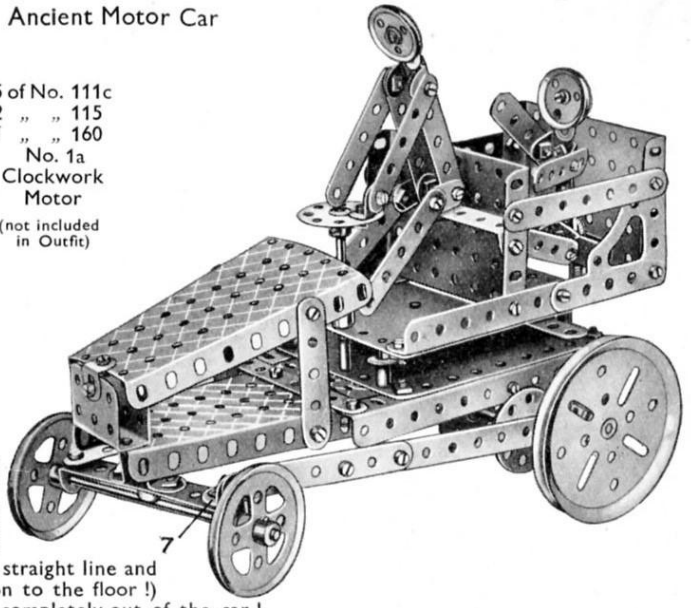
The circular saw is represented by a 57-teeth Gear Wheel, and is carried in a frame that is rocked to and fro by a connecting rod pivoted to a Face Plate.



Parts required

7 of No. 2	41 „ „ 37
1 „ „ 3	3 „ „ 37a
3 „ „ 5	2 „ „ 38
4 „ „ 8	1 „ „ 45
1 „ „ 15	2 „ „ 48
1 „ „ 15a	1 „ „ 48a
2 „ „ 16	1 „ „ 52
1 „ „ 17	3 „ „ 53
1 „ „ 19b	9 „ „ 59
2 „ „ 22	24" „ „ 94
2 „ „ 26	2 „ „ 108
1 „ „ 27a	1 „ „ 109
1 „ „ 28	1 „ „ 111c
1 „ „ 32	2 „ „ 115
	2 „ „ 125

G17. Ancient Motor Car



Parts required

2 of No. 2a	2 of No. 26	5 of No. 111c
3 „ „ 3	1 „ „ 27a	2 „ „ 115
13 „ „ 5	1 „ „ 28	1 „ „ 160
2 „ „ 6a	57 „ „ 37	No. 1a Clockwork Motor (not included in Outfit)
4 „ „ 9	14 „ „ 37a	
4 „ „ 10	8 „ „ 38	
4 „ „ 11	1 „ „ 43	
3 „ „ 12	1 „ „ 45	
1 „ „ 15	2 „ „ 48b	
2 „ „ 15a	2 „ „ 53	
1 „ „ 16	2 „ „ 54a	
1 „ „ 17	10 „ „ 59	
2 „ „ 19b	1 „ „ 62	
2 „ „ 20a	2 „ „ 63	
2 „ „ 22a	2 „ „ 103f	
2 „ „ 24	2 „ „ 108	

This model performs very amusing antics, all its movements being derived from a Clockwork Motor in the chassis. When the Motor is set in motion the model wobbles violently along the floor, while the driver seems to be endeavouring to keep it in a straight line and the passenger (who seems to have fallen on to the floor !) appears in constant danger of being thrown completely out of the car !

A ½" Pinion on the Motor shaft engages with the 1½" Contrate Wheel 1 attached to the back axle 2. The latter is journalled in two 2½" Flat Girders bolted to two 5½" Angle Girders to which the Clockwork Motor is attached. Two Couplings 3 are fixed to each extremity of the Rod 2, and the road wheels are attached to their centre threaded holes by Threaded Pins. The Couplings are set at an angle of 180 degrees to one another and so cause the car to wobble in a most peculiar manner when it is running.

A 57-teeth Gear 4 is fixed to a 4½" Rod 5 that carries at one end a Bush Wheel. This is connected to the front wheels by a link built up of 3½" and 4½" Strips and attached by an Angle Bracket 7 to the 3½" Double Angle Strip 8 that forms a bearing for the front axle. This results in the front road wheels being turned alternately from side to side. The 1½" Rod forming the pivot for the steering should be kept fairly loose to allow for the rolling of the chassis.

A 4½" Strip 6 is locknutted to the Double Angle Strip 8 at one end and at the other to a Crank 9 which is fixed to a 3½" Rod. This is journalled in the holes of the Clockwork Motor and at its top a Bush Wheel is secured. The driver is attached pivotally to the Bush Wheel by an Angle Bracket and 2½" Strip, so that when the Motor is in motion he steers quite realistically. The passenger at the back is attached to the frame by a Spring clamped between two 1½" Strips.

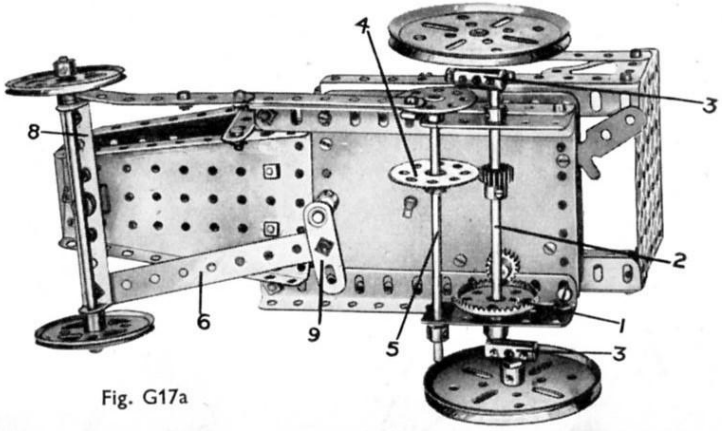
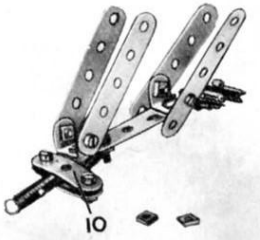


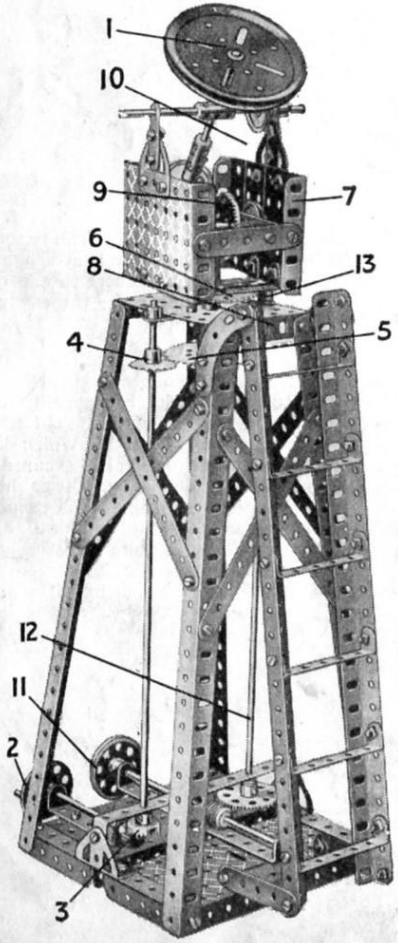
Fig. G17a



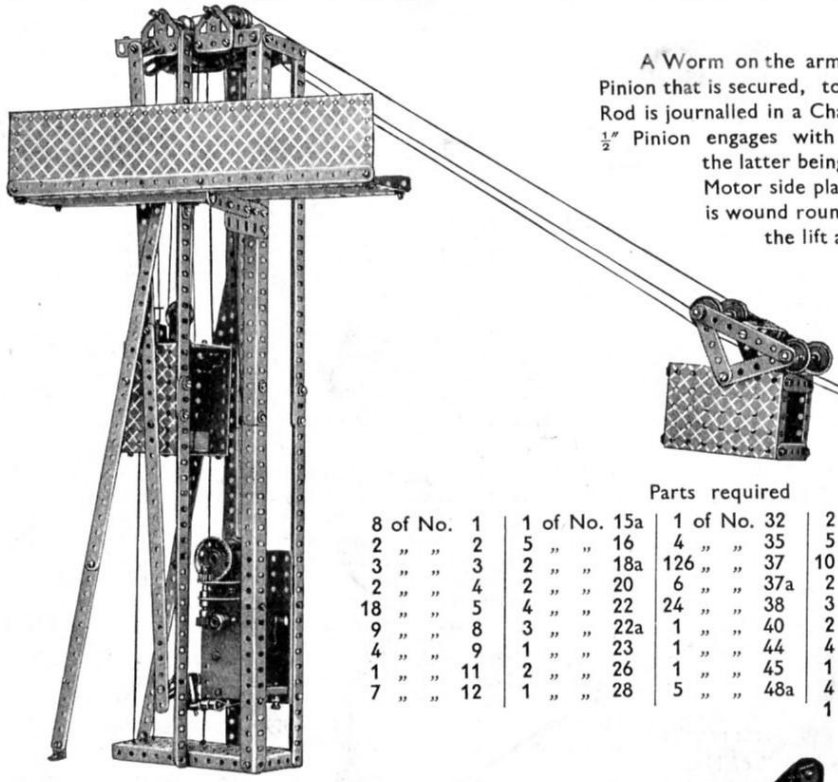
G18. Searchlight

Parts required

10	of No.	2	3	of No.	22	2	of No.	48d
1	„ „	3	2	„ „	24	2	„ „	52
4	„ „	5	2	„ „	26	3	„ „	53
2	„ „	6a	1	„ „	27a	4	„ „	59
6	„ „	8	1	„ „	28	2	„ „	63
2	„ „	12	1	„ „	29	2	„ „	95
2	„ „	13	1	„ „	32	2	„ „	96
1	„ „	14	86	„ „	37	2	„ „	115
3	„ „	16	7	„ „	38	2	„ „	126
2	„ „	17	1	„ „	45	2	„ „	126a
1	„ „	19b	9	„ „	48a			
1	„ „	21	1	„ „	48b			



The elevation of the searchlight 1 is controlled by the hand wheel 2, the motion of which is transmitted by means of a $\frac{1}{2}$" Pinion and $\frac{3}{4}$" Contrate Wheel 3 and 1" Sprocket Wheel 4 to a 2" Sprocket Wheel 5. The latter is secured to a vertical Rod that is free to revolve in the boss of a second 2" Sprocket Wheel 6 bolted to two $2\frac{1}{2} \times \frac{1}{2}$" Double Angle Strips, which in turn, are secured in the base of the rotating frame 7. This vertical Rod is journalled in a Double Bent Strip that is bolted beneath the Plate 8 to form an additional support, and it carries at its upper end a $\frac{1}{2}$" Pinion that engages with the $1\frac{1}{2}$" Contrate Wheel 9.



G20. Telpher Span

A Worm on the armature spindle of the Electric Motor engages with a $\frac{1}{2}$" Pinion that is secured, together with a second $\frac{1}{2}$" Pinion, on a vertical 2" Rod. This Rod is journalled in a Channel Bearing secured to the Motor side plate. The second $\frac{1}{2}$" Pinion engages with a $1\frac{1}{2}$" Contrate Wheel carried on the hoisting drum, the latter being formed by a $2\frac{1}{2}$" Rod journalled in the end holes of the Motor side plates. The lift and telpher hoisting rope, which is continuous, is wound round the hoisting drum three turns, and is then connected to the lift and telpher in the following manner. One end of the cord is passed over 1" and $\frac{1}{2}$" loose Pulleys at the top of the tower, then under a 1" fast Pulley attached to the cage, and is finally attached to a Flat Bracket that is carried on the same Rod as the $\frac{1}{2}$" Pulley. The other end of the cord is passed over a second 1" loose Pulley at the top of the tower, and down to a $2\frac{1}{2}" \times \frac{1}{2}$" Double Angle Strip on the telpher.

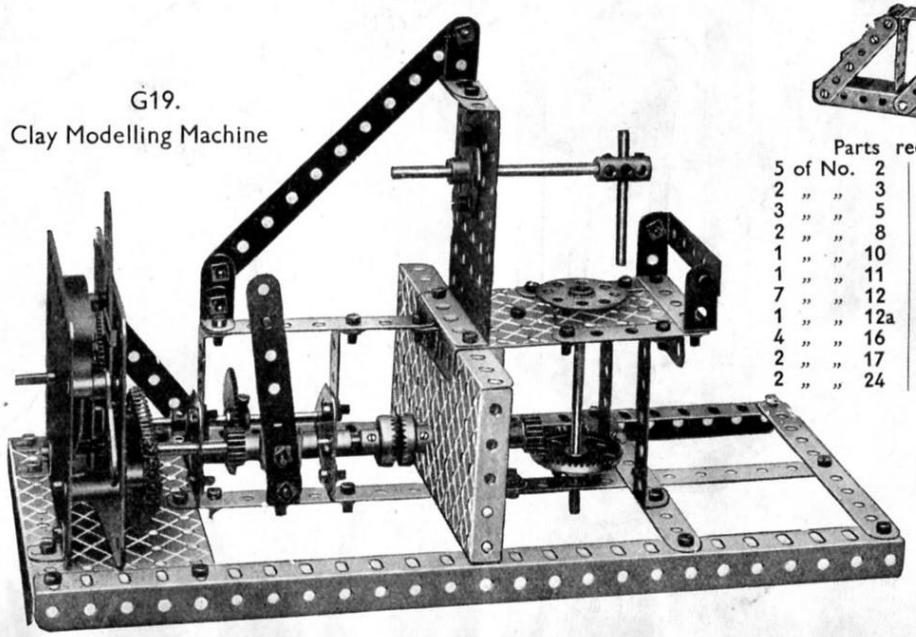
Parts required

8	of No.	1	1	of No.	15a	1	of No.	32	2	of No.	52
2	„ „	2	5	„ „	16	4	„ „	35	5	„ „	53
3	„ „	3	2	„ „	18a	126	„ „	37	10	„ „	59
2	„ „	4	2	„ „	20	6	„ „	37a	2	„ „	62
18	„ „	5	4	„ „	22	24	„ „	38	3	„ „	63
9	„ „	8	3	„ „	22a	1	„ „	40	2	„ „	103f
4	„ „	9	1	„ „	23	1	„ „	44	4	„ „	111c
1	„ „	11	2	„ „	26	1	„ „	45	1	„ „	115
7	„ „	12	1	„ „	28	5	„ „	48a	4	„ „	126a
									1	„ „	160

1	of No.	162a
1	„ „	165
1	„ „	166
1	„ „	193
1	„ „	197

No. E6 Electric Motor (not included in Outfit)

G19. Clay Modelling Machine



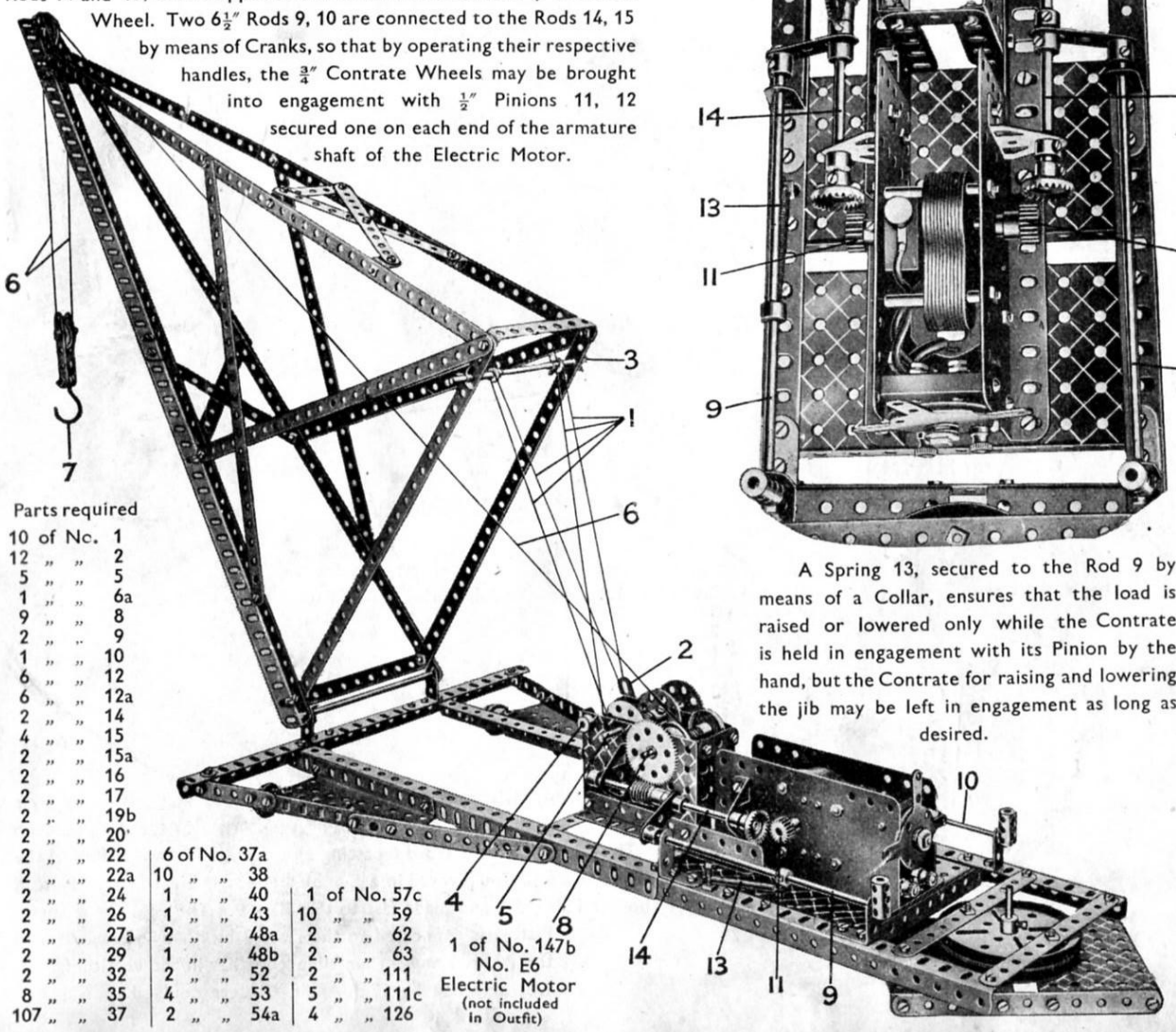
Parts required

5	of No.	2	2	of No.	26	2	of No.	59
2	„ „	3	1	„ „	27a	1	„ „	63
3	„ „	5	1	„ „	28	6	„ „	94
2	„ „	8	2	„ „	29	2	„ „	95
1	„ „	10	50	„ „	37	2	„ „	126a
1	„ „	11	2	„ „	37a			
7	„ „	12	2	„ „	38			
1	„ „	12a	1	„ „	46			
4	„ „	16	6	„ „	48a			
2	„ „	17	2	„ „	52			
2	„ „	24	2	„ „	53			
			4	„ „	59			

No. 2 Clockwork Motor (not included in Outfit)

G21. Rotating Crane

The jib of the crane is raised or lowered by means of the cord 1 the end of which is tied to a Flat Bracket 2 mounted on the Rod 4 in the gear box. The cord is led over the Rod 3, round Rod 4, again over Rod 3, and then is wound on the Rod 5. One end of the cord 6, which raises the Hook 7, is tied to the jib of the crane and the other end is wound on the Rod 8. Each of the Rods 5 and 8 carries a 57-teeth Gear Wheel (see Fig. G21a) that meshes with a Worm secured to 2 sliding 5″ Rods 14 and 15, to the opposite end of which is secured a ¾″ Contrate Wheel. Two 6½″ Rods 9, 10 are connected to the Rods 14, 15 by means of Cranks, so that by operating their respective handles, the ¾″ Contrate Wheels may be brought into engagement with ½″ Pinions 11, 12 secured one on each end of the armature shaft of the Electric Motor.



Parts required

10 of No.	1	
12 „ „	2	
5 „ „	5	
1 „ „	6a	
9 „ „	8	
2 „ „	9	
1 „ „	10	
6 „ „	12	
6 „ „	12a	
2 „ „	14	
4 „ „	15	
2 „ „	15a	
2 „ „	16	
2 „ „	17	
2 „ „	19b	
2 „ „	20	
2 „ „	22	
2 „ „	22a	
2 „ „	24	
2 „ „	26	
2 „ „	27a	
2 „ „	29	
2 „ „	32	
8 „ „	35	
107 „ „	37	
6 of No.	37a	
10 „ „	38	
1 „ „	40	
1 „ „	43	
2 „ „	48a	
1 „ „	48b	
2 „ „	52	
4 „ „	53	
2 „ „	54a	
1 of No.	57c	
10 „ „	59	
2 „ „	62	
2 „ „	63	
2 „ „	111	
5 „ „	111c	
4 „ „	126	

1 of No. 147b
No. E6
Electric Motor
(not included in Outfit)

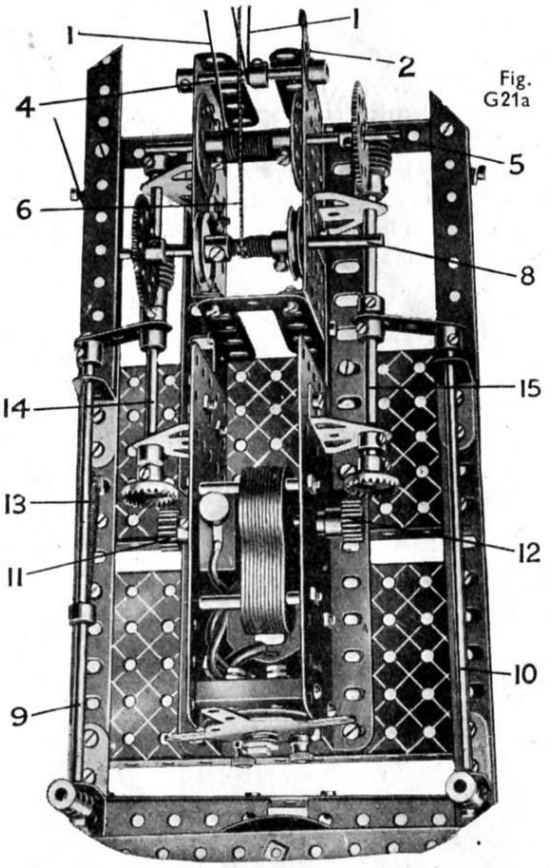


Fig. G21a

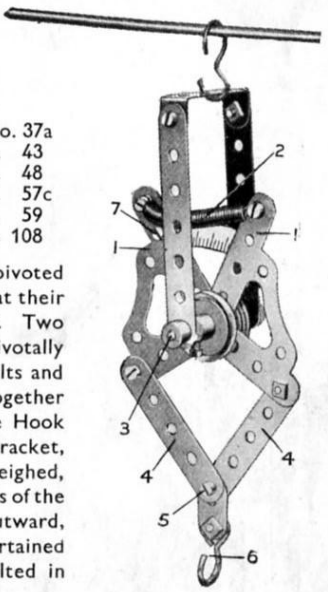
A Spring 13, secured to the Rod 9 by means of a Collar, ensures that the load is raised or lowered only while the Contrate is held in engagement with its Pinion by the hand, but the Contrate for raising and lowering the jib may be left in engagement as long as desired.

G22. Spring Balance

Parts required

2 of No.	3	3 of No.	37a
2 „ „	5	1 „ „	43
1 „ „	10	1 „ „	48
1 „ „	17	1 „ „	57c
2 „ „	22	2 „ „	59
8 „ „	37	2 „ „	108

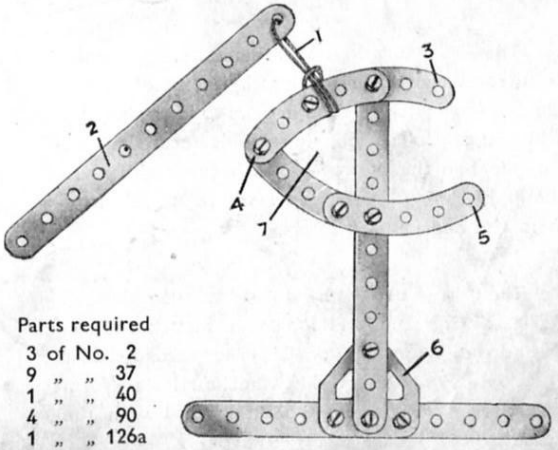
The Architraves 1 are pivoted on the Rod 3 and secured at their upper ends to a Spring 2. Two 2½″ Strips 4 are attached pivotally to their lower ends by Bolts and lock-nuts and connected together in a similar manner. The Hook 6, suspended from a Flat Bracket, receives the article to be weighed, which causes the upper ends of the Architraves to move outward, and the weight may be ascertained from the scale that is bolted in position at 7.



G23. Puzzle

The problem, which is to remove the Strip 2 from the frame, is by no means an easy one to solve. Cutting the string or undoing the knot is not allowed !

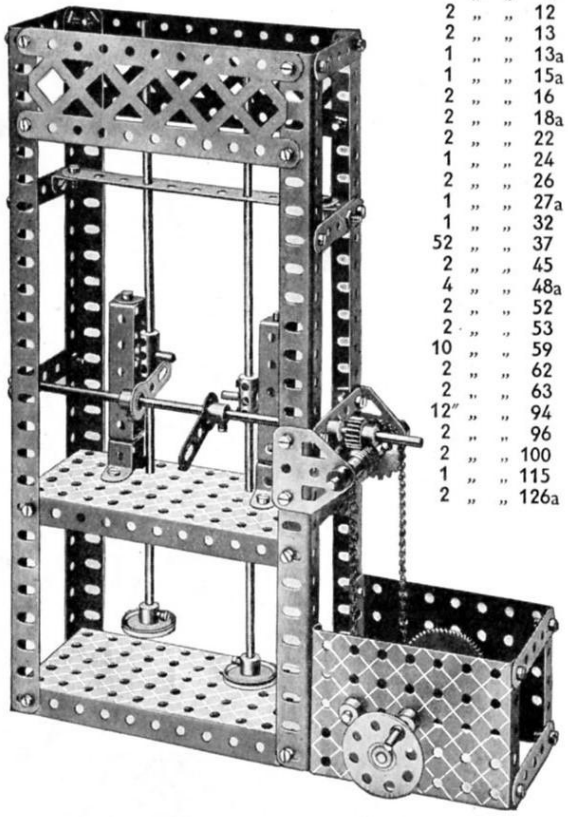
The loop of string 1, attached to the end of the 5½″ Strip 2, should reach half way along the Strip 2 (when removed from the frame). To assemble the puzzle first pass the loop over the points 3, 4 and 5 and then slip it down to the Trunnion 6. Next pass the 5½″ Strip 2 through the space 7 and again take the loop over 3, 4 and 5. The loop 1 and Strip 2 are now attached to the frame as shown in the illustration.



Parts required

3 of No.	2	
9 „ „	37	
1 „ „	40	
4 „ „	90	
1 „ „	126a	

G24. Trip Hammer



Parts required

1	of No.	2
8	„ „	5
4	„ „	8
2	„ „	12
2	„ „	13
1	„ „	13a
1	„ „	15a
2	„ „	16
2	„ „	18a
2	„ „	22
1	„ „	24
2	„ „	26
1	„ „	27a
1	„ „	32
52	„ „	37
2	„ „	45
4	„ „	48a
2	„ „	52
2	„ „	53
10	„ „	59
2	„ „	62
2	„ „	63
12″	„ „	94
2	„ „	96
2	„ „	100
1	„ „	115
2	„ „	126a

The shafts carrying the hammers are prevented from rotating in their bearings by means of $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips bolted in pairs to form guides, in which slide Collars on short Rods secured to the Couplings in the centres of the hammer shafts. As the Rod carrying the Cranks slowly rotates, the hammers rise and fall alternately.

The drive from the handwheel is taken through a 57-teeth Gear and $\frac{1}{2}''$ Pinion to a 1″ Sprocket Wheel that drives by means of Chain a second similar Sprocket. The Rod of this wheel carries a Worm driving a $\frac{1}{2}''$ Pinion on the Rod fitted with the Cranks.

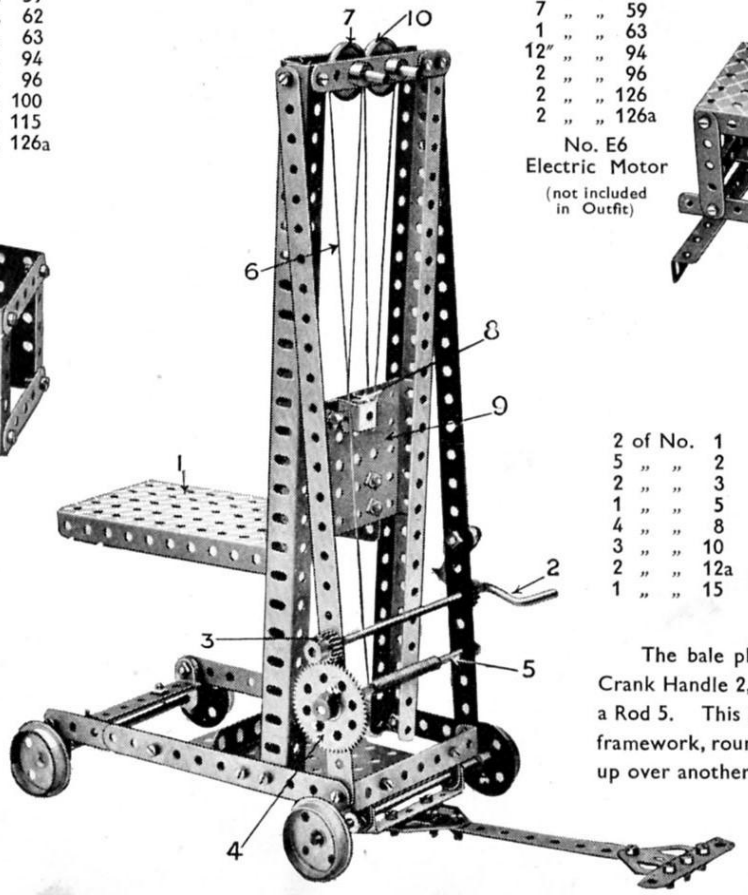
G25. Swing Saw

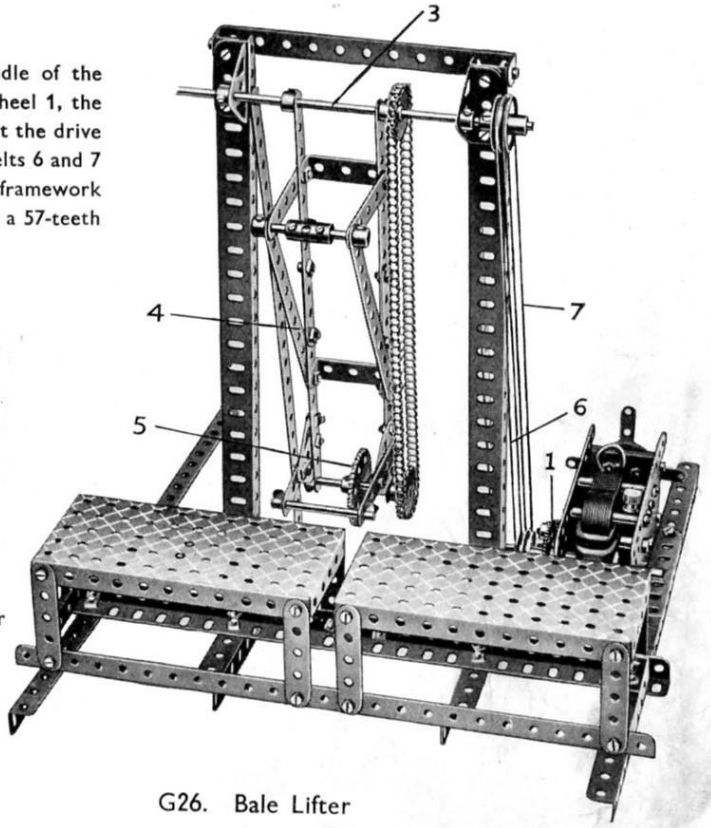
A $\frac{1}{2}''$ Pinion secured to the armature spindle of the Electric Motor engages with a 57-teeth Gear Wheel 1, the shaft of which carries two 1″ Pulleys that transmit the drive by belts to the operating Rod 3. Two driving belts 6 and 7 are used side by side to minimise slipping. The framework 4, is free to swing about the Rod 3, and carries a 57-teeth Gear 5, representing the circular saw.

Parts required

2	of No.	1
6	„ „	2
12	„ „	5
8	„ „	8
2	„ „	9
1	„ „	14
1	of No.	16
3	„ „	17
4	„ „	22
1	„ „	26
2	„ „	27a
2	„ „	35
57	of No.	37
1	„ „	40
2	„ „	48
2	„ „	48a
1	„ „	48d
2	„ „	52
2	„ „	53
7	„ „	59
1	„ „	63
12″	„ „	94
2	„ „	96
2	„ „	126
2	„ „	126a

No. E6 Electric Motor (not included in Outfit)





G26. Bale Lifter

Parts required

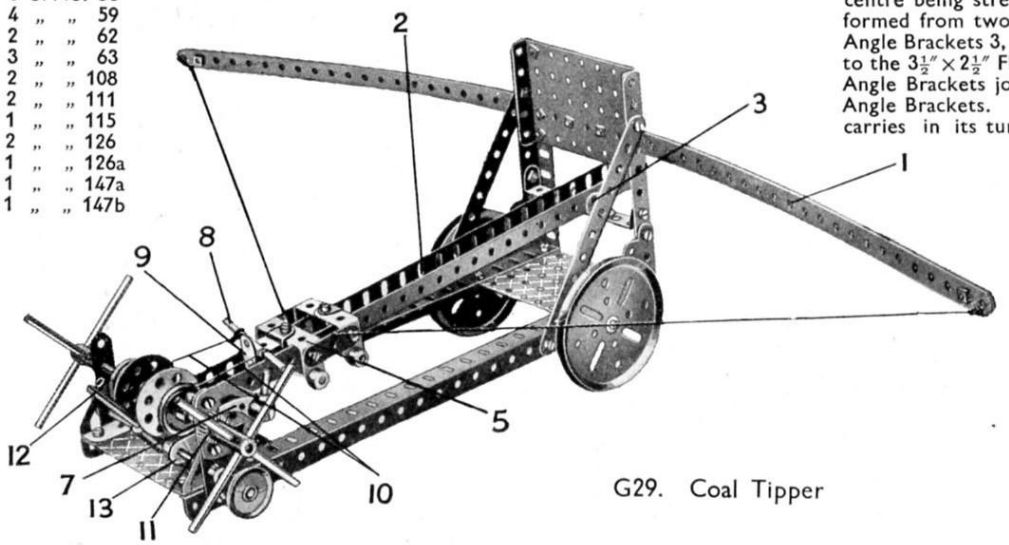
2	of No.	1
5	„ „	2
2	„ „	3
1	„ „	5
4	„ „	8
3	„ „	10
2	„ „	12a
1	„ „	15
2	of No.	15a
2	„ „	17
1	„ „	18a
1	„ „	19
4	„ „	20
2	„ „	22
1	„ „	26
1	„ „	27a
2	of No.	35
46	„ „	37
1	„ „	37a
19	„ „	38
1	„ „	40
1	„ „	45
2	„ „	48a
3	„ „	48b
1	of No.	52
3	„ „	53
7	„ „	59
1	„ „	111
2	„ „	126a
1	„ „	147a
1	„ „	147b
1	„ „	148

The bale platform 1, consisting of a $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate, is raised by a Crank Handle 2, operating a Pinion 3 which engages with a 57-teeth Gear 4 on a Rod 5. This Rod carries the Cord 6 passing over a Pulley 7, in the head of the framework, round a $\frac{3}{4}''$ Bolt 8 pivoted in a Double Bent Strip bolted to the Plate 9, up over another Pulley 10, and made fast to the Plate 9. The $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate 1 is connected to the Plate 9 by 1″ Angle Brackets, and the Plates 1 and 9 thus slide together in the vertical framework formed by $12\frac{1}{2}''$ Angle Girders doubled.

G28. Mechanical Cross Bow

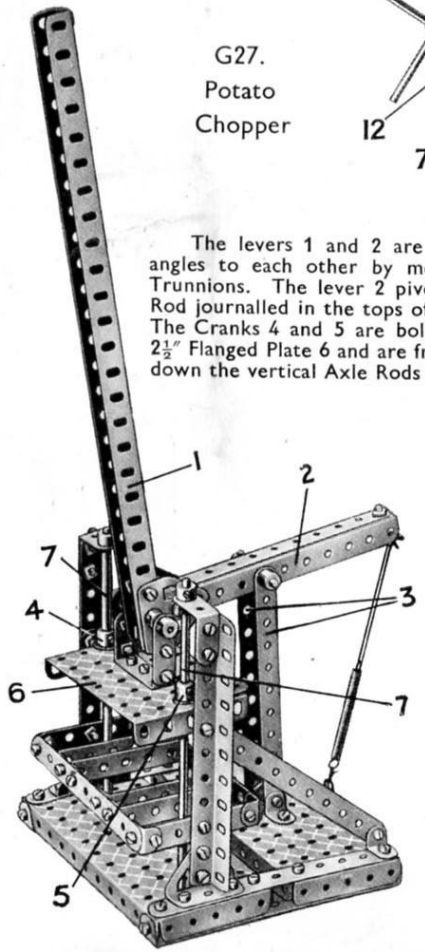
Parts required

6	of No.	1	4	of No.	17	3	of No.	53
7	„ „	5	2	„ „	19b	4	„ „	59
2	„ „	6a	4	„ „	22	2	„ „	62
4	„ „	8	2	„ „	24	3	„ „	63
2	„ „	9	1	„ „	26	2	„ „	108
1	„ „	10	53	„ „	37	2	„ „	111
1	„ „	11	2	„ „	37a	1	„ „	115
4	„ „	12	5	„ „	38	2	„ „	126
4	„ „	12a	1	„ „	40	1	„ „	126a
1	„ „	15	1	„ „	45	1	„ „	147a
3	„ „	15a	1	„ „	48	1	„ „	147b
4	„ „	16	1	„ „	48b			



This model represents a large military weapon of the type used before the invention of gunpowder. It is built on the principle of the crossbow. Each side of the bow 1 is composed of three 12½″ Strips bolted together, the centre being strengthened by three 2½″ Strips. The trough 2, which is formed from two 12½″ Angle Girders, is held loosely between a pair of Angle Brackets 3, and its rear end is secured to a Double Bent Strip bolted to the 3½″ × 2½″ Flanged Plate. The carriage 5 is composed of four 1″ × 1″ Angle Brackets joined by a pair of 1½″ Strips and guided by two ½″ × ½″ Angle Brackets. A Double Bracket is bolted to one of the latter, and carries in its turn Flat Bracket 9. When the handles are turned in an anti-clockwise direction, the Cords 10 draw the carriage back, and are prevented from unwinding by the Pawl 7 engaging a ½″ Pinion Wheel 11. When the lever 12 is depressed, the ends of a pair of 2½″ Strips bolted to Cranks 13 lift the 2″ Rod 8 off the Flat Bracket 9. This releases the carriage, and the projectile (a marble) is shot out of the trough 2 with considerable force.

G27. Potato Chopper



The levers 1 and 2 are secured at right angles to each other by means of two Flat Trunnions. The lever 2 pivots about a short Rod journalled in the tops of the 5½″ Strips 3. The Cranks 4 and 5 are bolted to the 3½″ × 2½″ Flanged Plate 6 and are free to ride up and down the vertical Axle Rods 7.

Parts required

8	of No.	2	
2	„ „	2a	
3	„ „	5	
2	„ „	6a	
2	„ „	8	
4	„ „	9	
10	„ „	12	
4	„ „	12a	
2	„ „	14	
1	„ „	17	
1	„ „	18a	
73	„ „	37	
4	„ „	37a	
4	„ „	38	
1	„ „	40	
1	„ „	43	
4	„ „	48a	
2	„ „	48d	
2	„ „	52	
1	„ „	53	
1	„ „	57c	
10	„ „	59	
2	„ „	62	
2	„ „	111c	
2	„ „	126	
2	„ „	126a	

G29. Coal Tipper

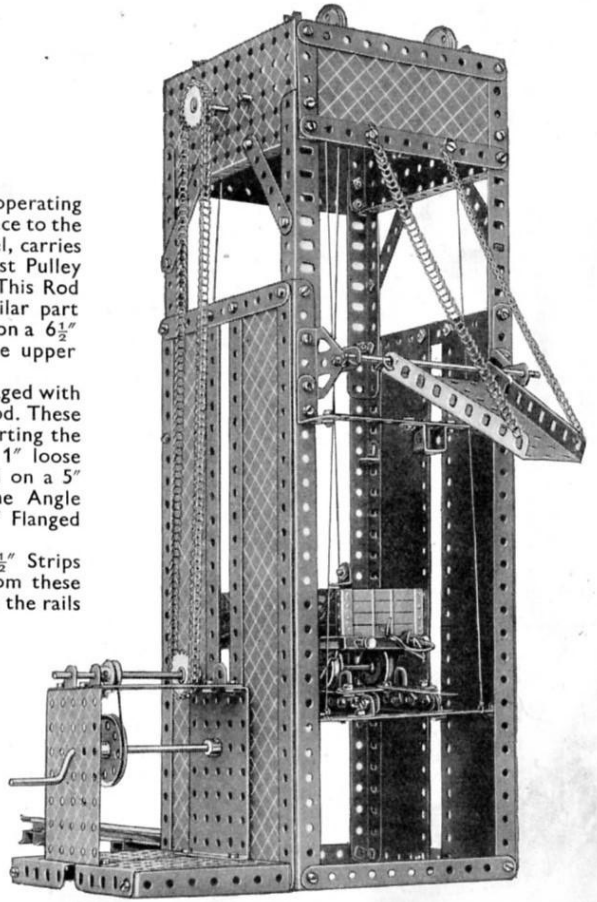
The only part of this model requiring description is the operating mechanism, the construction being made quite clear on reference to the illustration. A Crank Handle, shown at the base of the model, carries a 1½″ Pulley that is connected by a Driving Band to a ½″ fast Pulley mounted on a Rod journalled at each end in Double Brackets. This Rod carries also a 1″ Sprocket Wheel that is linked up with a similar part at the top of the tower. The latter Sprocket is carried on a 6½″ Rod journalled in the two 5½″ × 2½″ Flanged Plates forming the upper section of the model.

Between the Plates, the Rod carries a ½″ Pinion that is engaged with two 57-teeth Gear Wheels each of which is carried on a 6½″ Rod. These two Rods form the winding drums to which the cords, supporting the truck platform, are secured. Two of the cords pass over 1″ loose Pulleys, and two over 1″ fast Pulleys each pair being carried on a 5″ Rod mounted at each end in ½″ × ½″ Angle Brackets. The Angle Brackets are bolted to the top flanges of the two 5½″ × 2½″ Flanged Plates forming the upper section of the tower.

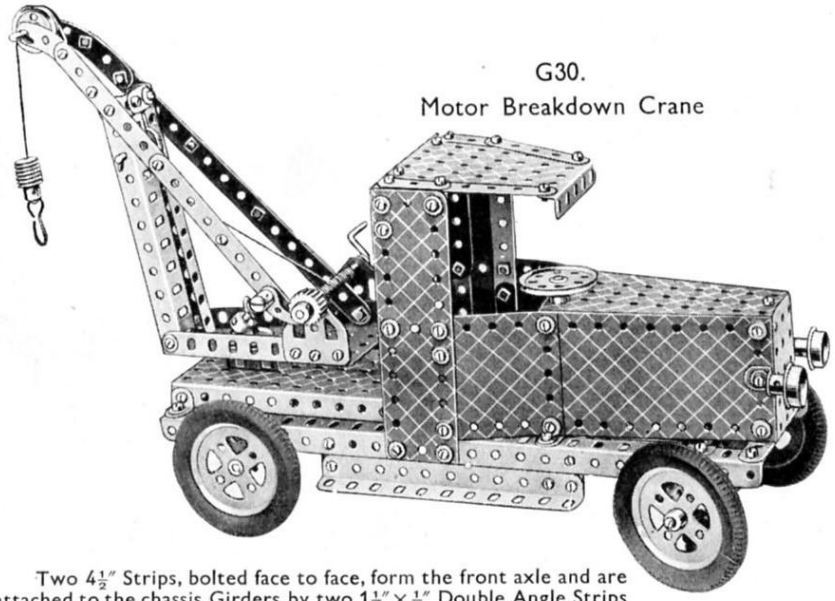
The rails, on which the truck is carried, consist of 5½″ Strips pivotally attached to the moving platform. A projection from these rails, a 2½″ Strip, strikes the Double Bent Strip shown, when the rails are raised, thus causing the truck to tip.

Parts required

8	of No.	1	4	of No.	12a	2	of No.	27a	8	of No.	59
18	„ „	2	3	„ „	14	10	„ „	35	40″	„ „	94
4	„ „	3	3	„ „	15	112	„ „	37	2	„ „	96
4	„ „	4	1	„ „	16	3	„ „	37a	1	„ „	111c
8	„ „	5	1	„ „	19s	1	„ „	40	1	„ „	115
4	„ „	8	1	„ „	21	1	„ „	45	2	„ „	126
4	„ „	9	2	„ „	22	2	„ „	48b	1	„ „	186
4	„ „	10	2	„ „	22a	2	„ „	52	2	„ „	195
2	„ „	11	1	„ „	23a	4	„ „	53	4	„ „	197
17	„ „	12	1	„ „	26	1	„ „	54a			



G30. Motor Breakdown Crane



Two $4\frac{1}{2}$" Strips, bolted face to face, form the front axle and are attached to the chassis Girders by two $1\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strips 5. The Couplings 4 are mounted on $1\frac{1}{2}$" Rods that are free to turn in the end holes of the Strips, and $\frac{3}{4}$" Bolts forming stub axles are screwed into the Couplings. Two further $1\frac{1}{2}$" Rods are gripped in the Couplings and are connected together by a $3\frac{1}{2}$" Rod and Swivel Bearings.

A Coupling fixed to the Rod 2 carries a 2" Rod 3 on the end of which is a Collar. Bolts are passed through a small Fork Piece and screwed into opposite bores of the Collar to form a swivel bearing. The Fork Piece is connected by the 2" Rod 1 to a Crank on the lower end of the steering column. A Flat Bracket is bolted over the elongated hole of the Crank and a bolt is passed through it and screwed into a Collar on the Rod 1. The steering column is journalled in the Sector Plate forming the top of the bonnet and in a $3\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strip that is bolted between the Angle Girders of the chassis.

A Bush Wheel is bolted to the underside of the $5\frac{1}{2}$" × $2\frac{1}{2}$" Flanged Plate at the rear of the lorry and carries a 2" Axle Rod projecting above the Plate. A 1" Pulley on the Rod supports the Sector Plate of the swivelling crane and a second similar Pulley is placed above the Sector Plate.

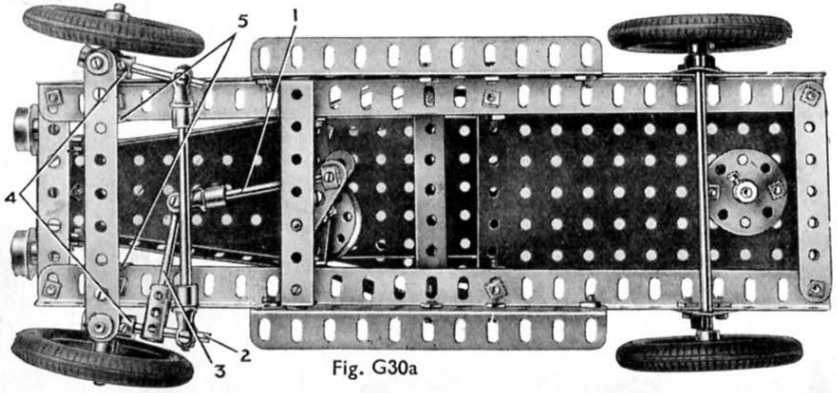
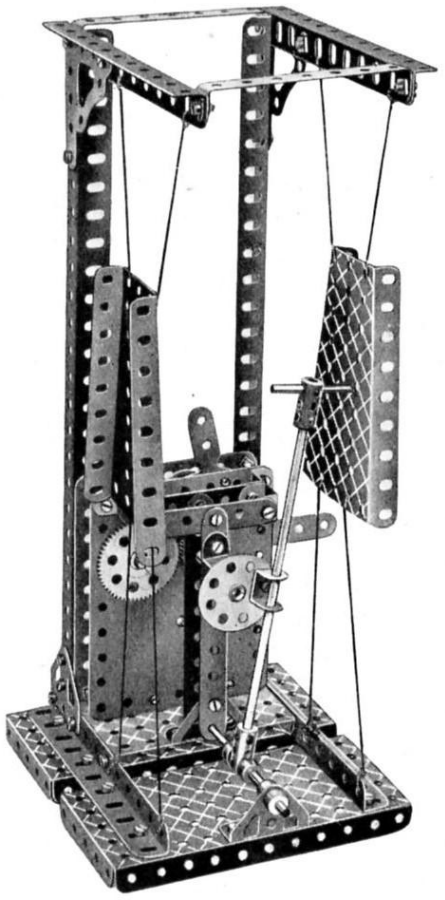


Fig. G30a

Parts required

8	of No.	2
2	„ „	2a
2	„ „	3
5	„ „	5
2	„ „	6a
2	„ „	8
4	„ „	9
8	„ „	10
14	„ „	12
1	„ „	15
1	„ „	15b
1	„ „	16
5	„ „	17
4	„ „	18a
1	„ „	19s
4	„ „	20a
2	„ „	20b
1	„ „	21
2	„ „	22
2	„ „	22a
1	„ „	24
1	„ „	32
6	„ „	35
93	„ „	37
24	„ „	38
1	„ „	40
2	„ „	48
3	„ „	48b
1	„ „	51
1	„ „	52
2	„ „	53
2	„ „	54a
1	„ „	57c
10	„ „	59
1	„ „	62
3	„ „	63
2	„ „	77
2	„ „	90
2	„ „	111
2	„ „	111c
1	„ „	115
1	„ „	116a
2	„ „	126a
4	„ „	142a
1	„ „	147a
1	„ „	147b
1	„ „	148
2	„ „	165
2	„ „	189
2	„ „	190
2	„ „	191

G31. Automatic Gong

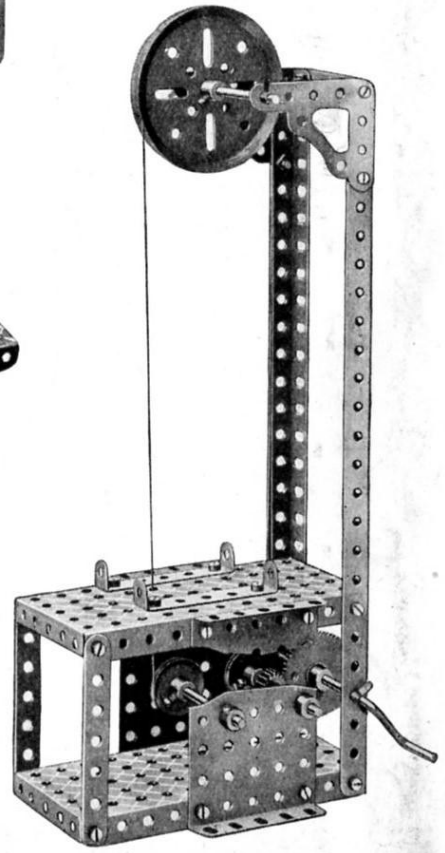


Parts required

2	of No.	2a	2	of No.	38
2	„ „	5	1	„ „	40
2	„ „	8	1	„ „	45
4	„ „	9	2	„ „	48b
3	„ „	11	2	„ „	52
1	„ „	12	1	„ „	53
1	„ „	14	2	„ „	54a
1	„ „	16	4	„ „	59
1	„ „	17	2	„ „	63
1	„ „	18a	2	„ „	108
1	„ „	24	1	„ „	111c
1	„ „	26	2	„ „	125
1	„ „	27a	2	„ „	126
45	„ „	37	2	„ „	126a
2	„ „	37a			

No. 2 Clockwork Motor
(not included in Outfit)

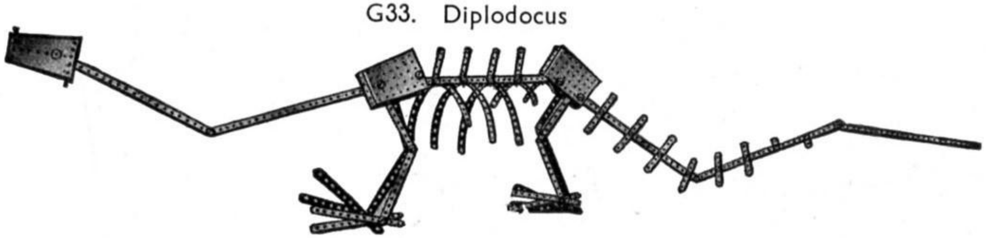
G32. Band Saw



Parts required

2	of No.	3	4	of No.	35
1	„ „	5	26	„ „	37
2	„ „	8	1	„ „	40
3	„ „	16	2	„ „	48a
1	„ „	19	2	„ „	52
1	„ „	19b	2	„ „	53
2	„ „	22	4	„ „	59
1	„ „	26	2	„ „	108
1	„ „	27a			

G33. Diplodocus



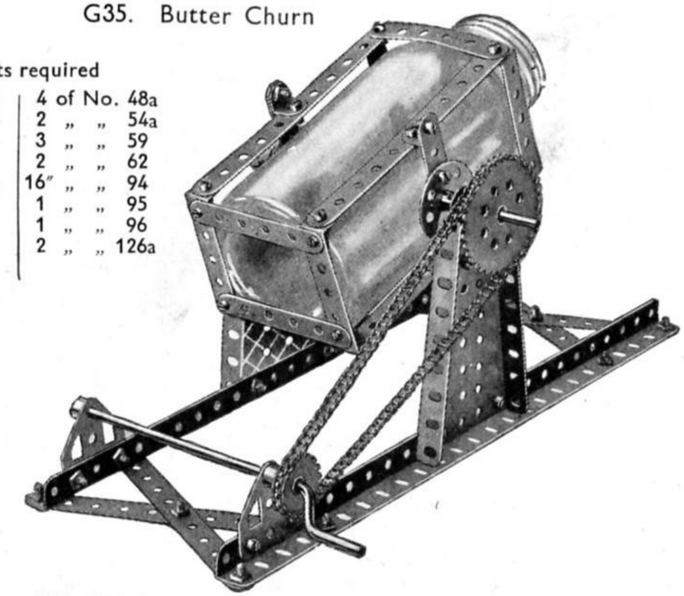
This representation of a prehistoric animal is a most extraordinary effort sent in by a young French boy to compete in one of the big Meccano Model-building Competitions. We could scarcely class it as an engineering model, but any boy with a brain clever enough and an imagination lively enough to conceive and construct such an animal as this from Meccano parts deserved a good prize, so we awarded him one. Screw the nuts and bolts up tightly because the Diplodocus looks most dejected when he droops.

Parts required			
	8 of No. 5	4 of No. 17	2 of No. 54a
1 of No. 1	1 ,, ,, 8	2 ,, ,, 22	8 ,, ,, 59
7 ,, ,, 2	4 ,, ,, 10	40 ,, ,, 37	
4 ,, ,, 3	1 ,, ,, 16	4 ,, ,, 53	

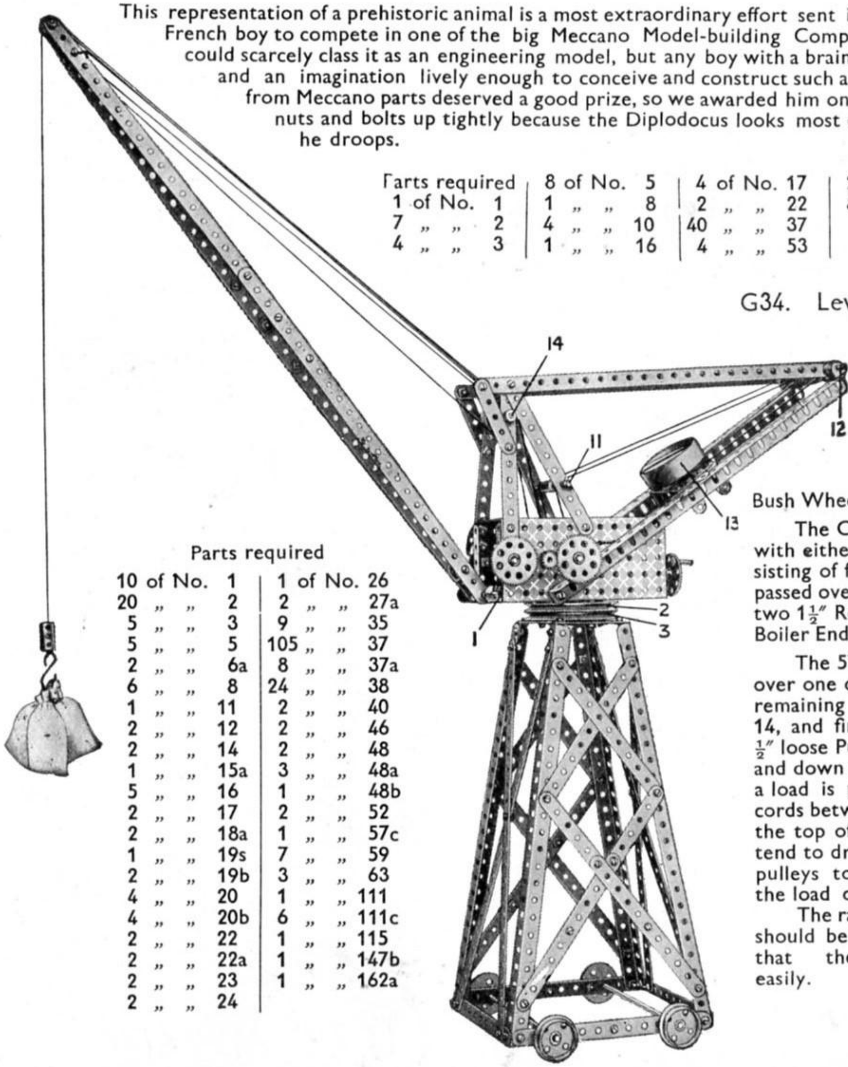
G35. Butter Churn

Parts required

8 of No. 2	4 of No. 48a
2 ,, ,, 3	2 ,, ,, 54a
4 ,, ,, 4	3 ,, ,, 59
2 ,, ,, 8	2 ,, ,, 62
4 ,, ,, 12	16″ ,, ,, 94
2 ,, ,, 17	1 ,, ,, 95
1 ,, ,, 19	1 ,, ,, 96
2 ,, ,, 24	2 ,, ,, 126a
42 ,, ,, 37	



G34. Level Luffing Jib Crane



Parts required

10 of No. 1	1 of No. 26
20 ,, ,, 2	2 ,, ,, 27a
5 ,, ,, 3	9 ,, ,, 35
5 ,, ,, 5	105 ,, ,, 37
2 ,, ,, 6a	8 ,, ,, 37a
6 ,, ,, 8	24 ,, ,, 38
1 ,, ,, 11	2 ,, ,, 40
2 ,, ,, 12	2 ,, ,, 46
2 ,, ,, 14	2 ,, ,, 48
1 ,, ,, 15a	3 ,, ,, 48a
5 ,, ,, 16	1 ,, ,, 48b
2 ,, ,, 17	2 ,, ,, 52
2 ,, ,, 18a	1 ,, ,, 57c
1 ,, ,, 19s	7 ,, ,, 59
2 ,, ,, 19b	3 ,, ,, 63
4 ,, ,, 20	1 ,, ,, 111
4 ,, ,, 20b	6 ,, ,, 111c
2 ,, ,, 22	1 ,, ,, 115
2 ,, ,, 22a	1 ,, ,, 147b
2 ,, ,, 23	1 ,, ,, 162a
2 ,, ,, 24	

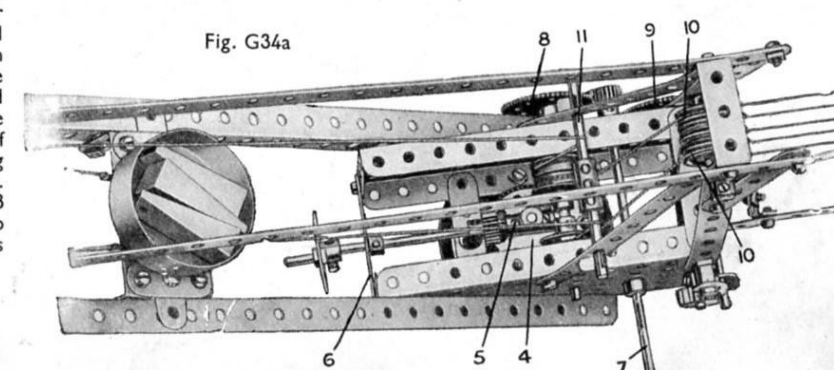
The side plates of the gear box ($5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates) are connected together at each end by $2\frac{1}{2}''$ Strips, the front also being fitted with a $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip 1, which forms a bearing for the jib pivot. A 3″ Pulley 2 bolted to the bottom of the gear box slides on the rim of a second 3″ Pulley 3, which is fixed to the travelling base, and a 2″ Rod is secured in the boss of Pulley 3 and passed through the boss of Pulley 2. A $1\frac{1}{2}''$ Contrate 4 (Fig. G34a) is next secured to the Rod, together with a Coupling 5, the latter being spaced from the Contrate by Washers and held in place by a Collar. A $3\frac{1}{2}''$ Rod, on which is fixed a $\frac{1}{2}''$ Pinion engaging with the Contrate, is journalled in the Coupling 5 and in the $2\frac{1}{2}''$ Strip 6. A handle consisting of a Bush Wheel and a Threaded Pin attached to this Rod manipulates the slewing movement.

The Crank Handle 7 carrying a $\frac{1}{2}''$ Pinion slides in the side plates of the gear box, so that the Pinion may be engaged with either of the two 57-teeth Gears 8 and 9. The Gear 8 is attached to a $3\frac{1}{2}''$ Rod on which are fixed two drums consisting of four small Flanged Wheels. These form the luffing barrels. Two lengths of cord are attached to the jib head, passed over the 1″ Pulleys 10, and are then wound four times round the luffing barrels. From here they are carried over the two $1\frac{1}{2}''$ Rods 11 and the $4\frac{1}{2}''$ Rod 12, and finally are secured to the moving carriage 13. When the model is working, the Boiler End on the carriage should be weighted until it exactly counterbalances the jib.

The 57-teeth Gear 9 is fixed to the $3\frac{1}{2}''$ Rod forming the hoisting barrel. A length of cord attached to this is passed over one of the remaining 1″ loose Pulleys on the Rod 14, round one of the $\frac{1}{2}''$ loose Pulleys at the jib head, back to the remaining 1″ loose Pulley at 14, and finally over the other $\frac{1}{2}''$ loose Pulley at the jib head and down to the hook. When a load is put on the hook the cords between the jib head and the top of the superstructure tend to draw the two sets of pulleys together, thus taking the load off the luffing cords.

The rails of the carriage 13 should be kept well oiled, so that the carriage slides easily.

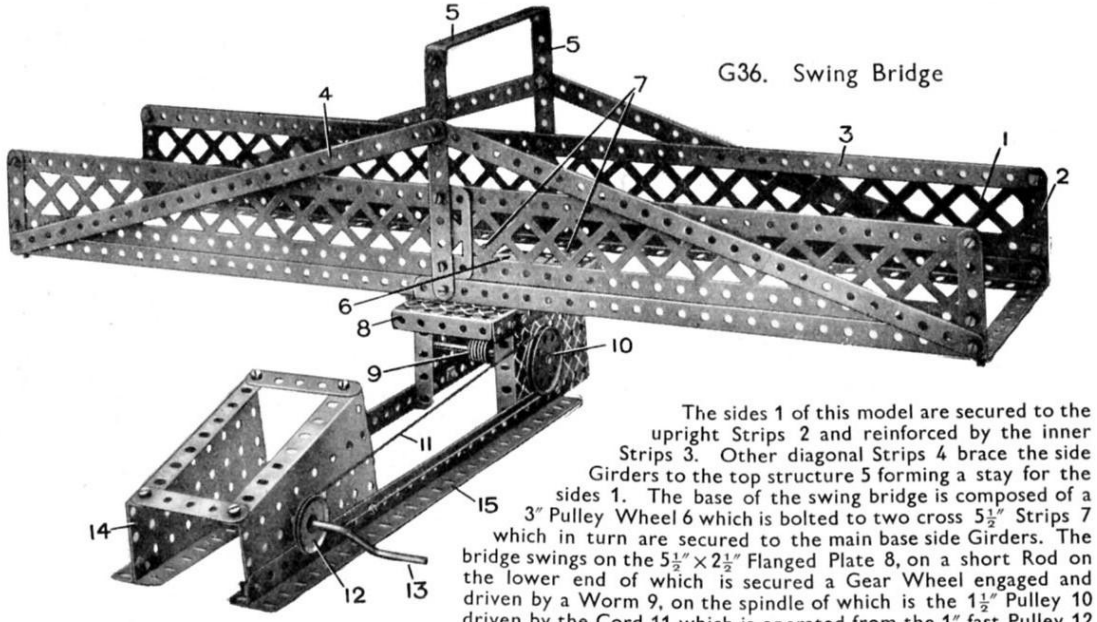
Fig. G34a



G36. Swing Bridge

Parts required

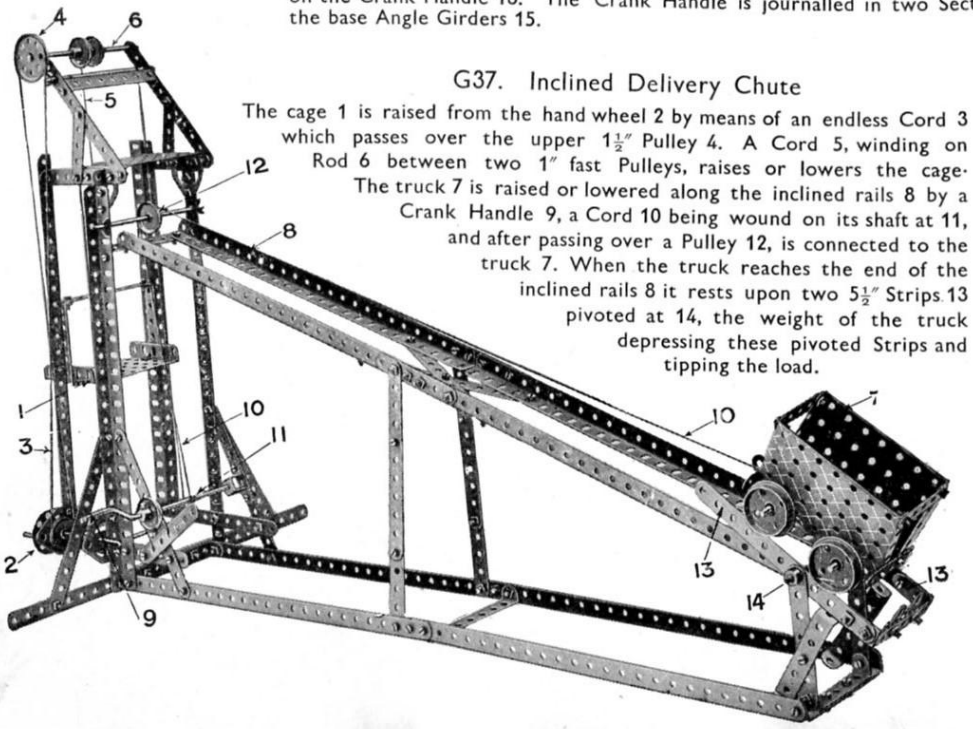
8	of	No.	1
6	„	„	2
6	„	„	5
6	„	„	8
1	„	„	16
1	„	„	17
1	„	„	19b
1	„	„	19s
1	„	„	21
1	„	„	22
1	„	„	27a
1	„	„	32
50	„	„	37
1	„	„	40
1	„	„	48a
1	„	„	48d
1	„	„	52
2	„	„	53
2	„	„	54a
2	„	„	59
4	„	„	99



The sides 1 of this model are secured to the upright Strips 2 and reinforced by the inner Strips 3. Other diagonal Strips 4 brace the side Girders to the top structure 5 forming a stay for the sides 1. The base of the swing bridge is composed of a 3″ Pulley Wheel 6 which is bolted to two cross $5\frac{1}{2}$″ Strips 7 which in turn are secured to the main base side Girders. The bridge swings on the $5\frac{1}{2}$″ × $2\frac{1}{2}$″ Flanged Plate 8, on a short Rod on the lower end of which is secured a Gear Wheel engaged and driven by a Worm 9, on the spindle of which is the $1\frac{1}{2}$″ Pulley 10 driven by the Cord 11 which is operated from the 1″ fast Pulley 12 on the Crank Handle 13. The Crank Handle is journalled in two Sector Plates 14 secured to the base Angle Girders 15.

G37. Inclined Delivery Chute

The cage 1 is raised from the hand wheel 2 by means of an endless Cord 3 which passes over the upper $1\frac{1}{2}$″ Pulley 4. A Cord 5, winding on Rod 6 between two 1″ fast Pulleys, raises or lowers the cage. The truck 7 is raised or lowered along the inclined rails 8 by a Crank Handle 9, a Cord 10 being wound on its shaft at 11, and after passing over a Pulley 12, is connected to the truck 7. When the truck reaches the end of the inclined rails 8 it rests upon two $5\frac{1}{2}$″ Strips 13 pivoted at 14, the weight of the truck depressing these pivoted Strips and tipping the load.



Parts required

5	of	No.	1
16	„	„	2
4	„	„	3
2	„	„	4
10	„	„	5
8	„	„	8
2	„	„	10
2	„	„	12a
4	„	„	15a
4	„	„	16
1	„	„	19
4	„	„	20
1	„	„	21
4	„	„	22
1	„	„	22a
1	„	„	24
7	„	„	35
99	„	„	37
1	„	„	38
1	„	„	40
1	„	„	45
7	„	„	48a
5	„	„	48b
4	„	„	53
3	„	„	59
1	„	„	115
4	„	„	126a

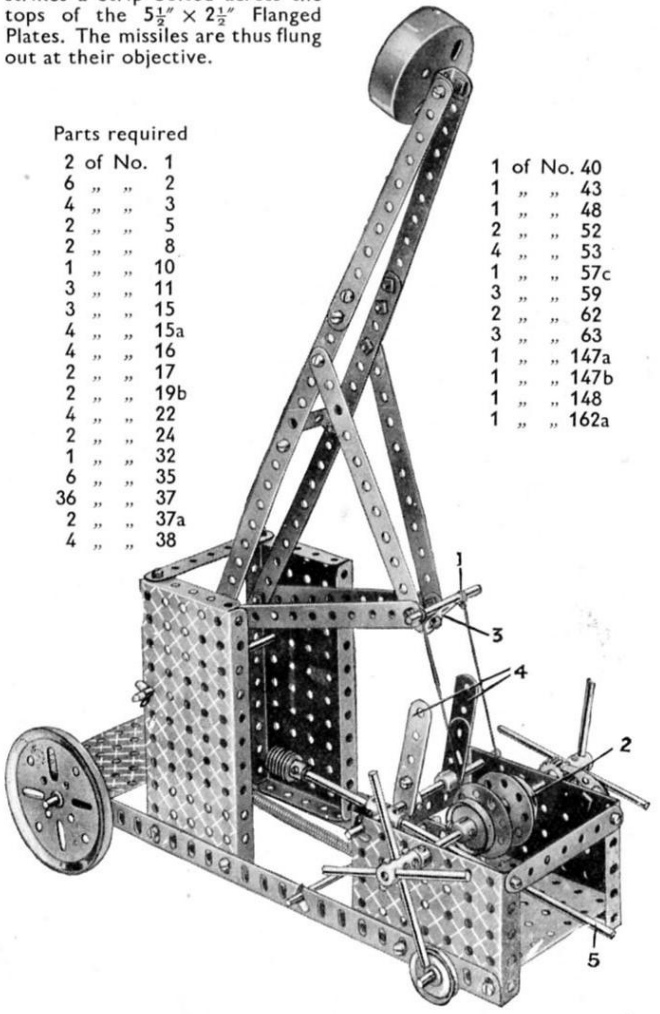
G38. Catapult

Two equal lengths of cord are attached to each end of the $1\frac{1}{2}$″ Rod 1 and to the winch 2, which is operated by the hand levers at each end. The Rod 1 is placed over the end of a Flat Bracket 3 and the winch turned so as to pull down the arm of the catapult against the tension of the Spring. The release gear consists of $2\frac{1}{2}$″ Strips 4 bolted to two Cranks that are secured to a Rod operated by the lever 5. When the model is ready for firing, the Rod 1 is in front of the Strips 4, so that when the end of the lever 5 is pressed down the Strips 4 push the Rod off its Flat Bracket and release the arm.

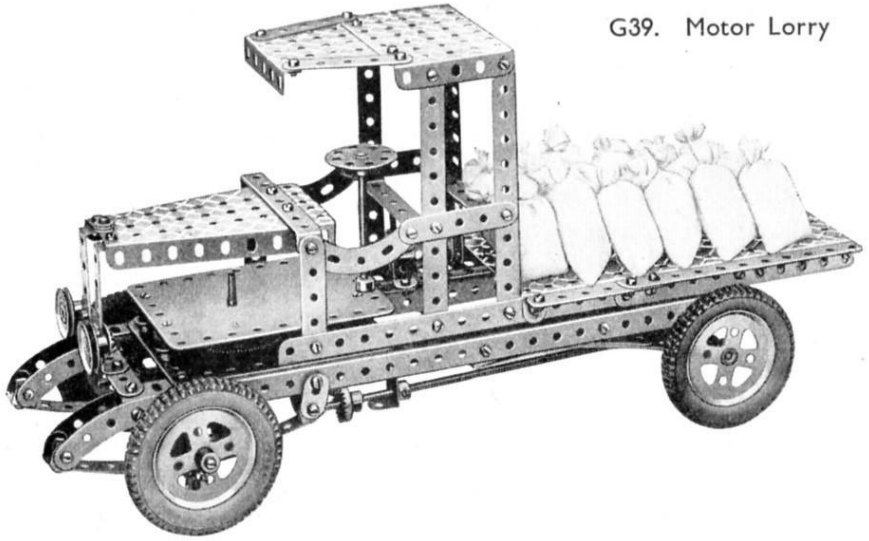
The missiles are placed in the Boiler End attached to the catapult arm, which is then hauled back against the tension of the Spring. On depressing the lever 5 the arm is released and springs back until it strikes a Strip bolted across the tops of the $5\frac{1}{2}$″ × $2\frac{1}{2}$″ Flanged Plates. The missiles are thus flung out at their objective.

Parts required

2	of	No.	1
6	„	„	2
4	„	„	3
2	„	„	5
2	„	„	8
1	„	„	10
3	„	„	11
3	„	„	15
4	„	„	15a
4	„	„	16
2	„	„	17
2	„	„	19b
4	„	„	22
2	„	„	24
1	„	„	32
6	„	„	35
36	„	„	37
2	„	„	37a
4	„	„	38
1	of	No.	40
1	„	„	43
1	„	„	48
2	„	„	52
4	„	„	53
1	„	„	57c
3	„	„	59
2	„	„	62
3	„	„	63
1	„	„	147a
1	„	„	147b
1	„	„	148
1	„	„	162a



G39. Motor Lorry



The front wheels are mounted on $\frac{3}{4}$" Bolts, which form the stub axles and are secured in Couplings 1 (Fig. G39a). Each of the latter carries in its centre transverse hole a $1\frac{1}{2}$" Rod 2, which is passed through the end holes of two $4\frac{1}{2}$" Strips, laid one upon the other, and loosely clamped in place by Collars. The end transverse holes of the Couplings hold the Rods 3 and 4 which are connected pivotally together at their ends by Swivel Bearings and two short Rods joined by a Coupling. A 2" Rod 5 is held in another Coupling on the Rod 4 and is connected by means of a Swivel Bearing and $3\frac{1}{2}$" Rod to a Crank on the lower end of the steering column. A Pivot Bolt is passed through the end transverse hole of the Coupling on the $3\frac{1}{2}$" Rod and is secured to the Crank by two nuts.

The complete body shown in Fig. G39b can be detached from the chassis (Fig. G39a) by undoing the $\frac{3}{8}$" Bolts 7 and 8, which are passed through holes in the Angle Girders of the chassis and spaced therefrom by Washers. The Bolts 7 are inserted in the hole marked 9 (Fig. G39a) and the corresponding hole in the other side Girder, whilst Bolts 8 are passed through the end holes but one of the two side Girders.

The bonnet is attached pivotally to the body by bolts 6 and lock nuts so that it may be raised to allow the winding key of the Motor to be inserted. The shanks of the bolts 10 enter the top holes of the $2\frac{1}{2}$" Double Angle Strips in the front of the chassis, but they are not secured to the Strips.

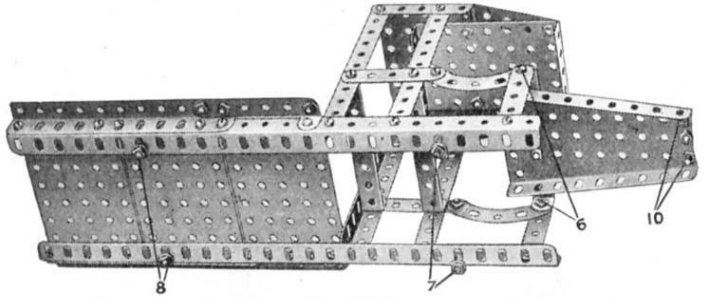


Fig. G39b

Parts required

6 of No.	2	1 of No.	29
2 „ „	2a	95 „ „	37
5 „ „	3	14 „ „	37a
2 „ „	4	15 „ „	38
11 „ „	5	1 „ „	48
1 „ „	6a	2 „ „	48a
6 „ „	8	3 „ „	48b
4 „ „	9	5 „ „	53
4 „ „	10	1 „ „	54a
4 „ „	11	10 „ „	59
8 „ „	12	1 „ „	62
1 „ „	13a	6 „ „	63
1 „ „	15	4 „ „	90
1 „ „	15a	2 „ „	90a
1 „ „	16	2 „ „	111
3 „ „	17	6 „ „	111c
4 „ „	18a	1 „ „	115
4 „ „	20a	1 „ „	116a
2 „ „	22	1 „ „	125
1 „ „	24	4 „ „	142a
2 „ „	26	1 „ „	147b
1 „ „	28	2 „ „	165

No. 2 Clockwork Motor and Meccano Loaded Sacks
(not included in Outfit).

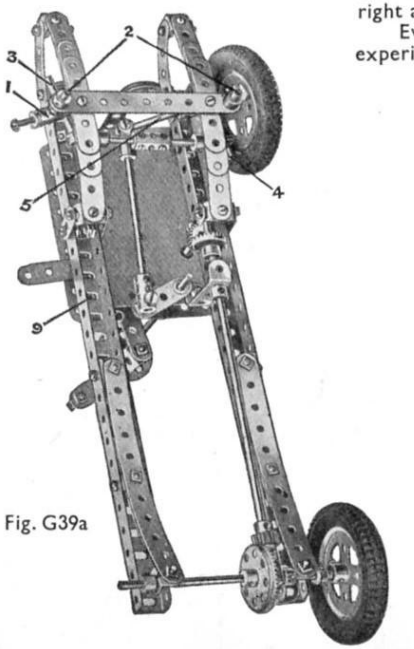
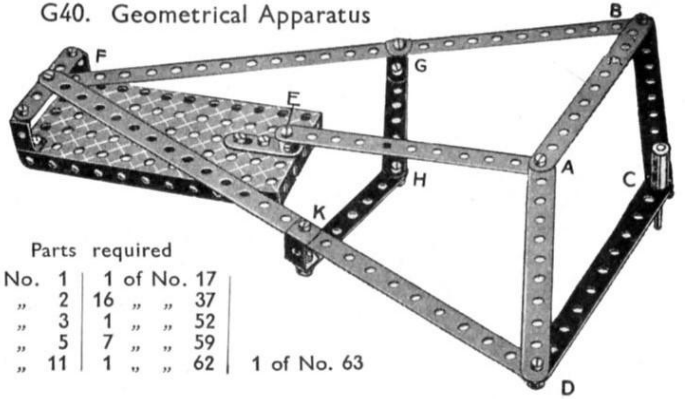


Fig. G39a

G40. Geometrical Apparatus



Parts required

2 of No.	1	1 of No.	17
5 „ „	2	16 „ „	37
2 „ „	3	1 „ „	52
1 „ „	5	7 „ „	59
4 „ „	11	1 „ „	62

1 of No. 63

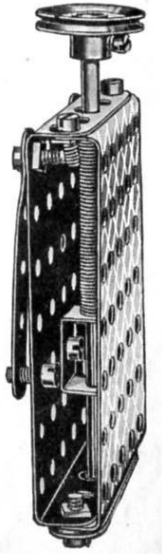
This most ingenious model for transforming a circular movement into a rectilinear movement was designed by M. Pierre-Th. Dufour, who used it in his Thesis (presented to the Faculty of Science in Paris) to obtain his degree of Doctor of the University of Paris. He required an instrument which would transform a circular movement into a movement rigorously rectilinear and he states in his published work that he was able to do this " with the aid of Meccano parts, which permit of making experiments so easily in mechanisms of the most varied types."

The point F is fixed, and is situated at a distance from the fixed point E, equal to AE, the two arms FB and FD being together equal to the four sides of the lozenge ABCD. The trajectory of the point C is then at right angles to EF. It will be found that whilst the point C is moving in a straight line at right angles to EF, the point A is describing a circle round the fixed point E.

Every Meccano Boy should make up this very interesting model and experiment with it.

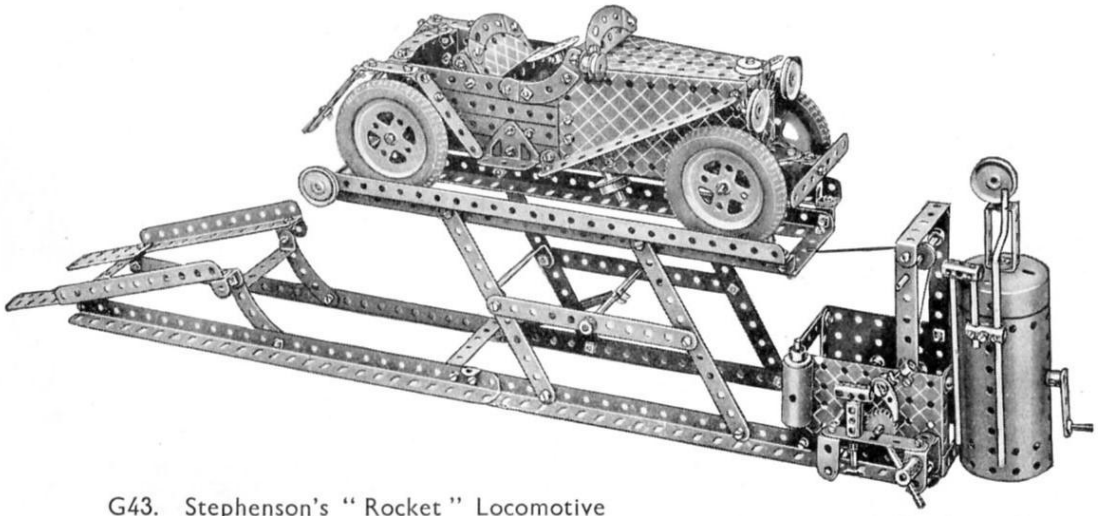
G41. Conductor's Punch

This is just the thing for your younger brother! He only needs a strap with which to hang it over his shoulder to make him into a conductor. The $2\frac{1}{2}$" Strip at the bottom is spaced by two Washers away from the body of the punch to allow the ticket to pass in to be punched. The punch Rod is passed completely through the Spring. The lower end of the latter presses against the Double Bracket and the upper end against a Collar secured to the Rod.



Parts required

3 of No.	5	2 of No.	38
1 „ „	11	1 „ „	43
1 „ „	15a	2 „ „	53
1 „ „	22	1 „ „	59
9 „ „	37		



G42. Car Lifting Apparatus

The model should be commenced by bolting two pairs of 12½″ Angle Girders together as shown. The compound Angle Girders are then spaced across the ends and middle by means of 2½″ × ½″ Double Angle Strips.

The two sloping Angle Girders that form the incline are then bolted to one of the Double Angle Strips and the upper end of each Angle Girder is fitted with a Double Bracket to one end of which is bolted a 2½″ Curved Strip. The Double Brackets are spaced by a 2½″ × ½″ Double Angle Strip and the Curved Strips are bolted to the base Girders.

At one end of the model are bolted two 3½″ × 2½″ Flanged Plates, which form the side plates of the operating mechanism. These Plates are spaced across the top by two 2½″ Strips. A Crank Handle journalled in the Plates drives a secondary shaft through the medium of a ½″ Pinion and a 57-teeth Gear, and the second shaft is fitted with a Pawl and Ratchet mechanism, to prevent it from turning anti-clockwise under the weight of the car. A Collar on the end of a Threaded Pin screwed into the tapped bore of the Pawl keeps the Pawl and Ratchet in engagement. A length of cord is then wound round the secondary shaft and after passing over a ½″ loose Pulley, supported on a framework of Strips, is connected to the lifting platform. This is supported on a framework of Strips so arranged as to produce a parallel motion. The platform is returned to its original position by means of a tension Spring.

The chassis of the car consists essentially of a 5½″ × 2½″ Flanged Plate with a Sector Plate secured to one end by means of two 2½″ Strips. A second Sector Plate forms the top of the bonnet, and is supported by two 4½″ × 2½″ Flexible Plates and at the front by a 2½″ × 1½″ Flanged Plate that forms the radiator.

A Flat Trunnion is bolted to each side flange of the Flanged Plate ½″ from the rear end and to them are bolted the Strips that form the sides of the car. The 2½″ × 2½″ Flexible Plate that forms the rear of the body is secured at the top by a 2½″ Strip and two ½″ × ½″ Angle Brackets and at the bottom is bolted to the end flange of the 5½″ × 2½″ Flanged Plate. The front and rear axles are journalled in the flanges of the Sector Plate and 5½″ × 2½″ Flanged Plate respectively.

Parts required

16	of No.	2	1	of No.	26	6	of No.	111c	1	of No.	164
2	„ „	3	1	„ „	27a	2	„ „	115	1	„ „	165
12	„ „	5	5	„ „	35	1	„ „	125	2	„ „	190
2	„ „	6a	134	„ „	37	3	„ „	126	2	„ „	191
8	„ „	8	16	„ „	37a	2	„ „	126a			
2	„ „	9	3	„ „	38	4	„ „	142a			
7	„ „	10	1	„ „	40	1	„ „	147a			
2	„ „	11	1	„ „	43	1	„ „	147b			
21	„ „	12	2	„ „	48	1	„ „	148			
4	„ „	12a	9	„ „	48a	1	„ „	162a			
4	„ „	12c	1	„ „	51	1	„ „	162b			
1	„ „	15a	1	„ „	52	1	„ „	163			
1	„ „	15b	2	„ „	53						
4	„ „	16	2	„ „	54a						
3	„ „	17	10	„ „	59						
3	„ „	18a	2	„ „	62						
1	„ „	19	6	„ „	63						
1	„ „	19s	1	„ „	65						
4	„ „	20a	2	„ „	77						
1	„ „	20b	3	„ „	90						
4	„ „	22	4	„ „	90a						
3	„ „	23	1	„ „	96a						
1	„ „	23a	2	„ „	103f						
1	„ „	24	1	„ „	111						

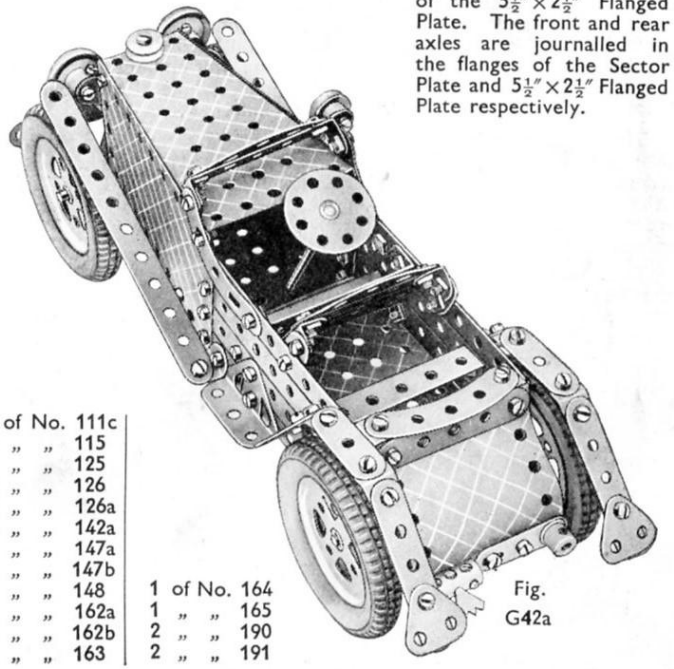


Fig. G42a

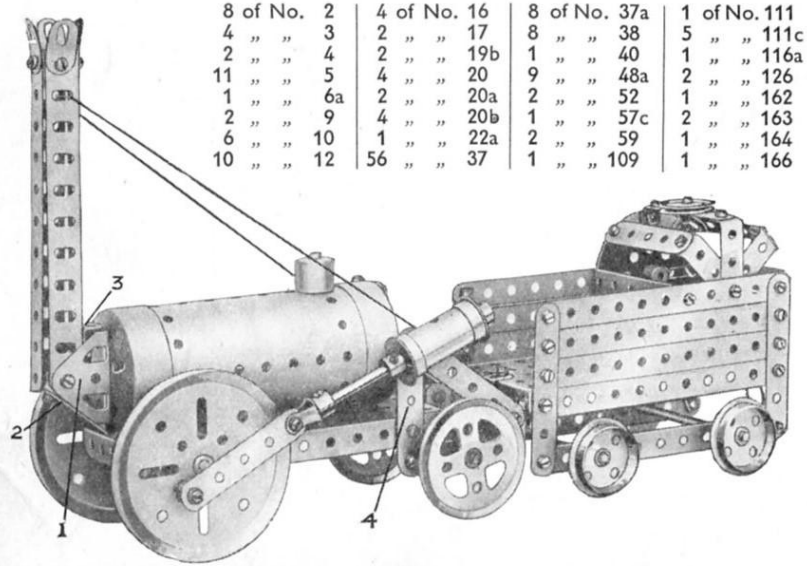
G43. Stephenson's " Rocket " Locomotive

The chimney is attached at its lower end to two Trunnions 1 that are bolted to the front of the Boiler. A 1½″ Strip 2 held in place by a ½″ × ½″ Angle Bracket closes in the space between the Trunnions at the bottom, and a ½″ × ½″ Angle Bracket 3 performs a similar function at the top.

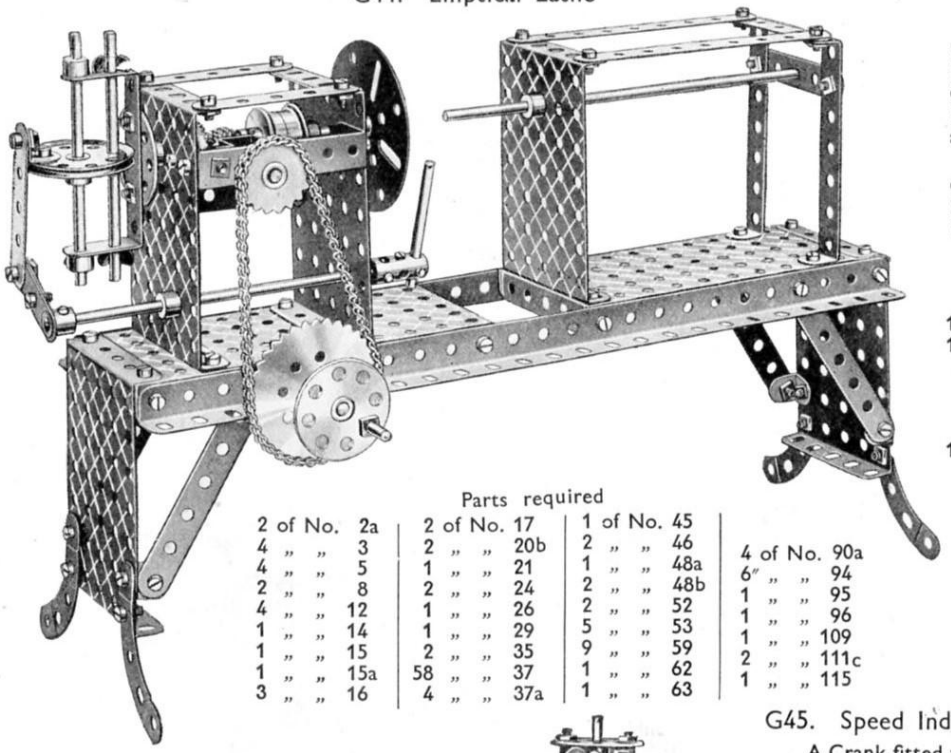
The trailing wheels are secured on an axle that is journalled in 2½″ Strips attached to the bottom extremities of the 2½″ Strips 4. The rearmost ends of the horizontal Strips are secured by Flat Brackets. The upper ends of the Strips 4 serve as mountings for the cylinders, which are secured rigidly thereon by ⅜″ Bolts, on each of which are four Washers between the cylinder and the Strip.

Parts required

8	of No.	2	4	of No.	16	8	of No.	37a	1	of No.	111
4	„ „	3	2	„ „	17	8	„ „	38	5	„ „	111c
2	„ „	4	2	„ „	19b	1	„ „	40	1	„ „	116a
11	„ „	5	4	„ „	20	9	„ „	48a	2	„ „	126
1	„ „	6a	2	„ „	20a	2	„ „	52	1	„ „	162
2	„ „	9	4	„ „	20b	1	„ „	57c	2	„ „	163
6	„ „	10	1	„ „	22a	2	„ „	59	1	„ „	164
10	„ „	12	56	„ „	37	1	„ „	109	1	„ „	166



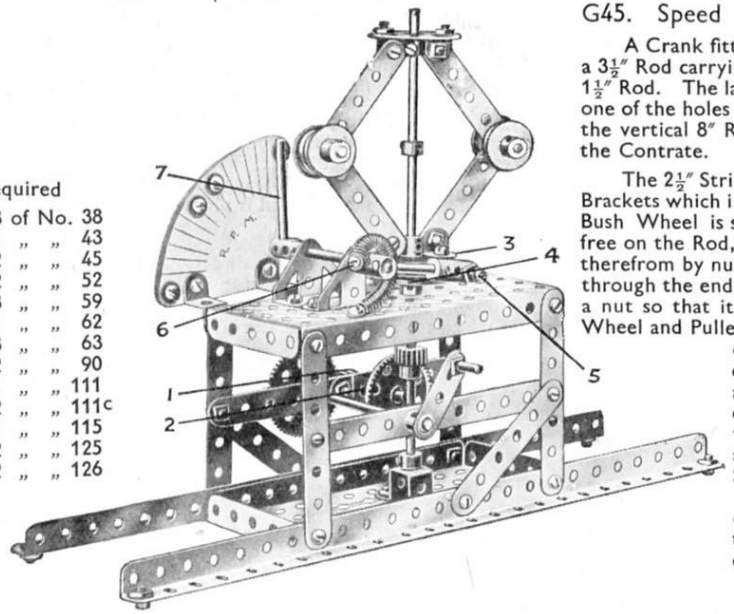
G44. Elliptical Lathe



Parts required

2	of No.	2a	2	of No.	17	1	of No.	45	4	of No.	90a
4	„	„ 3	2	„	„ 20b	2	„	„ 46	6	„	„ 94
4	„	„ 5	1	„	„ 21	1	„	„ 48a	1	„	„ 95
2	„	„ 8	2	„	„ 24	2	„	„ 48b	1	„	„ 96
4	„	„ 12	1	„	„ 26	2	„	„ 52	1	„	„ 109
1	„	„ 14	1	„	„ 29	5	„	„ 53	2	„	„ 111c
1	„	„ 15	2	„	„ 35	9	„	„ 59	1	„	„ 115
1	„	„ 15a	58	„	„ 37	1	„	„ 62			
3	„	„ 16	4	„	„ 37a	1	„	„ 63			

G45. Speed Indicator



Parts required

2	of No.	2	8	of No.	38
4	„	„ 3	1	„	„ 43
2	„	„ 4	2	„	„ 45
6	„	„ 5	2	„	„ 52
2	„	„ 8	3	„	„ 59
4	„	„ 12	1	„	„ 62
1	„	„ 13a	3	„	„ 63
1	„	„ 16	2	„	„ 90
2	„	„ 17	1	„	„ 111
4	„	„ 18a	2	„	„ 111c
4	„	„ 20b	1	„	„ 115
1	„	„ 21	2	„	„ 125
2	„	„ 24	2	„	„ 126
2	„	„ 26			
1	„	„ 27a			
1	„	„ 28			
39	„	„ 37			
8	„	„ 37a			

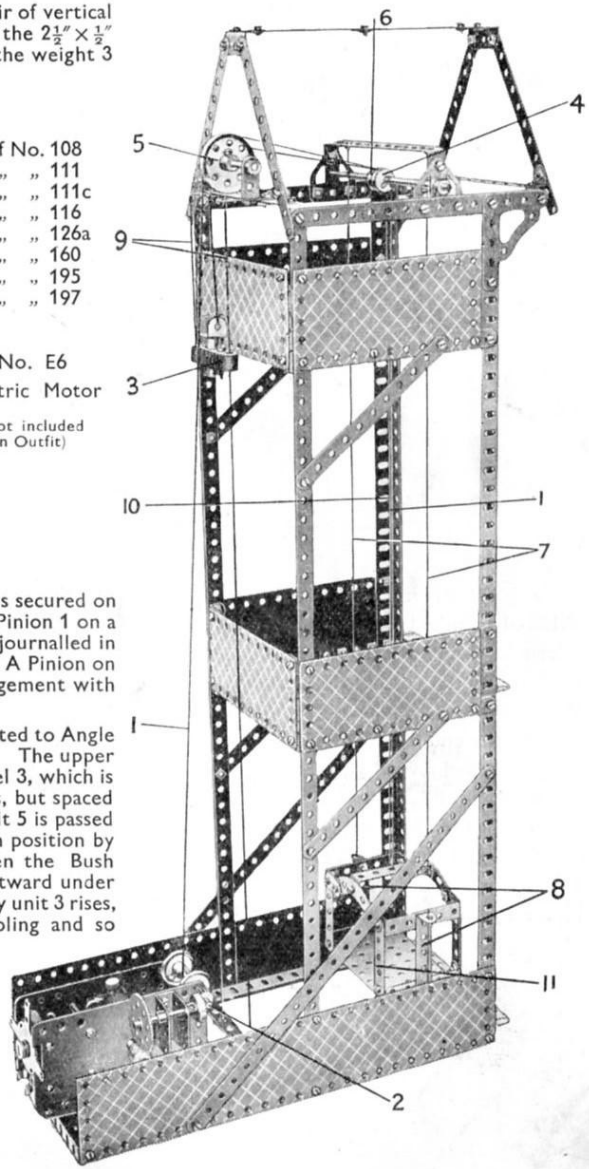
A Crank fitted with a Threaded Pin to form a handle is secured on a $3\frac{1}{2}$″ Rod carrying a 57-teeth Gear that meshes with a $\frac{1}{2}$″ Pinion 1 on a $1\frac{1}{2}$″ Rod. The latter Rod carries a Contrate Wheel and is journalled in one of the holes of a $5\frac{1}{2}$″ Strip and a Double Bent Strip 2. A Pinion on the vertical 8″ Rod which carries the governor is in engagement with the Contrate.

The $2\frac{1}{2}$″ Strips forming the governor arms are lock-nutted to Angle Brackets which in turn are secured rigidly to Bush Wheels. The upper Bush Wheel is secured to the Rod, while the lower wheel 3, which is free on the Rod, is connected to a $1\frac{1}{2}$″ Pulley 4 by $\frac{3}{8}$″ Bolts, but spaced therefrom by nuts on the shanks of the Bolts. The $\frac{3}{4}$″ Bolt 5 is passed through the end tapped hole of the Coupling and locked in position by a nut so that its shank protrudes into the space between the Bush Wheel and Pulley. As the weights of the governor fly outward under centrifugal force the Bush Wheel and Pulley unit 3 rises, carrying with it the Bolt 5 and its Coupling and so actuating the pointer (a 2″ Rod 7). The extent of the movement of the latter over the graduated scale indicates the speed at which the vertical shaft rotates. A Spring secured to the $5\frac{1}{2}$″ × $2\frac{1}{2}$″ Flanged Plate is fixed by the bolt 6 in such a manner that the pointer tends to return to its original position as the motion decreases.

G46. Warehouse

The Cord 1 that raises and lowers the elevator passes from the top of the car 11 over the $\frac{1}{2}$″ loose Pulley Wheel 4 and the $1\frac{1}{2}$″ Pulley 5, and is wound between two 1″ fast Pulley Wheels on a 3″ Axle Rod 2, which is driven from the Electric Motor via a Worm Wheel, a 57-teeth Gear Wheel, a $\frac{3}{4}$″ Contrate Wheel, and a $\frac{1}{2}$″ Pinion. The elevator car is counterbalanced by a weight 3, consisting of a Fork Piece, fourteen $2\frac{1}{2}$″ Strips, and a Collar, which is connected to the car by a Cord 10 passing over a 1″ fast Pulley Wheel (behind the Wheel 5) and the $\frac{1}{2}$″ loose Pulley Wheel 6.

The elevator car is guided by a pair of vertical Cords 7, which pass through holes in the $2\frac{1}{2}$″ × $\frac{1}{2}$″ Double Angle Strips 8 as shown, and the weight 3 is similarly guided by the cords 9.



Parts required

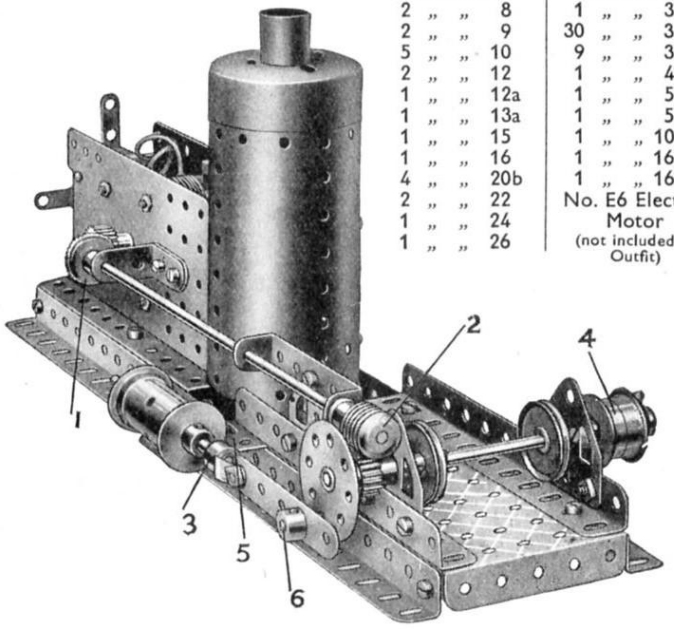
6	of No.	1	1	of No.	27a	2	of No.	108
19	„	„ 2	1	„	„ 29	2	„	„ 111
18	„	„ 5	1	„	„ 32	4	„	„ 111c
2	„	„ 6a	2	„	„ 35	1	„	„ 116
6	„	„ 8	126	„	„ 37	2	„	„ 126a
4	„	„ 9	6	„	„ 37a	1	„	„ 160
4	„	„ 10	1	„	„ 38	6	„	„ 195
16	„	„ 12	1	„	„ 40	2	„	„ 197
1	„	„ 14	1	„	„ 46			
2	„	„ 16	5	„	„ 48a			
2	„	„ 17	1	„	„ 48d			
1	„	„ 21	2	„	„ 52			
3	„	„ 22	1	„	„ 53			
2	„	„ 23	6	„	„ 59			
1	„	„ 26	2	„	„ 90a			

No. E6
Electric Motor
(not included in Outfit)

G47. Steam Winch

Parts required

1	of No.	5	
2	„ „	8	
2	„ „	9	
5	„ „	10	
2	„ „	12	
1	„ „	12a	
1	„ „	13a	
1	„ „	15	
1	„ „	16	
4	„ „	20b	
2	„ „	22	
1	„ „	24	
1	„ „	26	
1	of No.	29	
1	„ „	32	
30	„ „	37	
9	„ „	38	
1	„ „	48a	
1	„ „	52	
1	„ „	59	
1	„ „	103f	
1	„ „	162	
1	„ „	163	
No. E6 Electric Motor (not included in Outfit)			



A $\frac{1}{2}$" Pinion secured to the armature of the Electric Motor turns a $\frac{3}{4}$" Contrate Wheel 1 mounted on an 8" Axle Rod, to the opposite end of which is secured a Worm Wheel 2. The drum 4 of the winch consists of two $\frac{3}{4}$" Flanged Wheels and is secured to the end of a 5" Rod, which carries a $\frac{1}{2}$" Pinion that is driven by the Worm 2. The cylinder is composed of a Sleeve Piece, secured by two nuts and bolts to the end of a $2\frac{1}{2}$" Flat Girder 5, and two $\frac{3}{4}$" Flanged Wheels. The piston rod is attached pivotally to the connecting rod by means of an End Bearing 3, and the crank pin 6 is formed by a Threaded Pin secured to the Bush Wheel. The Boiler is secured in place by two Angle Brackets bolted to its base and to the $5\frac{1}{2}$" $\times 2\frac{1}{2}$" Flanged Plates forming part of the engine bed. It will be noted that the 1"$\times$1" Angle Bracket supporting one end of the 8" Rod is spaced away from the Motor by a Flat Bracket.

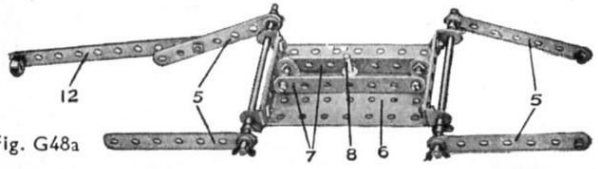
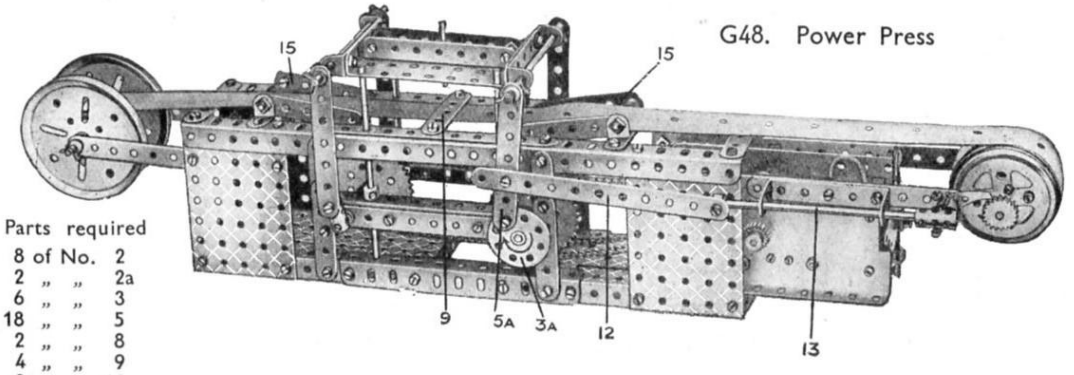


Fig. G48a

G48. Power Press



Parts required

8	of No.	2	
2	„ „	2a	
6	„ „	3	
18	„ „	5	
2	„ „	8	
4	„ „	9	
2	„ „	11	
1	„ „	15	
5	„ „	15a	
5	„ „	16	
2	„ „	17	
1	„ „	18a	
2	„ „	19b	
2	„ „	20a	
2	„ „	24	
1	„ „	26	
2	„ „	27a	
13	„ „	35	
102	„ „	37	
19	„ „	38	
1	„ „	43	
1	„ „	46	
2	„ „	48	
2	„ „	48a	
2	„ „	52	
5	„ „	53	
10	„ „	59	
1	„ „	62	
3	„ „	63	
30	„ „	94	
2	„ „	95	
2	„ „	96	
2	„ „	111c	
1	„ „	147a	
1	„ „	147b	
1	„ „	148	
2	„ „	162a	
No. E6 Electric Motor (not included in Outfit)			

The model shown in the illustration represents a type of automatic press used in factories for stamping out small metal parts. Although the model does not stamp out steel parts, it will cut neat round holes at equal distances in a strip of paper with great rapidity. Figs. G48a and G48b should be studied in conjunction with the description.

The drive from the Electric Motor is transmitted via the $\frac{1}{2}$" Pinion on the armature shaft to a 57-teeth Gear on the Rod 1a, and from another $\frac{1}{2}$" Pinion on this Rod to a second 57-teeth Gear on the Rod 1. Two 1" Sprocket Wheels on the latter Rod are connected by Sprocket Chain to 2" Sprocket Wheels on the " crankshafts " 2. One crankshaft is formed from a $3\frac{1}{2}$" Rod and two Bush Wheels 3, 3a, and the other from a $3\frac{1}{2}$" Rod carrying two Couplings 4 fixed in corresponding positions. Four Strips 5, which form connecting links between the "die platen" 6 and the crankshafts, are lock-nutted to the Bush Wheels and attached pivotally to the Couplings by $\frac{3}{8}$" Bolts. They are pivoted to the die platen by means of two $4\frac{1}{2}$" Rods and retained in place by Spring Clips.

The $3\frac{1}{2}$"$\times 2\frac{1}{2}$" Flanged Plate forming the die platen is strengthened with two $3\frac{1}{2}$" Strips 7 bolted to the Plate by Double Brackets. The die 8, a $1\frac{1}{2}$" Rod, is secured rigidly to the platen by means of a Crank. Two $2\frac{1}{2}$" Strips 9, bolted to the frame of the model and spaced apart by Washers, form the "sink" through which passes the paper strip. Guides 15 are provided to keep the material in correct alignment.

The feed drum is composed of two Boiler Ends attached to the Rod 10 by means of two 2" Pulleys. At one end of this Rod is affixed a 1" Pulley on which works a spring-controlled brake, and on the other end is attached a Ratchet Wheel that engages with a Pawl 11, which is retained in constant engagement by means of a piece of Spring Cord or elastic. The Pawl is attached to a $4\frac{1}{2}$" Rod 13 by means of a Coupling, and the Rod is pivotally connected by a $5\frac{1}{2}$" Strip 12 to the Strip 5a.

The arrow on the Bush Wheel 3a shows the direction of travel, this being very important as the feed drum must turn only when the die platen is at the top of its stroke. The paper to be stamped is first wound on to the drum 14, then passed through the guides 15 and through the guide 9 and its end is stuck to the feed drum at the other end of the model.

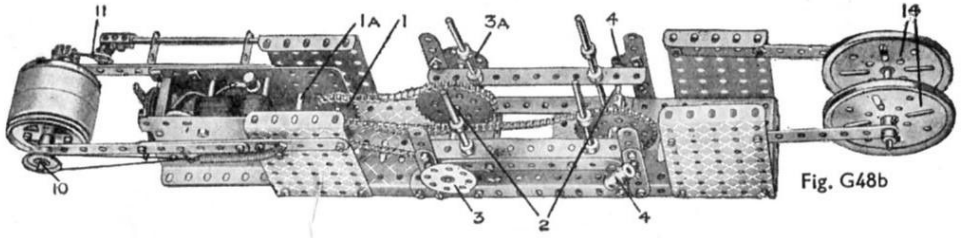


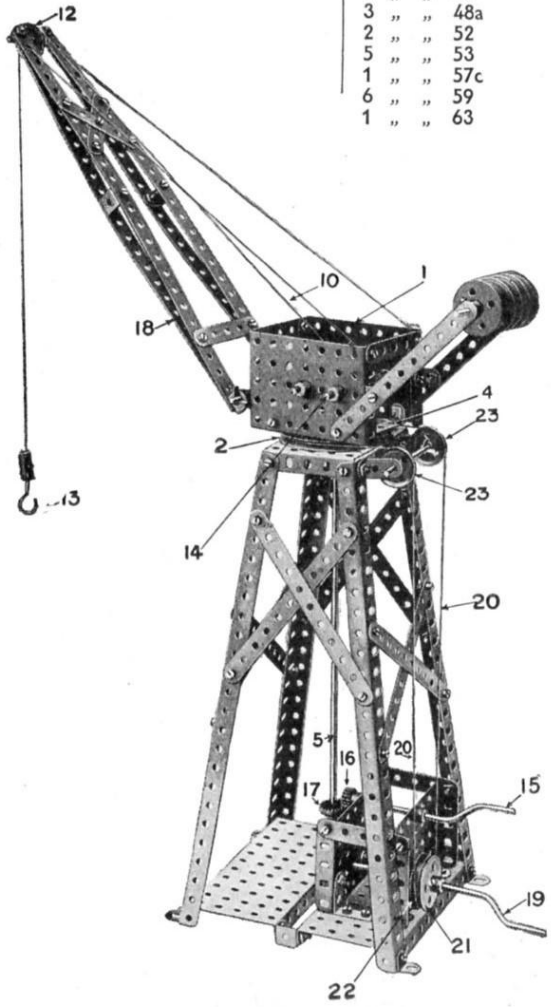
Fig. G48b

G49. Elevated Ji b Crane

Parts required

4	of No.	1	1	of No.	19
10	„	2	1	„	19b
1	„	3	1	„	19s
8	„	5	4	„	20
4	„	8	1	„	20b
4	„	11	1	„	21
14	„	12	1	„	22
3	„	12a	2	„	22a
1	„	13	2	„	26
5	„	16	1	„	27a
1	„	18a	1	„	28

1	of No.	29
4	„	35
85	„	37
1	„	40
1	„	46
3	„	48a
2	„	52
5	„	53
1	„	57c
6	„	59
1	„	63



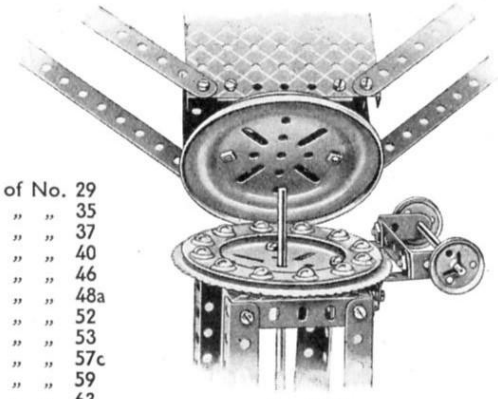


Fig. G49b

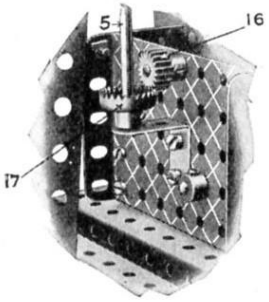


Fig. G49a

The gear-box 1 is secured to a 3″ Pulley Wheel 2 (the boss 3 of which is upward) by means of two $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips 4. The $11\frac{1}{2}''$ Rod 5 passes up through the boss 3, a Collar 6 being placed on top of the boss. The Contrate Wheel 7 is then secured to the top of the Rod 5. A $\frac{1}{2}''$ Pinion 8 engages the Contrate Wheel 7 and also a 57-teeth Gear 9 on the Rod 14 on which the hoisting cord 10 is wound, passing over the 1″ Pulley 12 to the Hook 13. The Rod 5 is actuated from the Crank Handle 15 by the Pinion 16 engaging a $\frac{3}{4}''$ Contrate Wheel 17 and operates the cord 10, through the Gear Wheels 7, 8, and 9, to raise or lower the load. The jib 18 is swivelled from the Crank Handle 19, a continuous cord 20 being wound twice round the $\frac{3}{4}''$ Flanged Wheel 21. The cord 20 passes over 1″ guide Pulleys 23 and round the 3″ Pulley Wheel 2. By turning the handle 19 the jib is swivelled.

Alternative Construction. In order to make the jib swivel more freely, a Ball Bearing Unit (No. 168) may be fitted as shown in Fig. G49b. The Toothed Race is bolted to the top of the base and the Flanged Race is secured beneath a 3″ Pulley Wheel bolted to the superstructure. The Ball Casing is placed in position before fitting the two Races together.

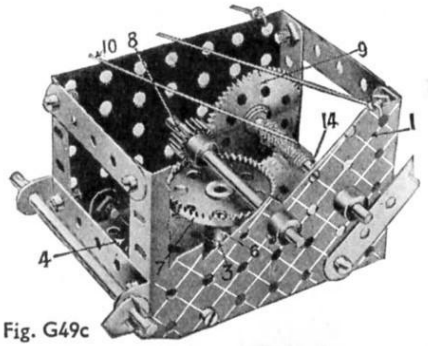


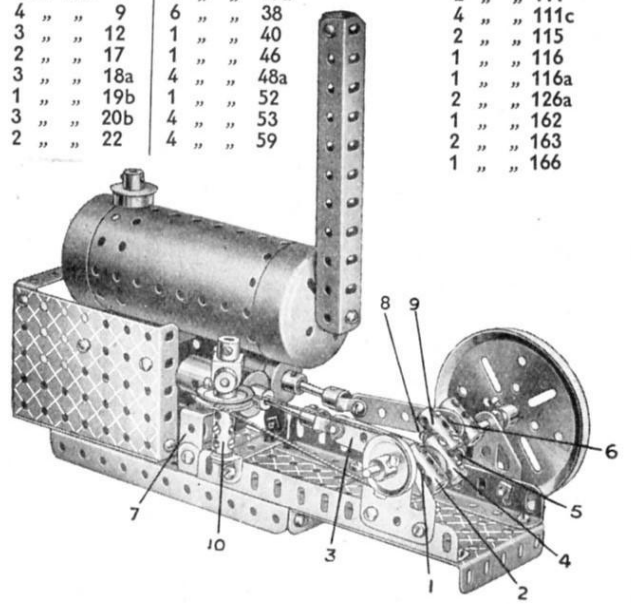
Fig. G49c

G50. Undertype Steam Engine

Parts required

2	of No.	5	40	of No.	37
4	„	9	4	„	37a
3	„	12	6	„	38
2	„	17	1	„	40
3	„	18a	1	„	46
1	„	19b	4	„	48a
3	„	20b	1	„	52
2	„	22	4	„	53
			4	„	59

5	of No.	63
2	„	111
4	„	111c
2	„	115
1	„	116
1	„	116a
2	„	126a
1	„	162
2	„	163
1	„	166



The crankshaft is built up of four Couplings joined together by $\frac{3}{4}''$ Bolts. A $\frac{3}{4}''$ Bolt 1 is passed through the centre threaded hole of the Coupling 2 and screwed up as tightly as possible. The connecting Rod 3 is now slipped on and spaced by two Washers, one on each side of the Strip, after which the Coupling 4 is screwed on to the Bolt 1 so that the connecting Rod revolves easily in the intervening space. A $\frac{3}{8}''$ Bolt 5 is next screwed into the Coupling 4 until it strikes the end of Bolt 1. The second crank is assembled in the same way—that is, a $\frac{3}{4}''$ Bolt is passed through the centre threaded holes of two Couplings—but two Washers are placed at 6 and a $\frac{3}{8}''$ Bolt 8 is inserted in the Coupling 9 in the same way as the Bolt 5 in Coupling 4. A $\frac{3}{4}''$ Bolt is now passed through the inner transverse hole of Coupling 9 and through the corresponding hole in Coupling 4, and is gripped securely by the Grub Screws of both Couplings. The whole crankshaft is held rigid by the $\frac{3}{8}''$ Bolts, for the head of Bolt 5 engages with the hole in the end of Coupling 9 whilst the head of Bolt 8 engages the end of Coupling 4.

Two 2″ Rods are used for the ends of the crankshaft, one carrying a 3″ Pulley to represent a flywheel and the other a 1″ Pulley round which a length of cord is passed and takes the drive to a 1″ Pulley on the centrifugal governor. The latter is built up from a large Fork Piece with Collars attached by means of $\frac{3}{8}''$ Bolts, to represent the governor weights. The Fork Piece and 1″ Pulley are attached to a $1\frac{1}{2}''$ Rod that turns in the top of the Coupling 10, which is secured on a Threaded Pin attached to the base by an Angle Bracket.

The cylinders are composed of two Sleeve Pieces, each fitted with one $\frac{3}{4}''$ Flanged Wheel, and are bolted to a $2\frac{1}{2}'' \times 1''$ Double Angle Strip 7.

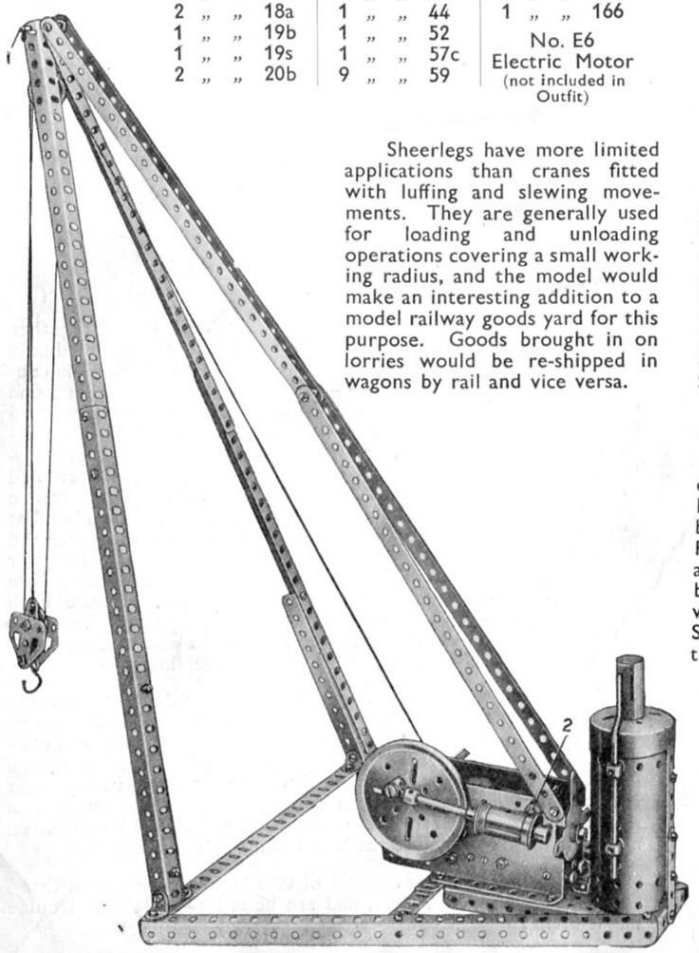
G51. Sheerlegs

The fixed pulley block at the top of the sheerlegs consists of a Cranked Bent Strip carrying two 1″ loose Pulleys. The Cranked Bent Strip has a small Fork Piece secured to it by a ⅜″ Bolt, which passes through the hole in the top of the Cranked Bent Strip, and is held in place by a 1½″ Rod 1. The Sleeve Piece forming the cylinder is free to turn about the Rod 2, on which it is held in place by two Collars secured one on the inside and the other on the outside of the Sleeve Piece.

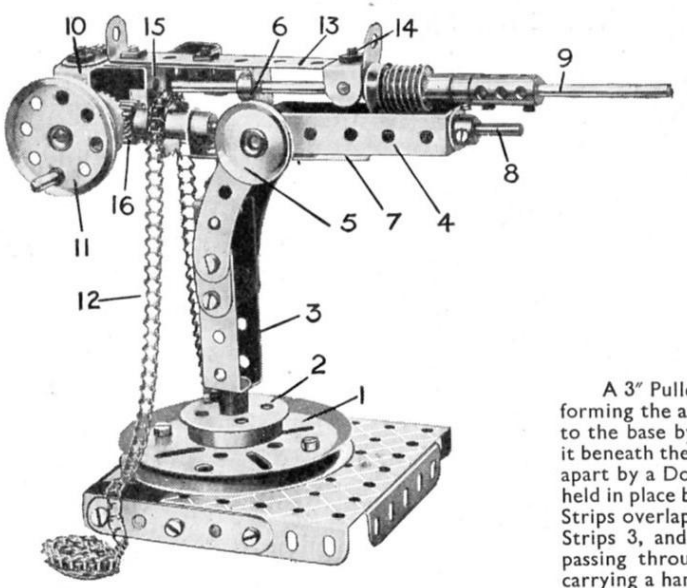
Parts required

4	of No.	1	3	of No.	22a	2	of No. 111
1	„ „	5	1	„ „	26	1	„ „ 111c
7	„ „	8	2	„ „	27a	1	„ „ 116a
4	„ „	9	4	„ „	35	2	„ „ 126a
1	„ „	10	36	„ „	37	1	„ „ 147b
5	„ „	12	6	„ „	37a	1	„ „ 162
1	„ „	16	9	„ „	38	2	„ „ 163
1	„ „	17	1	„ „	40	1	„ „ 164
2	„ „	18a	1	„ „	44	1	„ „ 166
1	„ „	19b	1	„ „	52		
1	„ „	19s	1	„ „	57c		
2	„ „	20b	9	„ „	59		

No. E6 Electric Motor (not included in Outfit)



Sheerlegs have more limited applications than cranes fitted with luffing and slewing movements. They are generally used for loading and unloading operations covering a small working radius, and the model would make an interesting addition to a model railway goods yard for this purpose. Goods brought in on lorries would be re-shipped in wagons by rail and vice versa.



G52. Naval Quick-Firing Gun

Parts required

2	of No.	5	1	of No.	21	5	of No. 48a
1	„ „	10	2	„ „	22	2	„ „ 48b
2	„ „	11	1	„ „	23	2	„ „ 53
1	„ „	12	1	„ „	26	8	„ „ 59
3	„ „	12a	1	„ „	29	1	„ „ 63
1	„ „	14	1	„ „	32	4	„ „ 90
1	„ „	15a	2	„ „	35	40	„ „ 94
3	„ „	17	24	„ „	37	1	„ „ 96a
1	„ „	18a	2	„ „	38	2	„ „ 111c
1	„ „	19b	1	„ „	45	1	„ „ 115
1	„ „	20	1	„ „	46	1	„ „ 125

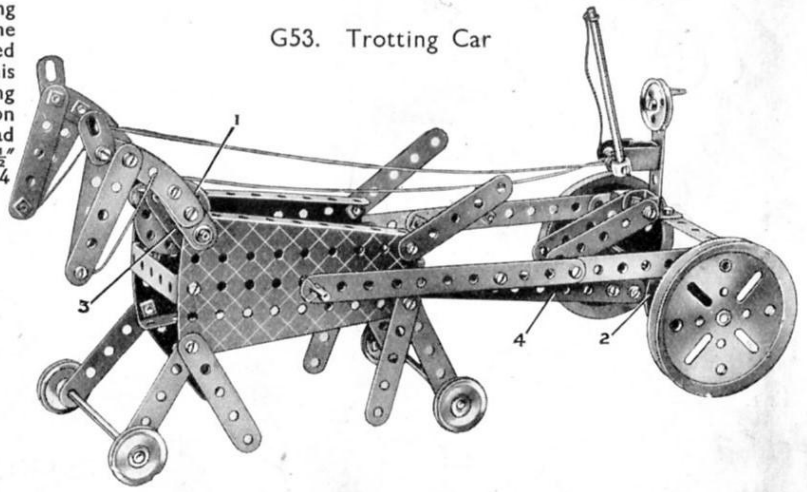
A 3″ Pulley Wheel 1 provides a bearing for the vertical 4½″ Rod forming the axis about which the gun pivots. The Rod is secured to the base by a Flanged Wheel 2 and a 1″ Pulley Wheel attached to it beneath the larger Wheel 1. Two Double Angle Strips 3, spaced apart by a Double Bracket, are mounted upon this vertical Rod and held in place by a Collar secured to its upper end. Two 2½″ Curved Strips overlapped 4 holes are bolted to each of the Double Angle Strips 3, and their upper holes form bearings for a short Rod passing through the ends of further Double Angle Strips 4, and carrying a hand wheel 5. Two Spring Clips are mounted on this Rod inside the Strips 4 to secure it to the pivoting portion of the gun, the elevation of which may be altered on turning the Wheel 5. The Strips 4 are bolted to the end of a Double Angle Strip 6, and the same bolt secures an Angle Bracket which in turn is bolted to the Double Angle Strip 7. The Rod 8 passes through the end holes of the Strips 4 and 7 and is held in place by two Collars. On the top of the Strip 6 is bolted a 3½″ Double Angle Strip 13, the upturned ends of which form the sighting apertures. The bolt 14 secures a Double Bracket and an Angle Bracket, the latter together with one of the holes in the Strip 6 forming bearings for the barrel 9. A 1″×1″ Angle Bracket 15, bolted beneath the Strip 6, and the end of the Strip 7 provide bearings for the short Rod carrying a ¾″ Sprocket Wheel and ½″ Pinion 16. Two 1″×1″ Angle Brackets 10 form bearings for a 2″ Rod carrying the hand wheel 11. This Rod is fitted with a ¾″ Contrate Wheel which engages with the Pinion 16. On rotation of the Wheel 11, the small Sprocket Wheel actuates the Sprocket Chain 12 which represents the cartridge belt.

The only portion of this model requiring description is the mechanism operating the horses' heads. Each of the latter is secured by a Crank to one end of a 3½″ Rod. To this Rod is secured also a Bush Wheel 1 carrying a 2½″ Strip 3, which is given a rocking motion by means of an Eccentric 2 on the road wheel axle. The Eccentric 2 and the 2½″ Strip 3 are connected together by the link 4 that is made up of two 5½″ strips.

Parts required

6	of No.	2	1	of No.	37a		
17	„ „	5	2	„ „	38		
2	„ „	10	1	„ „	40		
1	„ „	11	1	„ „	44		
2	„ „	15a	3	„ „	48a		
4	„ „	16	1	„ „	48b		
2	„ „	19b	2	„ „	54a		
4	„ „	22	1	„ „	59		
1	„ „	22a	2	„ „	62		
1	„ „	24	2	„ „	90		
4	„ „	35	2	„ „	126a		
44	„ „	37	1	„ „	130		

G53. Trotting Car



G54. Gantry Crane

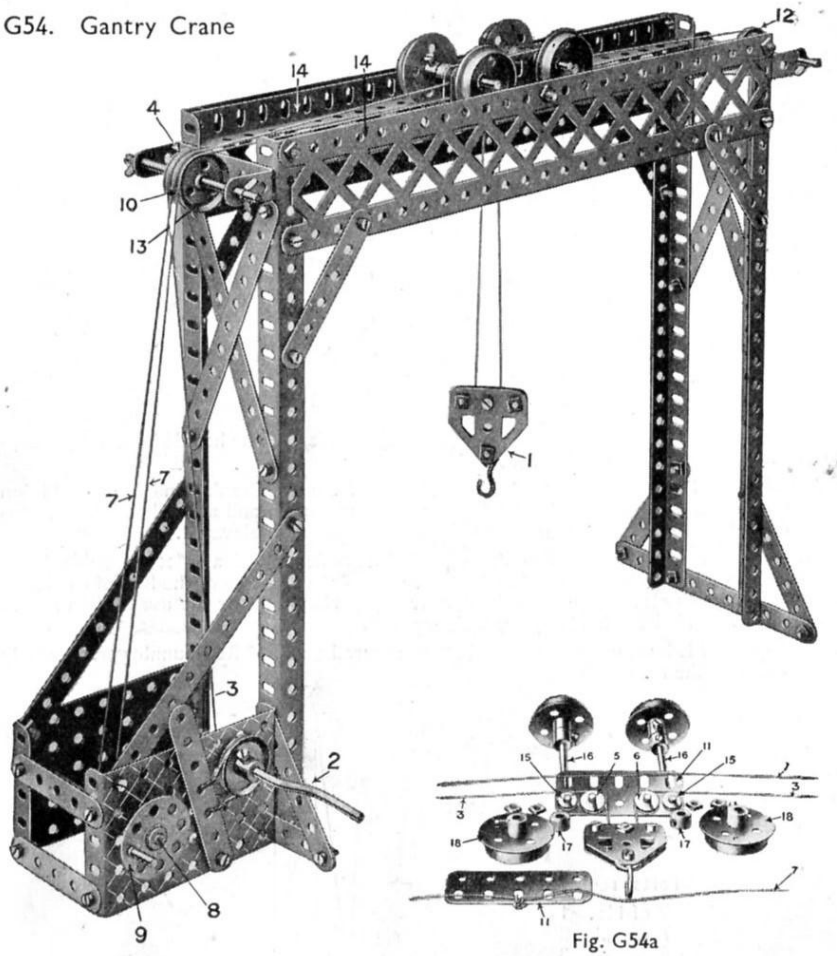
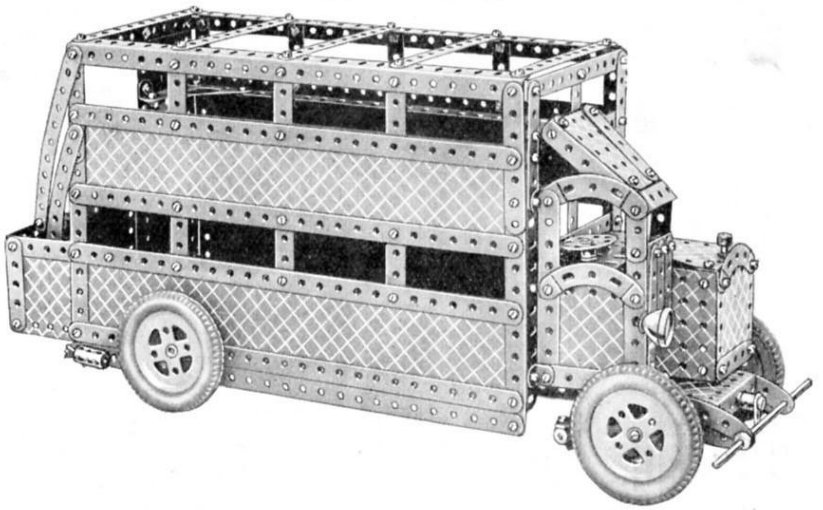


Fig. G54a

Parts required		
2	of No.	1
8	„ „	2
6	„ „	3
6	„ „	4
2	„ „	5
6	„ „	8
3	„ „	16
2	„ „	17
1	„ „	19
4	„ „	20
3	„ „	22
2	„ „	22a
3	„ „	23
1	„ „	24
6	„ „	35
59	„ „	37
1	„ „	37a
12	„ „	38
1	„ „	40
2	„ „	46
2	„ „	53
1	„ „	57c
4	„ „	59
2	„ „	99
2	„ „	103f
4	„ „	111c
1	„ „	115
2	„ „	126a

The pulley block 1 is capable of being hoisted to raise the load, or traversed. In order to raise the load the Crank Handle 2 is operated, and winds the Cord 3 passing over the rear Pulley Wheel 4 round the $\frac{1}{2}$" Pulley 5 (Fig. G54a) and a Pulley in the block, thence round another $\frac{1}{2}$" Pulley 6 and is made fast at the end of the gantry. For traversing, a continuous Cord 7 is wound several turns on the $3\frac{1}{2}$" Rod 8 to which is secured a hand wheel 9. The cord passes over the Pulley Wheel 10 and is secured to one of the side plates 11, and continues round the Pulley 12 returning to and passing over the Pulley Wheel 13 back to the Rod 8. Consequently by turning the hand wheel 9 in one or other direction, the carriage is traversed to and fro along the top Angle Girders 14, which form the travelling rails. The construction of the travelling carriage is shown in Fig. G54a, four Washers 15 being placed on each of the outer $\frac{3}{8}$" bolts passed through the two plates 11 ; and $\frac{1}{2}$" Pulley Wheels 5, 6, on the inner Bolts. The outer plates are then bolted together, the Rods 16 of the Flanged Wheels are passed through both plates in the end elongated holes, and Collars 17 secured on the exterior, after which the remaining Flanged Wheels 18 are secured on the ends of the Rods 16.

G55. Motor Bus



The front wheels are journalled freely on $\frac{3}{4}$" Bolts secured in Couplings that pivot on $1\frac{1}{2}$" Axle Rods. The rods turn in Cranks bolted to the front axle (see Fig. G55a). The track rod is connected by Swivel Bearings to the ends of Rods that are secured in the centre transverse holes of the Couplings. Connection is made in the manner shown, with a Flat Bracket bolted to a Bush Wheel on the bottom end of the steering column.

Parts required															
10	of No.	1	20	of No.	12	10	of No.	37a	1	of No.	65	4	of No.	142a
21	„ „	2	1	„ „	12c	11	„ „	38	2	„ „	69	1	„ „	147a
2	„ „	2a	2	„ „	14	2	„ „	48	1	„ „	77	1	„ „	147b
6	„ „	3	1	„ „	15b	3	„ „	48a	4	„ „	90	2	„ „	165
6	„ „	4	4	„ „	16	2	„ „	48d	4	„ „	90a	4	„ „	190
16	„ „	5	1	„ „	17	1	„ „	51	2	„ „	103f	1	„ „	191
2	„ „	6a	3	„ „	18a	2	„ „	52	1	„ „	108	1	„ „	193
6	„ „	8	4	„ „	20a	2	„ „	53	3	„ „	111	2	„ „	195
4	„ „	9	1	„ „	23	2	„ „	54a	7	„ „	111c	4	„ „	197
7	„ „	10	2	„ „	24	8	„ „	59	1	„ „	115			
2	„ „	11	3	„ „	35	2	„ „	62	1	„ „	116a			
			164	„ „	37	5	„ „	63	1	„ „	126			

1 Lighting Set (not included in Outfit)

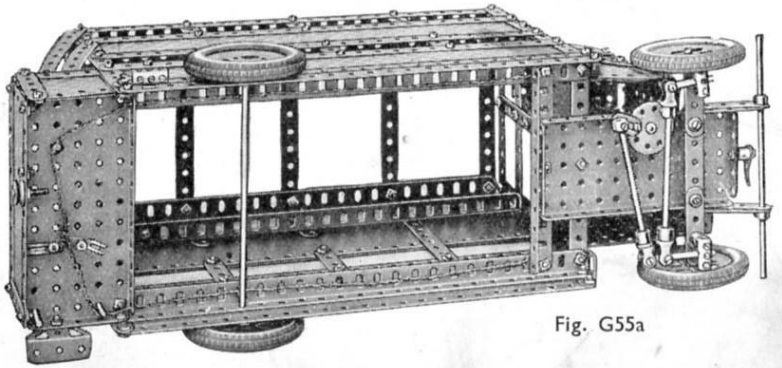


Fig. G55a

G56. Fire Engine

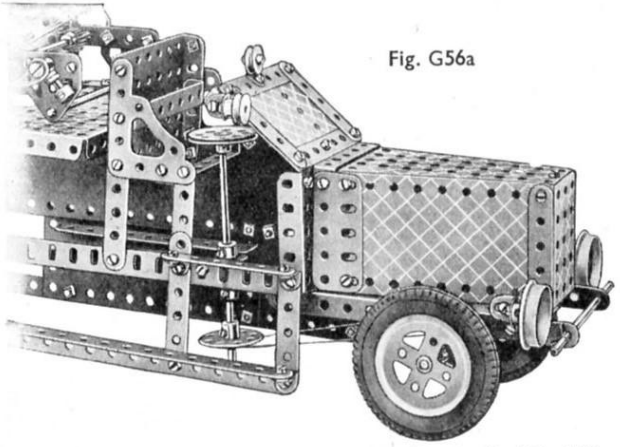


Fig. G56a

The riding platform, on which the fire-engine crew ride, is represented in the model by two $12\frac{1}{2}$" Angle Girders secured together by means of a $5\frac{1}{2}$" × $2\frac{1}{2}$" Flanged Plate at the front and by a $5\frac{1}{2}$" Angle Girder at the rear. A $5\frac{1}{2}$" Strip is bolted adjacent to the $5\frac{1}{2}$" Angle Girder and this carries two $2\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strips joined together at their upper ends by a $3\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strip. The $2\frac{1}{2}$" Double Angle Strips carry the rear ends of two $12\frac{1}{2}$" Strips the other ends of which are connected by $\frac{1}{2}$" × $\frac{1}{2}$" Angle Brackets to a second pair of $2\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strips. The extreme ends of the $12\frac{1}{2}$" Strips are fitted with Flat Trunnions carrying the axle controlling the extending of the ladder. The handle for this axle consists of a Bush Wheel and a Threaded Pin.

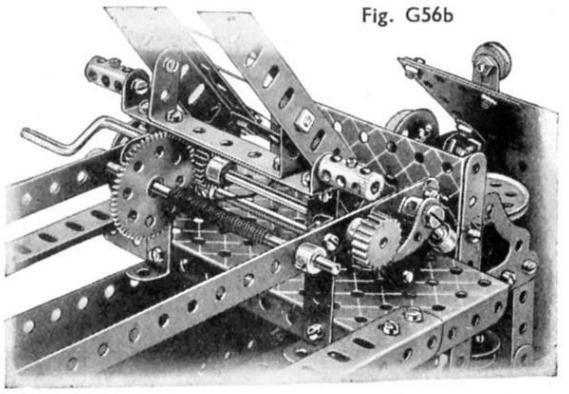


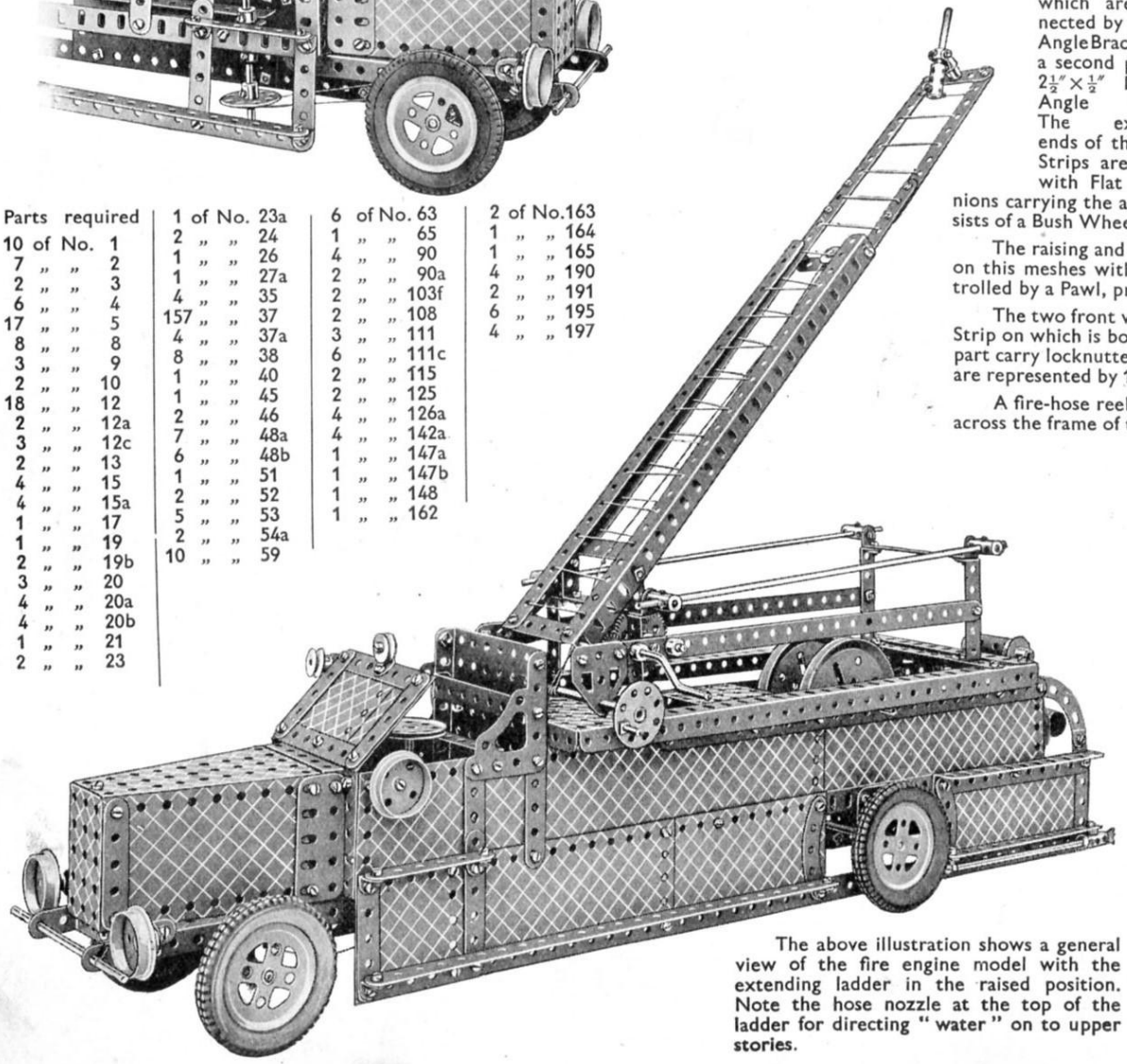
Fig. G56b

The raising and lowering of the ladder is carried out from a 5" Crank Handle. A $\frac{1}{2}$" Pinion on this meshes with a 57-teeth Gear driving the hoisting barrel, and a Ratchet Wheel, controlled by a Pawl, prevents the ladder from falling after it has been elevated.

The two front vertical $2\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strips are fitted with a $3\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strip on which is bolted a $2\frac{1}{2}$" × 1" Double Angle Strip. The end holes of the lugs of the latter part carry locknutted Bolts on which the ladder pivots. Handrails for the use of the firemen are represented by $11\frac{1}{2}$" Rods held in place by Couplings.

A fire-hose reel is built up from two 3" Pulleys secured on a $4\frac{1}{2}$" Rod running transversely across the frame of the model.

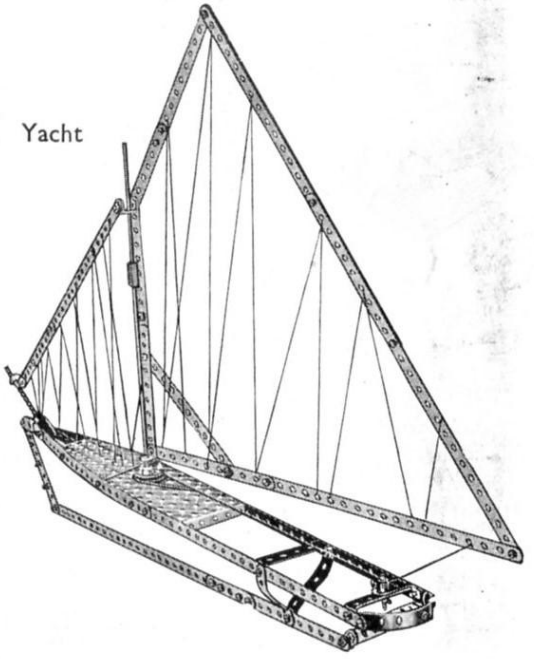
Parts required		
10	of No.	1
7	„ „	2
2	„ „	3
6	„ „	4
17	„ „	5
8	„ „	8
3	„ „	9
2	„ „	10
18	„ „	12
2	„ „	12a
3	„ „	12c
2	„ „	13
4	„ „	15
4	„ „	15a
1	„ „	17
1	„ „	19
2	„ „	19b
3	„ „	20
4	„ „	20a
4	„ „	20b
1	„ „	21
2	„ „	23
1	of No.	23a
2	„ „	24
1	„ „	26
1	„ „	27a
4	„ „	35
157	„ „	37
4	„ „	37a
8	„ „	38
1	„ „	40
1	„ „	45
2	„ „	46
7	„ „	48a
6	„ „	48b
1	„ „	51
2	„ „	52
5	„ „	53
2	„ „	54a
10	„ „	59
6	of No.	63
1	„ „	65
4	„ „	90
2	„ „	90a
2	„ „	103f
2	„ „	108
3	„ „	111
6	„ „	111c
2	„ „	115
2	„ „	125
4	„ „	126a
4	„ „	142a
1	„ „	147a
1	„ „	147b
1	„ „	148
1	„ „	162
2	of No.	163
1	„ „	164
1	„ „	165
4	„ „	190
2	„ „	191
6	„ „	195
4	„ „	197



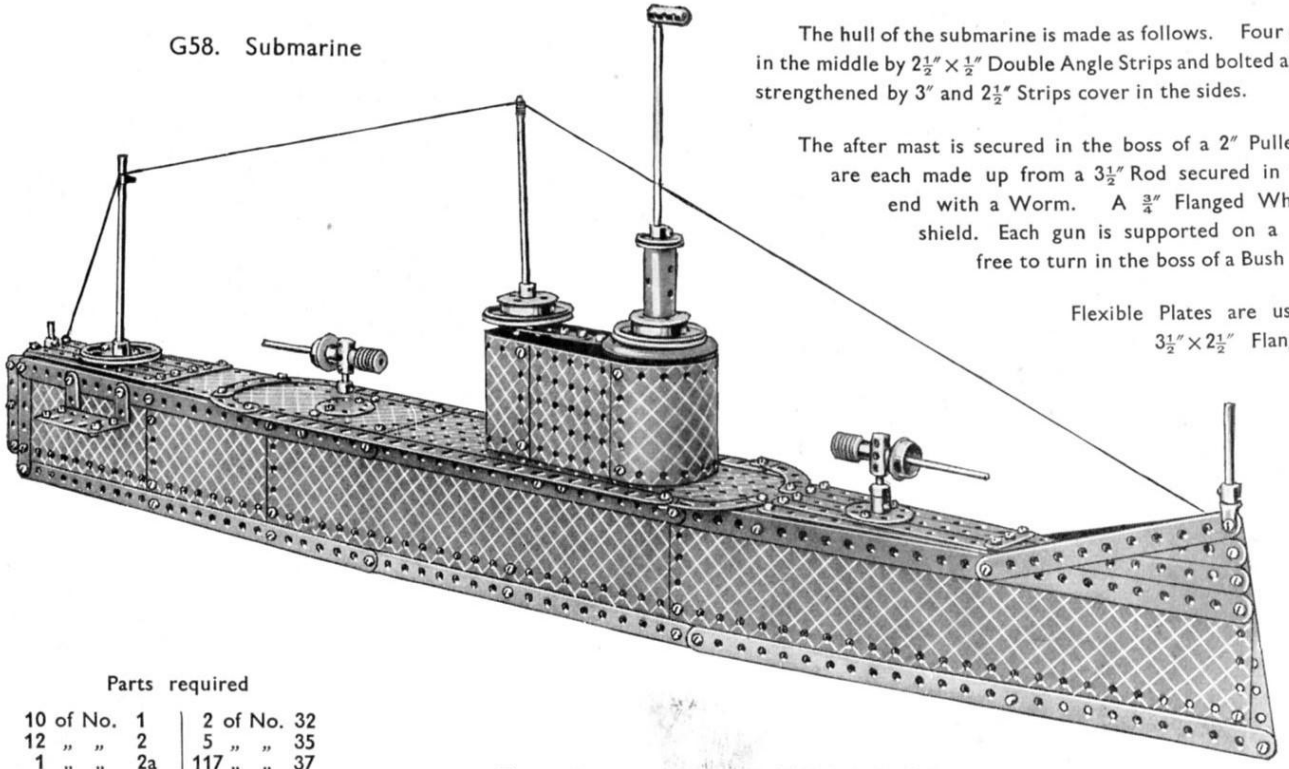
The above illustration shows a general view of the fire engine model with the extending ladder in the raised position. Note the hose nozzle at the top of the ladder for directing "water" on to upper stories.

G57. Yacht

Parts required		
9	of No.	1
7	„ „	2
4	„ „	3
2	„ „	4
2	„ „	5
1	„ „	10
5	„ „	12
1	„ „	13a
2	„ „	15
2	„ „	18a
1	„ „	22
51	„ „	37
1	„ „	40
1	„ „	44
2	„ „	48a
1	„ „	52
1	„ „	54a
1	„ „	63



G58. Submarine



The hull of the submarine is made as follows. Four compound Strips each made from three $12\frac{1}{2}''$ Strips are spaced in the middle by $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips and bolted at one end to a $4\frac{1}{2}''$ Strip. Strip Plates bolted to the Strips and strengthened by 3″ and $2\frac{1}{2}''$ Strips cover in the sides.

The after mast is secured in the boss of a 2″ Pulley Wheel that is bolted to the Strips of the deck. The guns are each made up from a $3\frac{1}{2}''$ Rod secured in the central transverse bore of a Coupling and fitted at one end with a Worm. A $\frac{3}{4}''$ Flanged Wheel on the other side of the Coupling represents the shield. Each gun is supported on a $1\frac{1}{2}''$ Rod that passes into one end of the Coupling and is free to turn in the boss of a Bush Wheel bolted to the deck.

Flexible Plates are used for the ends of the conning tower and are bolted to $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates forming the sides. Two $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips (shown in Fig. G58a) support the axle of the helm from which a cord passes round two 1″ loose Pulleys, below the deck, and is connected to the rudder.

Parts required

10	of No.	1	2	of No.	32
12	„ „	2	5	„ „	35
1	„ „	2a	117	„ „	37
4	„ „	3	3	„ „	37a
6	„ „	4	1	„ „	40
8	„ „	5	2	„ „	48
2	„ „	6a	4	„ „	48a
2	„ „	8	2	„ „	52
2	„ „	10	2	„ „	53
11	„ „	12	13	„ „	59
4	„ „	12a	2	„ „	62
1	„ „	13	3	„ „	63
1	„ „	13a	1	„ „	90
1	„ „	14	4	„ „	90a
1	„ „	15b	2	„ „	103f
5	„ „	16	2	„ „	111c
4	„ „	17	2	„ „	126a
2	„ „	18a	1	„ „	163
2	„ „	20	1	„ „	164
3	„ „	20a	1	„ „	166
2	„ „	20b	1	„ „	176
1	„ „	21	1	„ „	187
4	„ „	22	2	„ „	191
2	„ „	22a	1	„ „	193
2	„ „	23	5	„ „	195
2	„ „	24	4	„ „	197

The periscope consists of an $11\frac{1}{2}''$ Axle Rod that is secured to the deck by a Crank and carries a Road Wheel that fits over the Flexible Plate to form a top to the conning tower. A 2″ Pulley and $1\frac{1}{8}''$ Flanged Wheel are fitted on the Rod and a Sleeve Piece mounted on a Chimney Adaptor is placed above these and surmounted by a 1″ Pulley. A Coupling is carried at the top of the periscope. An 8″ Rod forms the mast and passes through a $2\frac{1}{2}''$ Strip, fixed to the Double Angle Strips shown in Fig. G58a, and through the deck. This Rod carries a 2″ Pulley and a Flanged Wheel, and cord is attached to the bows and to the tops of both masts before being secured to the stern.

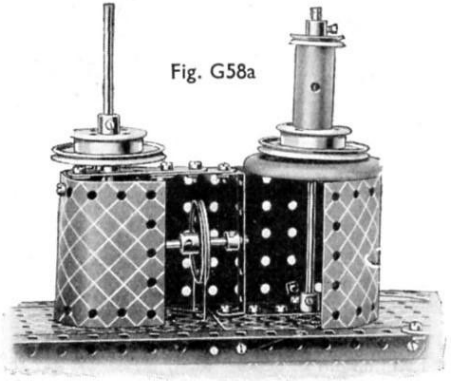
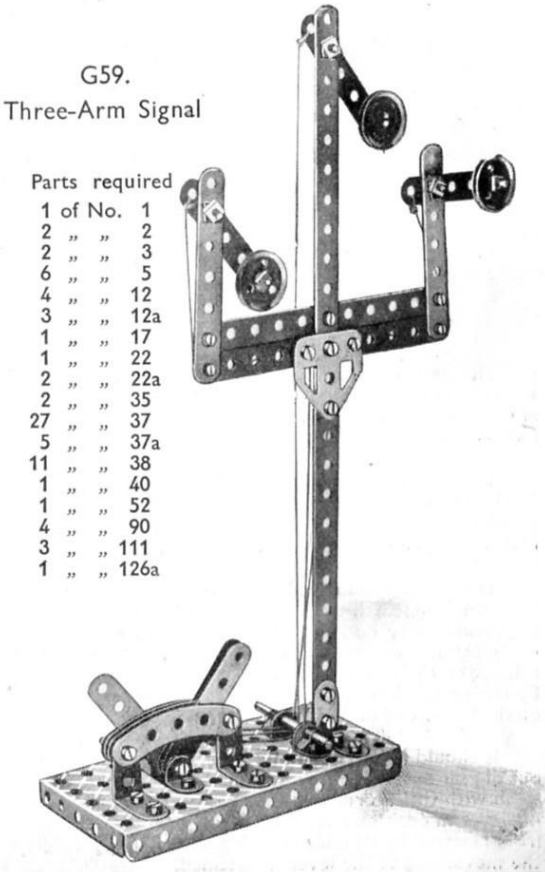


Fig. G58a

The model travels on two 1″ fast Pulleys mounted on a Rod journalled amidships, and on two 1″ loose Pulleys mounted one at the bows and the other at the stern. These Pulleys are free to slide along their Rods.

G59. Three-Arm Signal

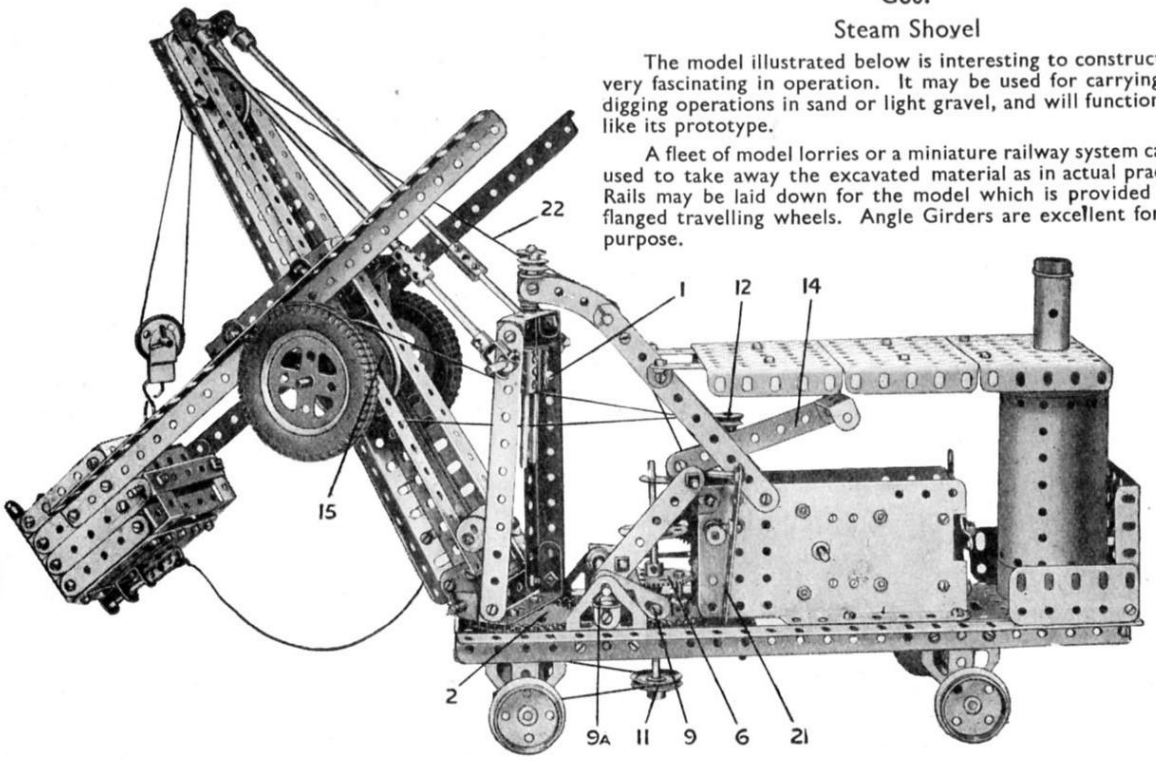


Parts required

1	of No.	1	
2	„ „	2	
2	„ „	3	
6	„ „	5	
4	„ „	12	
3	„ „	12a	
1	„ „	17	
1	„ „	22	
2	„ „	22a	
2	„ „	35	
27	„ „	37	
5	„ „	37a	
11	„ „	38	
1	„ „	40	
1	„ „	52	
4	„ „	90	
3	„ „	111	
1	„ „	126a	

G60.

Steam Shovel



The model illustrated below is interesting to construct and very fascinating in operation. It may be used for carrying out digging operations in sand or light gravel, and will function just like its prototype.

A fleet of model lorries or a miniature railway system can be used to take away the excavated material as in actual practice. Rails may be laid down for the model which is provided with flanged travelling wheels. Angle Girders are excellent for this purpose.

Parts required

6	of No.	2	4	of No.	18a	21	of No.	38	2	of No.	103f
2	„ „	2a	4	„ „	20	1	„ „	40	2	„ „	111
6	„ „	3	3	„ „	20a	1	„ „	44	3	„ „	111
4	„ „	4	1	„ „	20b	1	„ „	45	2	„ „	115
18	„ „	5	1	„ „	21	1	„ „	46	1	„ „	116a
2	„ „	6a	2	„ „	22	2	„ „	48	3	„ „	126
8	„ „	8	1	„ „	22a	10	„ „	48a	4	„ „	126a
2	„ „	9	3	„ „	23	2	„ „	52	2	„ „	142a
3	„ „	10	1	„ „	23a	4	„ „	53	1	„ „	147b
1	„ „	11	2	„ „	24	1	„ „	57c	1	„ „	162
12	„ „	12	2	„ „	26	10	„ „	59	1	„ „	163
4	„ „	12a	2	„ „	27a	2	„ „	62	1	„ „	164
3	„ „	14	1	„ „	29	6	„ „	63	2	„ „	165
1	„ „	15	2	„ „	32	2	„ „	77	1	„ „	166
5	„ „	15a	10	„ „	35	3	„ „	90			
5	„ „	16	125	„ „	37	11	„ „	94			
5	„ „	17	7	„ „	37a	2	„ „	95			

No. E6
Electric Motor
(not included in Outfit)

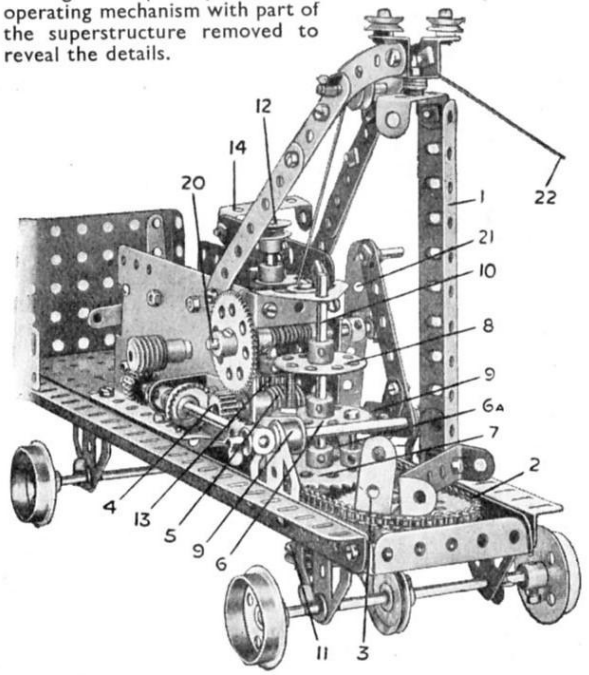
The base of this model consists essentially of two $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates connected together by $12\frac{1}{2}''$ Angle Girders and the vertical member 1 is secured firmly to a 2" Sprocket Wheel 2 that is free to turn about a Pivot Bolt attached to one of the base plates. It should be noted that the $2\frac{1}{2}'' \times 1''$ Double Angle Strip 3 (Fig. C60c) is spaced from the Sprocket 2 by two Washers on each fixing bolt.

The gear box provides four movements—hoisting and lowering, racking, slewing, and travelling, all of which are driven by the Electric Motor. On the armature spindle of the Motor is a Worm meshing with a $\frac{1}{2}''$ Pinion on a horizontal Rod on which is secured also a $\frac{3}{4}''$ Contrate. The latter is in constant mesh with a $\frac{1}{2}''$ Pinion 4 on a short Rod that is journalled in the Motor side plates and carries a Worm 5.

The slewing and travelling motions are actuated through a novel form of clutch shown in Figs. G60 and G60c. A 57-teeth Gear 6 meshes with the Worm 5. It is loose on its Rod 10 and may be raised or lowered by means of two Cranks 9, which are secured to a Rod and have in their end holes Bolts the shanks of which engage with the underside of the Gear. When the Gear moves downwards, one of two $\frac{3}{4}''$ Bolts 6a secured to it, engages with one of the holes in a 2" Sprocket 7, which is loose on the Rod 10 and is connected to the Sprocket 2 by a length of Sprocket Chain. By this means the model is slewed. By raising the Gear 6 the second $\frac{3}{4}''$ Bolt engages with a Bush Wheel 8, which is fastened to the Rod 10. A 1" fast Pulley 11 on the lower end of this shaft is connected by a short belt of cord to a similar Pulley on the front axle.

It should be borne in mind that the Gear 6 must be always in mesh with the Worm 5, unless it is required to throw it out of gear entirely, when it is necessary only to slide it up the Rod to its fullest extent. To prevent the Gear coming out of mesh with the Worm when in the slewing position a Collar is fixed on the lower $\frac{3}{4}''$ Bolt, and in order to maintain the operating lever in position after movement, a Spring Clip 9a is mounted on the end of the Rod carrying the Cranks 9, and prevented from rotation by its ends engaging with a $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Bracket bolted to the Flat Trunnion. Hence the required stiffness in the movement of the lever is obtained.

Fig. G60c (below) shows the operating mechanism with part of the superstructure removed to reveal the details.



The drive for the racking movement is taken off a ½″ fast Pulley 12 secured to the top end of a Rod that carries a ½″ Pinion 13, which may be brought into mesh with the Worm 5 by sliding the Rod downward with the aid of the lever 14. A belt of cord connects the Pulley 12 with a 2″ Pulley 15 secured on a Rod that is journalled in the sides of the jib and which carries two other 2″ Pulleys shod with Dunlop Tyres. The frame 16 (Fig. G60b) also is mounted on this Rod in the holes 17 and the Girders of the bucket arm engage between the ½″ × ½″ Angle Brackets 18 and the tyre-shod Pulleys. The Brackets 18 should press the bucket arm only lightly into contact with the Tyres, and the driving belt should be taken several times round the Pulleys 12 and 15.

In Fig. G60a the Digger Bucket (Part No. 169) is shown mounted on the bucket arm in place of the built-up bucket. It is bolted to a 2½″ × 1″ Double Angle Strip to which an Angle Bracket is fixed for attaching the Hook of the pulley block. The advantage of using Part No. 169 is that it can be used for handling fine material such as sand that would escape through the perforations in the built-up bucket. Fig. G60b shows the method of constructing a bucket from standard parts.

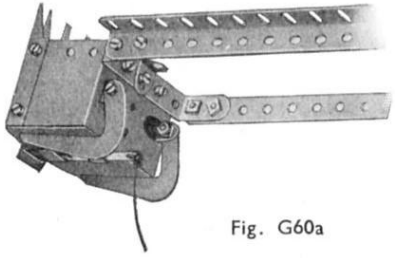


Fig. G60a

The catch for the bucket consists of a 1½″ Rod free to slide in a Double Bracket that is bolted rigidly to the underside of the bucket. One end of the Rod is fitted with a Coupling, to which the release cord is attached, and the other end fits into the lower hole of a 3″ Strip 19.

The hoisting barrel consists of a 3½″ Rod 20 that is free to slide in the Motor side plates and is controlled by the lever 21, so that the 57-teeth Gear on its extremity may be thrown into or out of engagement with the ½″ Pinion 4. When out of gear the projecting shank of a Bolt on the Motor side plate engages with one of the holes of the 57-teeth Gear and thus prevents the unwinding of the barrel. The Grub Screw in the boss of the Pinion 4 should be filed, if necessary, so that it does not foul the teeth of the 57-teeth Gear.

The pair of ½″ loose Pulleys mounted above the upper pivot of the vertical member form guides round which the hoisting cord 22 passes when the jib is slewed round. The Boiler is retained in position by a 6½″ Rod, which passes completely through it, and through the base plate, and is secured by a Bush Wheel on its lower end, and at its upper extremity by a ¾″ Flanged Wheel that forms the chimney cap.

Much fun may be had with this model, not only during its construction but afterwards when it is set to work. Also, it may easily be converted into a crane by detaching the bucket arm and unhooking the bucket from the pulley block.

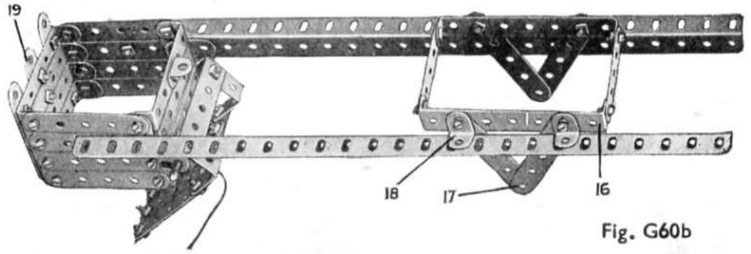
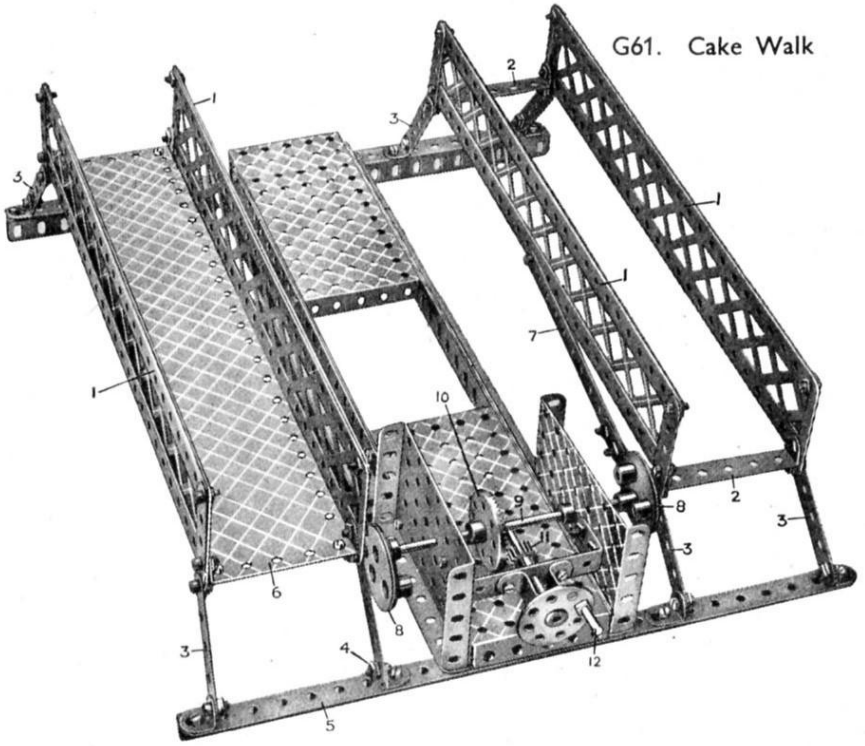


Fig. G60b

G61. Cake Walk



Parts required

8	of	No.	1
2	„	„	2
16	„	„	5
6	„	„	8
8	„	„	12
1	„	„	15
1	„	„	17
1	„	„	24
1	„	„	26
1	„	„	28
6	„	„	37
61	„	„	38
1	„	„	45
1	„	„	46
4	„	„	48a
2	„	„	52
2	„	„	53
2	„	„	59
4	„	„	99
1	„	„	115
2	„	„	130
2	„	„	197

The Braced Girders 1 are connected by the end Double Angle Strips 2 and pivotally bolted and lock-nutted to the Strips 3 forming rocking links. The latter are bolted and lock-nutted at 4 to the Angle Girders 5. Strip Plates 6 are secured to the end Strips 2. The platforms are rocked by means of Strips 7, one of which is connected to each rocking platform and to Eccentrics 8 fixed on the Rod 9. A Contrate Wheel 10 secured on this rod is driven by a Pinion 11 from the handle 12. As the handle 12 is turned the platforms are rocked to and fro on the Strips 3. The Eccentrics 8 should be so arranged that the platforms rock in opposite directions.

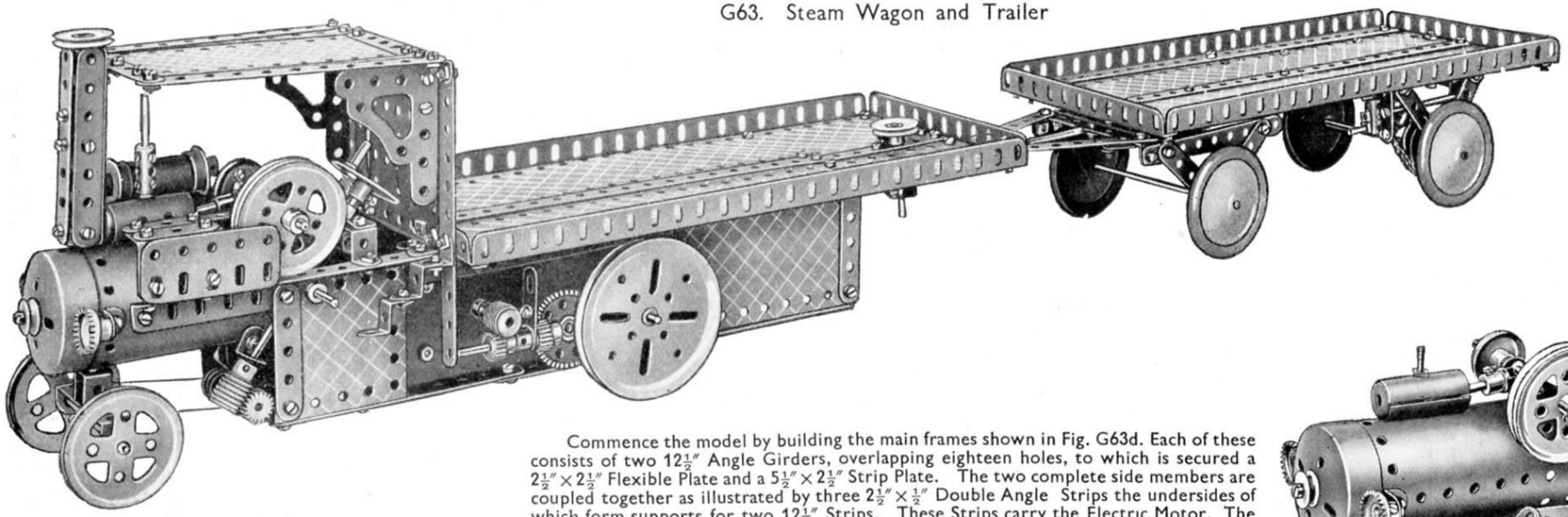
G62. Table Croquet

A most diverting game. Coloured marbles may be used for the balls. Full instructions for playing croquet may be obtained from any sports or games dealer.

Parts required

12	of	No.	5
12	„	„	12
2	„	„	16
2	„	„	17
2	„	„	22
24	„	„	37
6	„	„	48a
2	„	„	63

G63. Steam Wagon and Trailer



Parts required

4 of No.	1	1 of No.	23a	10 of No.	59	1 of No.	160
10 „ „	2	2 „ „	24	2 „ „	62	1 „ „	162
2 „ „	2a	2 „ „	26	4 „ „	63	2 „ „	163
6 „ „	3	1 „ „	28	1 „ „	80a	1 „ „	164
1 „ „	4	2 „ „	29	12″ „ „	94	1 „ „	165
17 „ „	5	2 „ „	32	1 „ „	95	1 „ „	166
2 „ „	6a	8 „ „	35	1 „ „	96a	4 „ „	187
8 „ „	8	162 „ „	37	2 „ „	103f	2 „ „	190
4 „ „	9	10 „ „	37a	2 „ „	108	3 „ „	195
4 „ „	10	24 „ „	38	1 „ „	109	4 „ „	197
5 „ „	11	1 „ „	40	3 „ „	111		
22 „ „	12	1 „ „	43	6 „ „	111c	No. E6 Electric Motor (not included in Outfit)	
6 „ „	12a	1 „ „	45	2 „ „	115		
1 „ „	12c	1 „ „	46	1 „ „	116		
2 „ „	15	2 „ „	48	1 „ „	116a		
3 „ „	15a	6 „ „	48a	4 „ „	125		
4 „ „	16	5 „ „	48b	3 „ „	126		
4 „ „	17	1 „ „	53	4 „ „	126a		
3 „ „	18a						
2 „ „	19b						
1 „ „	20						
4 „ „	20a						
4 „ „	20b						
4 „ „	22						
3 „ „	23						

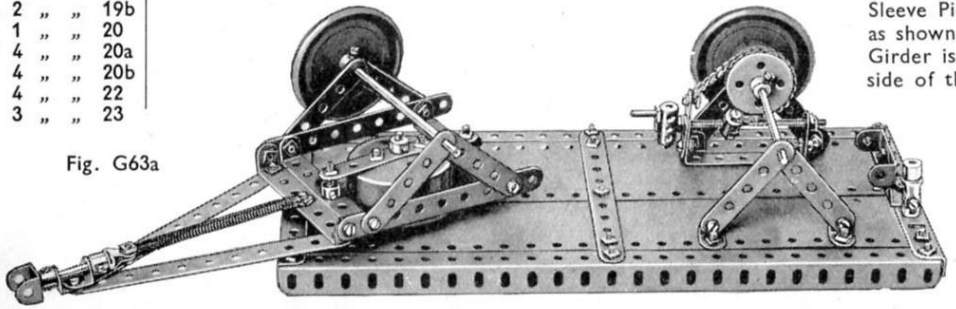


Fig. G63a

Commence the model by building the main frames shown in Fig. G63d. Each of these consists of two 12½″ Angle Girders, overlapping eighteen holes, to which is secured a 2½″ × 2½″ Flexible Plate and a 5½″ × 2½″ Strip Plate. The two complete side members are coupled together as illustrated by three 2½″ × ½″ Double Angle Strips the undersides of which form supports for two 12½″ Strips. These Strips carry the Electric Motor. The front ends of the Strip Plates, already mentioned, are attached to the 12½″ Strips by Angle Brackets and strengthened by vertical 2½″ Strips that support the rear axle carrying 3″ Pulleys for road wheels. The axle is prevented from moving laterally by means of two ¾″ Flanged Wheels and carries a 2″ Sprocket Wheel. This Sprocket is connected, by a short length of Sprocket Chain, to a ¾″ Sprocket Wheel secured on a short Rod journalled in the side plates of the Motor. The Rod is driven from the armature shaft through a gear train, Fig. G63c, consisting of a Worm, two ½″ Pinions and a 1½″ Contrate Wheel.

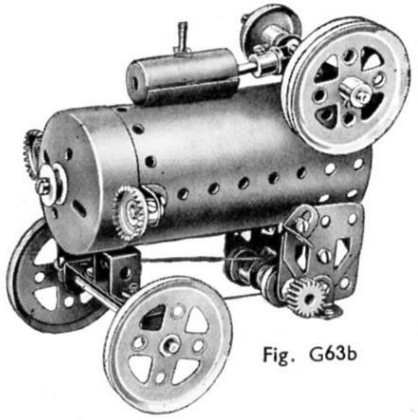


Fig. G63b

The firebox, Fig. G63b, in which the steering rod is journalled, is built up from four Flat Trunnions and the inner end of the Boiler is secured to this by a 1½″ × ½″ Double Angle Strip. The Boiler is also held in place by a Rod passed through its end centre horizontal holes and also through the main frames as shown. Near its end the Boiler is secured to the main frames by ¾″ Bolts as shown in the general view of the model.

The visible side of the engine consists of a vertically disposed 2½″ Flat Girder to which is bolted a horizontal 1½″ Strip and 2½″ Strip, both of which are held to the Flat Girder by two 1″ × 1″ Angle Brackets. The opposite side of the engine is arranged similarly with the exception that two 2½″ Strips are used. The inner Strip of this pair carries a Sleeve Piece fitted with two ¾″ Flanged Wheels as shown. Immediately to the rear of the Flat Girder is fitted a Channel Bearing forming one side of the cab.

The cylinder is represented by a Sleeve Piece carried at its forward end on a Chimney Adaptor that is bolted to the base of the chimney. The chimney is built up from four 3½″ Strips bolted round four

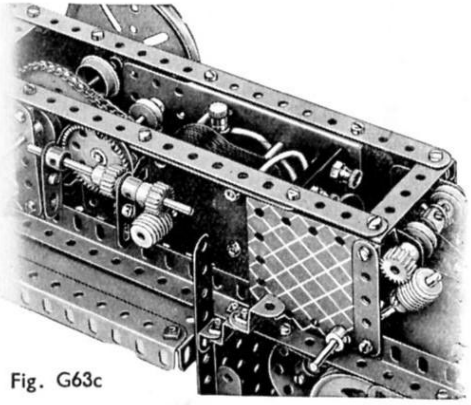


Fig. G63c

Double Brackets. A Collar is fitted inside by two bolts, three holes from the top, and this supports a short Rod bearing at its upper end a 1″ Fast Pulley.

The crank-shaft is represented by a 3½″ Rod mounted in a Double Bracket that is bolted to the top of the boiler, Washers being used for spacing purposes. The connecting rod rests in an Angle Bracket in the cylinder and is connected to the crankshaft by a small Fork Piece. The flywheel consists of two 2″ Pulleys and the opposite end of the crankshaft is fitted with a 1″ fast Pulley

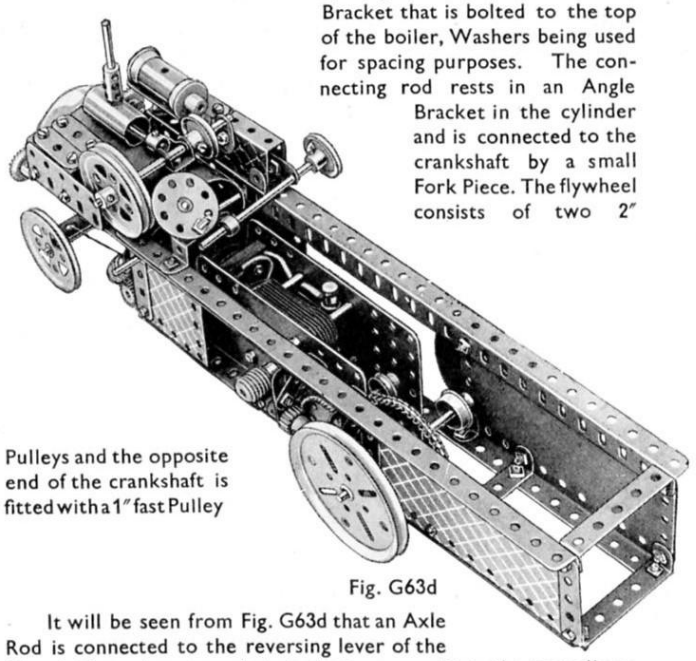


Fig. G63d

It will be seen from Fig. G63d that an Axle Rod is connected to the reversing lever of the Electric Motor by means of a bolt that is screwed into the tapped bore of a Collar on the Rod. The Rod is free to slide in a Flat Bracket bolted to the frame side and carries a 1″ Pulley on its outer end. This arrangement facilitates control of the Motor when the model is assembled.

The lower end of the steering column carries a Worm engaging a ½″ Pinion that is carried on a 2″ Rod journalled in the Flat Trunnions of the fire box. A Coupling is fixed between two ½″ loose Pulleys on the Rod as shown in Fig. G63b, and cord wound several times round the Coupling is attached to the 2½″ × ½″ Double Angle Strip carrying the front axle. As the Coupling is turned, the cord is wound in at one end and paid out at the other, thus steering the axle.

An underneath view of the trailer is shown in Fig. G63a. The frame carrying the front wheels is free to swivel about a 1½″ Axle Rod carried in a Face Plate that is bolted to the underside of the platform body. The Rod passes through a Boiler End the rim of which rests on the Face Plate. The brake drum on the rear axle is formed by a 1⅛″ Flanged Wheel and Bush Wheel, and a length of Chain passed round the drum can be tightened by operating a hand wheel on a Screwed Rod.

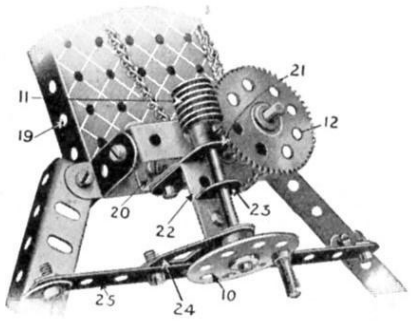
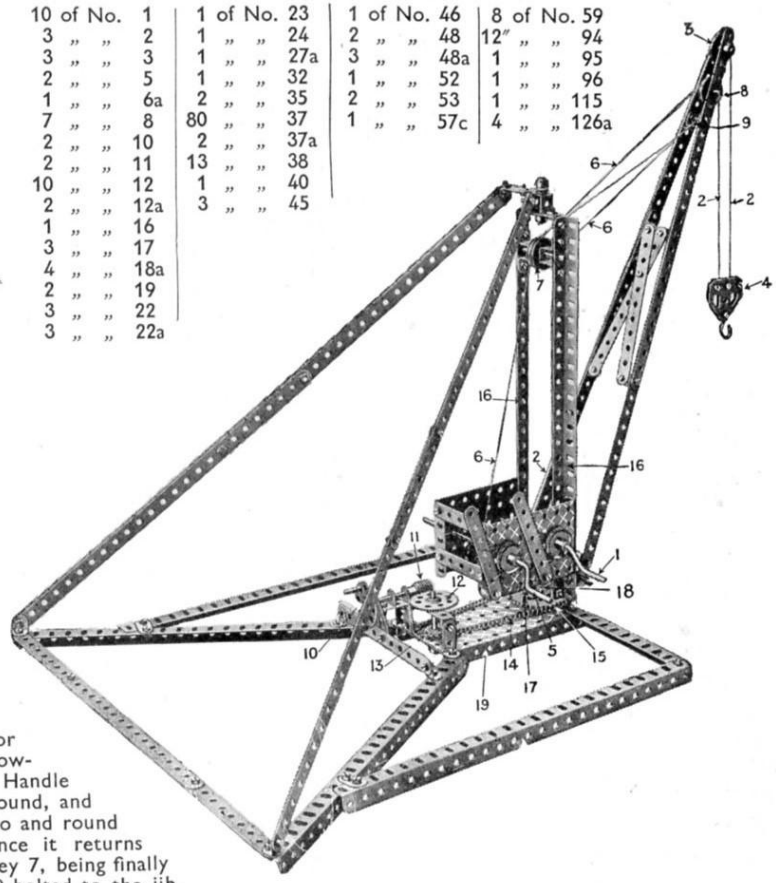


Fig. G64a

G64. Swivelling and Luffing Jib Crane

Parts required

10 of No. 1	1 of No. 23	1 of No. 46	8 of No. 59
3 „ „ 2	1 „ „ 24	2 „ „ 48	12″ „ „ 94
3 „ „ 3	1 „ „ 27a	3 „ „ 48a	1 „ „ 95
2 „ „ 5	1 „ „ 32	1 „ „ 52	1 „ „ 96
1 „ „ 6a	2 „ „ 35	2 „ „ 53	1 „ „ 115
7 „ „ 8	80 „ „ 37	1 „ „ 57c	4 „ „ 126a
2 „ „ 10	2 „ „ 37a		
2 „ „ 11	13 „ „ 38		
10 „ „ 12	1 „ „ 40		
2 „ „ 12a	3 „ „ 45		
1 „ „ 16			
3 „ „ 17			
4 „ „ 18a			
2 „ „ 19			
3 „ „ 22			
3 „ „ 22a			



In this model three separate actions are provided, for raising the load, raising the jib, and swivelling the jib. The load is raised by means of a Crank Handle 1 on which the Cord 2 is wound and passed over the 1″ Pulley 3, thence round the ½″ Pulley in the block 4 (spacing Washers being used to give clearance to the ½″ Pulley), the end of the Cord 2 being made fast to the top of the jib. By turning the Handle 1 the load is raised or lowered. The jib itself is raised or lowered by the operation of the Crank Handle 5 on the rod of which a cord is wound, and passed over one of two Pulleys 7, to and round another 1″ Pulley 8 in the jib, whence it returns to and passes round the other Pulley 7, being finally made fast to the Double Bracket 9 bolted to the jib. As the Handle 5 is turned the Cord 6 is wound in or paid out and the angle of the jib varied. The jib is swivelled by the hand wheel 10, a Worm 11 engaging a 57-toothed Gear 12 on the rod of which a 1″ Sprocket Wheel 13 is mounted. A Sprocket Chain 14 passes round this Wheel 13 and round a 2″ Sprocket Wheel 15 secured to the standard 16 of the crane. The bearing for the Rod of the Worm 11 is made by bolting a 1″ × 1″ Angle Bracket 20 (Fig. G64a) to the 5½″ × 2½″ Flanged Plate 19, and to the Angle Bracket 20 is secured a 1½″ Strip 21 and another 1″ × 1″ Bracket 22. To the Bracket 22 is bolted a Double Bracket 23. A Flat Trunnion 24 is bolted to the 5½″ Strip 25 and forms with the Bracket 23 the front bearing for the Rod. The standard is built up of two 12½″ Girders 16 which are connected at the base by a 1½″ Double Angle Strip 17 (Fig. G64b) which is bolted to the 2″ Sprocket Wheel 15. The 1″ Rod 18 is secured in the boss of the Sprocket Wheel 15 and fitted with a Collar below the 5½″ × 2½″ Flanged Plate 19.

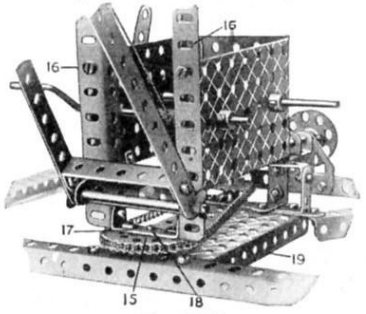
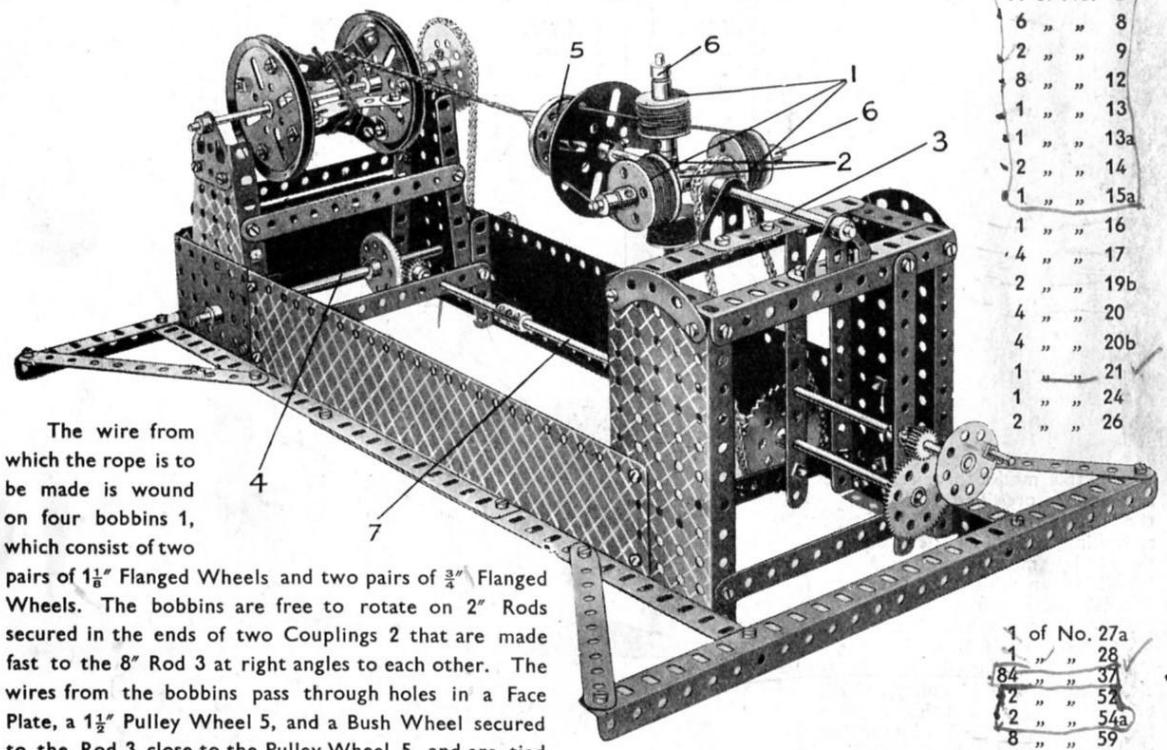


Fig. G64b

At the upper end the two sides of the standard are held together by a second 1½″ × ½″ Double Angle Strip that carries a Double Bent Strip. A 1½″ Rod, journalled in the Double Angle Strip and Double Bent Strip forms the top pivot of the standard, the Rod being linked up to the rear bracing members by means of a Flat Trunnion.

G65. Wire Rope Making Machine



Parts required

11	of	No.	2
6	„	„	8
2	„	„	9
8	„	„	12
1	„	„	13
1	„	„	13a
2	„	„	14
1	„	„	15a
1	„	„	16
4	„	„	17
2	„	„	19b
4	„	„	20
4	„	„	20b
1	„	„	21
1	„	„	24
2	„	„	26
1	of	No.	27a
1	„	„	28
84	„	„	37
2	„	„	52
2	„	„	54a
8	„	„	59
3	„	„	63
2	„	„	90
4	„	„	90a
15	„	„	94
2	„	„	95
2	„	„	96
1	„	„	109
1	„	„	115
2	„	„	126
2	„	„	126a
1	„	„	195
2	„	„	197

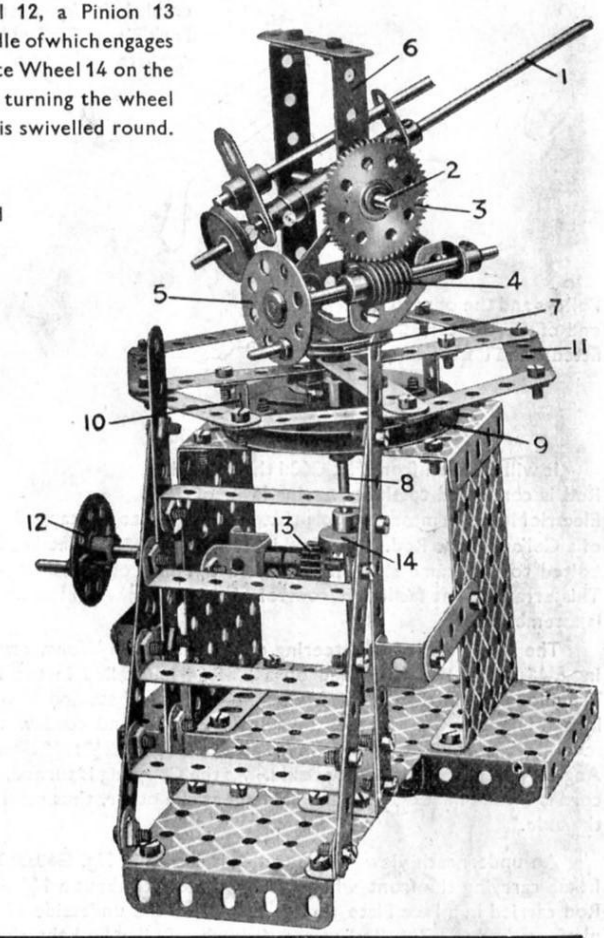
The wire from which the rope is to be made is wound on four bobbins 1, which consist of two pairs of $1\frac{1}{8}$″ Flanged Wheels and two pairs of $\frac{3}{4}$″ Flanged Wheels. The bobbins are free to rotate on 2″ Rods secured in the ends of two Couplings 2 that are made fast to the 8″ Rod 3 at right angles to each other. The wires from the bobbins pass through holes in a Face Plate, a $1\frac{1}{2}$″ Pulley Wheel 5, and a Bush Wheel secured to the Rod 3 close to the Pulley Wheel 5, and are tied together on a drum at the opposite end of the machine. The drum is mounted on a $6\frac{1}{2}$″ Rod that is connected by Sprocket Chain to a 1″ Sprocket Wheel on the Rod 4, which is revolved slowly from the hand wheel through the gearing shown.

The Rod 3, together with the bobbins, Face Plate, Pulley Wheel 5, and the Bush Wheel, are rotated from the main driving shaft 7 by means of 2″ and 1″ Sprocket Wheels. The wires are thus twisted together between the Pulley Wheel 5 and the drum, and are wound on the latter in the form of a cable. In order to prevent the wire from unwinding too rapidly, Washers are placed on the 2″ Rods between the Couplings and the bosses of the Flanged Wheels 1, and the Collars 6 are pressed hard against the wheels before being secured to the 2″ Rods.

A considerable amount of tension is essential for the production of good wire rope, and for this reason the $1\frac{1}{2}$″ Pulley Wheel 5 and the Bush Wheel behind it are secured close together on the Rod 3 in such a manner that the friction generated by the wires in passing through the holes in the wheels keeps the cable taut while it is being twisted.

G66. Anti-Aircraft Gun

The gun represented by the Rod 1 is pivoted upon a transverse Rod 2 which passes through a Coupling on the Rod 1. A 57-teeth gear 3 on the pivot Rod 2 is engaged by a Worm 4 operated from the hand wheel 5. By turning this wheel 5 the gun is lifted or lowered. The two vertical Strips forming the framework for the pivot Rod 2 are bolted to a $1\frac{1}{2}$″ Pulley 7 which is secured on a vertical Rod 8. A 3″ Pulley Wheel 9 is bolted to Rod 8 and the framework 11 is carried by Reversed Angle Brackets 10 fixed to the Pulley. The Rod 8 with the framework is rotated from the hand wheel 12, a Pinion 13 on the spindle of which engages a $\frac{3}{4}$″ Contrate Wheel 14 on the Rod 8. By turning the wheel 12 the gun is swivelled round.



Parts required

6	of	No.	2
11	„	„	5
1	„	„	10
2	„	„	11
4	„	„	12
2	„	„	12a
1	„	„	15
1	„	„	15a
4	„	„	16
1	„	„	17
1	„	„	19b
1	„	„	21
2	„	„	22
2	„	„	24
1	„	„	26
1	„	„	27a
1	„	„	29
1	„	„	32
64	„	„	37
12	„	„	38
2	„	„	45
4	„	„	48a
2	„	„	48b
1	„	„	52
4	„	„	53
8	„	„	59
1	„	„	62
2	„	„	63
2	„	„	115
4	„	„	125
2	„	„	126a

HOW TO CONTINUE

This completes our examples of models that may be made with MECCANO Outfit G (or F and Fa). The next models are a little more advanced, requiring extra parts to construct them. The necessary parts are all contained in a Ga Accessory Outfit, which can be obtained from any Meccano dealer.

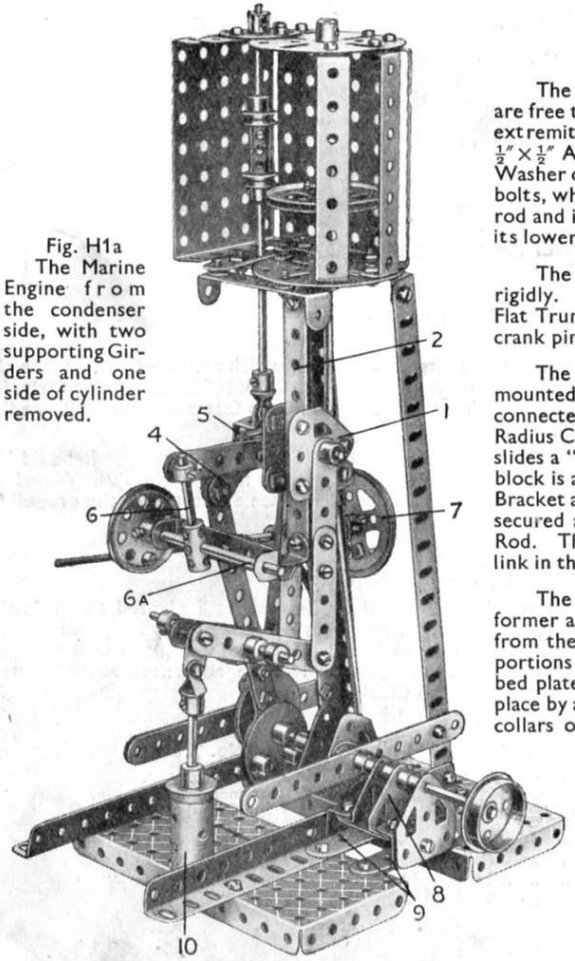


Fig. H1a
The Marine Engine from the condenser side, with two supporting Girders and one side of cylinder removed.

H1. Vertical Marine Engine

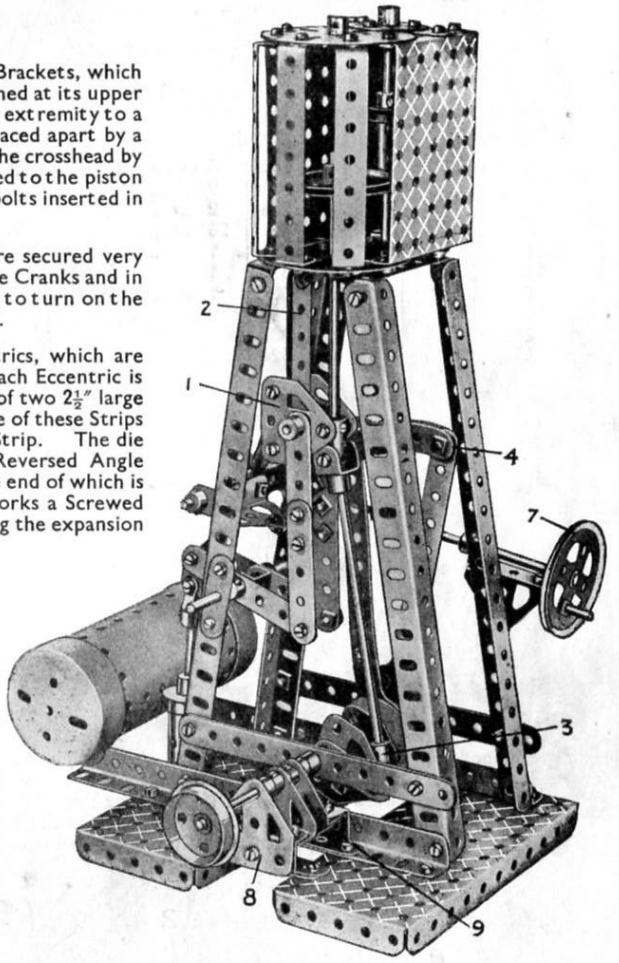
The crosshead 1 consists of two Flat Trunnions secured together by two Double Brackets, which are free to slide between $4\frac{1}{2}$" Strips 2 forming the crosshead guide. The latter is attached at its upper extremity to a $\frac{1}{2}$" × $\frac{1}{2}$" Angle Bracket on the bottom cylinder cover, and at its lower extremity to a $\frac{1}{2}$" × $\frac{1}{2}$" Angle Bracket that is mounted on a Trunnion. The Strips of the guide are spaced apart by a Washer on each of the retaining bolts. A Coupling is secured rigidly to the apex of the crosshead by bolts, which are inserted in its upper transverse tapped bore. This Coupling is secured to the piston rod and is attached pivotally to the connecting rod by a Fork Piece that rides on two bolts inserted in its lower transverse tapped bore.

The crankshaft is built up from two Rods on the inner ends of which Cranks are secured very rigidly. The crank pin is a $\frac{3}{4}$" Bolt, which is fixed rigidly by nuts in the end holes of the Cranks and in Flat Trunnions that form the balance weights. The " big end " (a Coupling 3) is free to turn on the crank pin between the Cranks, and is attached to the lower end of the connecting rod.

The model is fitted with Stephenson's valve gear. This comprises two Eccentrics, which are mounted upon the crankshaft in such a manner that their throws are opposite, and each Eccentric is connected by a $4\frac{1}{2}$" Strip, to one end of an " expansion link " 4. The latter consists of two $2\frac{1}{2}$" large Radius Curved Strips, bolted together at each end by a $\frac{3}{8}$" Bolt and three nuts. On one of these Strips slides a " die block " 5 and the other is connected pivotally to a crank arm 6 by a $2\frac{1}{2}$" Strip. The die block is an Eye Piece, which is attached to the lower end of the valve spindle by a $\frac{1}{2}$" Reversed Angle Bracket and an End Bearing. The crank 6 is mounted on the " weigh shaft " 6a, to one end of which is secured a $1\frac{1}{2}$" Pulley carrying a " spider " (taken from a Swivel Bearing) in which works a Screwed Rod. The latter is rotated by turning the Wheel 7, so actuating the crank 6 and moving the expansion link in the die block.

The " thrust block " 8 consists of two Trunnions and one Flat Trunnion. The two former are bolted down to four Double Brackets 9, Washers spacing each Trunnion from the Double Brackets, whilst $1\frac{1}{2}$" Strips keep the Trunnions apart. The lower portions of the Double Brackets are clamped between pairs of $2\frac{1}{2}$" Strips bolted to the bed plate to keep the thrust block in position, whilst the Flat Trunnion is secured in place by a $\frac{1}{2}$" × $\frac{1}{2}$" Angle Bracket. Collars fixed to the crankshaft represent the thrust collars of the actual device.

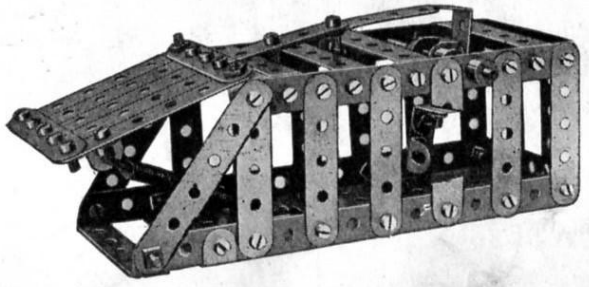
The circulating pump is represented by a Sleeve Piece 10 fitted with a $\frac{3}{4}$" Flanged Wheel, through which the pump plunger passes. The pump is retained in position by being pushed on to a Chimney Adaptor that is bolted to the base plate, and it is worked off the crosshead through a lever and links. The Boiler secured next to the pump represents the condenser.



Parts required

4 of No. 2	4 of No. 16	24 of No. 38
4 „ „ 2a	1 „ „ 16a	1 „ „ 48
1 „ „ 3	1 „ „ 17	3 „ „ 48a
2 „ „ 4	2 „ „ 18a	3 „ „ 48b
10 „ „ 5	1 „ „ 20	1 „ „ 50a
4 „ „ 6a	2 „ „ 20a	2 „ „ 52
4 „ „ 8a	1 „ „ 20b	3 „ „ 53
2 „ „ 8b	1 „ „ 21	15 „ „ 59
1 „ „ 10	1 „ „ 23	2 „ „ 62
7 „ „ 11	1 „ „ 23a	4 „ „ 63
5 „ „ 12	2 „ „ 24	1 „ „ 80a
1 „ „ 14	86 „ „ 37	2 „ „ 90
2 „ „ 15	18 „ „ 37a	2 „ „ 109

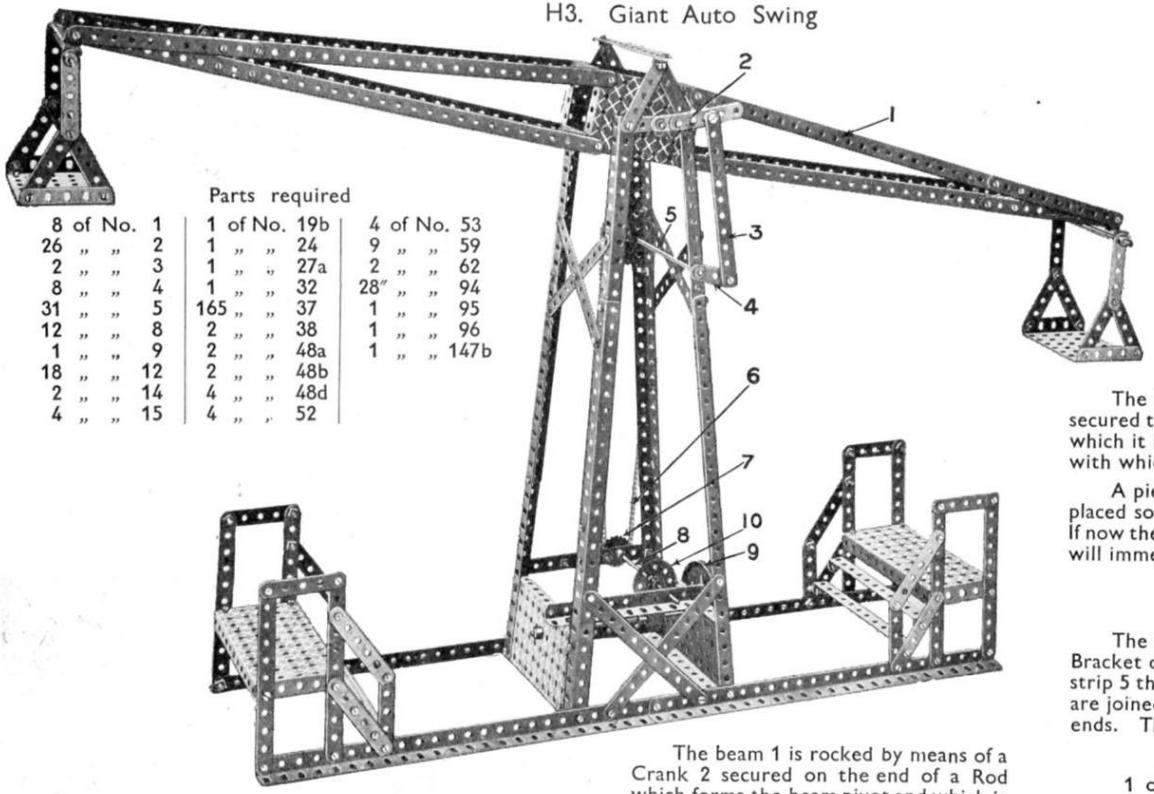
2 of No. 111
6 „ „ 111c
1 „ „ 115
1 „ „ 116
1 „ „ 125
4 „ „ 126
5 „ „ 126a
1 „ „ 162
1 „ „ 163
1 „ „ 164
1 „ „ 165
1 „ „ 166



H2. Mouse Trap

Parts required	
3 of No.	2
8 „ „	4
18 „ „	5
1 „ „	10
1 „ „	11
4 „ „	12
1	of No. 16
59 „ „	37
5 „ „	38
1 „ „	43
1 „ „	48
9 „ „	48a
1 „ „	52
4 „ „	59

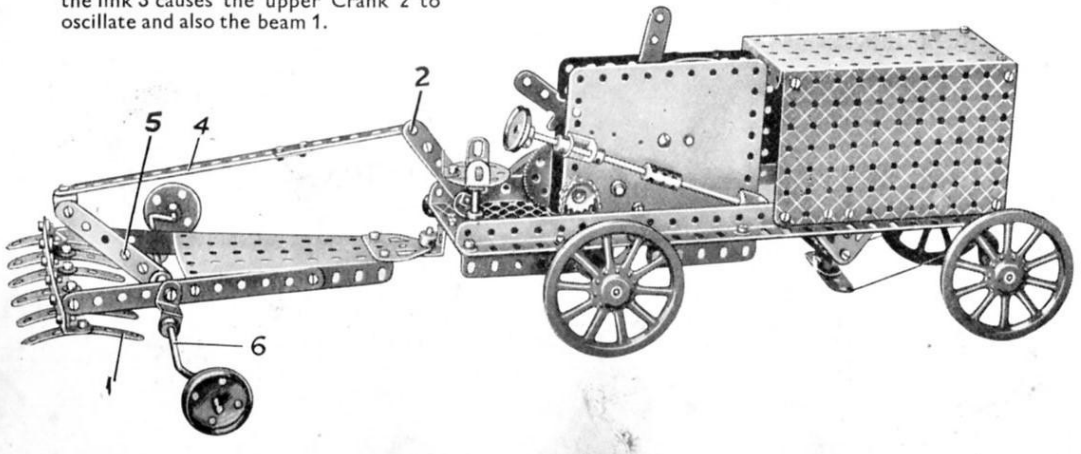
H3. Giant Auto Swing



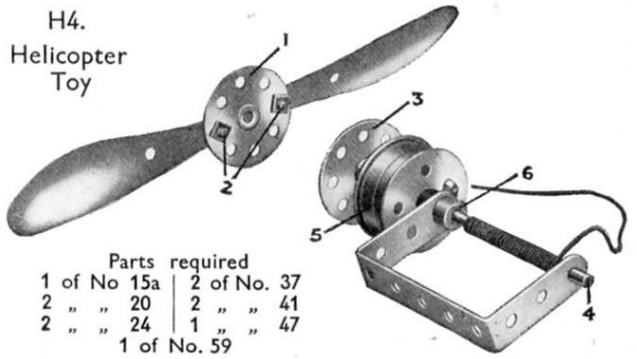
Parts required

8 of No.	1	1 of No.	19b	4 of No.	53
26 „ „	2	1 „ „	24	9 „ „	59
2 „ „	3	1 „ „	27a	2 „ „	62
8 „ „	4	1 „ „	32	28″ „ „	94
31 „ „	5	165 „ „	37	1 „ „	95
12 „ „	8	2 „ „	38	1 „ „	96
1 „ „	9	2 „ „	48a	1 „ „	147b
18 „ „	12	2 „ „	48b		
2 „ „	14	4 „ „	48d		
4 „ „	15	4 „ „	52		

The beam 1 is rocked by means of a Crank 2 secured on the end of a Rod which forms the beam pivot and which is gripped in a Bush Wheel secured to the beam. The Crank 2 is connected by a Strip 3 to another Crank 4 on a Rod 5. On the end of this is a 2″ Sprocket Wheel driven by a Chain 6 from a 1″ Sprocket Wheel 7 on a Rod 8. This Rod is driven by means of a Worm on the Rod of the 3″ Pulley 9 which Worm engages and drives the Gear Wheel 10 on the Rod 8. As the Crank 4 continuously rotates, the link 3 causes the upper Crank 2 to oscillate and also the beam 1.



H4. Helicopter Toy



Parts required

1 of No	15a	2 of No.	37
2 „ „	20	2 „ „	41
2 „ „	24	1 „ „	47
1 of No.	59		

The Bush Wheel 3 and the two Flanged Wheels 5, which act as a flywheel, are all secured to the $4\frac{1}{2}$″ Rod 4, and the latter is journalled in a $2\frac{1}{2}$″ × $1\frac{1}{2}$″ Double Angle Strip, in which it is retained by a Collar 6. The Double Angle Strip forms a convenient handle with which to hold the toy.

A piece of cord about 24″ long is wound on the Rod 4. The propeller 1 should be placed so that the shanks of the bolts 2 lodge freely in the holes of the Bush Wheel 3. If now the free end of the cord wound on the Rod 4 is given a smart pull, the propeller will immediately leap off into the air.

H5. Motor Plough

The ploughshares 1 are raised or lowered by the handle 2 pivoted to an Angle Bracket on the far side of the seat pillar. The handle is connected by Strips 4 to a $2\frac{1}{2}$″ strip 5 that is bolted to a Crank. Two Crank Handles 6, one of which carries the crank, are joined together by a coupling and are fitted with $1\frac{1}{8}$″ Flanged Wheels at their outer ends. The plough is driven by a Meccano Clockwork Motor.

Parts required

1 of No.	3	3 of No.	48a	6″ of No.	94	5 of No.	126a
9 „ „	5	1 „ „	52	1 „ „	96	No. 1a Clockwork Motor (not included in Outfit)	
2 „ „	8	2 „ „	52a	1 „ „	96a		
2 „ „	11	3 „ „	53	3 „ „	125		
18 „ „	12	1 „ „	54a				
2 „ „	15	11 „ „	59				
1 „ „	15b	2 „ „	62				
1 „ „	16	2 „ „	63				
1 „ „	16a						
2 „ „	18a						
1 „ „	19						
1 „ „	19s						
4 „ „	19a						
2 „ „	20						
1 „ „	22						
1 „ „	24						
2 „ „	26						
1 „ „	27a						
1 „ „	29						
4 „ „	35						
82 „ „	37						
7 „ „	37a						
17 „ „	38						
1 „ „	40						
1 „ „	45						
1 „ „	46						

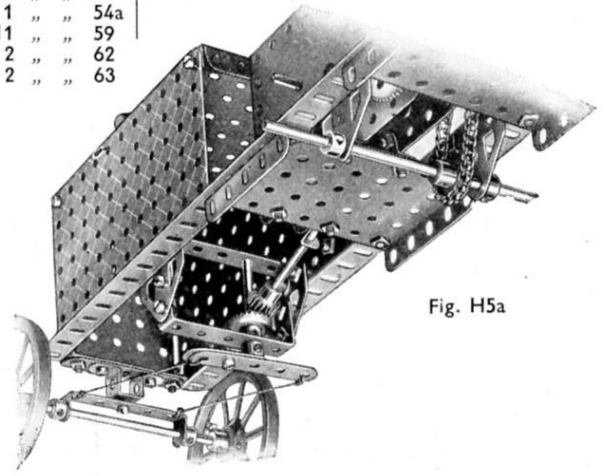
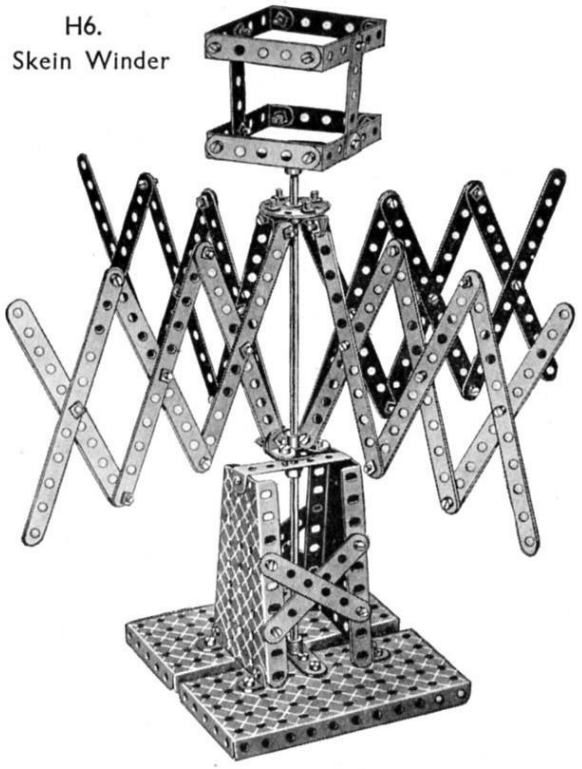


Fig. H5a

H6. Skein Winder



Parts required

24 of No.	2	1 of No.	13	5 of No.	48a
4 „ „	4	1 „ „	21	2 „ „	52
7 „ „	5	2 „ „	24	2 „ „	54a
8 „ „	12	86 „ „	37	2 „ „	59

Parts required

7 of No.	1	2 of No.	22		
10 „ „	2	88 „ „	37		
8 „ „	3	2 „ „	44		
2 „ „	4	1 „ „	46		
10 „ „	5	5 „ „	48a		
10 „ „	8	1 „ „	50a		
2 „ „	10	2 „ „	52		
9 „ „	12	2 „ „	53		
2 „ „	14	2 „ „	54a		
2 „ „	15	2 „ „	57c		
4 „ „	15a	8 „ „	59		
2 „ „	16	1 „ „	102		
4 „ „	20				

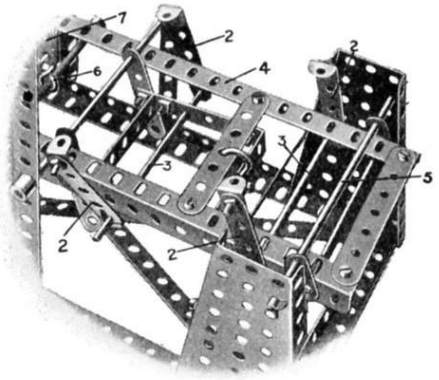
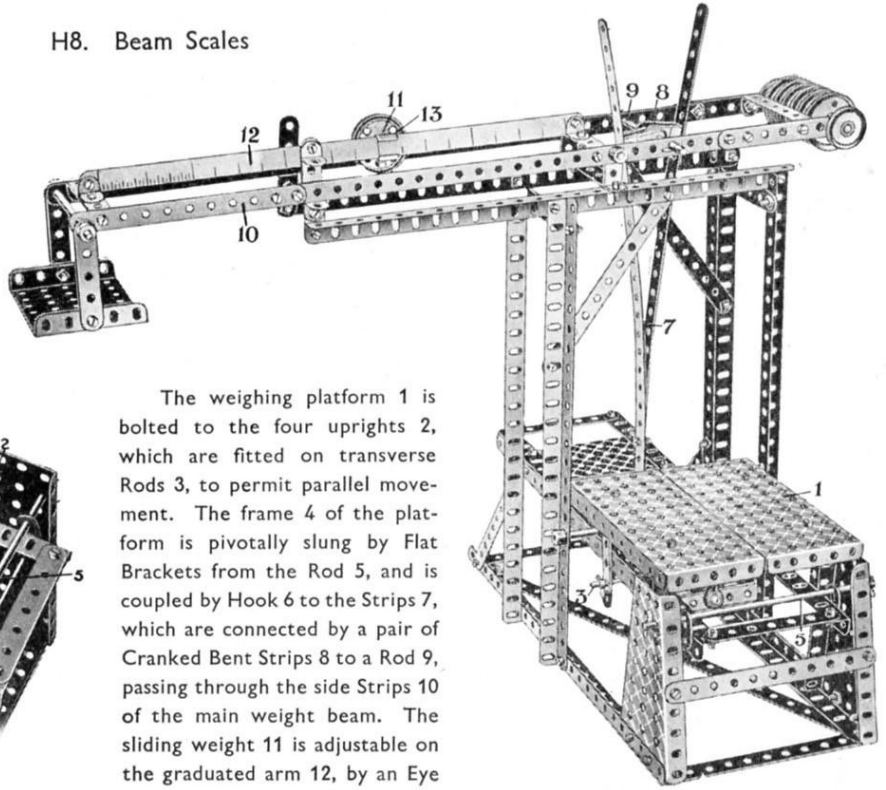


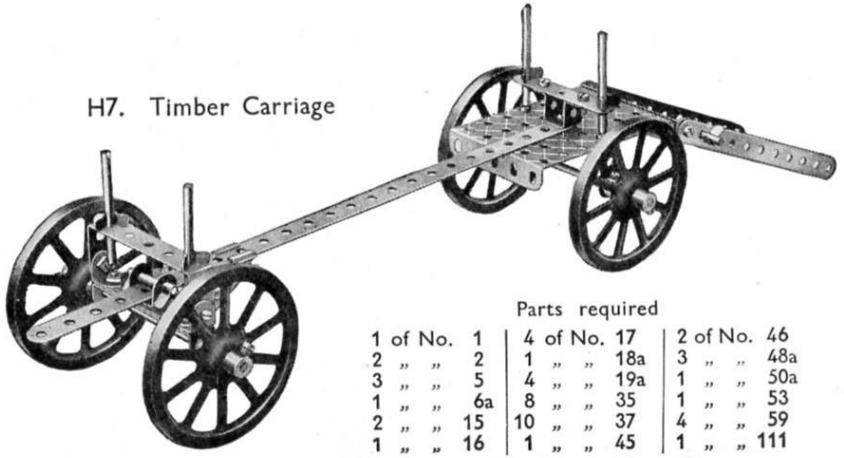
Fig. H8a

H8. Beam Scales



The weighing platform 1 is bolted to the four uprights 2, which are fitted on transverse Rods 3, to permit parallel movement. The frame 4 of the platform is pivotally slung by Flat Brackets from the Rod 5, and is coupled by Hook 6 to the Strips 7, which are connected by a pair of Cranked Bent Strips 8 to a Rod 9, passing through the side Strips 10 of the main weight beam. The sliding weight 11 is adjustable on the graduated arm 12, by an Eye Piece 13.

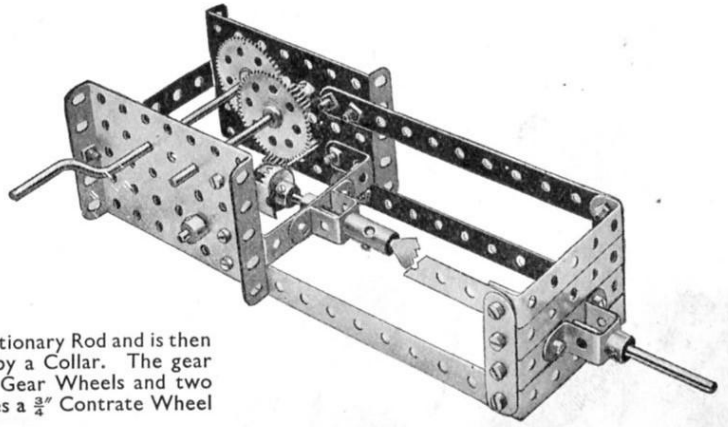
H7. Timber Carriage



Parts required

1 of No.	1	4 of No.	17	2 of No.	46
2 „ „	2	1 „ „	18a	3 „ „	48a
3 „ „	5	4 „ „	19a	1 „ „	50a
1 „ „	6a	8 „ „	35	1 „ „	53
2 „ „	15	10 „ „	37	4 „ „	59
1 „ „	16	1 „ „	45	1 „ „	111

H9. Spooling Machine

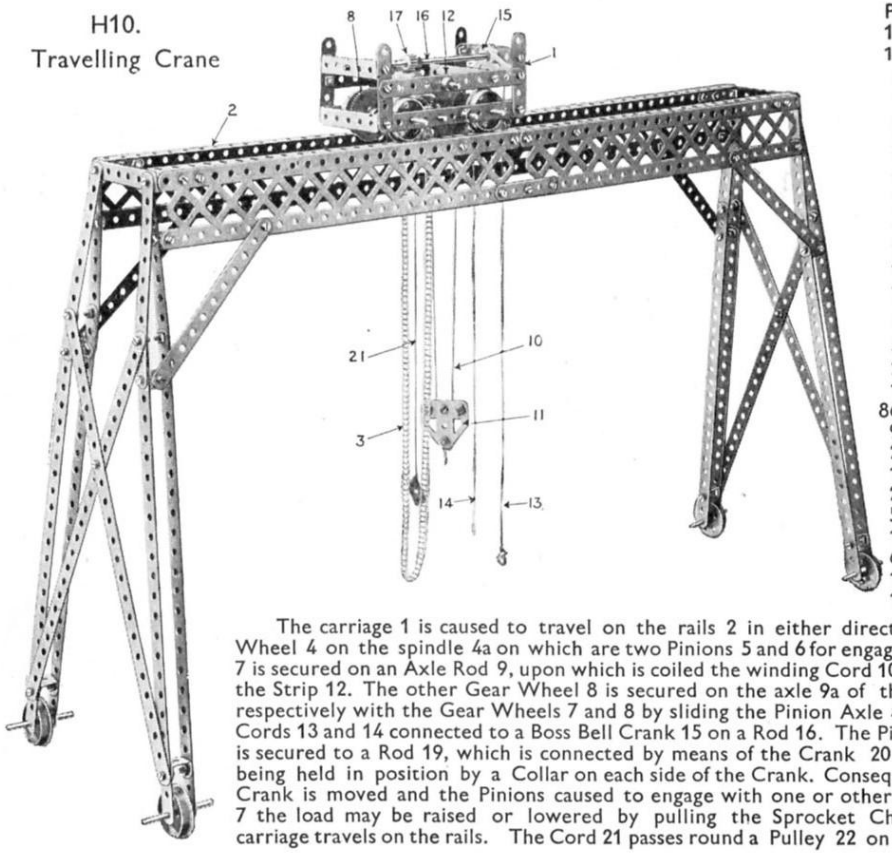


Parts required

4 of No.	2	20 of No.	37		
1 „ „	3	2 „ „	45		
3 „ „	16	1 „ „	46		
1 „ „	17	4 „ „	48a		
1 „ „	19	2 „ „	53		
2 „ „	26	7 „ „	59		
2 „ „	27a	1 „ „	63		
1 „ „	29	1 „ „	65		

A bobbin is fitted to the stationary Rod and is then held against the Centre Fork by a Collar. The gear train consists of two 57-teeth Gear Wheels and two $\frac{1}{2}$" Pinions, one of which engages a $\frac{3}{4}$" Contrate Wheel on the spooling shaft.

H10. Travelling Crane



Parts required

16	of No.	1
16	„ „	2
6	„ „	5
4	„ „	8
2	„ „	9
8	„ „	11
4	„ „	12
1	„ „	14
1	„ „	15a
4	„ „	16
4	„ „	17
4	„ „	20
4	„ „	20b
1	„ „	22
1	„ „	23
3	„ „	26
2	„ „	27a
1	„ „	32
86	„ „	37
9	„ „	37a
2	„ „	38
1	„ „	40
2	„ „	47a
5	„ „	48a
1	„ „	57c
6	„ „	59
1	„ „	62
1	„ „	63
30″	of No.	94
1	„ „	96
4	„ „	99
4	of No.	111c
2	„ „	126a
1	„ „	128

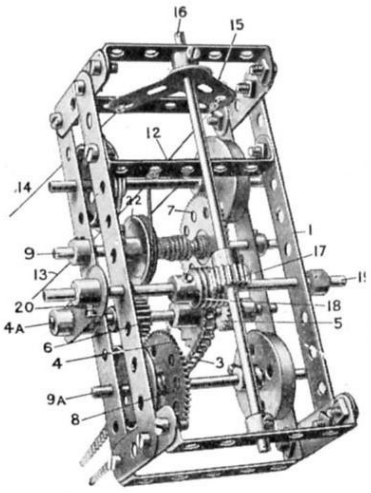
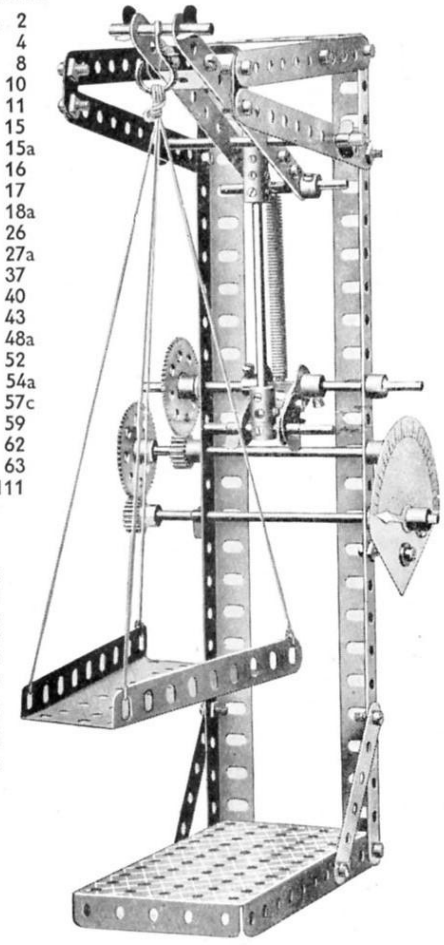


Fig. H10a

The carriage 1 is caused to travel on the rails 2 in either direction by the Sprocket Chain 3, which passes over a 1″ Sprocket Wheel 4 on the spindle 4a on which are two Pinions 5 and 6 for engagement respectively with 57-teeth Gears 7 and 8. The Gear Wheel 7 is secured on an Axle Rod 9, upon which is coiled the winding Cord 10 passing round a ½″ Pulley in the block 11, and being made fast to the Strip 12. The other Gear Wheel 8 is secured on the axle 9a of the travelling wheels. The Pinions 5 and 6 are caused to engage respectively with the Gear Wheels 7 and 8 by sliding the Pinion Axle 4a in the carriage frame 1. This is effected by means of two Cords 13 and 14 connected to a Boss Bell Crank 15 on a Rod 16. The Pinion 17 engages a Worm 18 in the manner of a rack. This Worm is secured to a Rod 19, which is connected by means of the Crank 20 to the Rod 4a. The latter revolves freely in the Crank 20, being held in position by a Collar on each side of the Crank. Consequently, by pulling on one or other of the Cords 13, 14, the Bell Crank is moved and the Pinions caused to engage with one or other of the Gear Wheels 7 or 8. When engaging the Gear Wheel 7 the load may be raised or lowered by pulling the Sprocket Chain 3, but when the Pinion 6 engages the Gear Wheel 8, the carriage travels on the rails. The Cord 21 passes round a Pulley 22 on the winding Axle and acts as a brake.

H12. Spring Scales

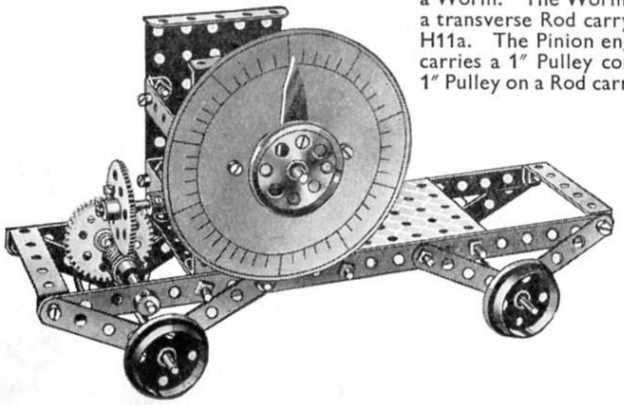


Parts required

6	of No.	2
2	„ „	4
2	„ „	8
2	„ „	10
3	„ „	11
2	„ „	15
1	„ „	15a
2	„ „	16
2	„ „	17
1	„ „	18a
2	„ „	26
2	„ „	27a
23	„ „	37
1	„ „	40
1	„ „	43
2	„ „	48a
1	„ „	52
1	„ „	54a
1	„ „	57c
2	„ „	59
2	„ „	62
2	„ „	63
1	„ „	111

The scale beam consists of two 5½″ Strips spaced apart by Double Brackets. A vertical Rod is connected pivotally to the beam by means of a ¾″ Bolt, and to a short Rod passed through the ends of two Cranks. The latter are secured to an axle which carries a 57-teeth Gear Wheel, the motion of which is led through the gear train shown to a pointer moving over a graduated scale. A Meccano Spring, attached to the Rod carrying the Cranks, is connected to the end of the beam which acts as a spring balance.

H11. Distance Indicator



The Axle of one pair of travelling Wheels carries a ½″ Pinion that engages a 57-teeth Gear Wheel on a Rod carrying a Worm. The Worm meshes with another 57-teeth Gear on a transverse Rod carrying a ½″ Pinion that can be seen in Fig. H11a. The Pinion engages a 1½″ Contrate, the Rod of which carries a 1″ Pulley connected by a Driving Band to another 1″ Pulley on a Rod carrying the pointer.

Parts required

4	of No.	2
4	„ „	3
8	„ „	5
10	„ „	12
2	„ „	15
2	„ „	15a
1	„ „	16
1	„ „	17
4	„ „	20
1	„ „	21
2	„ „	22
1	of No.	24
2	„ „	26
2	„ „	27a
1	„ „	28
1	„ „	32
38	„ „	37
2	„ „	48a
1	„ „	52
2	„ „	53
6	„ „	59
1	„ „	186

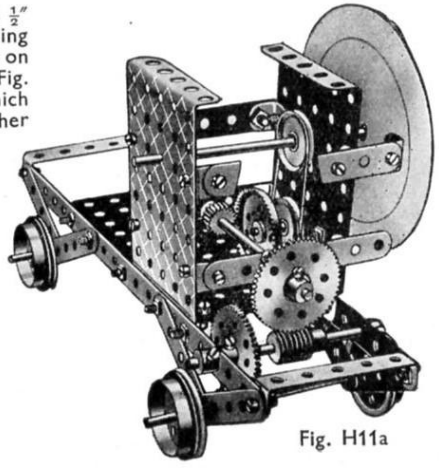
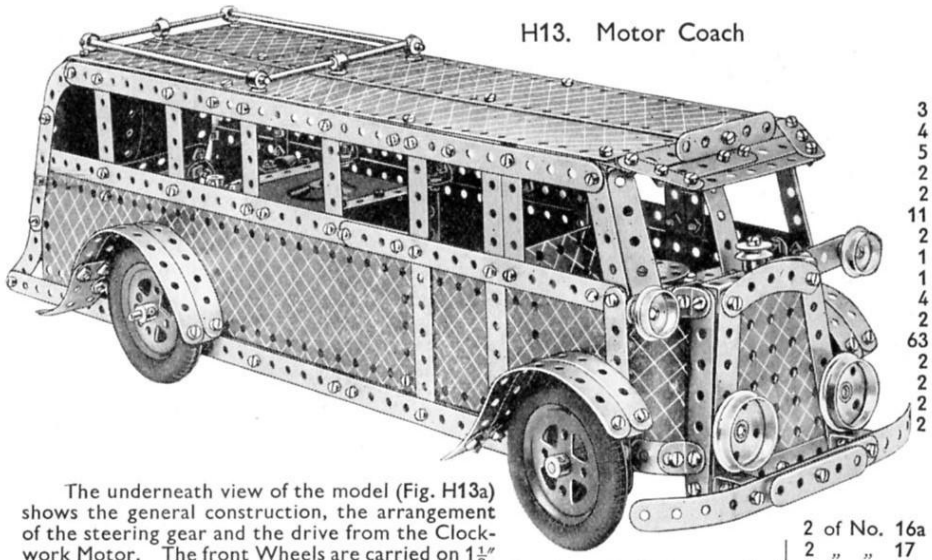


Fig. H11a

H13. Motor Coach



The underneath view of the model (Fig. H13a) shows the general construction, the arrangement of the steering gear and the drive from the Clockwork Motor. The front Wheels are carried on $1\frac{1}{2}''$ Rods fitted in the centre transverse holes of the Couplings 1. Two Collars are fitted on each Rod ; one on each side of the Wheel. The Rods 2, gripped in Double Arm Cranks, form pivots for the Couplings that carry small Fork Pieces, fitted on each end of the track rod. One of the Fork Pieces is taken from a Swivel Bearing. The track Rod carries the Worm 3 engaged by a $\frac{1}{2}''$ Pinion on the lower end of the steering column 4, so that as the steering wheel is turned, the Wheels are deflected. The upper end of the steering Rod is carried in a compound strip formed from two $2\frac{1}{2}''$ Strips fixed between the sides of the model by Angle Brackets.

A $\frac{1}{2}''$ Pinion is fitted on the driving shaft 6 of the No. 1 Clockwork Motor and engages a 57-teeth Gear Wheel. A $\frac{1}{2}''$ Pinion on the Rod of the Gear meshes with a $1\frac{1}{2}''$ Contrate on the rear axle. The Rod 5 is fitted to the brake lever of the Motor by means of an End Bearing and facilitates control.

A $2\frac{1}{2}'' \times 1\frac{1}{2}''$ Flanged Plate is used for the driver's seat and is fixed by an Angle Bracket to a $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate forming the back. The latter Plate is bolted by one of its end flanges to the right-hand side of the model.

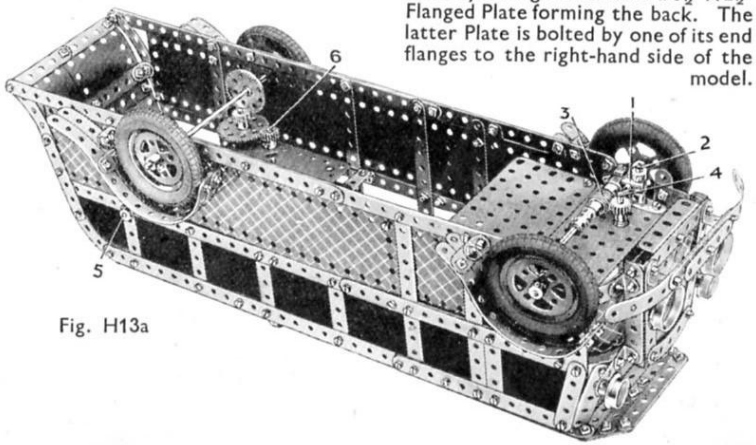


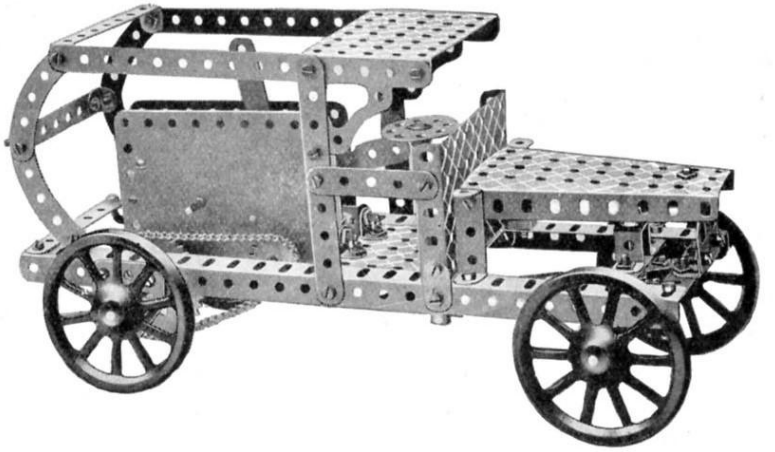
Fig. H13a

Parts required

8	of No.	1	
2	„	„	1b
22	„	„	2
3	„	„	2a
10	„	„	3
4	„	„	4
27	„	„	5
2	„	„	6
4	„	„	6a
10	„	„	10
2	„	„	11
35	„	„	12
4	„	„	12c
3	„	„	14
2	„	„	16
2	of No.		16a
2	„	„	17
4	„	„	18a
2	„	„	20
4	„	„	20a
2	„	„	20b
1	„	„	23
1	„	„	24
3	„	„	26
1	„	„	27a
1	„	„	28
1	„	„	32
172	„	„	37
15	„	„	38
1	„	„	51
2	„	„	53
2	„	„	53a
17	„	„	59
2	„	„	62b
3	„	„	63
1	„	„	80a
3	„	„	90
2	„	„	90a
1	„	„	111
6	„	„	111c
2	„	„	115
1	„	„	116a
4	„	„	142a
1	„	„	165
1	„	„	166
2	„	„	190
2	„	„	191
1	„	„	193
5	„	„	195
4	„	„	197
2	„	„	200

No. 1 Clockwork Motor (not included in Outfit)

H14. Motor Car



Parts required

3	of No.	2	
4	„	„	3
5	„	„	5
2	„	„	8
2	„	„	10
11	„	„	12
2	„	„	15a
1	„	„	16
1	„	„	17
4	„	„	19a
2	„	„	24
63	„	„	37
2	„	„	38
2	„	„	45
2	„	„	48
2	„	„	48b
3	of No.		53
1	„	„	54a
3	„	„	59
1	„	„	62
4	„	„	90
12	„	„	94
1	„	„	95
1	„	„	96
1	„	„	108
1	„	„	125
3	„	„	126a

No. 2 Clockwork Motor (not included in Outfit)

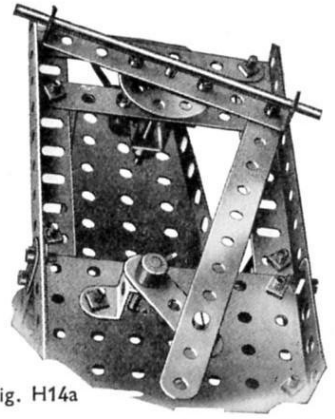


Fig. H14a

The steering wheel is mounted on a short Rod that is journalled in a $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate and in a Double Bent Strip secured to the Plate (see Fig. H14a). The lower end of the Rod carries a Crank that is connected to the swivelling front axle by a $5\frac{1}{2}''$ Strip, which is pivoted at both ends by bolts and nuts (S.M.1).

A 1″ Sprocket on the driving shaft of the Clockwork Motor is connected by a length of chain to a 2″ Sprocket Wheel on the rear Axle, bearings for which are formed by Flat Trunnions bolted to the Angle Girders of the chassis.

H15. Field Gun and Carriage

Parts required

4	of No	2	
2	„	„	3
2	„	„	4
6	„	„	5
2	„	„	6a
3	„	„	10
3	of No.		11
14	„	„	12
2	„	„	15
1	„	„	15a
1	„	„	16
1	„	„	18a
4	„	„	19a
1	of No.		20
1	„	„	21
1	„	„	22
1	„	„	24
1	of No.		32
62	„	„	37
2	„	„	38
3	„	„	48a
2	„	„	48b
2	of No.		53
3	„	„	59
1	„	„	62
1	„	„	63
2	of No.		90
1	„	„	115
2	„	„	125
2	„	„	126a

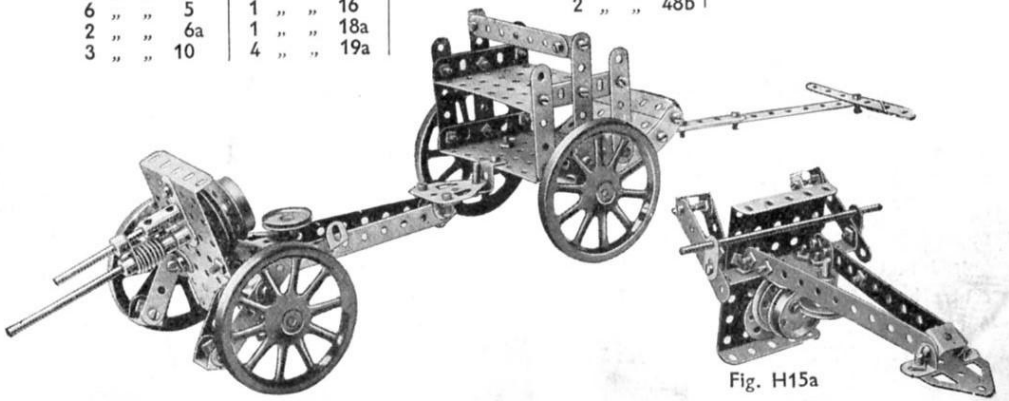
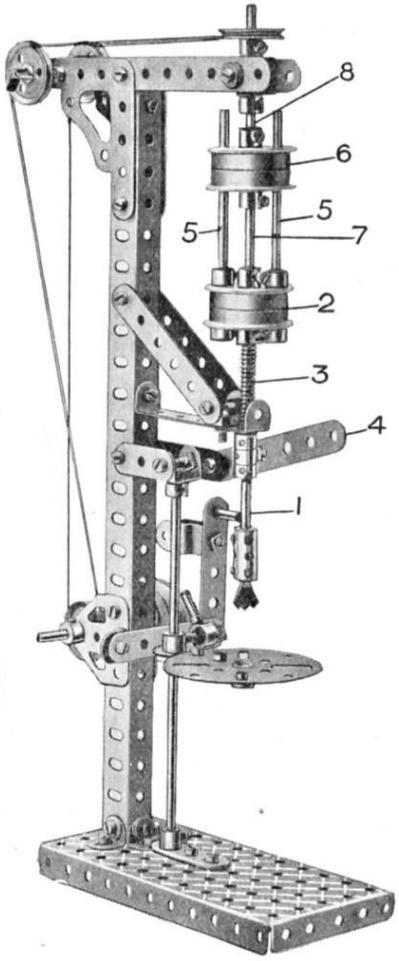


Fig. H15a

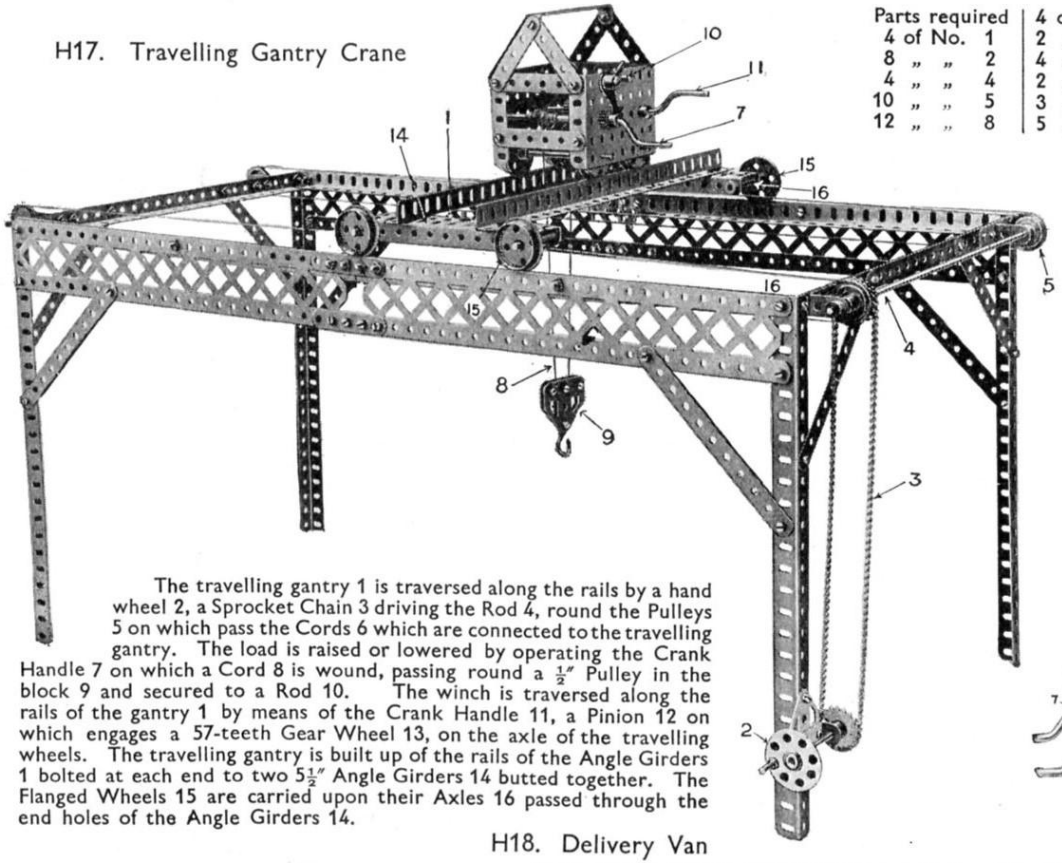
H16. Vertical Drill



Parts required		
2	of No.	2
3	„ „	4
2	„ „	5
1	„ „	6
1	„ „	6a
2	„ „	8
4	„ „	11
6	„ „	12
1	„ „	14
1	„ „	15a
4	„ „	16
1	„ „	17
4	„ „	20
2	„ „	20b
2	„ „	21
2	„ „	22a
4	„ „	35
39	„ „	37
6	„ „	38
1	„ „	40
1	„ „	43
1	„ „	44
1	„ „	48a
12	„ „	59
2	„ „	62
1	„ „	65
2	„ „	108
1	„ „	109
1	„ „	111
2	„ „	115
2	„ „	126a

The drill Rod 1 is connected to the boss of the lower Flanged Wheel of the pair 2, butted face to face, a Spring 3 round the Rod raising the drill after it has been depressed by the Strip 4. Two Rods 5, retained in the Wheels 2 by Collars, slide in the upper Flanged Wheels 6. The central Rod 7 is bolted in the upper Wheels and slides in the centre boss of the upper Wheel 2. The Wheels 6 are fixed to the driving spindle and consequently the drill is driven by the Rods 5 and may be depressed by the handle 4 against the Spring.

H17. Travelling Gantry Crane



Parts required		
4	of No.	1
8	„ „	2
4	„ „	4
10	„ „	5
12	„ „	8
4	of No.	9
2	„ „	11
4	„ „	12a
2	„ „	13
3	„ „	16
5	„ „	17
1	of No.	19
1	„ „	19s
4	„ „	20
4	„ „	20b
4	„ „	22
1	„ „	23
1	„ „	24
1	„ „	26
1	„ „	27a
2	„ „	35
96	„ „	37
6	„ „	38
1	„ „	40
1	„ „	48
1	„ „	48b
2	„ „	53
1	„ „	57c
8	„ „	59
24″	„ „	94
2	„ „	96
4	„ „	99
2	„ „	115
3	„ „	126a
1	„ „	147a
1	„ „	147b
1	„ „	148

The travelling gantry 1 is traversed along the rails by a hand wheel 2, a Sprocket Chain 3 driving the Rod 4, round the Pulleys 5 on which pass the Cords 6 which are connected to the travelling gantry. The load is raised or lowered by operating the Crank Handle 7 on which a Cord 8 is wound, passing round a ½″ Pulley in the block 9 and secured to a Rod 10. The winch is traversed along the rails of the gantry 1 by means of the Crank Handle 11, a Pinion 12 on which engages a 57-teeth Gear Wheel 13, on the axle of the travelling wheels. The travelling gantry is built up of the rails of the Angle Girders 1 bolted at each end to two 5½″ Angle Girders 14 butted together. The Flanged Wheels 15 are carried upon their Axles 16 passed through the end holes of the Angle Girders 14.

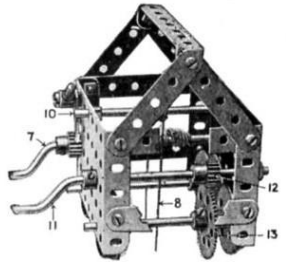
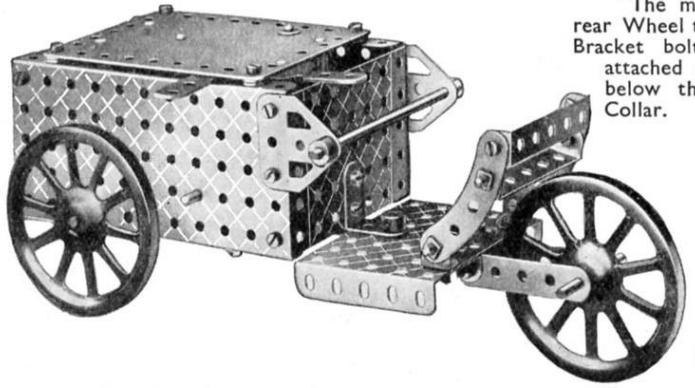


Fig. H17a

H18. Delivery Van

A ½″ Pinion on the Motor driving shaft (see Fig. H18a) engages with a 1½″ Contrate Wheel that is secured to a 3½″ Rod journalled in the side plates of the model. This Rod carries a 1″ Sprocket Wheel that is connected by Sprocket Chain to a further 1″ Sprocket on the axle of the front road wheels.

The model is steered by pivoting the rear Wheel to the box body. A 1″×1″ Angle Bracket bolted to the latter is pivotally attached to the 3½″×2½″ Flanged Plate, below the seat, by a Threaded Pin and Collar.



Parts required		
1	of No.	3
3	„ „	5
4	„ „	12
1	„ „	12a
1	„ „	15
2	„ „	15a
1	„ „	17
3	„ „	19a
1	„ „	26
1	„ „	28
31	„ „	37
9	„ „	38
2	of No.	48a
2	„ „	52
3	„ „	53
7	„ „	59
2	„ „	90
9″	„ „	94
2	„ „	96
1	„ „	115
2	„ „	126a
No. 2 Clockwork Motor (not included in Outfit)		

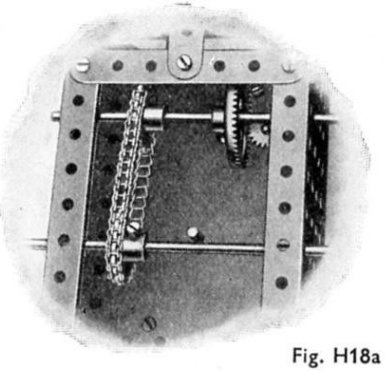
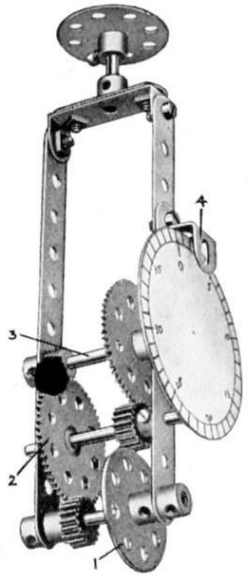


Fig. H18a

H19. Map Measuring Instrument.



Parts required

2	of No.	2
3	„ „	17
1	„ „	18a
2	„ „	24
2	„ „	26
2	„ „	27a
5	„ „	37
1	„ „	48
4	„ „	59
1	„ „	62b
1	„ „	109
1	„ „	125

By rolling this model along any desired route in a map, it is possible to obtain a very close approximation of the actual distance. The dial consists of a Face Plate on which is stuck a circular disc of white cardboard, and is divided into forty equal parts representing inches, which, when compared with the scale of the map, will give the mileage. Thus, if the dial gives a reading of 10, and the scale of the map is $\frac{1}{2}$" to the mile, the actual distance will be 20 miles.

The Bush Wheel 1 forms the "travelling wheel," and its motion is transmitted through a gear train to the dial shaft 3. Readings are taken through the hole in the Reversed Angle Bracket 4.

H20.
Truck Weighing Machine

Two 5$\frac{1}{2}$" Strips 2 (Fig. H20b) are supported pivotally at one end by Flat Brackets held loosely between Collars on the Rod 1, and are spaced apart at the other end by two $\frac{1}{2}$" Reversed Angle Brackets 7, the outer ends of which carry a Flat Bracket 7a. Meccano Sprocket Chain 8 connects the Bracket 7a with the Screwed Rod 9, which is held in the centre transverse hole of a Coupling 11. This Rod 9 is connected by another Coupling to a 4$\frac{1}{2}$" Rod on which a weight 12 (a Worm Wheel) is free to slide. Another weight 10 (two Flanged Wheels) is secured to a Coupling that may be fixed at any suitable point on the other end of the balance arm, and the entire arm is suspended from the Collar 13 by means of a piece of strong silk.

Two 2$\frac{1}{2}$" Strips 6a are connected pivotally by Flat Brackets to the Rod 6, and their other ends hold a Rod 5 that passes under the Strips 2. A Double Bracket 4 is passed over the Rods 3 and 5 and held in place by a $\frac{3}{4}$" Bolt 4a. The platform merely rests on the levers in the base, the Rod 15 and Threaded Pins 18 (Fig. H20a) making contact with the Strips 2 and 6a respectively. The Angle Brackets 17 serve as guides and rest against the inner sides of the Strip Plates in the base.

The position of the weight 10 should be adjusted so that the balance arm is horizontal when no load is applied to the platform. A truck placed on the rails 19 causes the arm 9 to be pulled downwards by the Chain 8, and the weight of the load may be calculated by noting the distance through which it is necessary to move weight 12 in order to return the arm to the horizontal.

This model is very suitable for use in a Hornby goods yard, where it can be used for weighing the loaded wagons making up a train. In actual practice the tare weight of each wagon—that is the weight empty—is indicated on the side, thus avoiding the necessity of weighing the wagon twice, empty and full, in order to ascertain the paying load.

The sloping ramps can be connected to Hornby Rails by means of Rail Adaptors, Parts No. 173. These should be fitted so that the plugs and sockets are in their respective positions to fit the Rails.

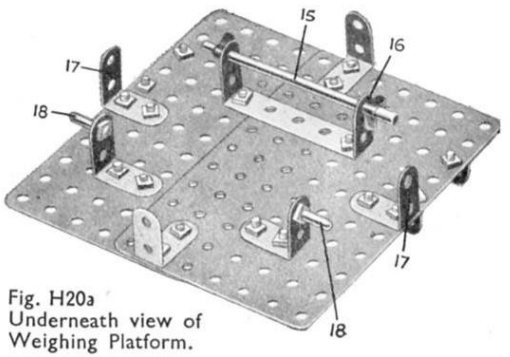


Fig. H20a
Underneath view of Weighing Platform.

Parts required

5	of No.	2
2	„ „	4
4	„ „	5
4	„ „	6
4	„ „	6a
6	„ „	9
7	„ „	10
1	„ „	11
12	of No.	12
6	„ „	12a
2	„ „	14
2	„ „	15a
1	„ „	16b
1	„ „	17
1	„ „	18a
1	„ „	18b
2	„ „	20
1	„ „	32
2	„ „	35
79	„ „	37
4	„ „	37a
9	of No.	38
1	„ „	46
2	„ „	48
2	„ „	52a
19	„ „	59
1	„ „	62
3	„ „	63
1	„ „	80a
4	„ „	90a
4"	„ „	94
1	„ „	111
1	„ „	111c
2	„ „	115
3	„ „	125
1	„ „	126a
3	„ „	195

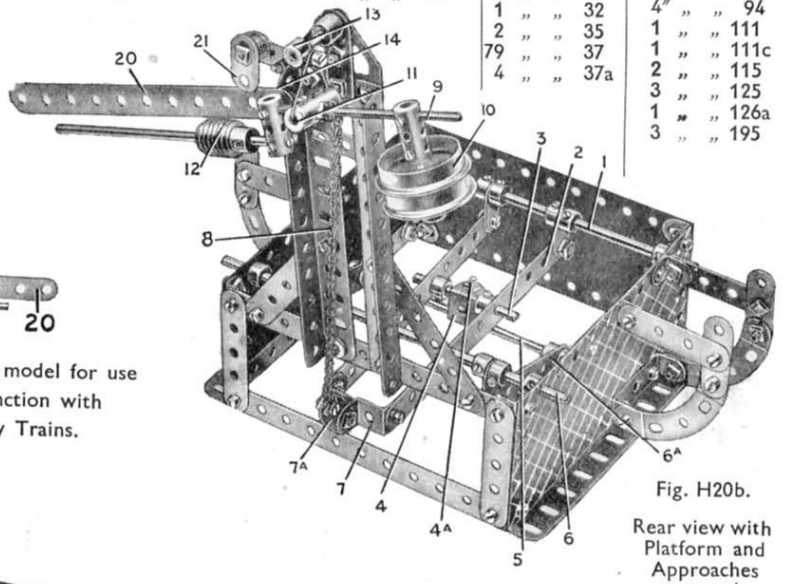
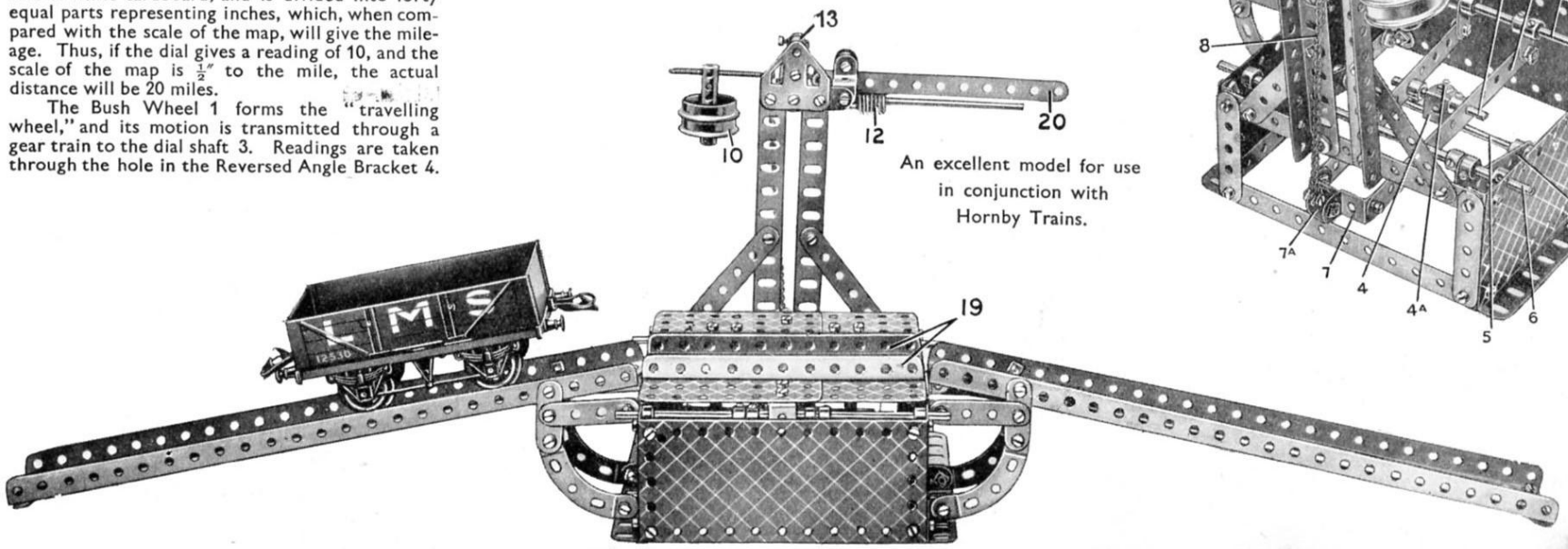
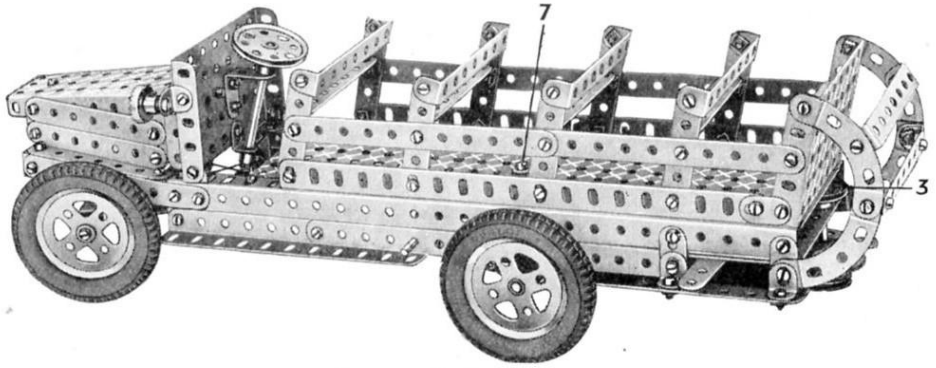


Fig. H20b.
Rear view with Platform and Approaches removed.



An excellent model for use in conjunction with Hornby Trains.

H21. Char-à-Banc



Parts required

1 of No. 1	2 of No. 12a	2 of No. 29
1 „ „ 1b	1 „ „ 15	112 „ „ 37
4 „ „ 2	1 „ „ 15a	11 „ „ 37a
2 „ „ 2a	1 „ „ 16	4 „ „ 38
12 „ „ 3	1 „ „ 16a	1 „ „ 40
1 „ „ 5	1 „ „ 17	1 „ „ 48a
5 „ „ 6a	4 „ „ 20a	6 „ „ 48b
2 „ „ 8	1 „ „ 21	2 „ „ 52a
2 „ „ 8a	4 „ „ 22	2 „ „ 53
4 „ „ 9	1 „ „ 23	1 „ „ 54a
12 „ „ 10	1 „ „ 26	9 „ „ 59
21 „ „ 12	1 „ „ 27a	2 „ „ 77

4 of No. 90a
7″ „ „ 94
1 „ „ 96
1 „ „ 96a
3 „ „ 111
3 „ „ 111c
4 „ „ 142a
1 „ „ 160
No. 2 Clockwork Motor (not included in Outfit)

The Clockwork Motor is secured to the sides of the model by means of two 5½″ Angle Girders 8 (Fig. H21a) and the ½″ Pinion on the Motor driving shaft engages with a 57-teeth Gear on the Rod 1. Two 1″ Pulleys 2 and 3 are secured to each extremity of this Rod and are connected by cord to the Pulleys on the Rod 4. The jockey pulley 5, over which one side of the loop passes, is mounted on the Motor side plate by a Flat Bracket and an Angle Bracket. The Rod 6, which guides the cord to and from the Pulley 3, is journalled at one end in the side of the model and at the other in a Collar secured to the floor by a bolt 7.

Steering is accomplished by means of a cord passed about four times round the lower end of the steering column and connected to each end of the 3½″ × ½″ Double Angle Strip 9. The latter is pivoted at its centre hole to a 1½″ Strip secured to the fore part of the bonnet by a 1″ × 1″ Angle Bracket.

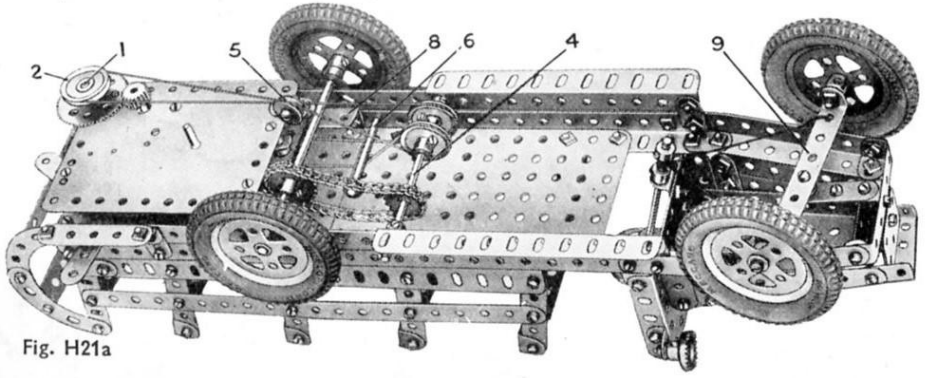
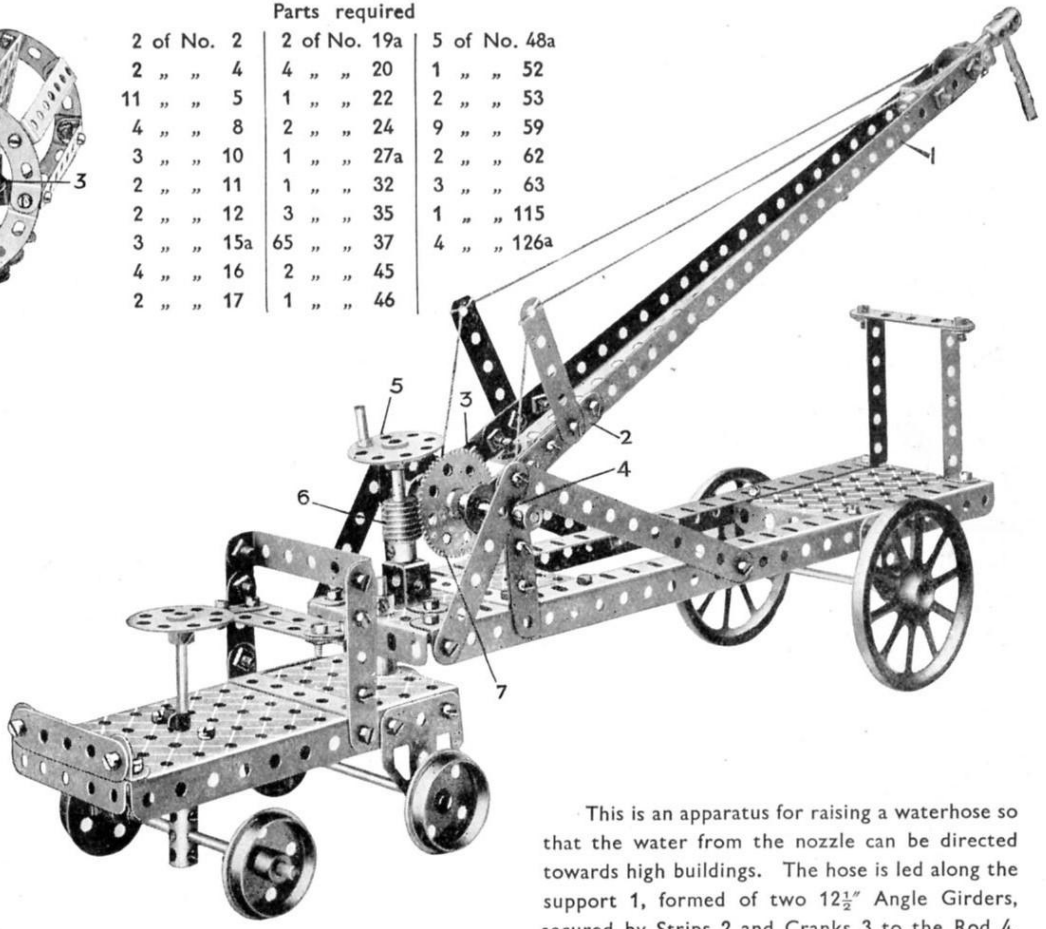


Fig. H21a

H22. Fire Watertower

Parts required

2 of No. 2	2 of No. 19a	5 of No. 48a
2 „ „ 4	4 „ „ 20	1 „ „ 52
11 „ „ 5	1 „ „ 22	2 „ „ 53
4 „ „ 8	2 „ „ 24	9 „ „ 59
3 „ „ 10	1 „ „ 27a	2 „ „ 62
2 „ „ 11	1 „ „ 32	3 „ „ 63
2 „ „ 12	3 „ „ 35	1 „ „ 115
3 „ „ 15a	65 „ „ 37	4 „ „ 126a
4 „ „ 16	2 „ „ 45	
2 „ „ 17	1 „ „ 46	



This is an apparatus for raising a waterhose so that the water from the nozzle can be directed towards high buildings. The hose is led along the support 1, formed of two 12½″ Angle Girders, secured by Strips 2 and Cranks 3 to the Rod 4, forming a pivot for the support. Handrails are formed by lengths of Cord attached to each end of the support 1 and to 2½″ Strips bolted at right angles to it. The support is raised or lowered about the pivot by turning the hand wheel 5, a Worm 6 on the spindle of which engages a 57-teeth Gear 7 on the Rod 4. Bearings for the Rod of the hand wheel are made by bolting a Double Bent Strip to the 3½″ × 2½″ Flanged Plate.

The front pair of Flanged Wheels is carried on a Rod that is fixed in a Coupling on the lower end of the steering column. A bearing for the steering Rod is formed by a Bush Wheel bolted beneath the Plate. The Flanged Wheels are free on the front axle and are held in place by Collars and Spring Clips.

H23. Sighting Apparatus

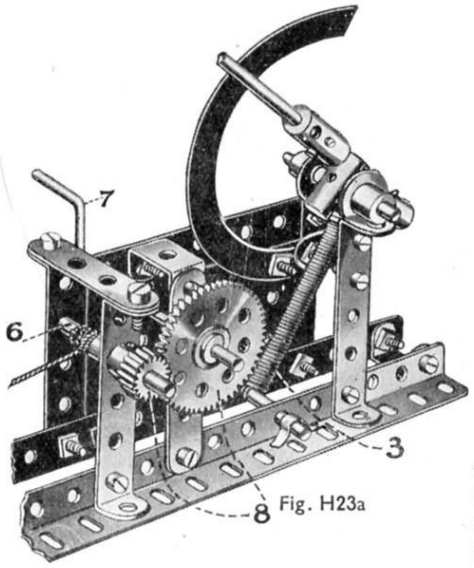


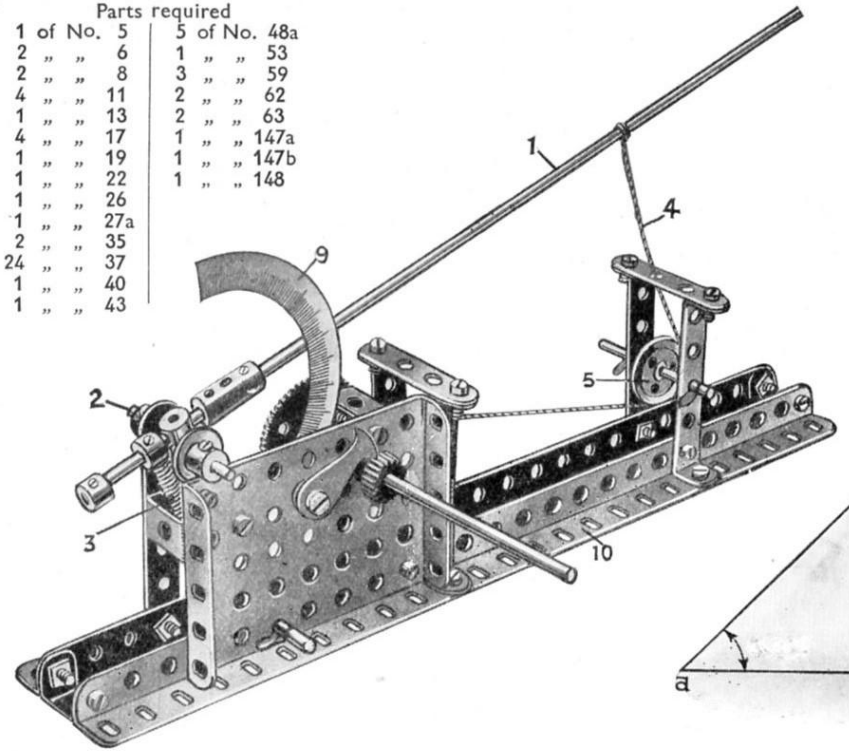
Fig. H23a

This model is for determining the heights of buildings, towers, etc. The pointer, 11½" Rod 1, is pivoted on the 2" Rod 2 and controlled by a Spring 3, the pointer 1 being adjusted by the cord 4 which passes round a guide Pulley 5 and on to the Axle 6 upon which it is wound by the Crank Handle 7 which operates the Gear Wheel and Pinion 8. A graduated scale of degrees 9 made of cardboard, or a protractor, is mounted in order to read off the angle of inclination of the pointer.

In finding the height of a building, measure out a number of feet or yards from the foot of the building, and set this out to some scale corresponding to the line a b (Fig. H23b). Then standing at the point a farthest from the building, and keeping the Angle Girders 10 horizontal, move the pointer 1 until it is directed towards the top of the building. Then read off the angle on the scale 9, and draw a line a c, making the angle b a c equal to the angle read off. Then draw a vertical line b c from the point b, and with the same scale used for setting off the distance a b measure the height b c, which will be the height of the building.

Parts required

1	of	No.	5	5	of No. 48a
2	„	„	6	1	„ „ 53
2	„	„	8	3	„ „ 59
4	„	„	11	2	„ „ 62
1	„	„	13	2	„ „ 63
4	„	„	17	1	„ „ 147a
1	„	„	19	1	„ „ 147b
1	„	„	22	1	„ „ 148
1	„	„	26		
1	„	„	27a		
2	„	„	35		
24	„	„	37		
1	„	„	40		
1	„	„	43		



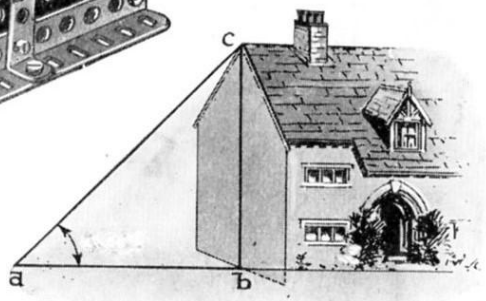
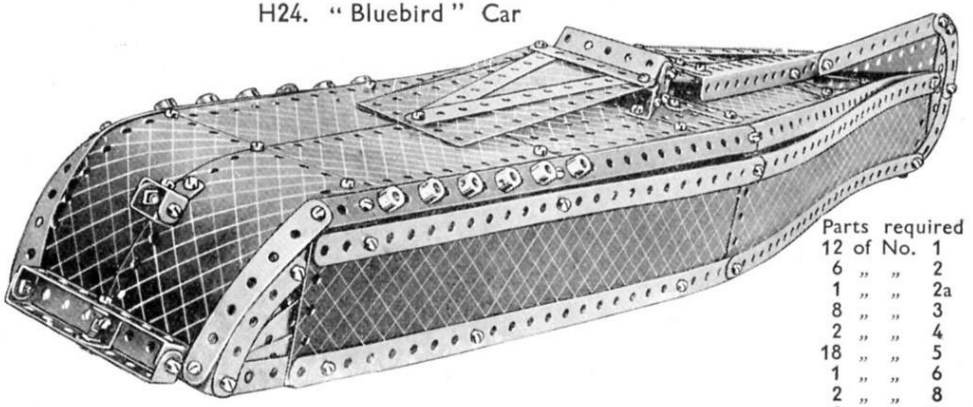


Fig. H23b

H24. "Bluebird" Car



This realistic model of the famous record-breaking car can, if desired, be fitted with a Clockwork Motor for driving it along. The general construction can be followed from Fig. H24 and the chassis is shown separately in Fig. H24a. The ¾" Bolts 1 forming the stub axles are inserted in Couplings and fixed firmly in place by nuts, the Couplings being gripped on the lower ends of Rods 2. Cranks are fitted on the upper ends of the Rods and the track rod is pivoted to the Cranks by bolts 3 screwed into Collars. A ½" Pinion on the steering rod engages the Worm. The Angle Bracket 4 is bolted to the body of the model, and two bolts screwed into a Coupling strike the body to limit the turning movement of the steering rod.

Parts required

12	of	No.	1	
6	„	„	2	
1	„	„	2a	
8	„	„	3	
2	„	„	4	
18	„	„	5	
1	„	„	6	
2	„	„	8	
2	„	„	9	
12	„	„	10	
8	„	„	11	
8	„	„	12	
4	„	„	12c	
1	„	„	13	
1	„	„	15b	
1	„	„	16	
2	„	„	18a	
1	„	„	24	
1	„	„	26	
1	„	„	32	
108	„	„	37	
4	„	„	48a	
2	„	„	48b	
2	„	„	48d	
1	„	„	52a	
2	„	„	53a	
18	„	„	59	
2	„	„	62	
3	„	„	63	
4	„	„	90	
3	„	„	90	
2	„	„	103	
2	„	„	111a	
6	„	„	111c	
1	„	„	126a	
4	„	„	187	
2	„	„	191	
6	„	„	195	
4	„	„	197	

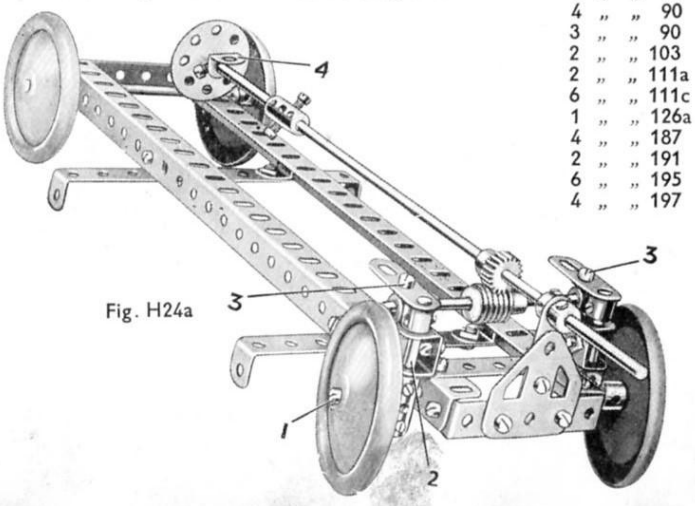
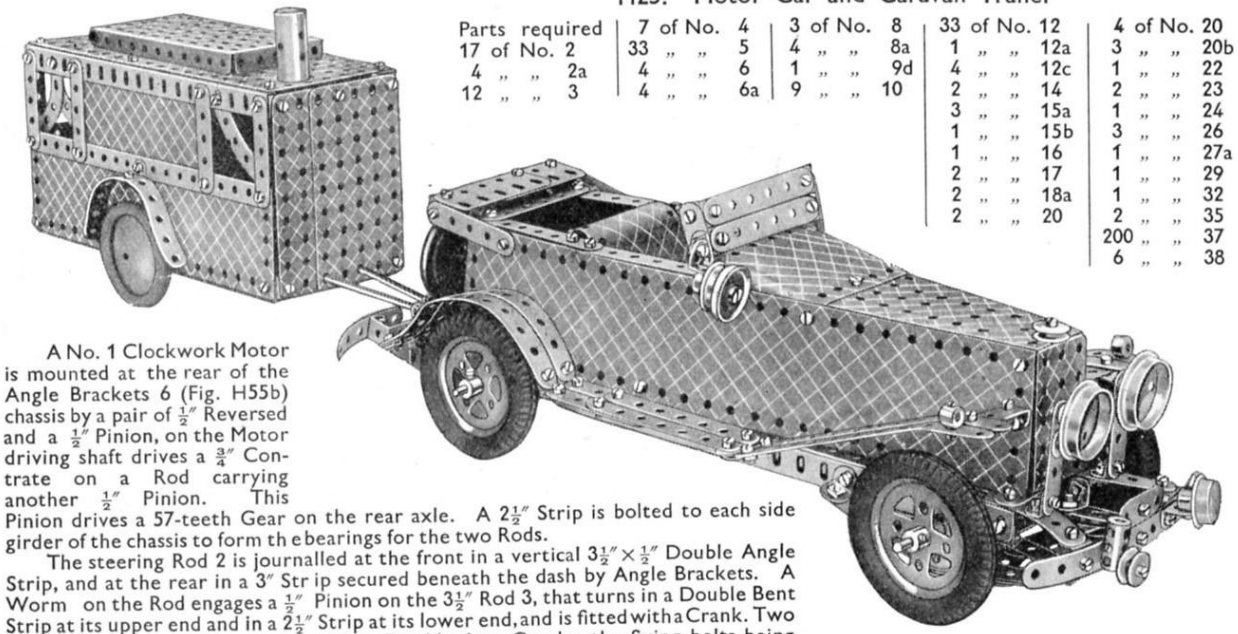


Fig. H24a

H25. Motor Car and Caravan Trailer



Parts required

17	of No.	2	7	of No.	4	3	of No.	8	33	of No.	12
4	„	2a	33	„	5	4	„	8a	1	„	12a
12	„	3	4	„	6	1	„	9d	4	„	12c
			4	„	6a	9	„	10	2	„	14
									3	„	15a
									1	„	15b
									1	„	16
									2	„	17
									2	„	18a
									2	„	20

4	of No.	20
3	„	20b
1	„	22
2	„	23
1	„	24
3	„	26
1	„	27a
1	„	29
1	„	32
2	„	35
200	„	37
6	„	38

1	of No.	43
1	„	45
5	„	48b
1	„	51
1	„	52
4	„	52a
3	„	53
1	„	54a
14	„	59
1	„	62
2	„	62b
4	„	63
6	„	90
4	„	90a
2	„	103f
3	„	111
6	„	111c

1	of No.	115
3	„	125
4	„	142a
1	„	147b
1	„	163
1	„	164
3	„	187
3	„	190

2	of No.	191
6	„	195
2	„	197

No. 1 Clockwork Motor (not included in Outfit)

A No. 1 Clockwork Motor is mounted at the rear of the Angle Brackets 6 (Fig. H55b) chassis by a pair of $\frac{1}{2}$" Reversed and a $\frac{1}{2}$" Pinion, on the Motor driving shaft drives a $\frac{3}{4}$" Contrate on a Rod carrying another $\frac{1}{2}$" Pinion. This Pinion drives a 57-teeth Gear on the rear axle. A $2\frac{1}{2}$" Strip is bolted to each side girder of the chassis to form th e bearings for the two Rods.

The steering Rod 2 is journalled at the front in a vertical $3\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strip, and at the rear in a 3" Str ip secured beneath the dash by Angle Brackets. A Worm on the Rod engages a $\frac{1}{2}$" Pinion on the $3\frac{1}{2}$" Rod 3, that turns in a Double Bent Strip at its upper end and in a $2\frac{1}{2}$" Strip at its lower end, and is fitted with a Crank. Two $2\frac{1}{2}$" Strips 4 connect the Crank to two Double Arm Cranks, the fixing bolts being each secured by means of two nuts to form pivots. A $\frac{3}{4}$" Bolt is gripped in each Double Arm Crank, and these Bolts pass through the end holes of the front axle that consists of two $4\frac{1}{2}$" Strips spaced apart by a Washer on each securing bolt. Couplings are gripped securely on the upper ends of the $\frac{3}{4}$" Bolts and the Stub Axles 5 are carried in the Couplings.

A $2\frac{1}{2}$" Strip extends the Motor brake lever and is provided with a 2" Axle Rod 7 to facilitate control of the Motor. The Rod is held in place by Collars.

The floor of the caravan trailer is made by bolting two $9\frac{1}{2}$" Angle Girders along the edges of two $5\frac{1}{2}$" × $3\frac{1}{2}$" Flanged Plates overlapped $1\frac{1}{2}$". The construction of the left side is similar to that shown for the right. Two Collars retain the drawbar in place.

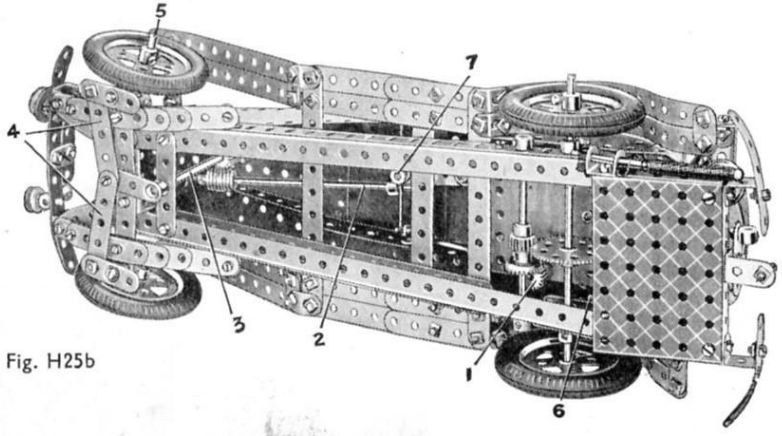


Fig. H25b

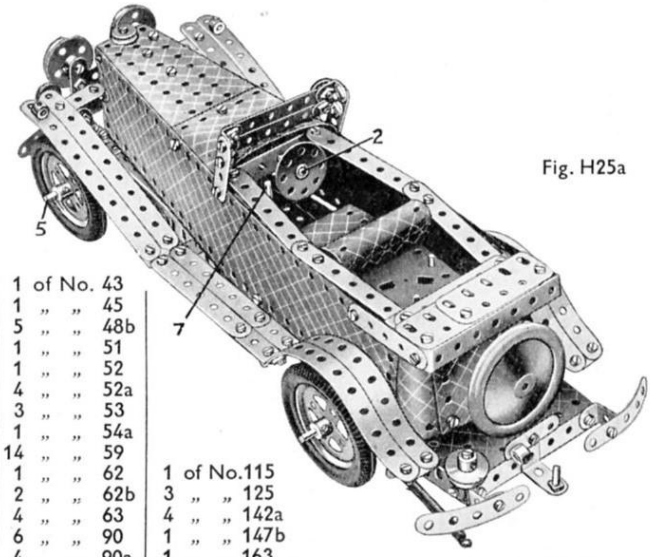


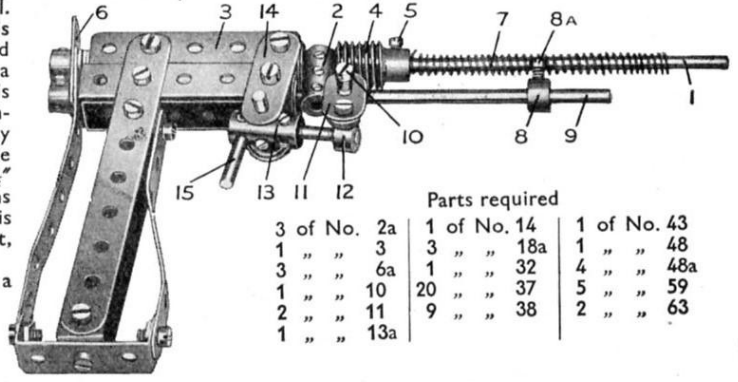
Fig. H25a

H26. Spring Pistol

The butt is made by bolting a $4\frac{1}{2}$" Strip to each side of two pairs of $2\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strips. A Double Bracket holds the lower ends of the Strips and is bolted to a $1\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strips. Further Strips are attached to this and slightly bent as shown. The "barrel" of the pistol consists of an 8" Axle Rod 1 passing through a Coupling 2 and through the ends of two $2\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strips 3. It carries a Worm 4, which is secured by a bolt 5 in place of its Grub Screw. This bolt serves as the foresight, the back-sight being formed by the upper hole of a $1\frac{1}{2}$" Strip 6. A Meccano Spring secured by one of its end loops to the bolt 5, is mounted on the barrel and opened out to form a compression spring. The loop at the other end should be cut away.

Collars with Set Screws extracted, may be used as bullets, or small pieces of wood of similar shape may be employed. The gun is loaded by placing the bullet upon the barrel, and pushing the Spring 7 back until the bullet passes the Collar 8. The latter is rigidly secured by means of a 5/32" bolt 8a to a $6\frac{1}{2}$" Rod 9, which is free to turn slightly in its bearings. The bolt 8a is pushed in front of the bullet, so preventing the Spring 7 from expelling it from the barrel. Another Collar and bolt 10 is secured to the Rod 9 and coupled by means of a Flat Bracket 11 to a bolt mounted in a Collar 12. This in turn is secured to a $1\frac{1}{2}$" Rod inserted in a Coupling 13 pivotally mounted and spaced on either side by two Washers between $1\frac{1}{2}$" Strips 14. A further Rod 15 forms a trigger, and a slight touch on this pulls the bolt 8a clear of the bullet, so firing the pistol.

The pistol should possess a range of ten yards or more.

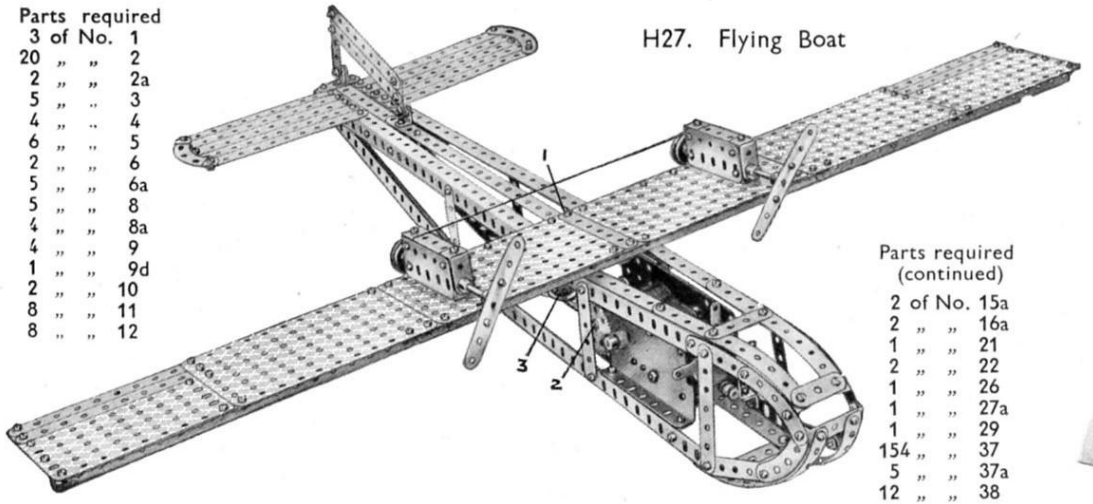


Parts required

3	of No.	2a	1	of No.	14	1	of No.	43
1	„	3	3	„	18a	1	„	48
3	„	6a	1	„	32	4	„	48a
1	„	10	20	„	37	5	„	59
2	„	11	9	„	38	2	„	63
1	„	13a						

H27. Flying Boat

Parts required
- 3 of No. 1
- 20 „ „ 2
- 2 „ „ 2a
- 5 „ „ 3
- 4 „ „ 4
- 6 „ „ 5
- 2 „ „ 6
- 5 „ „ 6a
- 5 „ „ 8
- 4 „ „ 8a
- 4 „ „ 9
- 1 „ „ 9d
- 2 „ „ 10
- 8 „ „ 11
- 8 „ „ 12



The Flat Plates of the mainplane are secured to a girder consisting of one 12½″ Angle Girder extended at each end by 9½″ Girders and bolted along the leading edge of the plane with the projecting flange toward the tail of the model. A 2½″ Angle Girder is bolted to the centre of the girder so formed and is secured, in turn, across the fuselage. The wings are held rigid by the ¾″ Bolt 1, which is passed through the 12½″ Strip in the centre of the fuselage but is spaced therefrom by a Collar.

The Electric Motor is fixed to the lower pair of Angle Girders by means of two Angle Brackets at the front, and two ¾″ Bolts at the rear passed through the Motor flanges and secured by nuts below the lower faces of the Girders. The armature spindle carries a ½″ Pinion meshing with a 57-teeth Gear on the 2½″ Rod 2, which carries a ¾″ Contrate Wheel. The latter engages a Pinion on a further 2½″ Rod to which the 1½″ Pulley 3 is secured. Bearings for the Rod are formed by a 1½″ Strip and Double Bent Strip which are bolted by Angle Brackets to the side plates of the Motor. Cord is passed round the Pulley 3 to each of the 1″ Pulleys on the propeller shafts of the miniature engines.

Each of the engines consists of two 2½″ Flat Girders and a 2½″ × 1″ Double Angle Strip held together by means of Double Brackets and fixed to the wings by similar means.

Parts required (continued)
- 2 of No. 15a
- 2 „ „ 16a
- 1 „ „ 21
- 2 „ „ 22
- 1 „ „ 26
- 1 „ „ 27a
- 1 „ „ 29
- 154 „ „ 37
- 5 „ „ 37a
- 12 „ „ 38
- 1 „ „ 45
- 2 „ „ 46
- 1 „ „ 48
- 4 „ „ 52a
- 2 „ „ 53a
- 5 „ „ 59
- 2 „ „ 62b
- 4 „ „ 90
- 2 „ „ 90a
- 4 „ „ 103f
- 3 „ „ 111
- 2 „ „ 111c
- No. E6 Electric Motor (not included in Outfit)

H29. Measuring Machine

The drive is transmitted from the road wheels by a ¾″ Contrate Wheel engaging a ½″ Pinion. A Worm on the shaft of the latter engages another ½″ Pinion, on the Rod of which is fixed a pointer which indicates up to five yards. When this pointer touches the 2″ Sprocket Wheel, on which is fixed a second indicating dial, it turns the Wheel through a distance representing five yards.

A Ratchet is fixed at the other end of the indicator Rod. It consists of a 1″ Sprocket Wheel and a 2½″ Strip that is bolted to the frame by a ½″ Reversed Angle Bracket.

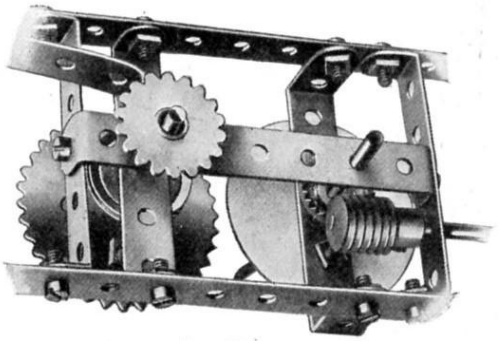
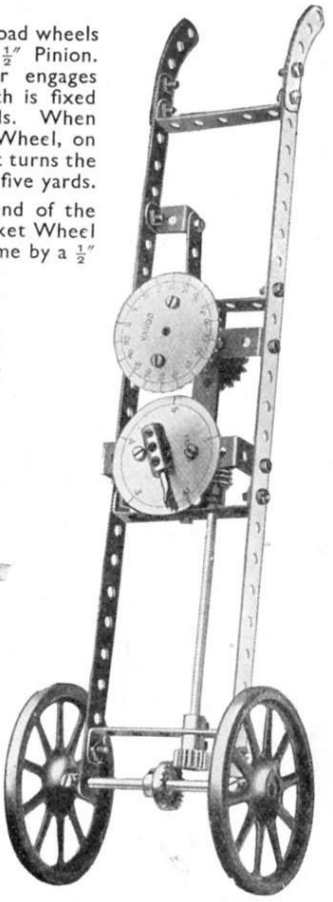
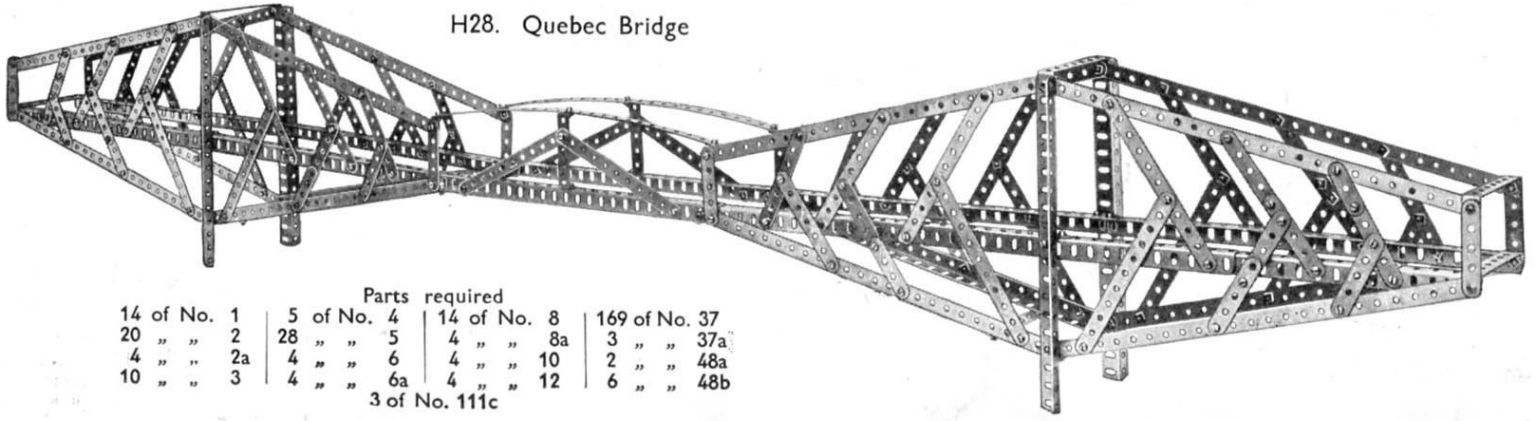


Fig. H29a

When reading off the distance traversed, the figures on the upper dial are first noted, these being in multiples of 5 yds. The reading of the lower dial is then added to give accurately the number of yards and feet.



H28. Quebec Bridge



Parts required

14 of No.	1	5 of No.	4	14 of No.	8	169 of No.	37
20 „ „	2	28 „ „	5	4 „ „	8a	3 „ „	37a
4 „ „	2a	4 „ „	6	4 „ „	10	2 „ „	48a
10 „ „	3	4 „ „	6a	4 „ „	12	6 „ „	48b

3 of No. 111c

Parts required

2 of No.	1	22 of No.	37
1 „ „	5	1 „ „	46
1 „ „	15	5 „ „	48a
1 „ „	16	1 „ „	48b
2 „ „	17	1 „ „	59
2 „ „	19a	1 „ „	63
1 „ „	22	1 „ „	65
1 „ „	26	2 „ „	90
2 „ „	29	1 „ „	95
1 „ „	32	1 „ „	96

1 of No. 125

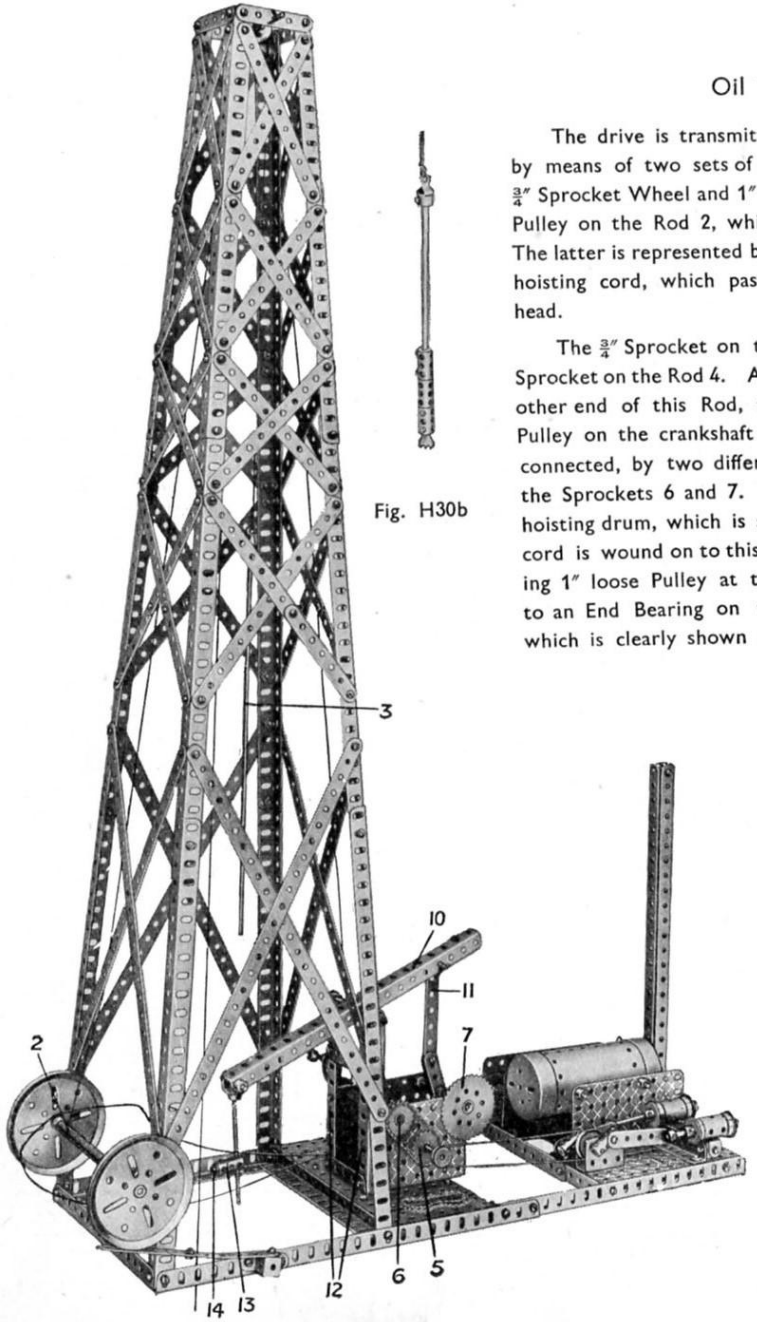


Fig. H30b

H30.

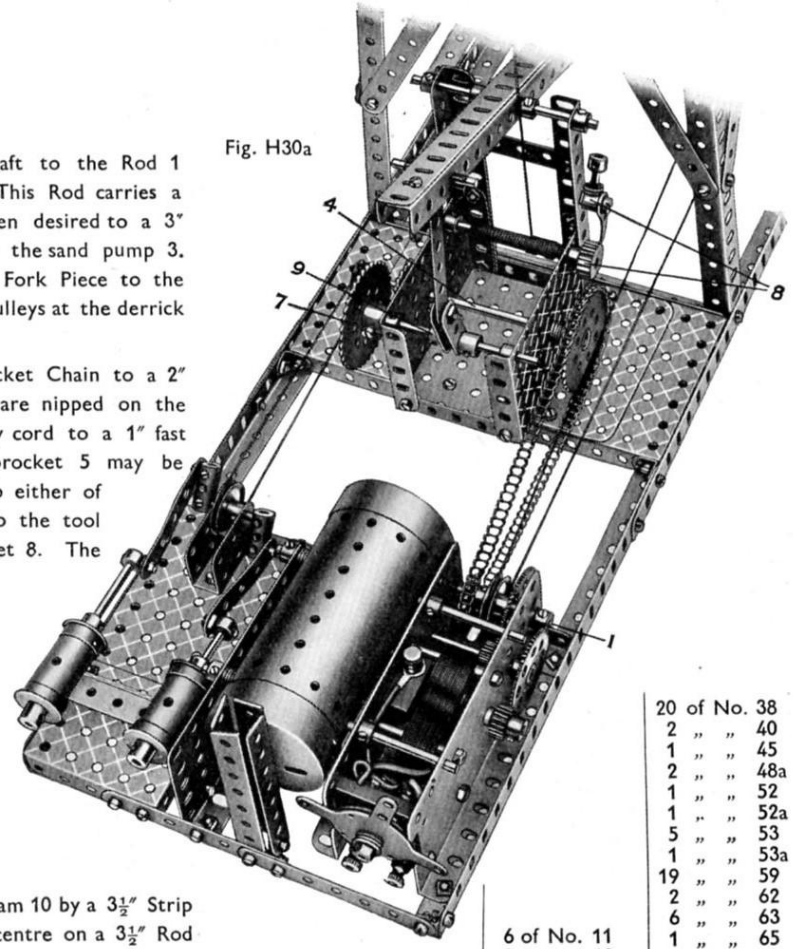
Oil Well-Drilling Apparatus

The drive is transmitted from the Motor-armature shaft to the Rod 1 by means of two sets of 57-teeth Gears and ½″ Pinions. This Rod carries a ¾″ Sprocket Wheel and 1″ fast Pulley that is connected when desired to a 3″ Pulley on the Rod 2, which forms the hoisting drum for the sand pump 3. The latter is represented by an 11½″ Rod secured by a small Fork Piece to the hoisting cord, which passes over one of the 1″ loose Pulleys at the derrick head.

The ¾″ Sprocket on the Rod 1 is connected by Sprocket Chain to a 2″ Sprocket on the Rod 4. A 1″ Sprocket 5 and ½″ fast Pulley are nipped on the other end of this Rod, the ½″ Pulley being connected by cord to a 1″ fast Pulley on the crankshaft of the steam engine. The 1″ Sprocket 5 may be connected, by two different lengths of Sprocket Chain, to either of the Sprockets 6 and 7. The 1″ Sprocket 6 is secured to the tool hoisting drum, which is supplied with a Pawl and Ratchet 8. The cord is wound on to this shaft, carried over the remaining 1″ loose Pulley at the derrick head, and attached to an End Bearing on the tool, the construction of which is clearly shown in the illustration. (Fig. H30b)

The 2″ Sprocket 7 is secured to the crankshaft 9, which is built up from two short Rods and two Cranks, the latter being rigidly secured together at their ends by a ⅜″ Bolt having three nuts. The crankshaft is connected to the beam 10 by a 3½″ Strip 11. The beam is pivoted at its centre on a 3½″ Rod journalled in the 7½″ Angle Girders 12, and a Double Bracket is attached pivotally to its other end by means of a 1½″ Rod and Collars. A 3½″ Screwed Rod, turning freely between two Collars in the centre hole of this Double Bracket, passes through the end threaded hole of a Coupling 13. This Coupling carries a ⅜″ Bolt and Washer 14, behind which is clamped the tool cord when it is desired to carry out the actual digging operation.

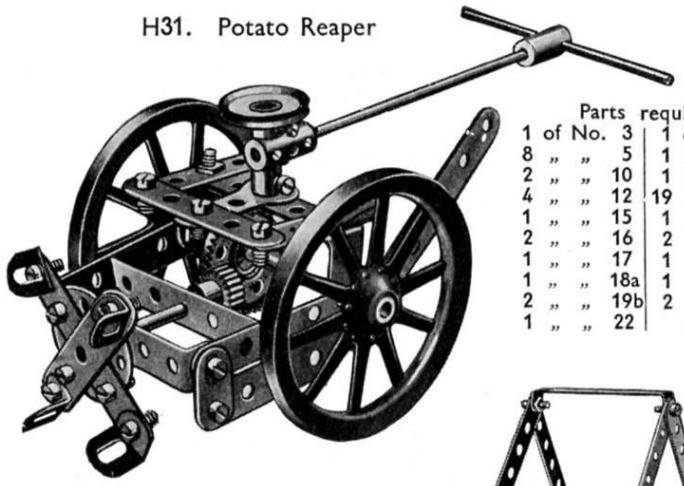
Fig. H30a



Parts required

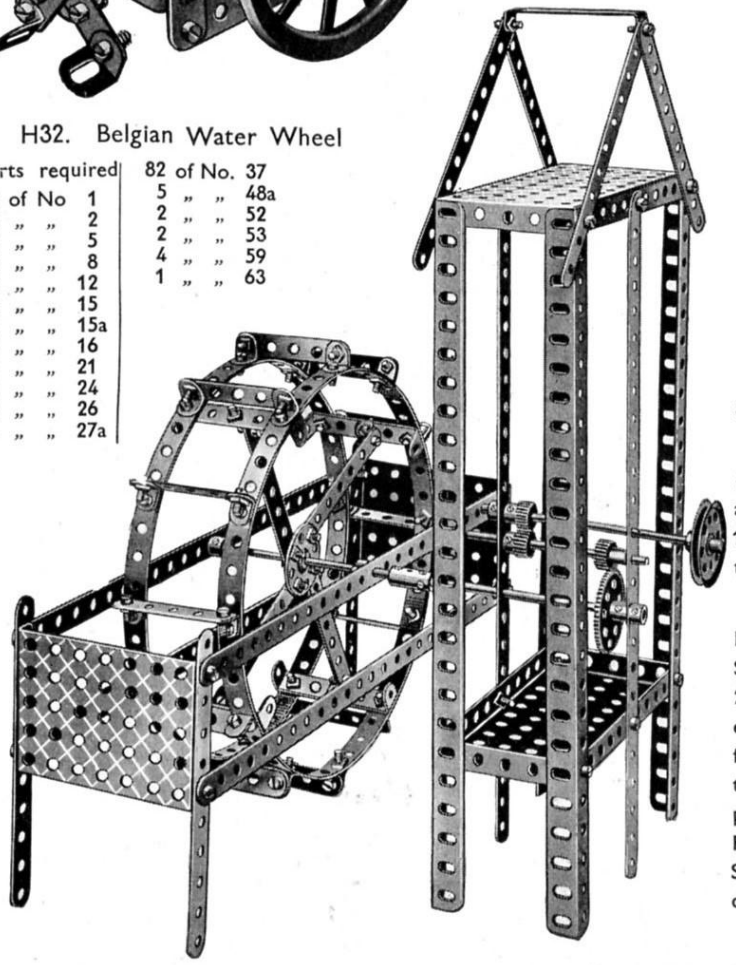
12	of No.	1
2	„ „	1b
26	„ „	2
4	„ „	2a
11	„ „	3
7	„ „	5
14	„ „	8
4	„ „	8a
2	„ „	8b
4	„ „	9
1	„ „	9d
6	of No.	11
3	„ „	12
1	„ „	13
1	„ „	13a
1	„ „	14
1	„ „	15
2	„ „	15a
1	„ „	16
4	„ „	17
3	„ „	18a
2	„ „	19b
4	„ „	20b
2	„ „	22
2	„ „	22a
2	„ „	23a
1	„ „	26
2	„ „	27a
5	„ „	35
169	„ „	37
6	„ „	37a
20	of No.	38
2	„ „	40
1	„ „	45
2	„ „	48a
1	„ „	52
1	„ „	52a
5	„ „	53
1	„ „	53a
19	„ „	59
2	„ „	62
6	„ „	63
1	„ „	65
1	„ „	80a
29″	„ „	94
2	„ „	95
2	„ „	96
1	„ „	96a
6	„ „	111c
1	„ „	115
1	„ „	116a
2	„ „	126
1	„ „	147
1	„ „	148
1	„ „	160
1	„ „	162
2	„ „	163
1	„ „	165
No. E6 Electric Motor (not included in Outfit) .		

H31. Potato Reaper



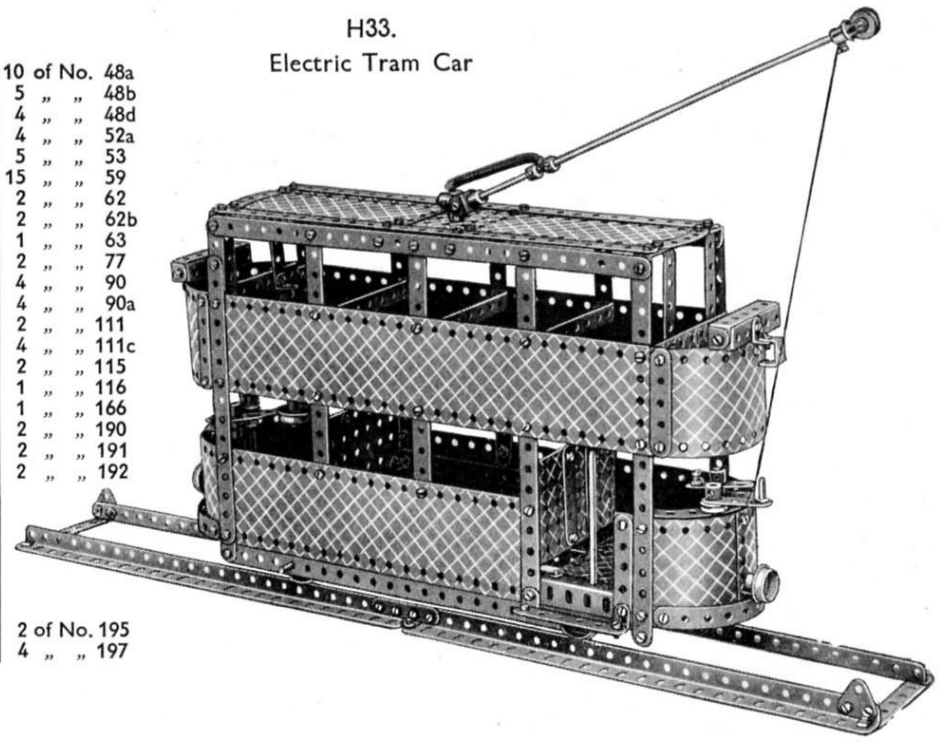
Parts required					
1	of No.	3	1	of No.	24
8	"	5	1	"	26
2	"	10	1	"	28
4	"	12	19	"	37
1	"	15	1	"	46
2	"	16	2	"	48a
1	"	17	1	"	59
1	"	18a	1	"	62
2	"	19b	2	"	63
1	"	22			

H32. Belgian Water Wheel



Parts required					
10	of No	1	82	of No.	37
8	" "	2	5	" "	48a
12	" "	5	2	" "	52
4	" "	8	2	" "	53
28	" "	12	4	" "	59
2	" "	15	1	" "	63
1	" "	15a			
1	" "	16			
1	" "	21			
1	" "	24			
3	" "	26			
1	" "	27a			

H33. Electric Tram Car



Parts required					
6	of No	1	10	of No.	48a
2	" "	1b	5	" "	48b
5	" "	2	4	" "	48d
2	" "	2a	4	" "	52a
10	" "	3	5	" "	53
4	" "	4	15	" "	59
24	" "	5	2	" "	62
2	" "	6	2	" "	62b
6	" "	6a	1	" "	63
8	" "	8	2	" "	77
2	" "	9	4	" "	90
12	" "	10	4	" "	90a
2	" "	11	2	" "	111
22	" "	12	4	" "	111c
2	" "	12a	2	" "	115
1	" "	13	1	" "	116
3	" "	15a	1	" "	166
4	" "	17	2	" "	190
4	" "	20	2	" "	191
4	" "	20b	2	" "	192
3	" "	23			
4	" "	35			
196	" "	37			
6	" "	37a			
4	" "	38	2	of No.	195
1	" "	40	4	" "	197
1	" "	43			

The chassis of the tramcar is made from two $12\frac{1}{2}$" Angle Girders spaced apart at $\frac{1}{2}$" and 4" from each end by means of $3\frac{1}{2}$" Strips, and a $5\frac{1}{2}$" × $3\frac{1}{2}$" Flat Plate is used for the floor.

Strips are bolted vertically to the chassis, as shown in Fig. H33a, and the lower ends of the corner Strips, which project $\frac{1}{2}$" below the chassis, are connected by $12\frac{1}{2}$" Strips which form the bearings for the axles. These are $4\frac{1}{2}$" in length and are held in place by means of Collars. The ends of the chassis are fitted with semi-circles of $2\frac{1}{2}$" Curved Strips. The $12\frac{1}{2}$" × $2\frac{1}{2}$" Strip Plate that forms each side of the lower deck is extended by a $4\frac{1}{2}$" × $2\frac{1}{2}$" Flexible Plate, curved and bolted to the corner upright of the bodywork.

A $12\frac{1}{2}$" Angle Girder and a $12\frac{1}{2}$" × $2\frac{1}{2}$" Strip Plate are next bolted across the tops of the vertical Strips and form one side of the upper deck, a $5\frac{1}{2}$" × $2\frac{1}{2}$" Strip Plate being curved and secured to each end of the model by means of Flat Brackets. The floor is made from three $5\frac{1}{2}$" × $3\frac{1}{2}$" Flat Plates, and the roof, which is supported by $2\frac{1}{2}$" Strips is composed of two $5\frac{1}{2}$" × $2\frac{1}{2}$" Strip Plates and a $3\frac{1}{2}$" × $2\frac{1}{2}$" Flanged Plate. Three pairs of $3\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strips are bolted between the sides of the upper deck to form seats.

The construction of other fittings on the car can be seen quite clearly in the illustration.

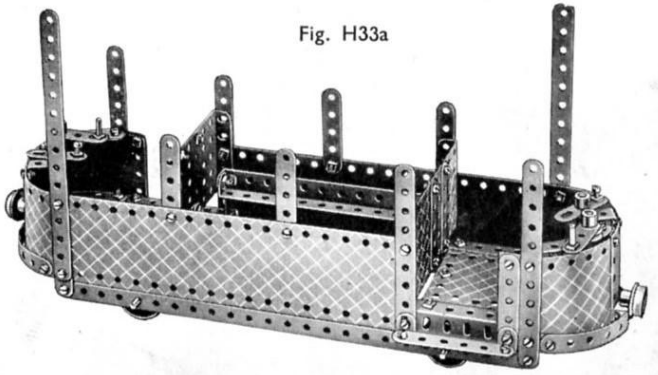
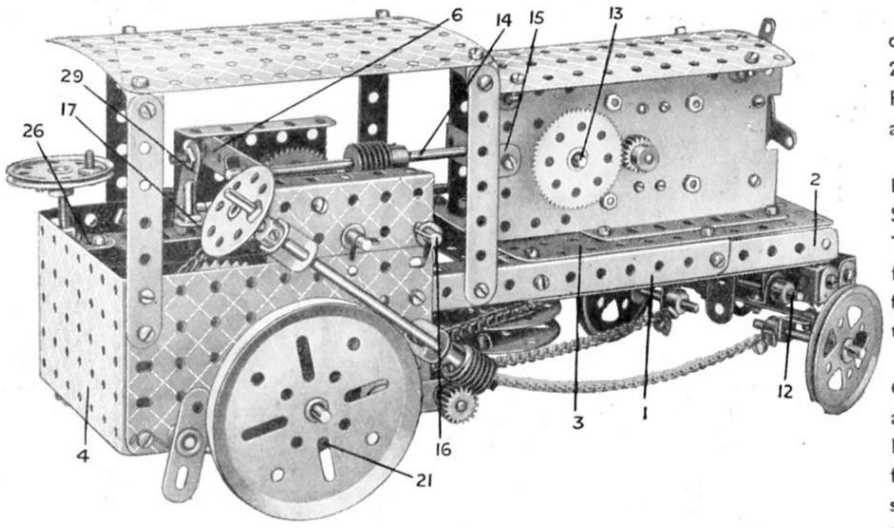


Fig. H33a

H34. Cable Ploughing Engine



Two 12½″ Angle Girders 1, forming the main frames, are extended at the front by the 5½″ Girders 2, the complete frames being joined together at the front by the 5½″ × 3½″ Flat Plates 3, 3a, and at the rear by a 3½″ × 2½″ Flanged Plate 4. Each side of the gear box and controlling platform is built up from a 3½″ × 2½″ Flanged Plate and a 4½″ × 2½″ Flat Plate. These are held rigid by the 3½″ Strip 5 (shown partly cut away in Fig. H34a) and the 3½″ × ½″ Double Angle Strip 6.

The front axle pivot 7 (a Pivot Bolt) has secured to it a Bush Wheel which carries two 1″ × 1″ Angle Brackets 8 and two ½″ × ½″ Angle Brackets 9. The tool tray, which is built up of four 2½″ × ½″ Double Angle Strips and one 2½″ Flat Girder, is secured to one of the Angle Brackets 8 by means of a ½″ × ½″ Angle Bracket. The front axle proper, a 3½″ × ½″ Double Angle Strip, carries four ½″ × ½″ Angle Brackets 10 and 11, the latter forming bearings for the front wheel stub axles. A 2½″ Rod 12 passed through the Angle Brackets 9 and 10 forms a suitable connection for the three-point suspension system. The worm and pinion steering is similar to Standard Mechanism No. 159.

A ½″ Pinion on the Motor armature shaft engages with a 57-teeth Gear on the Rod 13, which carries a ¾″ Contrate engaging with a ½″ Pinion on the Rod 14. This Rod, journalled in a 1½″ × ½″ Double Angle Strip 15 and in the 3½″ × ½″ Double Angle Strip 6, carries a Worm that meshes with a ½″ Pinion on the layshaft 16. The latter is slidable in its bearings and is controlled by the lever 17 (a 3½″ Strip that is pivoted at its second hole from the handle end to a ½″ × ½″ Angle Bracket, which, in turn, is secured to the Double Angle Strip 6, in the second hole from one end). A bolt is secured to the lever 17 so that its shank lies between two Collars secured to the layshaft. Operation of the lever causes the ½″ Pinion on the layshaft to engage with either of the two gears 18 and 19 at the same time remaining in mesh with the Worm on the Rod 14.

The 57-teeth Gear 18 is secured to a 4½″ Rod 20 on which is fixed a ¾″ Sprocket Wheel connected by Sprocket Chain to a 2″ Sprocket Wheel on the rear axle. The 1½″ Contrate 19 is secured to a 2½″ Rod that is journalled in the 3½″ Strips 5 and 5a and has attached to it a 1″ Sprocket Wheel that is connected by Sprocket Chain to a 2″ Sprocket Wheel on the cable drum shaft 28.

Brake drums, 2″ Pulleys 21, are fitted to the rear axle and round these are passed cords that are attached at one end to the side plates of the model and at the other to Double Arm Cranks 22. The latter are secured to each end of a 4½″ Rod 23 that carries a Bush Wheel 24 connected pivotally by a 1½″ Strip to the Coupling 25, which has a 3½″ Screwed Rod passing through its end transverse threaded bore. The Screwed Rod is journalled in the Girder 1 and Flat Bracket 26 and in the Angle Bracket 27, which is spaced by four Washers to keep the Rod in correct alignment. A suitable handle is attached consisting of a 1½″ Pulley fitted with a ⅜″ Bolt.

The Crank 29, secured to the shaft 30, manipulates the reversing handle of the Electric Motor through the Coupling and 1½″ Strip 31. The latter is locknutted to the reversing handle and attached loosely to the Coupling by a ⅜″ Bolt. The shaft 30 consists of one 6½″ and one 1½″ Rod joined by a Coupling and is journalled in two Angle Brackets secured to the main frame.

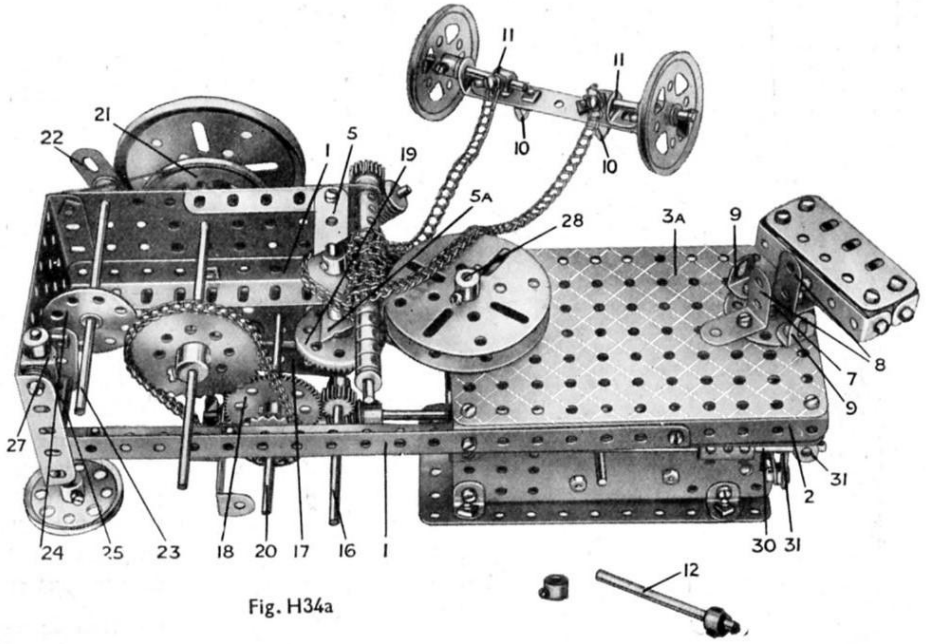


Fig. H34a

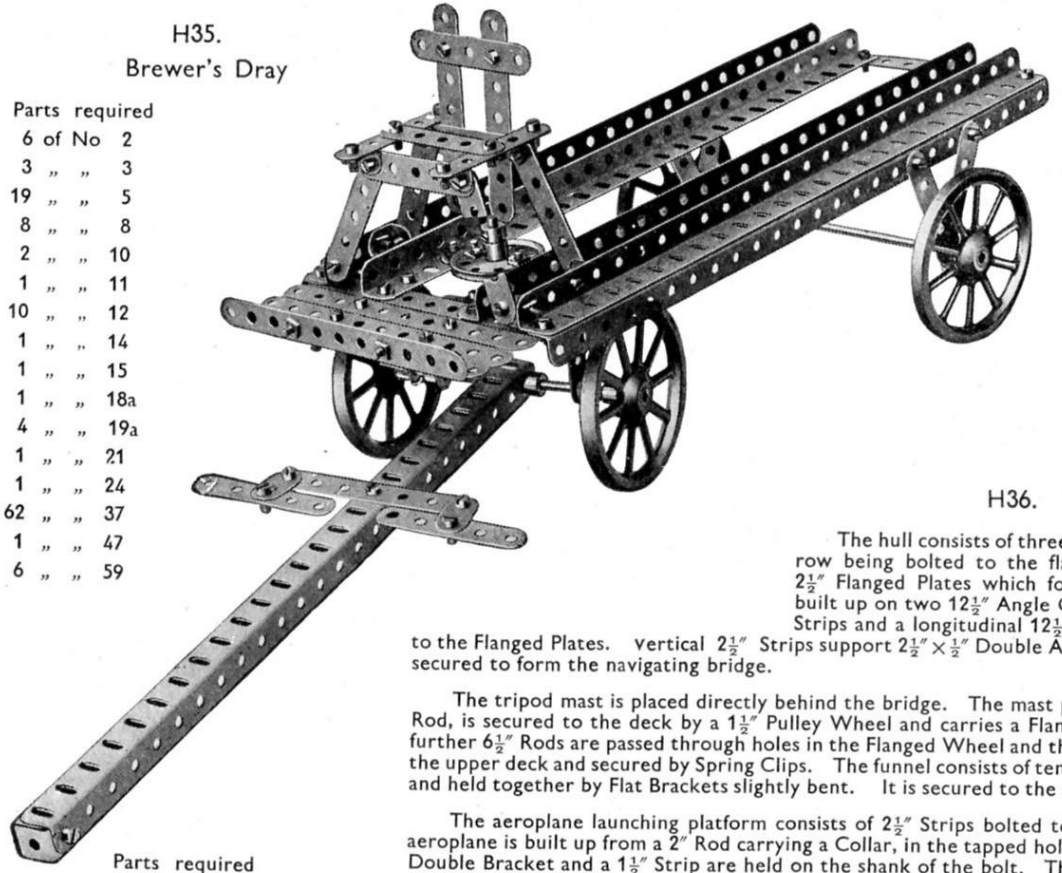
Parts required

7	of No.	3	1	of No.	14	2	of No.	24	21	of No.	38	2	of No.	62b	6 of No. 111c
4	„ „	6a	2	„ „	15	3	„ „	26	1	„ „	48	6	„ „	63	2 „ „ 115
2	„ „	8a	4	„ „	15a	2	„ „	27a	4	„ „	48a	1	„ „	70	1 „ „ 147b
2	„ „	9	2	„ „	16a	1	„ „	28	2	„ „	48b	1	„ „	80a	No. E6 Electric Motor (not included in Outfit)
1	„ „	10	2	„ „	17	1	„ „	29	3	„ „	52a	34″	„ „	94	
1	„ „	11	2	„ „	18a	2	„ „	32	3	„ „	53	2	„ „	95	
20	„ „	12	2	„ „	19b	7	„ „	35	2	„ „	53a	2	„ „	96	
4	„ „	12a	4	„ „	20a	85	„ „	37	16	„ „	59	1	„ „	103f	
1	„ „	13a	1	„ „	21	4	„ „	37a	1	„ „	62	2	„ „	109	

H35. Brewer's Dray

Parts required

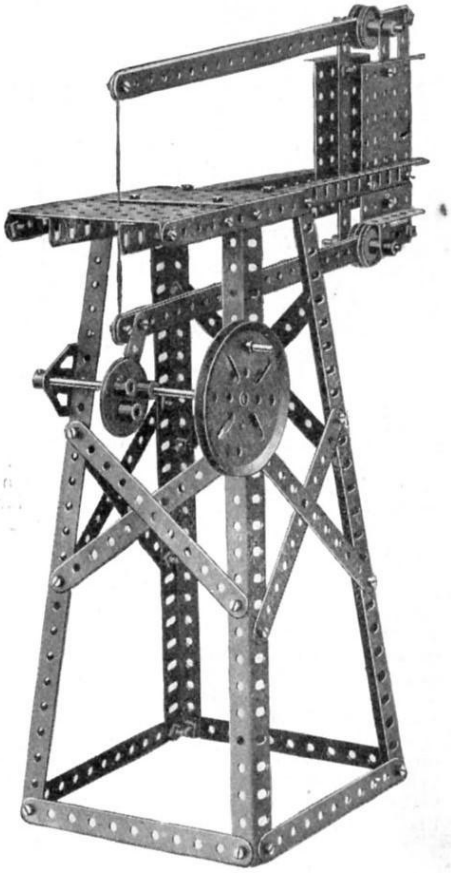
6	of No	2
3	„ „	3
19	„ „	5
8	„ „	8
2	„ „	10
1	„ „	11
10	„ „	12
1	„ „	14
1	„ „	15
1	„ „	18a
4	„ „	19a
1	„ „	21
1	„ „	24
62	„ „	37
1	„ „	47
6	„ „	59



H37. Fret Saw

Parts required

4	of No.	1	4	of No.	22
17	„ „	2	53	„ „	37
6	„ „	8	4	„ „	53
1	„ „	15	5	„ „	59
2	„ „	17	1	„ „	115
1	„ „	19b	2	„ „	126a
			1	of No.	130



H36. Battle Cruiser.

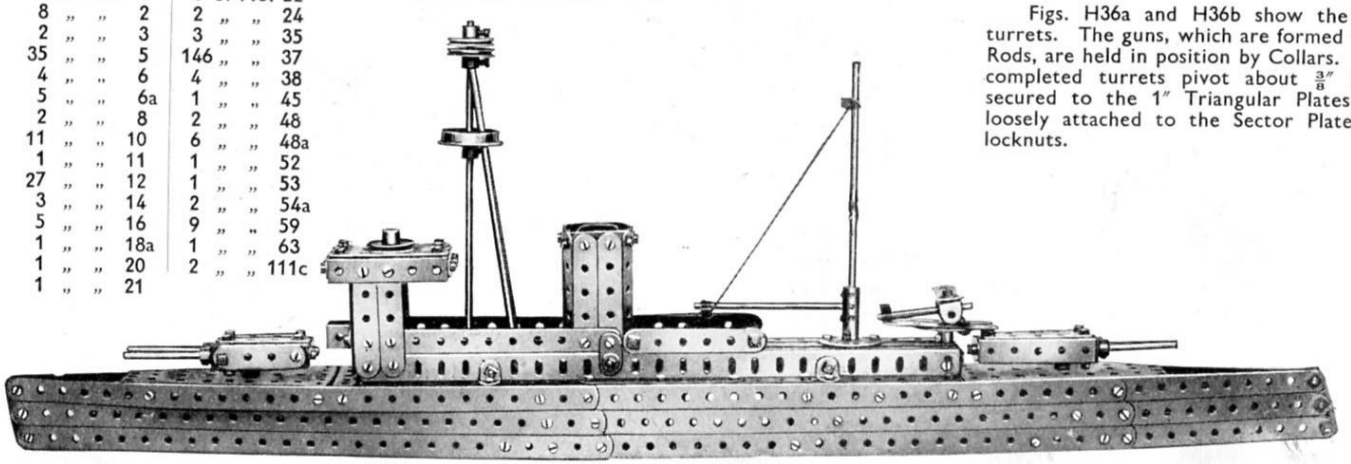
The hull consists of three rows of $12\frac{1}{2}''$ and $5\frac{1}{2}''$ Strips, the upper row being bolted to the flanges of the Sector Plates and $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates which form the deck. The superstructure is built up on two $12\frac{1}{2}''$ Angle Girders, which are spaced apart by $1\frac{1}{2}''$ Strips and a longitudinal $12\frac{1}{2}''$ Strip and secured by Angle Brackets to the Flanged Plates. vertical $2\frac{1}{2}''$ Strips support $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips, to which further Strips are secured to form the navigating bridge.

The tripod mast is placed directly behind the bridge. The mast proper, which consists of one $6\frac{1}{2}''$ Axle Rod, is secured to the deck by a $1\frac{1}{2}''$ Pulley Wheel and carries a Flanged Wheel and two 1″ Pulleys. Two further $6\frac{1}{2}''$ Rods are passed through holes in the Flanged Wheel and their lower ends are inserted in holes in the upper deck and secured by Spring Clips. The funnel consists of ten $2\frac{1}{2}''$ Strips bolted in a vertical position and held together by Flat Brackets slightly bent. It is secured to the ship by Angle Brackets.

The aeroplane launching platform consists of $2\frac{1}{2}''$ Strips bolted to a Bush Wheel, while the miniature aeroplane is built up from a 2″ Rod carrying a Collar, in the tapped hole of which a bolt is securely fixed. A Double Bracket and a $1\frac{1}{2}''$ Strip are held on the shank of the bolt. The tailplane is represented by a Spring Clip near the end of a 2″ rod.

Parts required

13	of No.	1	3	of No.	22
8	„ „	2	2	„ „	24
2	„ „	3	3	„ „	35
35	„ „	5	146	„ „	37
4	„ „	6	4	„ „	38
5	„ „	6a	1	„ „	45
2	„ „	8	2	„ „	48
11	„ „	10	6	„ „	48a
1	„ „	11	1	„ „	52
27	„ „	12	1	„ „	53
3	„ „	14	2	„ „	54a
5	„ „	16	9	„ „	59
1	„ „	18a	1	„ „	63
1	„ „	20	2	„ „	111c
1	„ „	21			



Figs. H36a and H36b show the gun turrets. The guns, which are formed from Rods, are held in position by Collars. The completed turrets pivot about $\frac{3}{8}''$ Bolts secured to the 1″ Triangular Plates and loosely attached to the Sector Plates by locknuts.

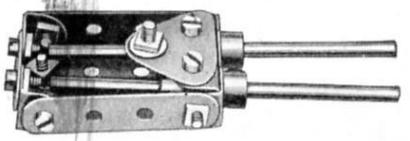


Fig. H36a

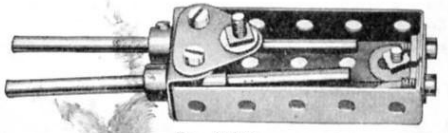
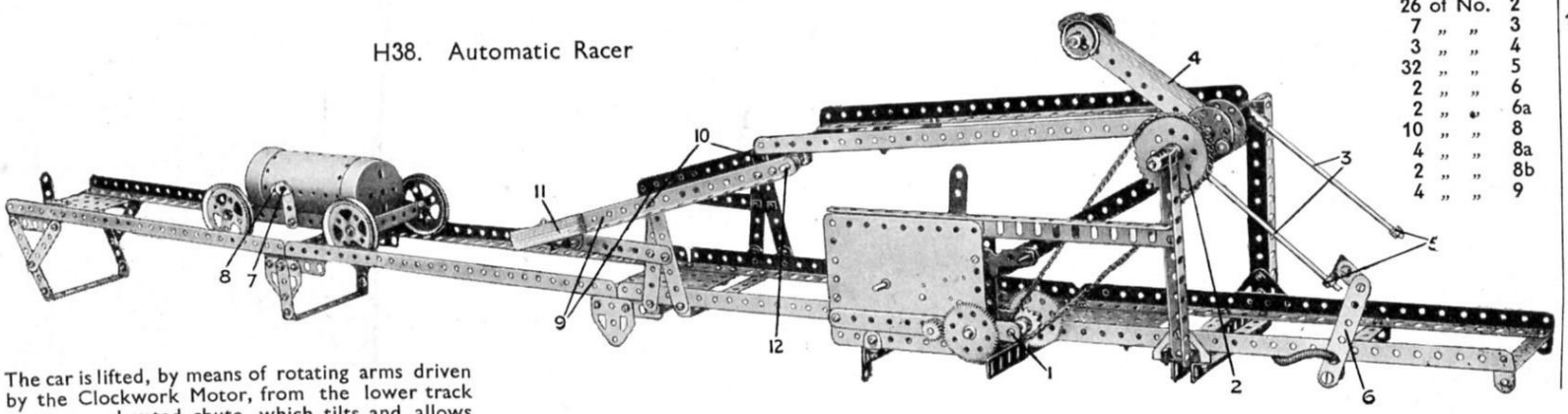


Fig. H36b

H38. Automatic Racer



Parts required		
26	of No.	2
7	„ „	3
3	„ „	4
32	„ „	5
2	„ „	6
2	„ „	6a
10	„ „	8
4	„ „	8a
2	„ „	8b
4	„ „	9
3	of No.	10
2	„ „	11
13	„ „	12
1	„ „	12a
1	„ „	13a
1	„ „	14
2	„ „	15
2	„ „	16
2	„ „	17
2	„ „	18a
4	„ „	20a
2	„ „	22
2	„ „	24
2	„ „	26
2	„ „	27a
120	„ „	37
8	„ „	37a
24	„ „	38
1	„ „	43
4	„ „	48b
2	of No.	48d
1	„ „	52
1	„ „	52a
3	„ „	53
14	„ „	59
2	„ „	62
4	„ „	63
16	„ „	94
1	„ „	95
1	„ „	96a
2	„ „	111
4	„ „	111c
1	„ „	115
2	„ „	126
4	„ „	126a
1	„ „	147b
1	„ „	162

No. 2 Clockwork Motor
(not included in Outfit)

The car is lifted, by means of rotating arms driven by the Clockwork Motor, from the lower track on to an elevated chute, which tilts and allows the car to descend rapidly so that its momentum carries it to the upper end of the inclined track, where a 1″ × 1″ Angle Bracket forms a stop to prevent it running off the end. Gravity then causes the car to descend and pass under the raised chute—which has been automatically lifted by means of balance weights—to the lower extremity of the track, where it releases a catch, thus allowing the cycle of operations to be carried out until the spring of the Motor is run down.

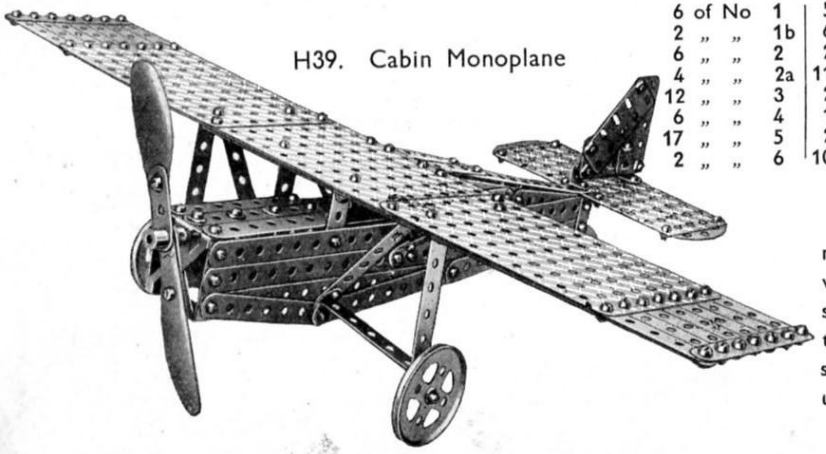
For the construction of the main track 12½″ Girders are secured by means of bolts passed through their elongated holes and through 3½″ × 2½″ Flanged Plates. The bolt heads should be spaced from the upturned flanges of the girders to allow sufficient room for the 2″ Pulleys of the car to pass unimpeded. Two 5½″ Girders are bolted vertically to Trunnions which, in turn, are secured to 5½″ transverse Girders near the lower end of the track. The vertical Girders are braced by 9½″ Girders.

A ½″ Pinion on the Motor driving spindle meshes with a 57-teeth Gear, the Rod of which carries a ½″ Pinion meshing with a further Gear on a 1½″ Rod 1. This Rod carries a ¾″ Sprocket Wheel transmitting the drive through Chain to the Sprocket on a 6½″ Rod journalled in the vertical Angle Girders. The 6½″ Rod also carries two Couplings carrying the Rods 3, two Double Brackets to which the Girders of the elevated chute are secured, and two Bush Wheels clamped on either side of the balance weight 4. The Rods 3 carry near their outer ends Collars, in the tapped holes of which bolts 5 are screwed and arranged to face inward.

A 3″ Strip 6 is held loosely to a Pivot Bolt and carries a Flat Bracket to which two Angle Brackets are fixed so that they catch the bolt 5 and prevent the Rods 3 revolving. The mechanism should be very carefully adjusted so that the Angle Brackets 7 and 8 of the car release the catch and then come into position directly above the Bolts 5, which, being freed, are raised by means of the Motor. The lower edges of the Brackets 7 should be slightly higher than those of the brackets 8. The bolts 5 carry the car up and deposit it on the upper girders, which are normally held in a horizontal position by the Girders 9. The latter are pivoted by lock nutted bolts at 10 and are provided with balance weights 11 consisting of 2½″ Strips. A Rod 12 held in Cranks at the ends of the Girders carries Collars which are so arranged to keep the side members of the chute in alignment with the lower track.

Before setting the model in operation all parts on rotating shafts should be fixed securely. The Sprocket 2, the Couplings carrying the Rods 3 and the Bush Wheels which hold the weight 4, should each be provided with two Grub Screws, since they must be absolutely immovable on the horizontal 6½″ Rod.

H39. Cabin Monoplane



Parts required

6	of No	1
2	„ „	1b
6	„ „	2
4	„ „	2a
12	„ „	3
6	„ „	4
17	„ „	5
2	„ „	6
5	of No.	6a
6	„ „	10
2	„ „	11
11	„ „	12
2	„ „	12a
1	„ „	16a
2	„ „	20a
106	„ „	37
6	of No.	37a
8	„ „	38
2	„ „	41
1	„ „	48
2	„ „	48a
3	„ „	52a
1	„ „	59
2	„ „	62
1	of No.	70
2	„ „	90a
3	„ „	103f
2	„ „	111
2	„ „	111c
2	„ „	126

Fig. H39a is an underneath view of the model with one side removed to show the construction of the fuselage and method of securing the wings to the undercarriage.

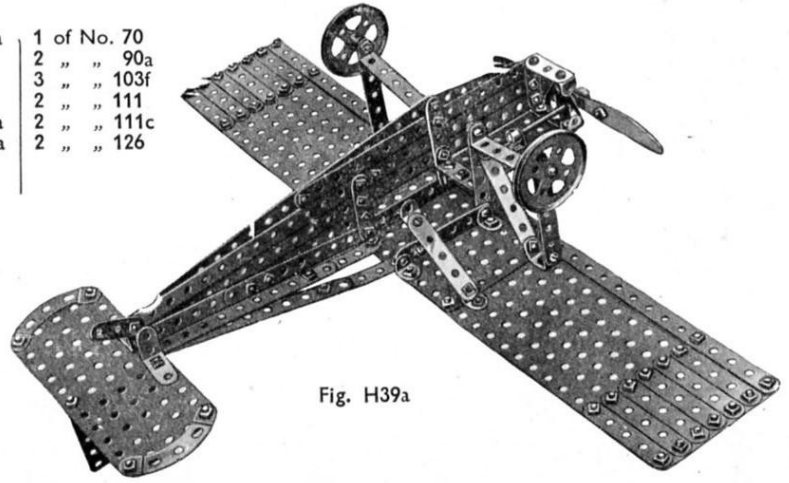
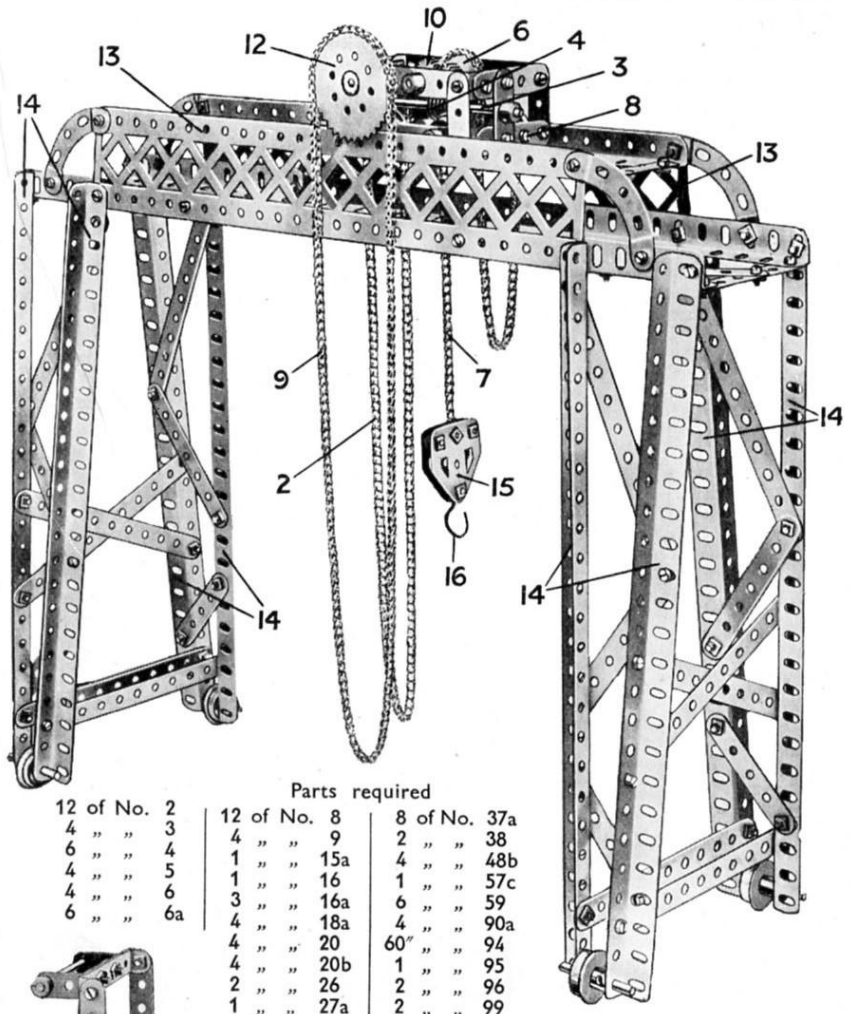


Fig. H39a



Parts required

12 of No. 2	12 of No. 8	8 of No. 37a
4 „ „ 3	4 „ „ 9	2 „ „ 38
6 „ „ 4	1 „ „ 15a	4 „ „ 48b
4 „ „ 5	1 „ „ 16	1 „ „ 57c
4 „ „ 6	3 „ „ 16a	6 „ „ 59
6 „ „ 6a	4 „ „ 18a	4 „ „ 90a
	4 „ „ 20	60″ „ „ 94
	4 „ „ 20b	1 „ „ 95
	2 „ „ 26	2 „ „ 96
	1 „ „ 27a	2 „ „ 99
	1 „ „ 32	4 „ „ 111c
	87 „ „ 37	2 „ „ 126a

H40. Hand Operated Gantry Crane

The gantry consists of two 12½″ Angle Girders extended at each end by means of 5½″ Girders. Braced Girders 13 support further 12½″ Angle Girders that form the track along which travels the crane trolley.

The end towers comprise 12½″ Angle Girders 14 braced by Strips. Four 1½″ Axle Rods are journalled in the lower ends of the Girders, and carry ¾″ Flanged Wheels that form the travelling wheels.

The construction of the trolley or traveller is shown clearly in Fig. H40a. Two pairs of 3½″ × ½″ Double Angle Strips are spaced apart by means of 2″ Strips and 1½″ Strips are bolted between each pair. Two 2½″ Rods journalled in the Double Angle Strips carry the 1⅛″ Flanged Wheels 1 and 1a. The Rod of the Wheels 1a carries also a 57-teeth Gear that meshes with the ½″ Pinion 10.

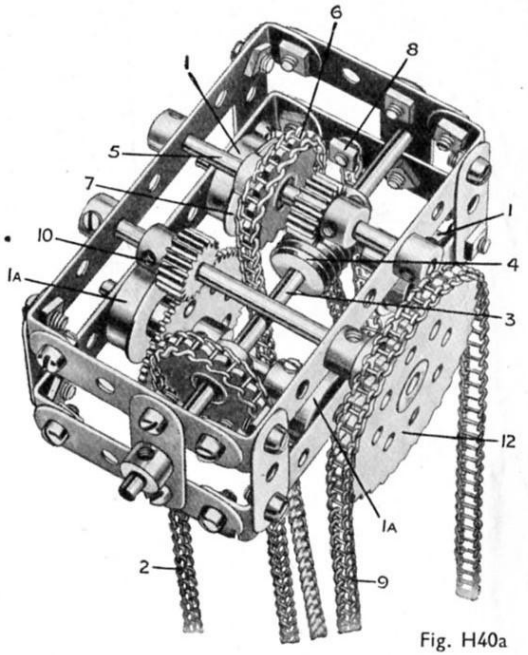
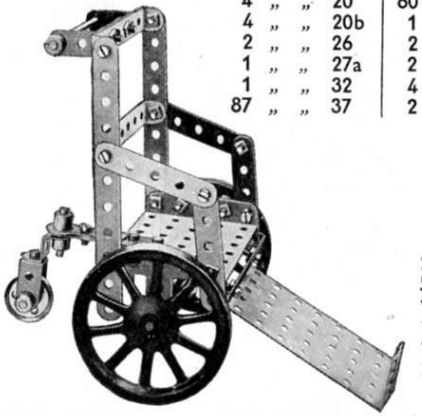


Fig. H40a

By hauling on the chain 9, which is passed over the Sprocket Wheel 12, the ½″ Pinion 10 and the 57-teeth Gear Wheel are made to rotate, thus driving the Flanged Wheels 1a and causing the trolley to travel along the gantry.

The hoisting mechanism is operated by the chain 2 that passes over a 1″ Sprocket, on the Rod of which is a Worm 4. This engages the teeth of a ½″ Pinion on the Rod 5 that carries a 1″ Sprocket Wheel 6. A length of Sprocket Chain 7 is placed over this Wheel, one end of it being secured between two Flat Trunnions 15 (Fig. H40); the other end is secured to the frame at 8. By operating the Chain 2 the load hook 16 is raised or lowered.



H41. Invalid Chair

Parts required

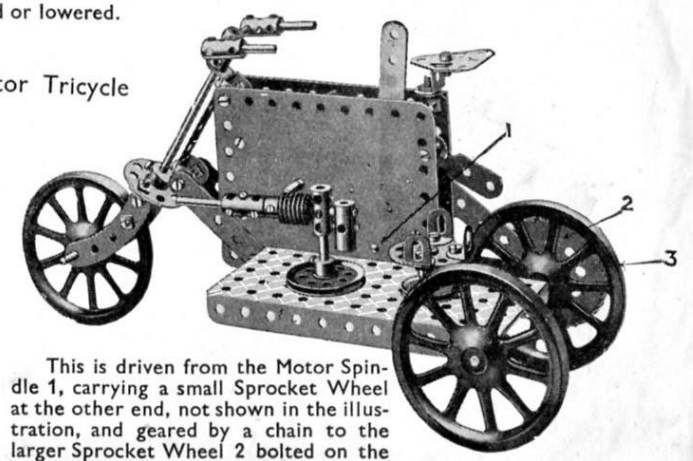
2 of No. 2	2 of No. 19a	2 of No. 53
5 „ „ 5	1 „ „ 22a	5 „ „ 59
1 „ „ 10	25 „ „ 37	1 „ „ 62
1 „ „ 15a	5 „ „ 38	1 „ „ 102
1 „ „ 16	1 „ „ 46	1 „ „ 125
2 „ „ 18a	3 „ „ 48b	3 „ „ 126a

H42. Armoured Motor Tricycle

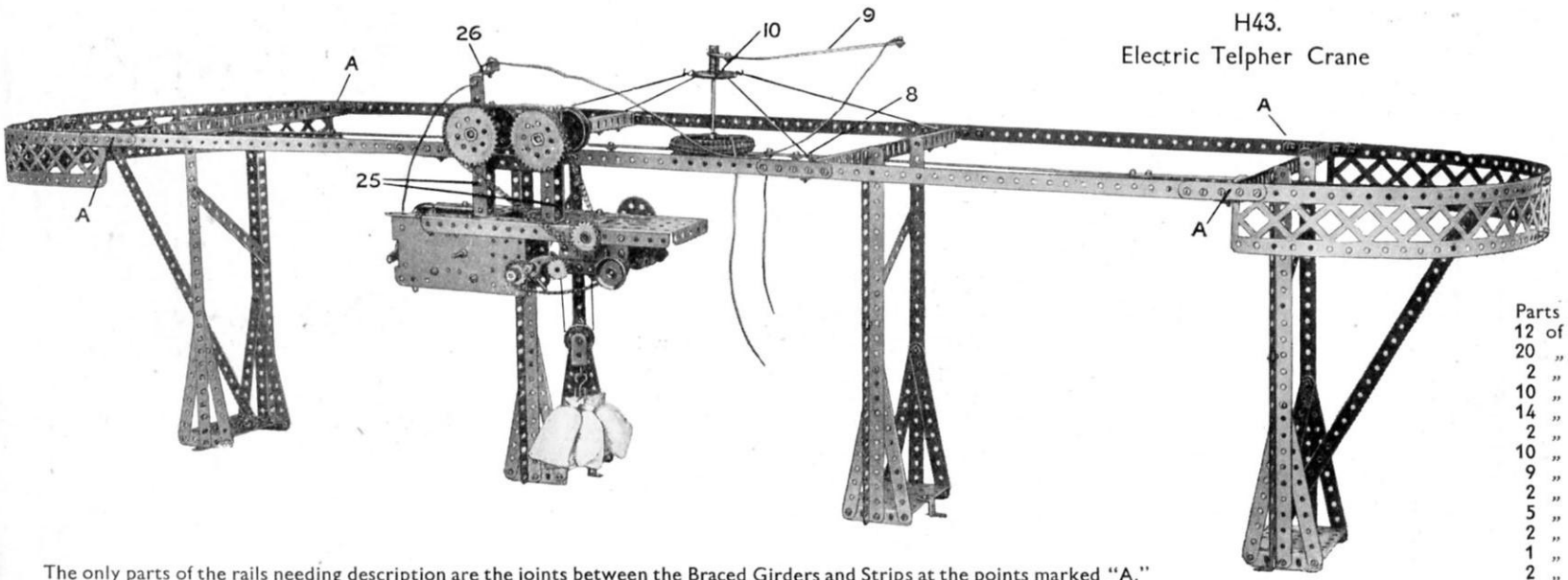
Parts required

2 of No. 2	10 of No. 38
2 „ „ 5	1 „ „ 48a
1 „ „ 9d	1 „ „ 52
2 „ „ 11	1 „ „ 59
4 „ „ 12	6 „ „ 63
2 „ „ 12a	2 „ „ 90
1 „ „ 15a	1 „ „ 95
2 „ „ 16	1 „ „ 96
2 „ „ 17	1 „ „ 125
4 „ „ 18a	1 „ „ 126a
3 „ „ 19a	
1 „ „ 21	
3 „ „ 22	
2 „ „ 24	
1 „ „ 32	
22 „ „ 37	

No. 2 Clockwork Motor (not included in Outfit)



This is driven from the Motor Spindle 1, carrying a small Sprocket Wheel at the other end, not shown in the illustration, and geared by a chain to the larger Sprocket Wheel 2 bolted on the Axle Rod of the rear Wheels 3.



H43.
Electric Telpher Crane

Parts required	
12	of No. 1
20	„ „ 2
2	„ „ 4
10	„ „ 5
14	„ „ 8
2	„ „ 9
10	„ „ 10
9	„ „ 12
2	„ „ 12a
5	„ „ 16
2	„ „ 16a
1	„ „ 17
2	„ „ 20
2	„ „ 20a
1	„ „ 21
1	„ „ 22
1	„ „ 22a
2	„ „ 24
2	„ „ 26
2	„ „ 27a
1	„ „ 29
1	of No. 32
164	„ „ 37
3	„ „ 37a
16	„ „ 38
1	„ „ 40
8	„ „ 48a
4	„ „ 48b
1	„ „ 52
4	„ „ 53
1	„ „ 57c
14	„ „ 59
1	„ „ 62
1	„ „ 63
1	„ „ 80a
26″	„ „ 94
2	„ „ 95
2	„ „ 96
1	„ „ 96a
4	„ „ 99
1	„ „ 102
1	„ „ 103f
4	„ „ 111
3	„ „ 111c
1	„ „ 115
2	„ „ 125
4	„ „ 142a
2	„ „ 147
1	„ „ 148
1	„ „ 160

No. E6 Electric Motor
(not included in Outfit)

The only parts of the rails needing description are the joints between the Braced Girders and Strips at the points marked "A." A 2½″ Strip 1, Fig. H43a, is bolted to the outside of the 12½″ Strip 2, the latter carrying a Flat Bracket 3 on its inner side. This Flat Bracket overlaps the end of a Double Angle Strip 4 and both are again overlapped by a second Flat Bracket 5, a Washer on the Bolt 6 spacing the Bracket 5 from the 2½″ Strip 1. The Braced Girder 7 is secured by the Bolt 6 and also by a second Bolt similarly spaced by a Washer. The complete joint is bolted to the overhanging Girder of the end support by means of the Double Angle Strip 4.

The current conductor is insulated by means of 2″ Dunlop Tyres mounted on 2″ Pulleys and clamped to the central 12½″ Strip 8 by means of two ¾″ Bolts. These are inserted in the holes of the 2″ Pulleys on each side on the Strip 8 and great care should be taken to prevent them touching the Strip. A 3½″ Rod nipped in the boss of the upper Pulley has attached to it a Bush Wheel, 10, with a Crank swinging loosely immediately above it, but held in place by a Collar. A 12½″ Strip 9, is bolted to this Crank and bent upwards slightly so as to clear the electric telpher. The complete conductor is held vertical by four cords attached to the Bush Wheel 10 and tied to the two central standards.

The two 5½″ Angle Girders 11 of the telpher (Fig. H43b) are attached at one end to the flanges of the Electric Motor and at the other to the 5½″ × 2½″ Flanged Plate 12. To each side of the Plate 12, two 2½″ Flat Girders are bolted to form the sides of the gear box. The drive from the armature shaft of the Motor to the ¾″ Sprocket 13 will be seen clearly from the illustration. From this Sprocket the drive is transmitted by means of Sprocket Chain to a 1″ Sprocket on the lay shaft 14 of the gear box. This Rod is moved into any desired position by means of a 3½″ Screwed Rod 15 through the medium of the Coupling 16 and Threaded Pin 17. The latter is provided with two nuts so that the Collar 18 may be fixed rigidly to it but still allow the Rod 14, carrying two fixed collars, to rotate freely. The smooth portion of the Threaded Pin is inserted in the Coupling, but not gripped therein.

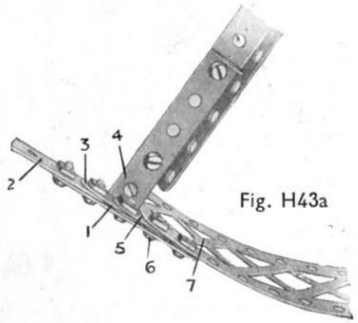


Fig. H43a

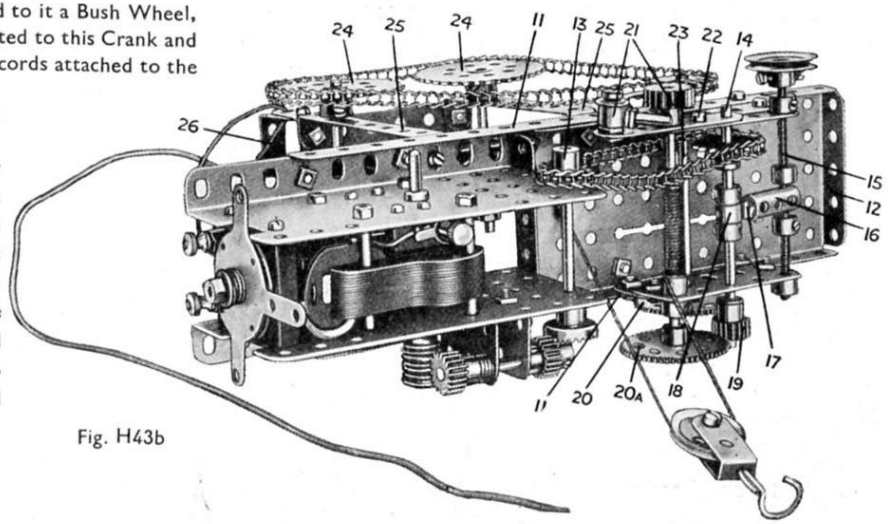
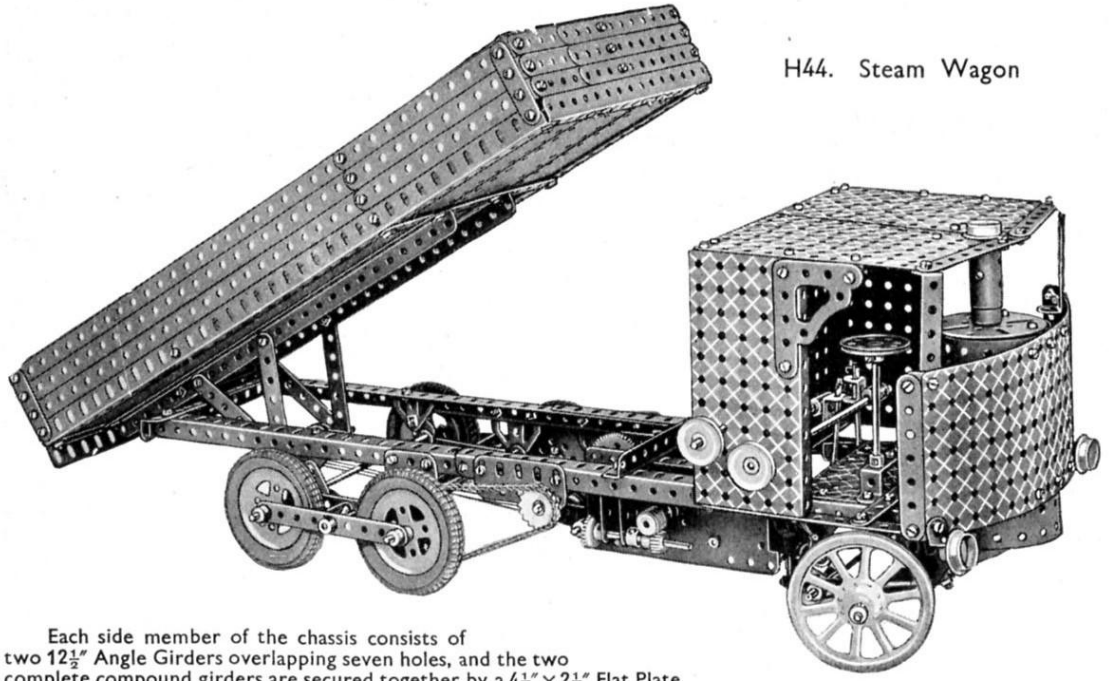


Fig. H43b

H44. Steam Wagon



Each side member of the chassis consists of two 12½″ Angle Girders overlapping seven holes, and the two complete compound girders are secured together by a 4½″ × 2½″ Flat Plate at the fore end and by a 5½″ Angle Girder at the rear. The 4½″ × 2½″ Flat Plate forms the floor of the cab, and it carries a Double Bent Strip, as shown, supporting the steering column. The Rod forming the steering column is held in place by an Eye Piece above the Double Bent Strip and by a ¾″ Flanged Wheel beneath the plate, and carries a Double Arm Crank at its lower end. This Crank is fitted with an End Bearing carrying a 3½″ Rod, the other end of which is fitted with a swivel bearing made from a small Fork Piece and a Collar. A 1½″ Rod is carried in the Collar and also in one of the end plain bore holes of a Coupling, attached by a ¾″ Bolt to the front axle that is constructed from four 5½″ Strips as shown in Fig. H44b. The end of the 2½″ Rod, already mentioned, carries a Swivel Bearing that is connected as indicated to the opposite wheel.

The front axle is carried on two leaf springs built up from 1½″, 2½″ and 3½″ Strips The fore end of each spring is connected by an Angle Bracket to a Flat Trunnion, the necessary pivot joint being formed from a 5″ Rod, the one Rod serving for both springs. The rear end of each spring also carries a ½″ × ½″ Angle Bracket. This is coupled up by a locknutted Bolt to a Flat Bracket that is attached by a Rod to a Trunnion bolted to the frame of the wagon.

The E6 Electric Motor forming the driving unit is secured to the main frames at one end by a 7½″ Angle Girder and at the other end by a 5½″ Angle Girder. The general arrangement of the gears is shown in Fig. H44b. A Worm on the armature shaft drives a ½″ Pinion carried on a short Rod journalled in a Channel Bearing. The other end of the Rod is fitted with a ¾″ Contrate Gear and this meshes with a second ½″ Pinion. The latter Pinion is mounted on a sliding Rod, carrying a ½″ Pinion between the side plates of the Motor. A similar Pinion is secured on the outer unoccupied portion of the sliding Rod which is controlled from a handle in the cab so that the Pinions can be engaged or disengaged with 57-teeth Gears in order to bring the travelling or tipping movements into operation.

The 57-teeth Gear of the tipping movement is carried on a 2″ Rod that forms the hoisting barrel for the tipping cord. This cord is secured in place on the Rod and is then led over a system of pulleys as shown. The movable set of pulleys is attached to the tipping body by means of four 3½″ Strips and the body pivots about a 3½″ Rod journalled in a 2½″ × ½″ Double Angle Strip.

For ease of manipulation the reversing handle of the Motor is extended by means of a 3½″ Crank Handle, Fig. H 44a, the necessary connection being made by means of a Coupling. The two levers protruding into the cab carry extensions that bring these two controls to a point of accessibility outside the cab.

Parts required

6	of No.	1
2	„ „	1b
18	„ „	2
4	„ „	2a
12	„ „	3
8	„ „	5
4	„ „	6
5	„ „	6a
10	„ „	8
2	„ „	8b
3	„ „	9
1	„ „	9d
5	„ „	10
2	„ „	11
22	„ „	12
4	„ „	12a
4	„ „	12c
1	„ „	13a
3	„ „	14
5	„ „	15
2	„ „	15a
4	„ „	16
4	„ „	16a
5	„ „	17
4	„ „	18a
1	„ „	19
1	„ „	19s
2	„ „	19a
4	„ „	20a
4	„ „	20b
1	„ „	21
4	„ „	22
3	„ „	22a
2	„ „	23
1	„ „	23a
3	of No.	26
2	„ „	27a
1	„ „	29
1	„ „	32
18	„ „	35
172	„ „	37
6	„ „	37a
22	„ „	38
1	„ „	40
1	„ „	45
4	„ „	48a
1	„ „	48b
1	„ „	50a
4	„ „	52
4	„ „	52a
2	of No.	53a
19	„ „	59
1	„ „	62b
6	„ „	63
1	„ „	70
2	„ „	94
2	„ „	95
2	„ „	96
2	„ „	103f
2	„ „	108
1	„ „	109
2	„ „	111
6	„ „	111c
1	„ „	116a
4	„ „	126
4	of No.	126a
4	„ „	142a
1	„ „	160
1	„ „	162b
1	„ „	163
1	„ „	164
2	„ „	165
1	„ „	166
1	„ „	186
3	„ „	195
3	„ „	197
No. E6 Electric Motor (not included in Outfit)		

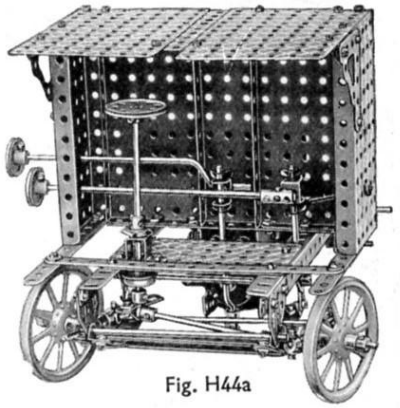


Fig. H44a

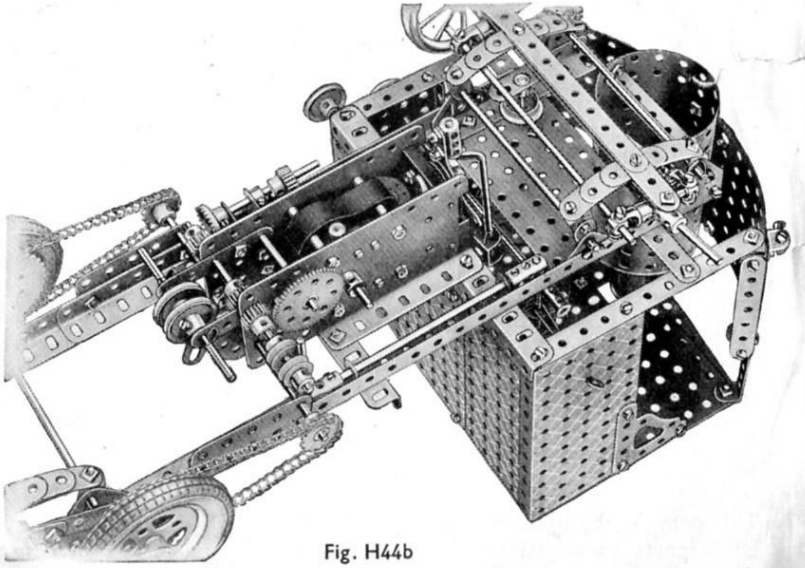


Fig. H44b

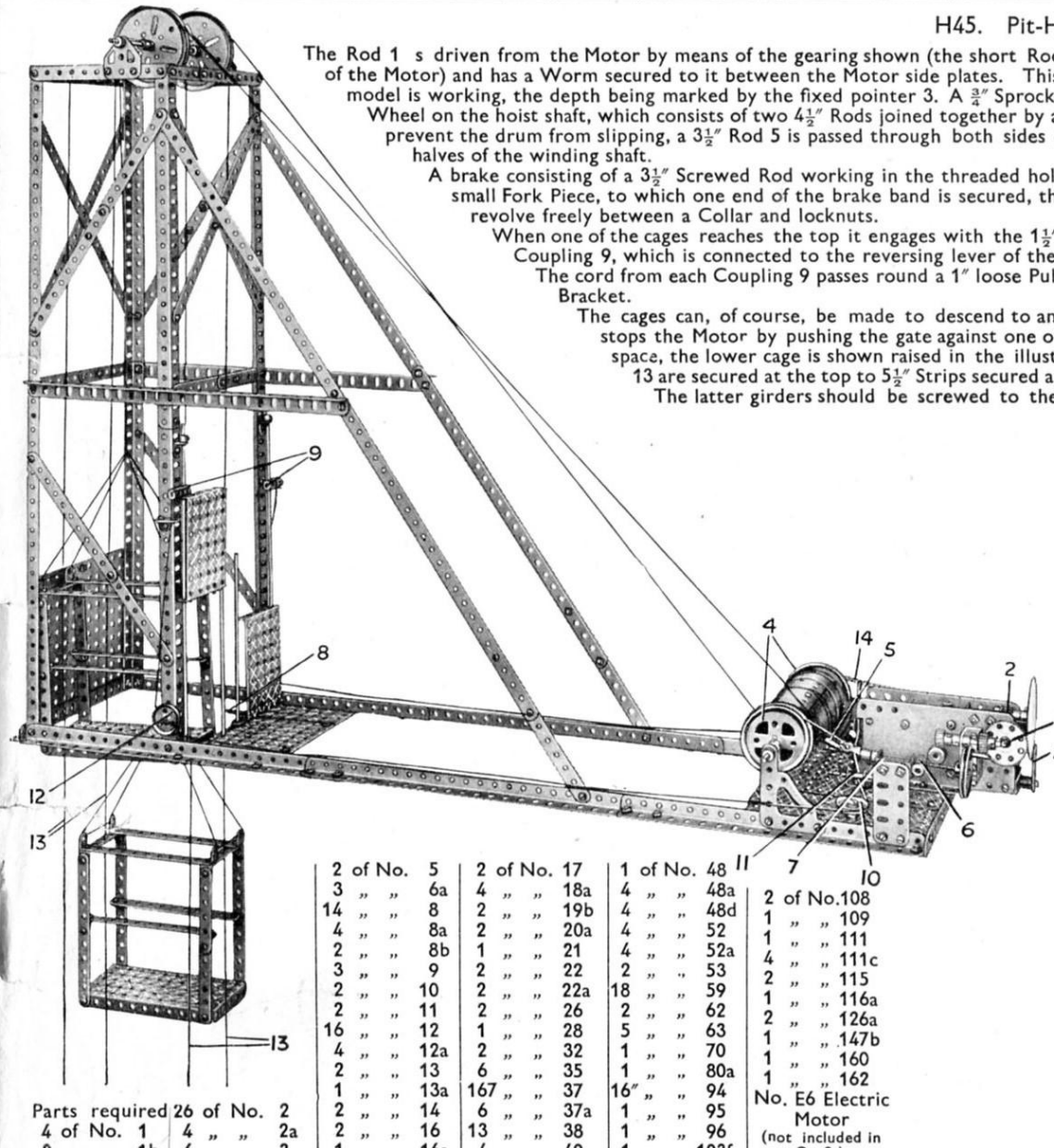
H45. Pit-Head Gear (Electric)

The Rod 1 s driven from the Motor by means of the gearing shown (the short Rod carrying the two ½″ Pinions being journalled in a Channel Bearing bolted to the side of the Motor) and has a Worm secured to it between the Motor side plates. This Worm engages with the ½″ Pinion 2, which rotates the depth-indicating disc when the model is working, the depth being marked by the fixed pointer 3. A ¾″ Sprocket secured to the end of Rod 1 is connected by the Sprocket Chain 14 to a 2″ Sprocket Wheel on the hoist shaft, which consists of two 4½″ Rods joined together by a Coupling. The winding drum, a Boiler, is carried between two 2″ Pulleys 4, and to prevent the drum from slipping, a 3½″ Rod 5 is passed through both sides of the Boiler and secured in the centre transverse hole of the Coupling joining the two halves of the winding shaft.

A brake consisting of a 3½″ Screwed Rod working in the threaded hole of a fixed Coupling 6 and in the end hole of the 1″×1″ Angle Bracket 7, carries a small Fork Piece, to which one end of the brake band is secured, the other end being attached to the base of the model. The Fork Piece is allowed to revolve freely between a Collar and locknuts.

When one of the cages reaches the top it engages with the 1½″ Strip 8 and thus raises the gate. As the latter nears the top of the slide it raises a Coupling 9, which is connected to the reversing lever of the Motor by a length of cord. In this way a very effective safety switch is provided. The cord from each Coupling 9 passes round a 1″ loose Pulley 12 and a 1″ fast Pulley 10 and finally round a 1½″ Rod 11 journalled in a Double Bracket.

The cages can, of course, be made to descend to any desired depth, but they must be arranged so that as one reaches ground level and stops the Motor by pushing the gate against one of the Couplings 9, the other is exactly at the bottom of the shaft. To economise in space, the lower cage is shown raised in the illustration to a point just below the cage which has reached ground level. The guide cords 13 are secured at the top to 5½″ Strips secured across the framework and at the bottom to 9½″ Angle Girders not shown in the illustration The latter girders should be screwed to the floor or held down firmly by heavy weights.



Parts required

4	of No.	1
2	„ „	1b
26	„ „	2
4	„ „	2a
6	„ „	3
2	of No.	5
3	„ „	6a
14	„ „	8
4	„ „	8a
2	„ „	8b
3	„ „	9
2	„ „	10
2	„ „	11
16	„ „	12
4	„ „	12a
2	„ „	13
1	„ „	13a
2	„ „	14
2	„ „	16
1	„ „	16a
2	of No.	17
4	„ „	18a
2	„ „	19b
2	„ „	20a
1	„ „	21
2	„ „	22
2	„ „	22a
2	„ „	26
1	„ „	28
5	„ „	63
2	„ „	32
6	„ „	35
167	„ „	37
6	„ „	37a
13	„ „	38
4	„ „	40
1	of No.	48
4	„ „	48a
4	„ „	48d
4	„ „	52
4	„ „	52a
2	„ „	53
18	„ „	59
2	„ „	62
5	„ „	63
1	„ „	70
1	„ „	80a
16	„ „	94
1	„ „	95
1	„ „	96
1	„ „	103f
2	of No.	108
1	„ „	109
1	„ „	111
4	„ „	111c
2	„ „	115
1	„ „	116a
2	„ „	126a
1	„ „	147b
1	„ „	160
1	„ „	162

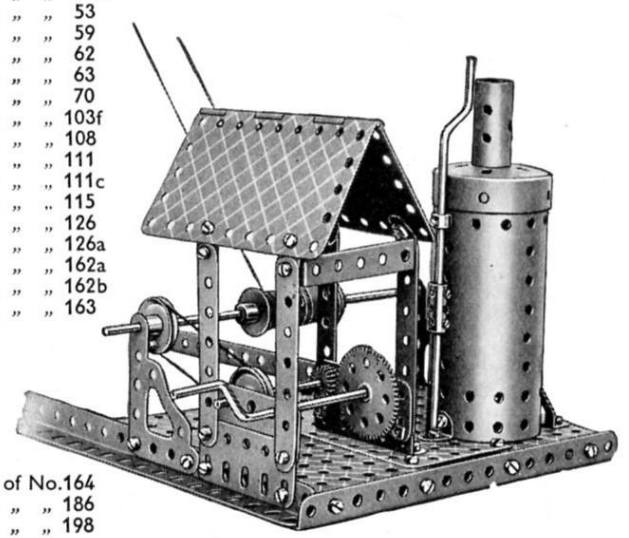
No. E6 Electric Motor (not included in Outfit)

H46. Pit-Head Gear (Hand Operated)

Parts required

4	of No.	1
2	„ „	1b
26	„ „	2
4	„ „	2a
10	„ „	3
3	„ „	5
2	„ „	6a
14	„ „	8
4	„ „	8a
2	„ „	8b
3	„ „	9
2	„ „	10
13	„ „	12
4	„ „	12a
4	„ „	12c
2	„ „	13
2	„ „	14
2	„ „	15a
2	„ „	16
2	„ „	18a
1	„ „	19
1	„ „	19s
2	„ „	20b
2	„ „	22a
1	„ „	26
1	„ „	27a
1	„ „	28
2	„ „	35
178	„ „	37
2	„ „	37a
13	of No.	38
4	„ „	40
5	„ „	48a
4	„ „	48d
4	„ „	52
4	„ „	52a
2	„ „	53
15	„ „	59
2	„ „	62
5	„ „	63
1	„ „	70
3	„ „	103f
2	„ „	108
1	„ „	111
4	„ „	111c
1	„ „	115
1	„ „	126
2	„ „	126a
1	„ „	162a
1	„ „	162b
2	„ „	163
1	of No.	164
1	„ „	186
1	„ „	198

The construction of this model is exactly the same as that of the electrically operated model, with the exception of the alterations necessary at that section representing the winding engine.



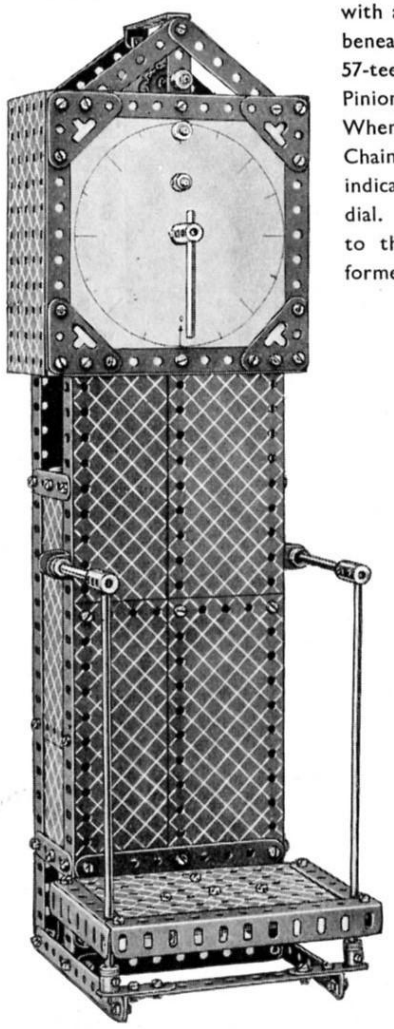
HOW TO CONTINUE

This completes our examples of models that can be made with MECCANO Outfit H (or G and Ga). The next models are a little more advanced, requiring extra parts to construct them. The necessary parts are all contained in a Ha Accessory Outfit, which can be obtained from any Meccano dealer.

K1. Automatic Weighing Machine

The weighing platform is formed from a $5\frac{1}{2}'' \times 3\frac{1}{2}''$ Flat Plate strengthened by means of Angle Girders, and secured to four Couplings by means of $\frac{3}{8}''$ Bolts. The Couplings are arranged as shown in Fig. K1a and are connected to the lower end of an $11\frac{1}{2}''$ Axle Rod that is free to slide in two $4\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips bolted across the centre of the frame. A Bush Wheel is secured on the Rod and one end of a length of Chain is attached to it. The Chain passes over a $\frac{3}{4}''$ Sprocket at the head of the model and is attached to a Spring, the lower end of which is anchored to the upper $4\frac{1}{2}''$ Double Angle Strip.

A 57-teeth Gear is carried on the same Rod as the Sprocket and meshes with a $\frac{1}{2}''$ Pinion on a Rod immediately beneath. This Pinion engages a second 57-teeth Gear that is in mesh with a $\frac{1}{2}''$ Pinion on the Rod carrying the pointer. When a load is placed on the platform the Chain causes the pointer to rotate, thus indicating the weight on the calibrated dial. The Spring returns the platform to the normal position against stops formed by Collars fixed on the handrails.



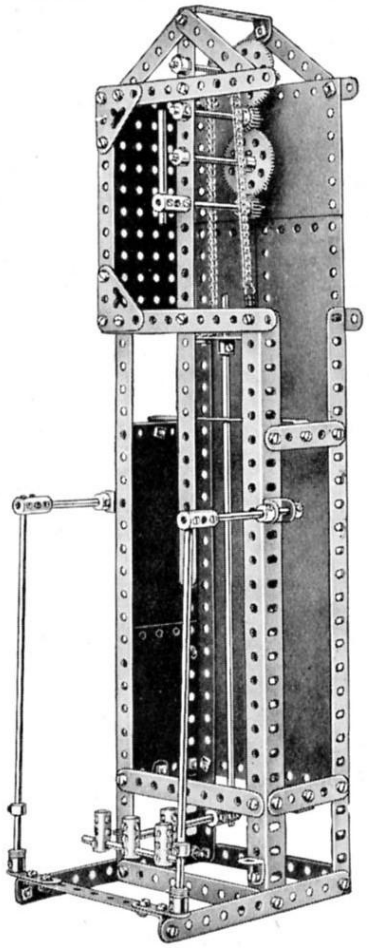


Fig. K1a

Parts required

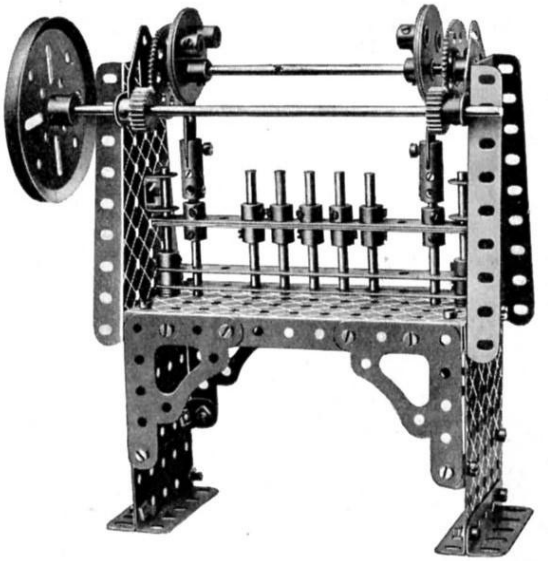
1	of No.	1
8	„ „	2
4	„ „	2a
4	„ „	4
4	„ „	5
1	„ „	6
4	„ „	8
1	„ „	9
2	„ „	9b
2	„ „	11
2	„ „	12
1	„ „	13
2	„ „	13a
6	„ „	16
1	„ „	16a
2	„ „	16b
1	„ „	24
2	„ „	26
2	„ „	27a
75	of No.	37
7	„ „	38
1	„ „	40
1	„ „	43
1	„ „	48a
3	„ „	48c
2	„ „	52
1	„ „	52a
13	„ „	59
2	„ „	62
8	of No.	63
12	„ „	94
1	„ „	96a
4	„ „	111c
4	„ „	133
2	„ „	194
8	„ „	195
2	„ „	197

Cardboard for dial.

K2. Punching Press

Parts required

5	of No.	2
2	„ „	6
2	„ „	9d
2	„ „	11
1	„ „	13a
1	„ „	14
9	„ „	17
1	„ „	19b
2	„ „	25
2	„ „	27a
34	„ „	37
6	„ „	38
2	„ „	48a
1	„ „	52
2	„ „	53
2	„ „	54a
18	„ „	59
2	„ „	63b
4	„ „	108
2	„ „	126a
2	„ „	130

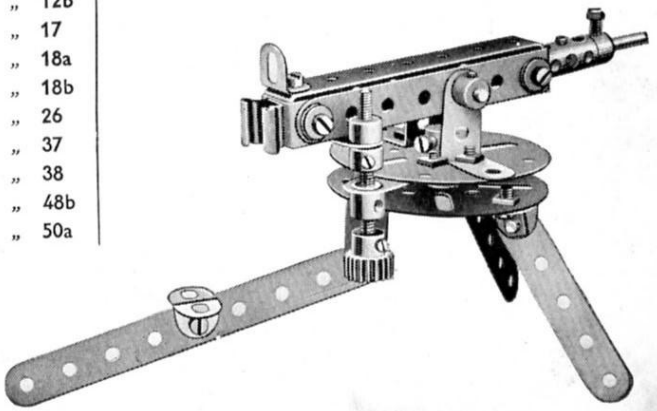


K3. Machine Gun

Parts required

1	of No.	2a
2	„ „	3
2	„ „	5
2	„ „	11
5	„ „	12
2	„ „	12a
2	„ „	12b
1	„ „	17
1	„ „	18a
1	„ „	18b
1	„ „	26
17	„ „	37
8	„ „	38
1	„ „	48b
1	„ „	50a
7	of No.	59
1	„ „	62a
1	„ „	63
1	„ „	81
2	„ „	109

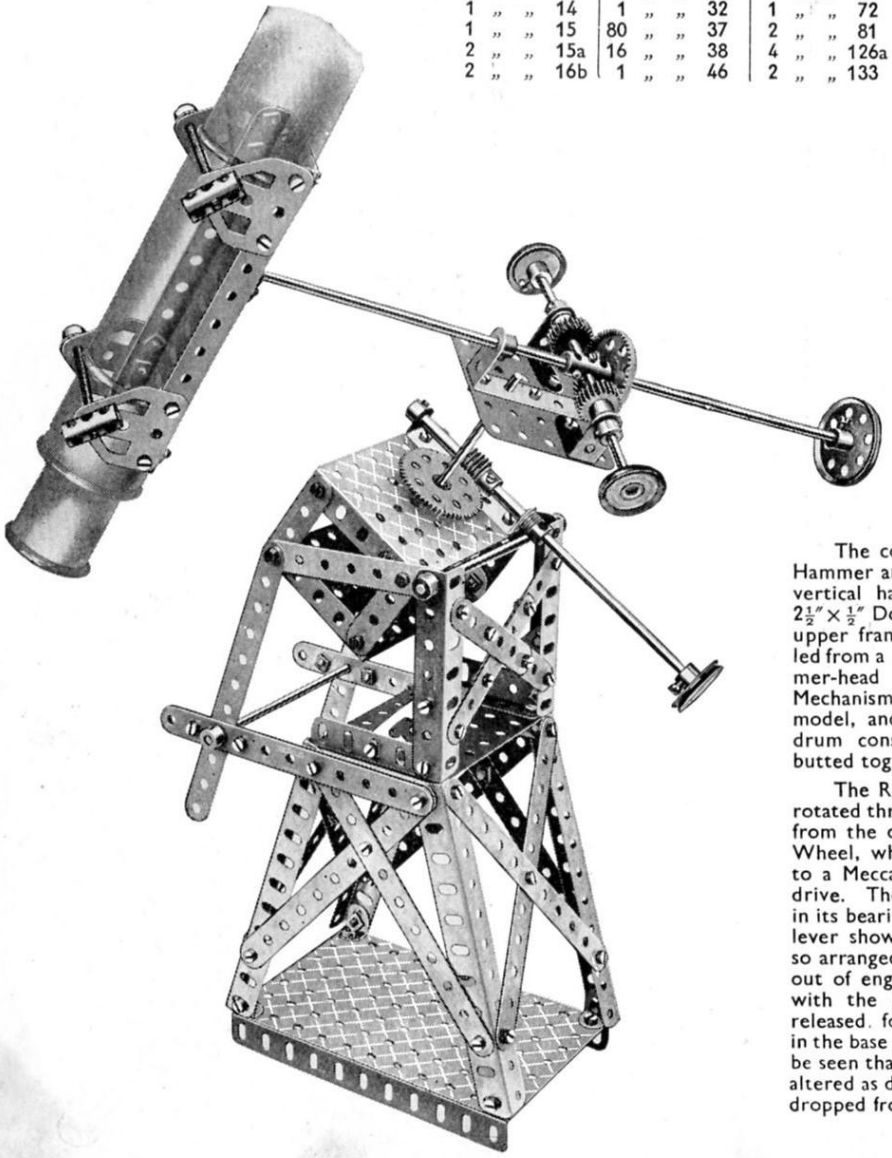
The gun barrel is elevated by turning the $\frac{1}{2}''$ Pinion Wheel that is secured to a 2" Screwed Rod. The Rod passes through the boss of a Threaded Crank that is secured to the upper Face Plate, and carries a Collar on each side of a $1'' \times \frac{1}{2}''$ Angle Bracket that is secured to the rear of the gun.



K4.
Equatorial Mounting

Parts required

4 of No. 2	4 of No. 4	8 of No. 9	1 of No. 21	1 of No. 48a
2 „ „ 3	4 „ „ 6	2 „ „ 9b	3 „ „ 22	1 „ „ 52a
	2 „ „ 6a	2 „ „ 9d	2 „ „ 24	3 „ „ 53
		4 „ „ 12	2 „ „ 25	9 „ „ 59
		2 „ „ 12a	1 „ „ 27a	2 „ „ 62
		1 „ „ 13	1 „ „ 28	3 „ „ 63
		1 „ „ 14	1 „ „ 32	1 „ „ 72
		1 „ „ 15	80 „ „ 37	2 „ „ 81
		2 „ „ 15a	16 „ „ 38	4 „ „ 126a
		2 „ „ 16b	1 „ „ 46	2 „ „ 133



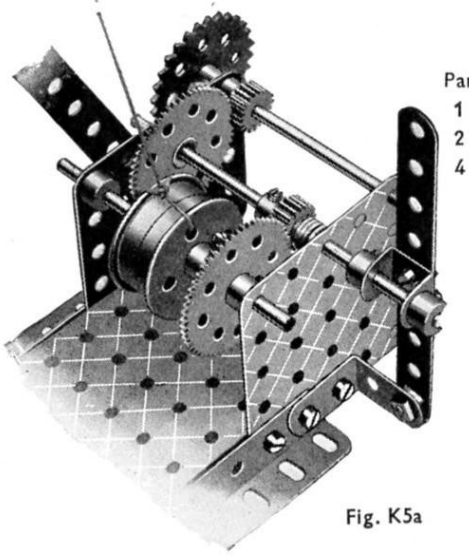
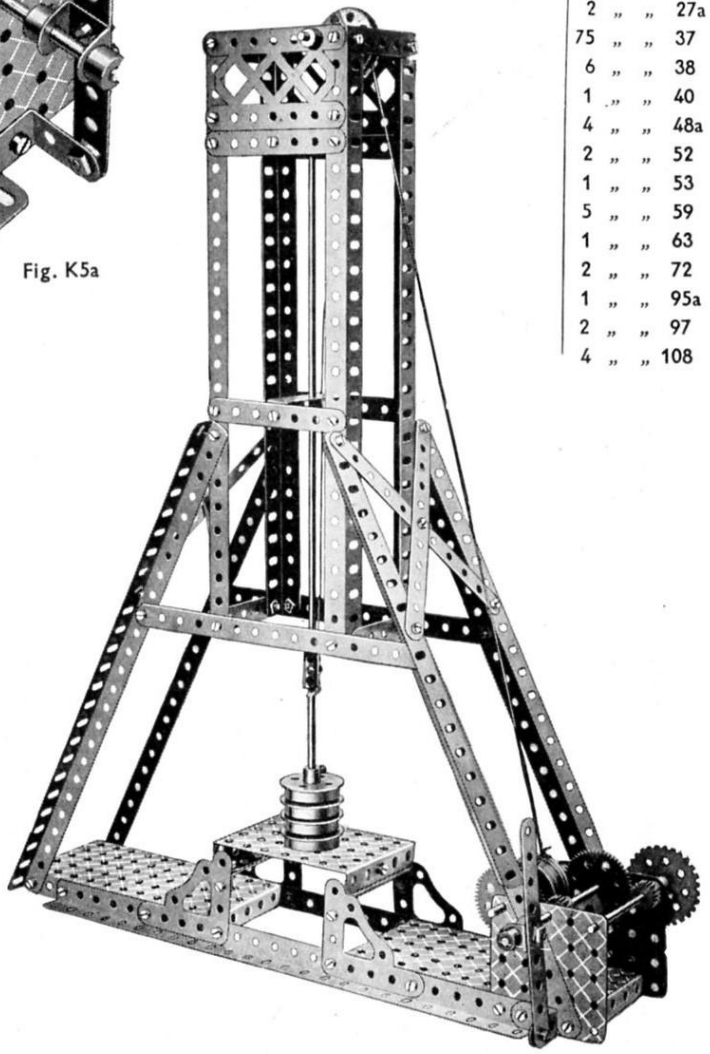


Fig. K5a

K5.
Drop Hammer

Parts required

1 of No. 1	4 „ „ 3	1 „ „ 11	1 of No. 15a
2 „ „ 1b	4 „ „ 5	1 „ „ 12a	4 „ „ 16
4 „ „ 2	10 „ „ 8	1 „ „ 13	6 „ „ 20
			1 „ „ 22a
			2 „ „ 24
			2 „ „ 26
			2 „ „ 27a
			75 „ „ 37
			6 „ „ 38
			1 „ „ 40
			4 „ „ 48a
			2 „ „ 52
			1 „ „ 53
			5 „ „ 59
			1 „ „ 63
			2 „ „ 72
			1 „ „ 95a
			2 „ „ 97
			4 „ „ 108



The constructional details of the Drop Hammer are shown in the illustration. The vertical hammer shaft is guided through $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips secured in the upper framework. The operating Cord is led from a point on the shaft near the hammer-head up to a guide Pulley (Standard Mechanism No. 30) situated at the top of the model, and thence down to the winding drum consisting of two Flanged Wheels butted together in the gear-box.

The Rod carrying the winding drum is rotated through a chain of reduction gearing from the driving shaft carrying a Sprocket Wheel, which may, of course, be coupled to a Meccano Motor or any other form of drive. The intermediate shaft is slidable in its bearings and is controlled by the hand lever shown in Fig. K5a. The gears are so arranged that they may be easily slipped out of engagement with the driving shaft, with the result that the hammer, being released, forcibly strikes the table secured in the base of the machine. From this it will be seen that the power of the blow may be altered as desired, since the hammer may be dropped from varying heights.

K6. Dutch Windmill

Parts required

12	of No. 1	2	of No. 52a
18	„ „ 2	2	„ „ 53
4	„ „ 3	5	„ „ 59
4	„ „ 4		
18	„ „ 5		
4	„ „ 8		
24	„ „ 12		
1	„ „ 14		
3	„ „ 16		
1	„ „ 21		
2	„ „ 22		
1	„ „ 24		
2	„ „ 26		
1	„ „ 27a		
1	„ „ 32		
124	„ „ 37		
2	„ „ 40		
2	„ „ 48a		
2	„ „ 52		

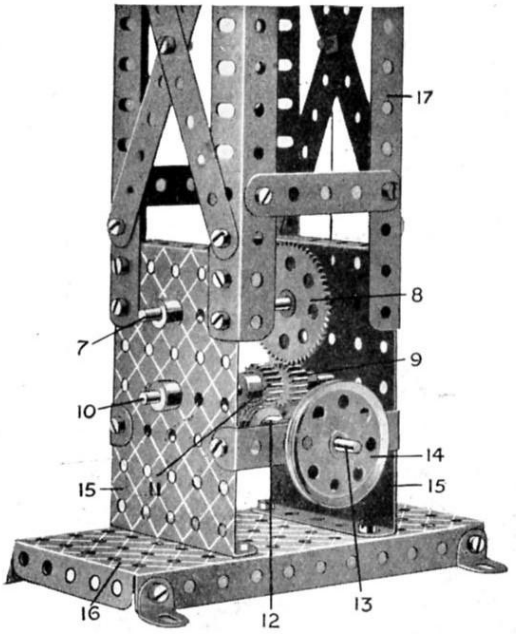
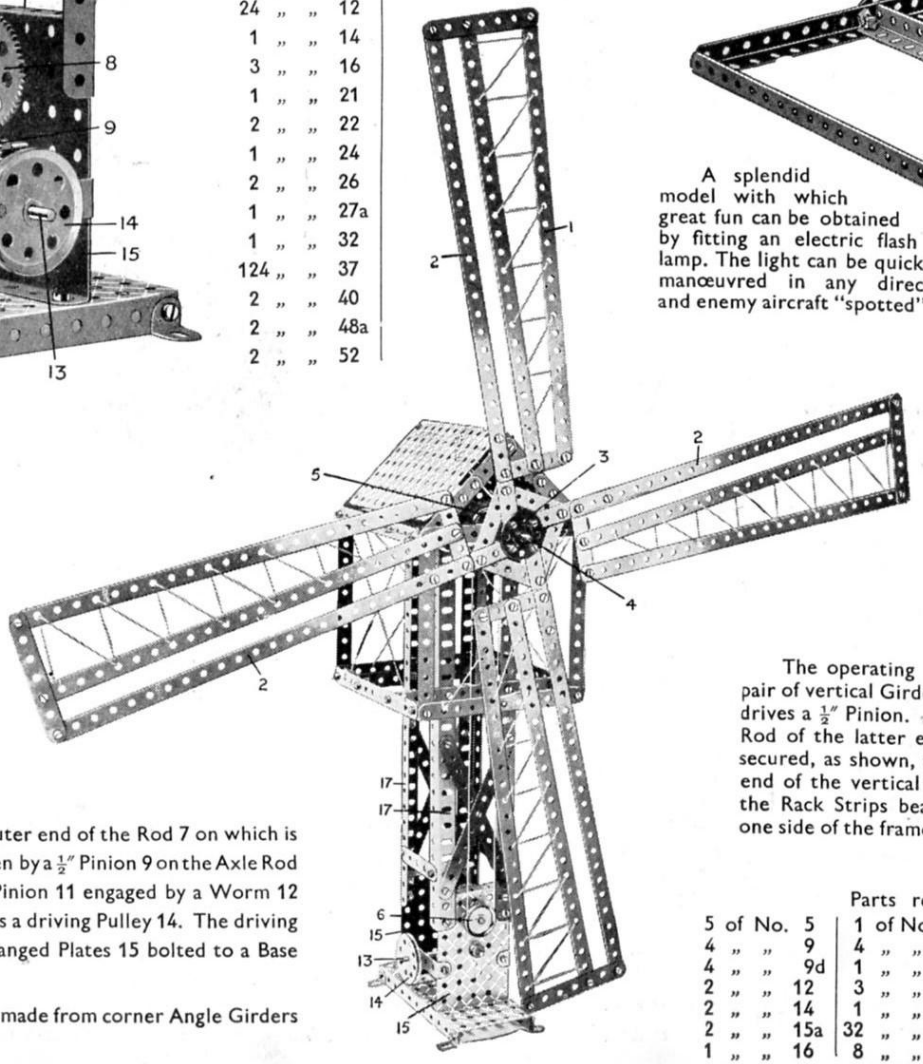


Fig. K6a



The construction of the sails 1 of the mill will be readily followed from the illustration. They are bolted to an inner strip frame 2 and to a Bush Wheel 3 fixed on a Rod 4, on which is also mounted a Pulley Wheel 5. The driving cord passes round this Pulley Wheel to a lower Pulley Wheel 6, the driving of which will be followed from Fig. K6a.

The Pulley Wheel 6 is on the outer end of the Rod 7 on which is fitted a 57-teeth Gear Wheel 8 driven by a $\frac{1}{2}$″ Pinion 9 on the Axle Rod 10. The Axle Rod carries also a $\frac{1}{2}$″ Pinion 11 engaged by a Worm 12 on the driving shaft 13 which carries a driving Pulley 14. The driving gear is enclosed in two $3\frac{1}{2}$″ × $2\frac{1}{2}$″ Flanged Plates 15 bolted to a Base Plate 16.

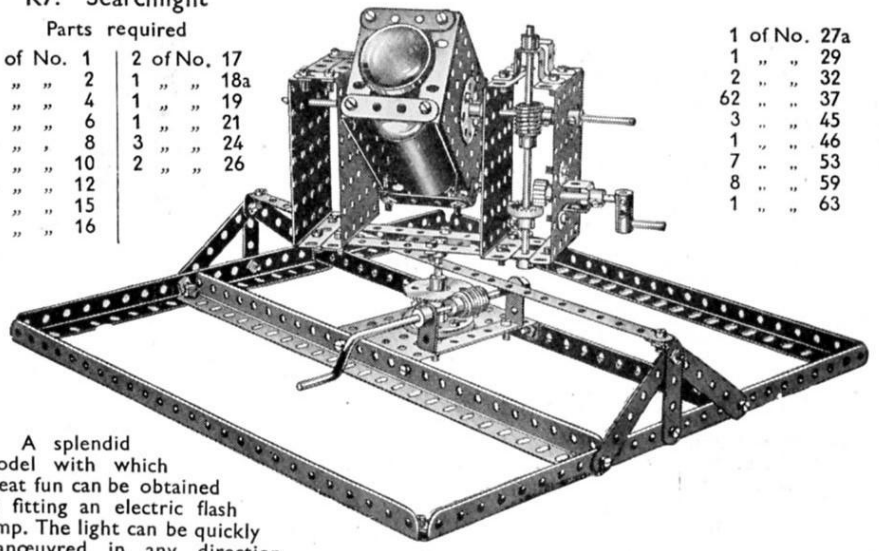
The vertical tower of the mill is made from corner Angle Girders 17 bolted to side Plates 15.

K7. Searchlight

Parts required

1	of No. 1	2	of No. 17
2	„ „ 2	1	„ „ 18a
4	„ „ 4	1	„ „ 19
6	„ „ 6	1	„ „ 21
6	„ „ 8	3	„ „ 24
2	„ „ 10	2	„ „ 26
6	„ „ 12		
1	„ „ 15		
1	„ „ 16		

1	of No. 27a		
1	„ „ 29		
2	„ „ 32		
62	„ „ 37		
3	„ „ 45		
1	„ „ 46		
7	„ „ 53		
8	„ „ 59		
1	„ „ 63		

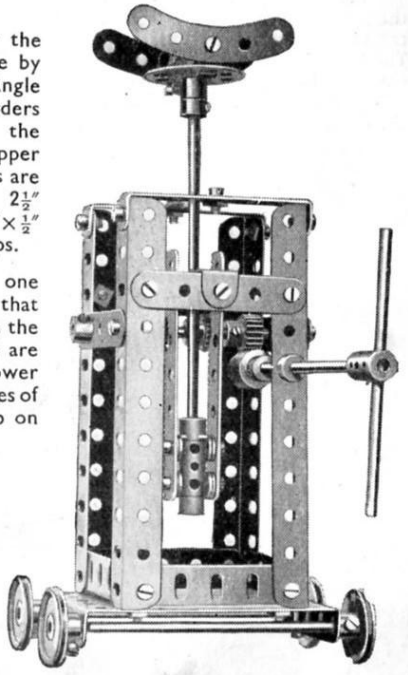


A splendid model with which great fun can be obtained by fitting an electric flash lamp. The light can be quickly manœuvred in any direction and enemy aircraft "spotted" at once.

K8. Jack

The frame for the model Jack is made by bolting four $5\frac{1}{2}$″ Angle Girders to $2\frac{1}{2}$″ Girders that are fixed to the base plate. The upper ends of the Girders are spaced apart by $2\frac{1}{2}$″ Strips and $2\frac{1}{2}$″ × $\frac{1}{2}$″ Double Angle Strips.

The operating handle is journalled in one pair of vertical Girders and carries a Worm that drives a $\frac{1}{2}$″ Pinion. Two similar Pinions on the Rod of the latter engage Rack Strips that are secured, as shown, to a Coupling at the lower end of the vertical sliding Rod. The edges of the Rack Strips bear against the $2\frac{1}{2}$″ Strip on one side of the frame.



Parts required

5	of No. 5	1	of No. 16b	3	of No. 48a
4	„ „ 9	4	„ „ 22	1	„ „ 53
4	„ „ 9d	1	„ „ 24	7	„ „ 59
2	„ „ 12	3	„ „ 26	2	„ „ 63
2	„ „ 14	1	„ „ 32	2	„ „ 90
2	„ „ 15a	32	„ „ 37	2	„ „ 110
1	„ „ 16	8	„ „ 38		

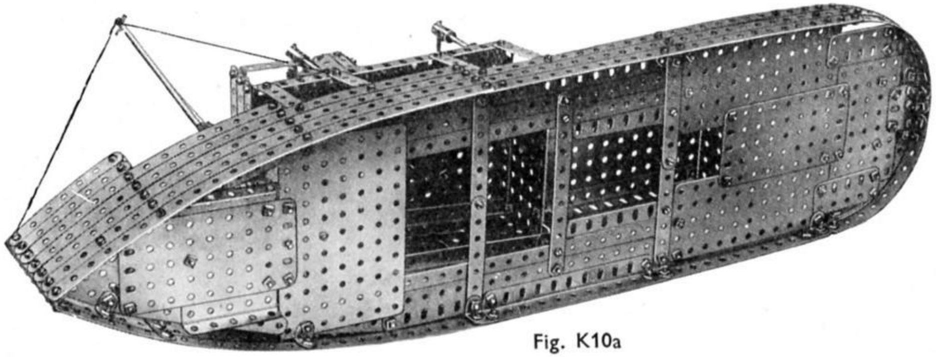
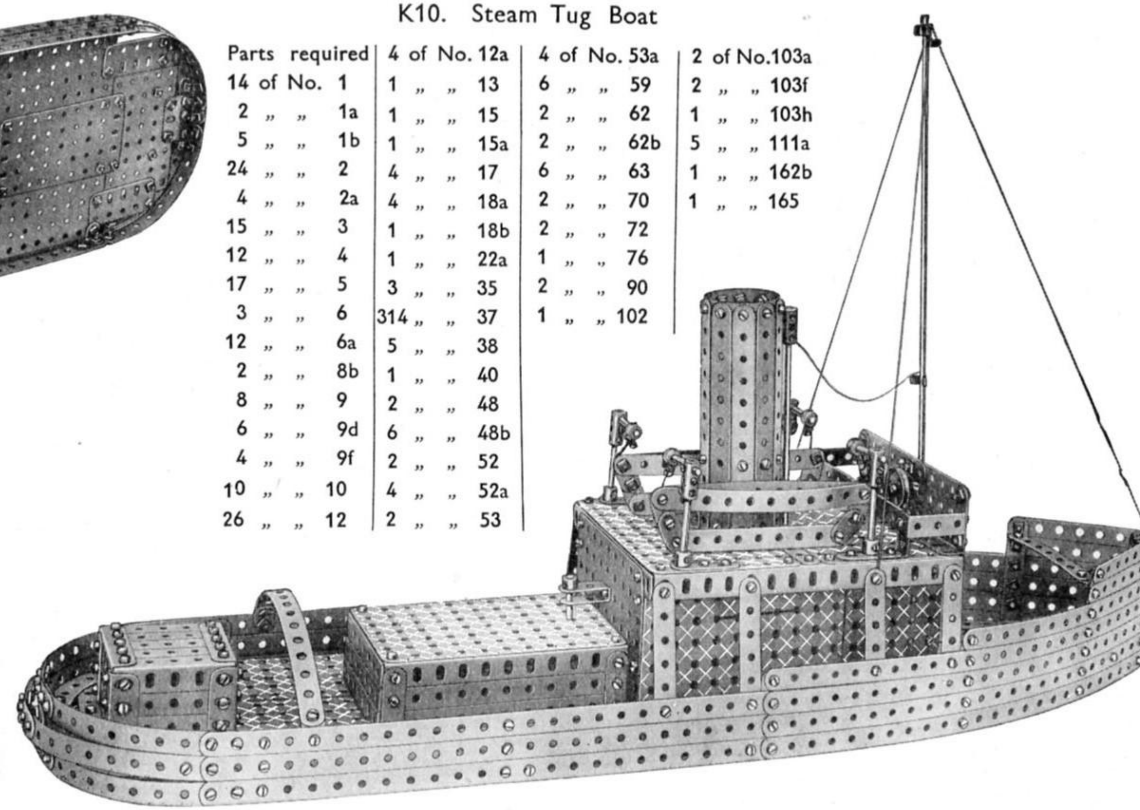


Fig. K10a

K10. Steam Tug Boat

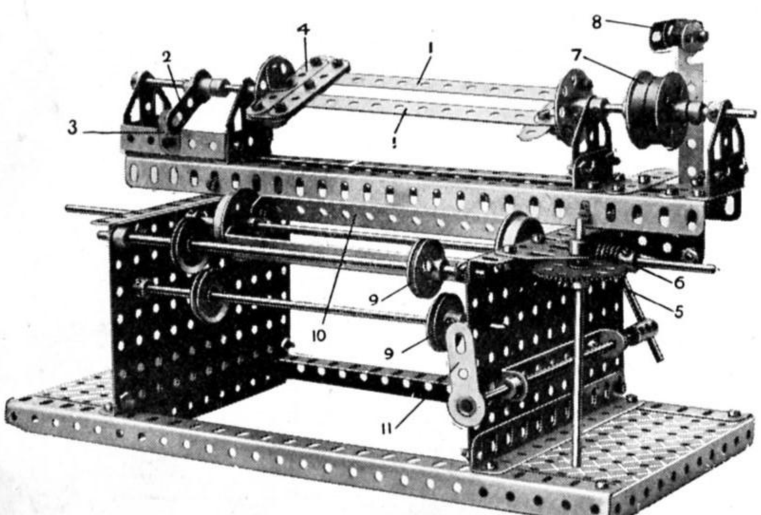
Parts required	4 of No. 12a	4 of No. 53a	2 of No.103a
14 of No. 1	1 „ „ 13	6 „ „ 59	2 „ „ 103f
2 „ „ 1a	1 „ „ 15	2 „ „ 62	1 „ „ 103h
5 „ „ 1b	1 „ „ 15a	2 „ „ 62b	5 „ „ 111a
24 „ „ 2	4 „ „ 17	6 „ „ 63	1 „ „ 162b
4 „ „ 2a	4 „ „ 18a	2 „ „ 70	1 „ „ 165
15 „ „ 3	1 „ „ 18b	2 „ „ 72	
12 „ „ 4	1 „ „ 22a	1 „ „ 76	
17 „ „ 5	3 „ „ 35	2 „ „ 90	
3 „ „ 6	314 „ „ 37	1 „ „ 102	
12 „ „ 6a	5 „ „ 38		
2 „ „ 8b	1 „ „ 40		
8 „ „ 9	2 „ „ 48		
6 „ „ 9d	6 „ „ 48b		
4 „ „ 9f	2 „ „ 52		
10 „ „ 10	4 „ „ 52a		
26 „ „ 12	2 „ „ 53		



K9. Linen Winder

Parts required	7 of No. 12	2 of No. 24	1 of No. 48b
2 of No. 2	1 „ „ 13	1 „ „ 27a	2 „ „ 48d
1 „ „ 2a	2 „ „ 13a	1 „ „ 32	2 „ „ 52
8 „ „ 5	1 „ „ 14	66 „ „ 37	2 „ „ 52a
4 „ „ 8	1 „ „ 15a	2 „ „ 37a	16 „ „ 59
4 „ „ 9	2 „ „ 16	1 „ „ 37b	2 „ „ 62
4 „ „ 9f	1 „ „ 16a	6 „ „ 38	2 „ „ 63
6 „ „ 10	4 „ „ 20	1 „ „ 44	5 „ „ 126a
1 „ „ 11	4 „ „ 22	1 „ „ 48a	

In order to disengage the winding frame bars 1 the Crank 2 is lifted clear of the stop 3 and drawn back, this action disengaging the end cross Strips 4 from the tips of the frame bars 1 and permitting the wound linen to be removed. The Gear Wheel 5 engaging the Worm 6 forms a counter. The belt pulley consists of two 1⅛″ Flanged Wheels, one fixed and one free, and the driving belt is guided from one to the other by the Flat Brackets 8 controlled by the Crank 11.



The funnel comprises ten 5½″ Strips bolted to a Boiler, which is compressed so that the edges overlap three holes, and it is secured to the superstructure by two ½″ × ½″ and one 1″ × 1″ Angle Brackets. The sides of the superstructure each consist of a 5½″ × 2½″ Flanged Plate and a 2½″ × 2½″ Flat Plate bolted end to end with a 7½″ Strip secured along the bottom. A 4½″ × 2½″ Flat Plate is bolted across the end flanges of the 5½″ × 2½″ Plates at the rear, and at the forward end of the superstructure a 3½″ × 2½″ Flanged Plate and two 3½″ × ½″ Double Angle Strips are secured.

The steam whistle is represented by a Coupling which is held to the funnel by a bolt screwed into its centre tapped hole. A Rod secured in the Coupling and passed through a hole in the deck of the superstructure, represents the steam pipe.

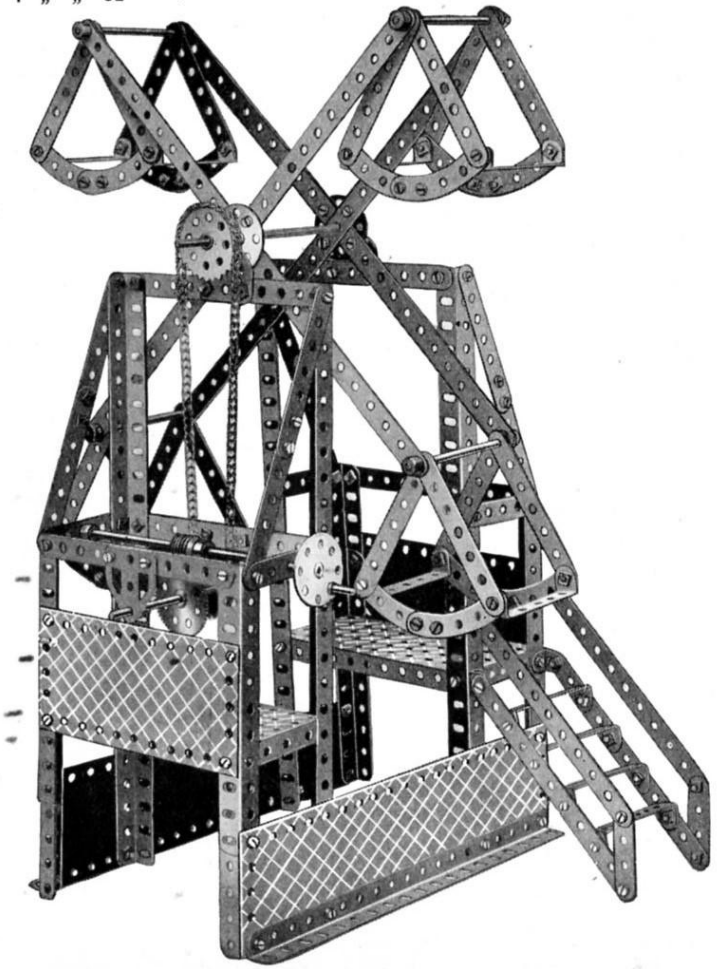
The mast consists of an 11½″ Rod extended at its lower end by a 4½″ Rod held in a Coupling. The latter is secured by means of a Bolt passed through the 5½″ Angle Girder of the bridge and inserted in its lower tapped hole, while the 4½″ Rod is passed through the deck of the model. A ½″ Bolt carries a 1″ loose Pulley and a " spider " (removed from a Swivel Bearing), and is screwed into the upper tapped hole of the Coupling. Four ½″ Bolts are screwed into the tapped bores of the " spider."

The lifeboats, of which there are two, are constructed very simply, two 5½″ Strips that are bolted together at each end and bent to form the gunwales, being connected by means of Flat Brackets to a lower 4½″ Strip that forms the keel. Each completed boat is secured to its respective davits by two short lengths of cord.

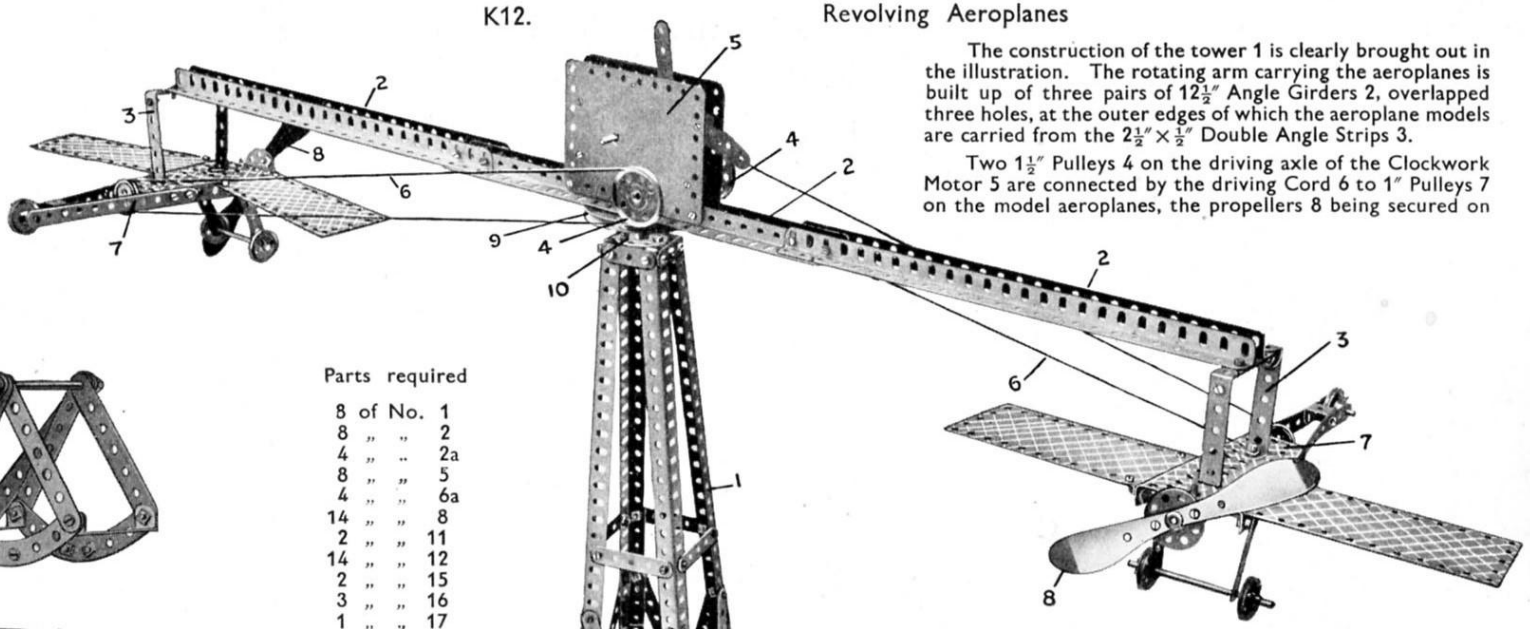
K11. Fly Boats

Parts required

4	of No.	1	15	of No.	37
9	„ „	2	24	„ „	38
24	„ „	3	12	„ „	48a
4	„ „	5	2	„ „	52
2	„ „	6	12	„ „	59
4	„ „	8	16	„ „	90
2	„ „	8a	18″	„ „	94
8	„ „	9	1	„ „	95a
4	„ „	12	1	„ „	96
2	„ „	14	1	„ „	115
5	„ „	16	4	„ „	126a
3	„ „	24	2	„ „	195
1	„ „	27a	2	„ „	196
1	„ „	32			



K12. Revolving Aeroplanes



The construction of the tower 1 is clearly brought out in the illustration. The rotating arm carrying the aeroplanes is built up of three pairs of 12½″ Angle Girders 2, overlapped three holes, at the outer edges of which the aeroplane models are carried from the 2½″ × ½″ Double Angle Strips 3.

Two 1½″ Pulleys 4 on the driving axle of the Clockwork Motor 5 are connected by the driving Cord 6 to 1″ Pulleys 7 on the model aeroplanes, the propellers 8 being secured on the other ends of the Rods of these Pulleys 7. Therefore, when the Motor is running, the revolving propellers cause the arm 2 bolted to the 3″ Pulley 9 to swing round. This 3″ Pulley is secured to a short Rod which passes through the Bush Wheel 10 bolted on the top of the tower 1.

Parts required

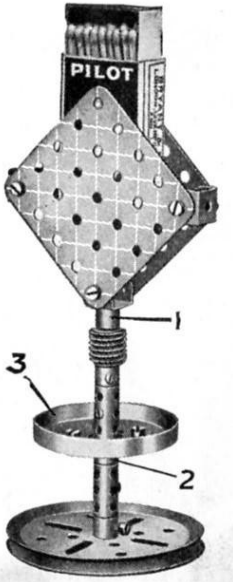
8	of No.	1
8	„ „	2
4	„ „	2a
8	„ „	5
4	„ „	6a
14	„ „	8
2	„ „	11
14	„ „	12
2	„ „	15
3	„ „	16
1	„ „	17
2	„ „	18b
1	„ „	19b
2	„ „	21
4	„ „	22
4	„ „	22a
3	„ „	24
4	„ „	35
122	„ „	37
8	„ „	38
1	„ „	40
4	„ „	41
6	„ „	48a
2	„ „	54a
2	„ „	59
4	„ „	195

No. 2 Clockwork Motor (not included in Outfit)

K13. Ash-Tray and Match Holder

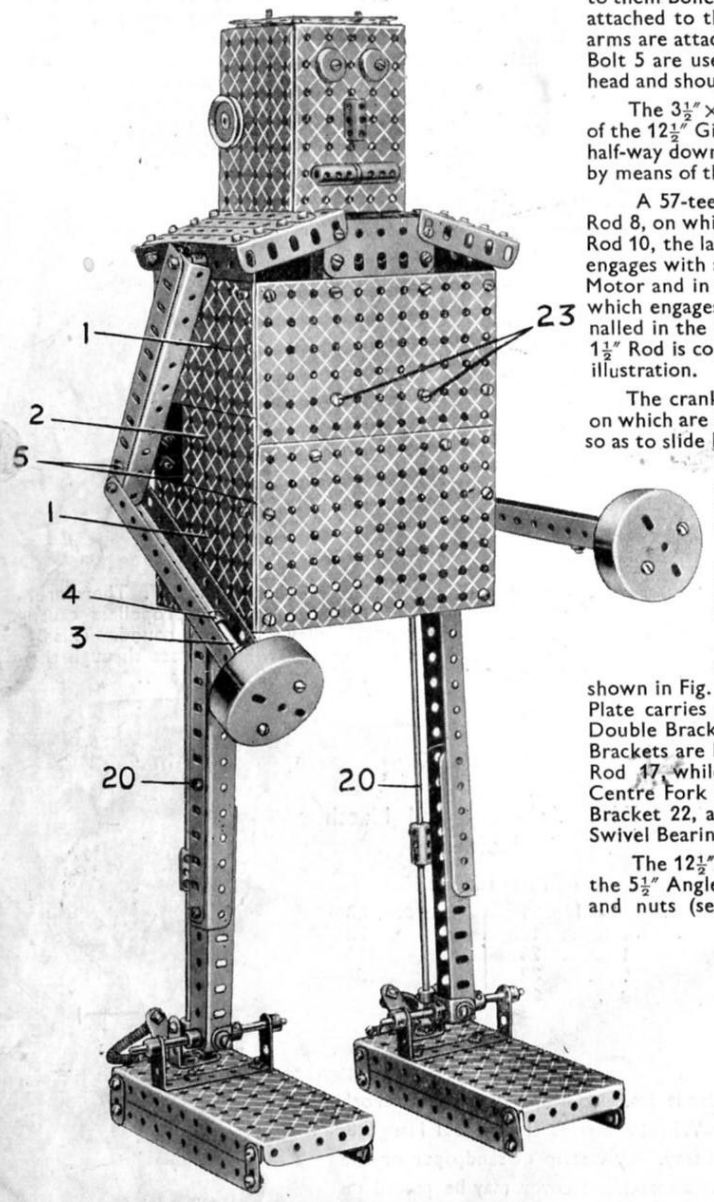
Parts required

2	of No.	11	2	of No.	63
1	„ „	19b	2	„ „	72
1	„ „	24	1	„ „	116
1	„ „	32	1	„ „	137
10	„ „	37			



The matchbox holder is fixed to the pedestal by a Fork Piece 1, and a Bush Wheel 2 carries the Wheel Flange 3, which forms the ash-tray. A strip of sandpaper or the roughened portion of a matchbox cover may be pasted on each of the Flat Plates to facilitate the striking of the matches.

K14.
Robot (or Mechanical Man)



This general view of the Robot gives a good idea of the appearance of the finished model and shows the main details of construction.

The front and back of the body are built up from four $5\frac{1}{2}'' \times 3\frac{1}{2}''$ Flat Plates and are joined together at the sides by means of $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates 1 and $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flat Plates 2. The $5\frac{1}{2}''$ Angle Girders forming the arms have attached to them Boiler Ends, inside which are 2" Pulleys, the "fists" so formed being attached to the arms by means of $2\frac{1}{2}''$ Rods 3 and Collars 4. The complete arms are attached by $\frac{3}{4}''$ Bolts to the shoulders, and an Angle Bracket and a $\frac{1}{2}''$ Bolt 5 are used to secure each elbow to the body. The construction of the head and shoulders will be seen in Fig. K14a.

The $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates forming the head are bolted to the top ends of the $12\frac{1}{2}''$ Girders 6. These Girders run from the top of the head to a point half-way down the body, and also support the Electric Motor, which is attached by means of the $2\frac{1}{2}''$ Flat Girders 7.

A 57-teeth Gear and $\frac{1}{2}''$ Pinion connect the armature spindle to the $2\frac{1}{2}''$ Rod 8, on which is fixed a Worm 9. This engages with a $\frac{1}{2}''$ Pinion 12 on the Rod 10, the latter also carrying two loose Coupings 11 and 11a. The Pinion 12 engages with a $\frac{3}{4}''$ Contrate 13 on a $1\frac{1}{2}''$ Rod journalled in the side plate of the Motor and in the lower loose Coupling 11. This Rod also carries a $\frac{1}{2}''$ Pinion which engages with the 57-teeth Gear 14 that is mounted on a $1\frac{1}{2}''$ Rod journalled in the Motor side plate and in the top loose Coupling 11a. The latter $1\frac{1}{2}''$ Rod is connected to the crankshaft 15 by Sprocket Chain as shown in the illustration.

The crankshaft carries two Bush Wheels 21 that are fitted with $\frac{3}{4}''$ Bolts on which are mounted loose Pulleys 16. These Pulleys are spaced by Washers so as to slide between the two $12\frac{1}{2}''$ Angle Girders forming each leg. A short Rod engaging with one of the holes in the reversing handle of the Motor is fixed to the Rod holding the "ears" by means of a Coupling and is held in place by two Collars. This forms an easy means of stopping and starting the model.

The Motor unit may now be fixed in place. This is accomplished by bolting the two $12\frac{1}{2}''$ Angle Girders to the back of the body and the flanges of the Motor to the front. Two $\frac{1}{2}''$ Bolts 23 spaced by Washers are used to secure the flanges.

The feet should next be made, both being constructed similarly. A $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate is raised on $5\frac{1}{2}''$ Strips as shown in Fig. K14b and a $2\frac{1}{2}'' \times 1''$ Double Angle Strip bolted to the top of the Plate carries a $2\frac{1}{2}''$ Rod. Two $5\frac{1}{2}''$ Angle Girders connected together by a Double Bracket are held in place on this Rod by Collars. Two $1'' \times 1''$ Angle Brackets are bolted to the rear end of the foot as shown. One carries a $3\frac{1}{2}''$ Rod 17, while a Swivel Bearing 8 attached to the other by a $\frac{3}{4}''$ Bolt carries a Centre Fork 19, which is held against the ground by the Spring 20. A Flat Bracket 22, attached loosely by Set Screws to the "spider" and boss of the Swivel Bearing, prevents excessive movement of the Centre Fork.

The $12\frac{1}{2}''$ Angle Girders forming the upper parts of the legs are bolted to the $5\frac{1}{2}''$ Angle Girders of the feet and the complete legs are pivoted by bolts and nuts (see Standard Mechanism No. 1) immediately below the $\frac{3}{4}''$ bolts holding the arms. The $3\frac{1}{2}''$ Rod 17 is connected to an $11\frac{1}{2}''$ Rod 20 by means of a Coupling, the Rod 20 being pivoted one inch to the rear of the leg pivot as follows: A bolt is passed through the Plate 1 and inserted in the tapped hole of a Collar on the upper end of the Rod 20, and the bolt is screwed home until the Collar is fast on the Rod, leaving the bolt free to turn in the Plate. These Rods 20 ensure that the foot always remains parallel to the ground, to facilitate walking.

When the Motor is started the figure moves first one foot forward and then the other. Backward movement of the feet is prevented by the Centre Forks 19 which grip the ground.

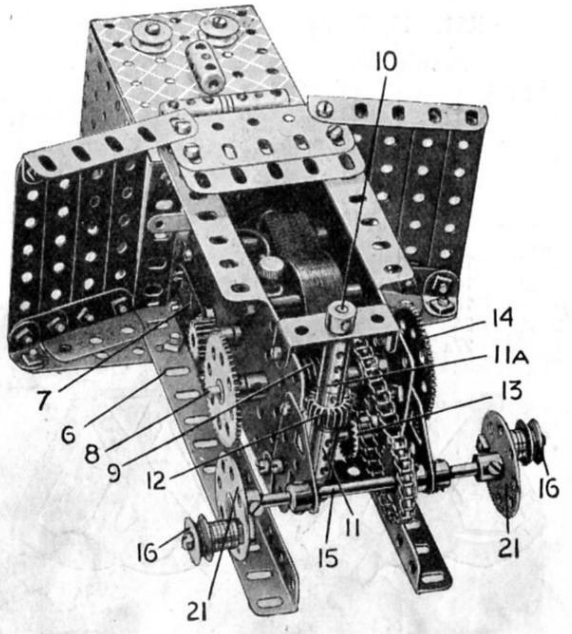


Fig. K14a

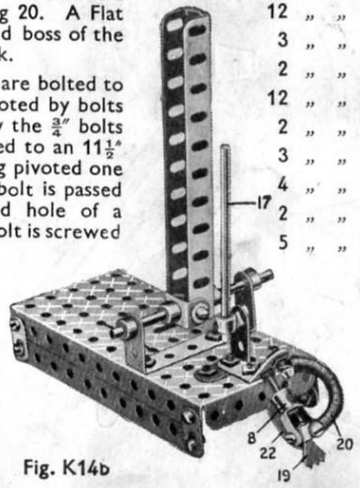


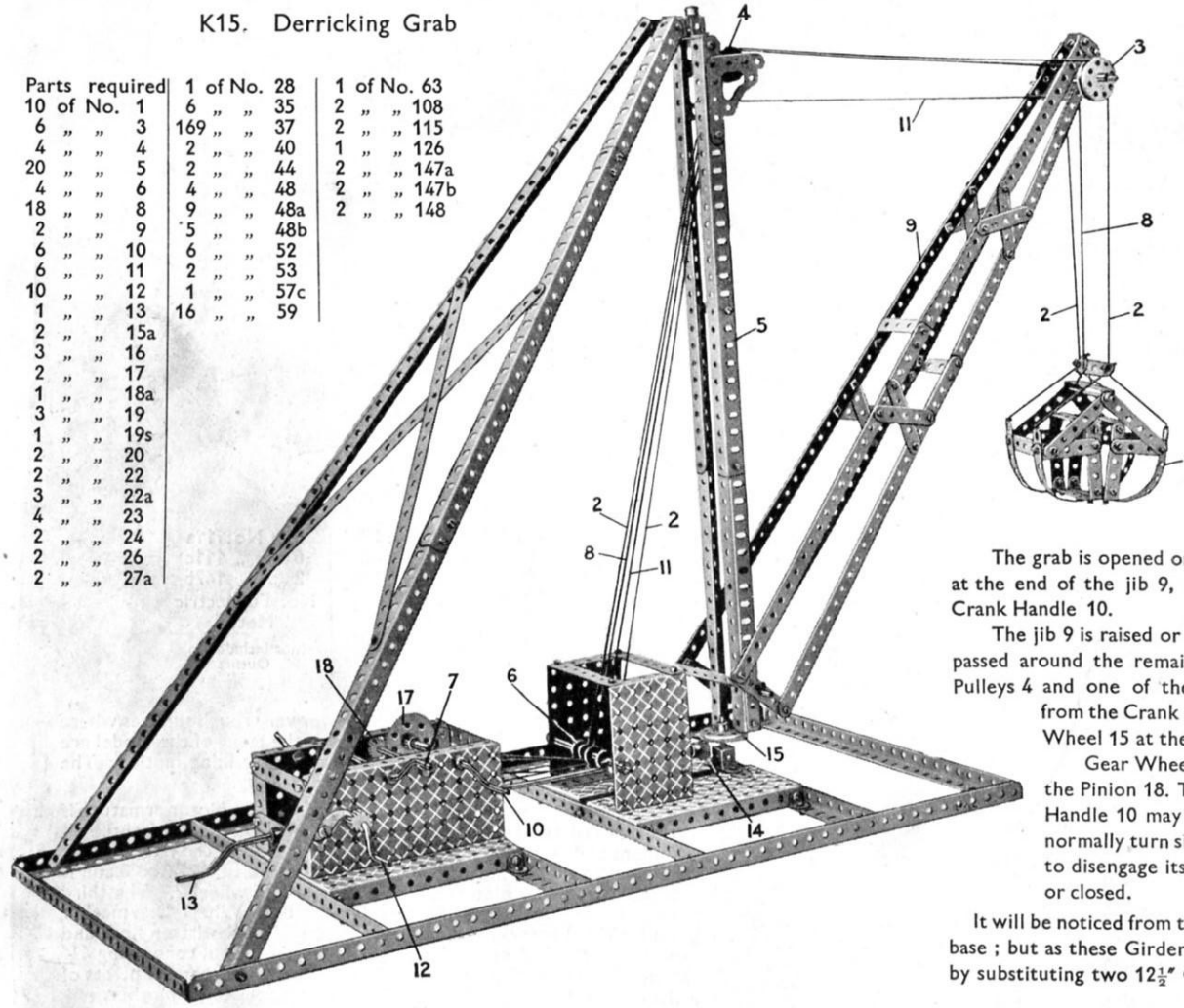
Fig. K14b

Parts required		3 of No.	16a	4 of No.	52a
28 of No.	2	2 „ „	16b	7 „ „	53
10 „ „	3	1 „ „	17	1 „ „	53a
4 „ „	8	2 „ „	18b	23 „ „	59
2 „ „	8b	2 „ „	20	8 „ „	63
12 „ „	9	4 „ „	20a	2 „ „	65
3 „ „	9d	2 „ „	22	2 „ „	70
2 „ „	9f	4 „ „	23	1 „ „	72
12 „ „	10	2 „ „	24	6" „ „	94
2 „ „	11	3 „ „	26	1 „ „	96
3 „ „	12	2 „ „	27a	1 „ „	96a
4 „ „	12a	1 „ „	29	2 „ „	103f
2 „ „	13	1 „ „	32	8 „ „	111
5 „ „	16	114 „ „	37	4 „ „	111a
		15 „ „	37a	6 „ „	111c
		31 „ „	38	2 „ „	126a
		2 „ „	43	2 „ „	162a
		2 „ „	46	2 „ „	165
		1 „ „	48		
		2 „ „	52		

No. E6 Electric Motor
(not included in Outfit)

K15. Derricking Grab

Parts required					
10 of No. 1	1 of No. 28		1 of No. 63		
6 „ „ 3	6 „ „ 35		2 „ „ 108		
4 „ „ 4	169 „ „ 37		2 „ „ 115		
20 „ „ 5	2 „ „ 40		1 „ „ 126		
4 „ „ 6	2 „ „ 44		2 „ „ 147a		
18 „ „ 8	4 „ „ 48		2 „ „ 147b		
2 „ „ 9	9 „ „ 48a		2 „ „ 148		
6 „ „ 10	5 „ „ 48b				
6 „ „ 11	6 „ „ 52				
10 „ „ 12	2 „ „ 53				
1 „ „ 13	1 „ „ 57c				
2 „ „ 15a	16 „ „ 59				
3 „ „ 16					
2 „ „ 17					
1 „ „ 18a					
3 „ „ 19					
1 „ „ 19s					
2 „ „ 20					
2 „ „ 22					
3 „ „ 22a					
4 „ „ 23					
2 „ „ 24					
2 „ „ 26					
2 „ „ 27a					



The grab 1 is suspended by Cords 2 which pass over the Pulleys 3 and round the outer pulleys of a set of four 4 at the head of the standard 5. The cords continue down and under the outer pulleys of a set of smaller Pulleys 6 and are wound on a Crank Handle 7. They are connected by a Spring Clip on the Crank Handle. Care should be taken to see that, when winding up, the double lapping of each cord on the rod occurs simultaneously, as otherwise the grab will cant over.

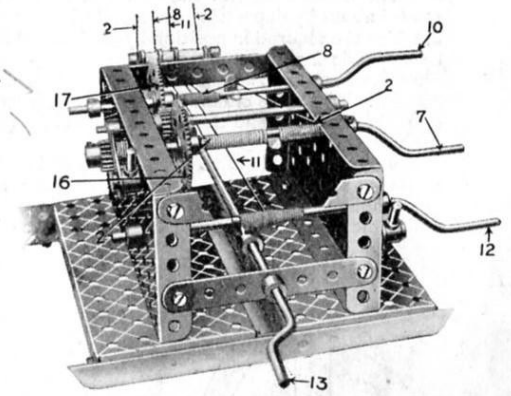


Fig. K15a

The grab is opened or closed by the Cord 8 which, after passing over one of two inner Pulleys at the end of the jib 9, passes over another of the four Pulleys 4 and one of the Pulleys 6 to the Crank Handle 10.

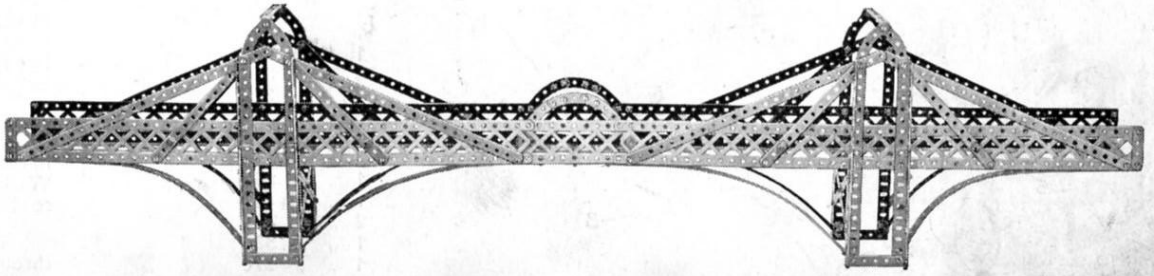
The jib 9 is raised or lowered by the Cord 11 which is secured to the standard 5, and having passed around the remaining inner pulley at the jib-end is passed back and around one of the four Pulleys 4 and one of the Pulleys 6 to the Crank Handle 12. The swinging of the jib is effected from the Crank Handle 13 on the end of a Rod, on which is a $\frac{1}{2}$" Pinion 14 engaging a Contrate Wheel 15 at the foot of the standard 5.

Gear Wheels 16 and 17 are fixed on the Crank Handles 7 and 10 and are connected by the Pinion 18. The Crank Handle 7 is fixed against longitudinal movement, but the Crank Handle 10 may be slid to disengage the Gear 17 and Pinion 18. The Handles 7 and 10 normally turn simultaneously for raising and lowering the grab, but if the Handle 10 is slid to disengage its Gear Wheel from the Pinion 18 and the Handle turned, the grab is opened or closed.

It will be noticed from the illustration that $24\frac{1}{2}$" Angle Girders have been used as side-members in the base ; but as these Girders are not included in the K Outfit, they may be dispensed with, if desired, by substituting two $12\frac{1}{2}$" Girders, bolted end to end, along each side of the base frame.

K16. Cantilever Bridge

Parts required		
16 of No. 1	8 of No. 6a	2 of No. 48b
16 „ „ 2	8 „ „ 8	14 „ „ 90
3 „ „ 3	18 „ „ 9	8 „ „ 99
4 „ „ 5	8 „ „ 12	2 „ „ 100
4 „ „ 6	136 „ „ 37	

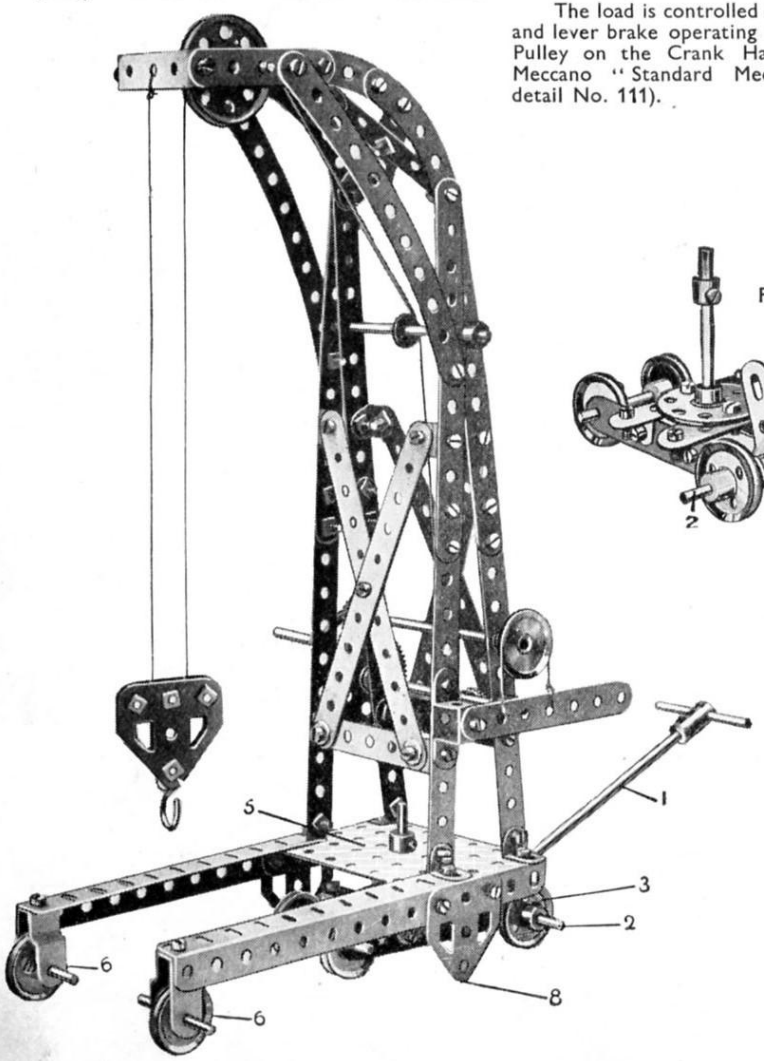


K17. Portable Crane

The construction of the tower is quite clear from the illustration. The crane is moved about by depressing the handle 1 carrying an Axle 2 for the 1″ loose Pulley Wheels 3, which are secured in position by Collars and Set Screws. A pair of Cranks 4 are secured to the Axle 2 and are arranged to bear against the underface of the $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate 5, when the handle is depressed, and lift the crane so that it then runs on the Wheels 3 and 6. When the crane is brought to rest its weight forces down the Cranks 4 which raise the handle 1, and the tips 8 of the Flat Trunnions together with the Wheels 6 then support the crane.

A Crank Handle carries a $\frac{1}{2}''$ Pinion and a 1″ Pulley Wheel and drives a 57-teeth Gear on the hoisting shaft. The hoisting cord passes round a $\frac{1}{2}''$ loose Pulley Wheel serving as a guide pulley, and over the $1\frac{1}{2}''$ Pulley before being passed through the single sheave pulley block and tied to the head of the crane.

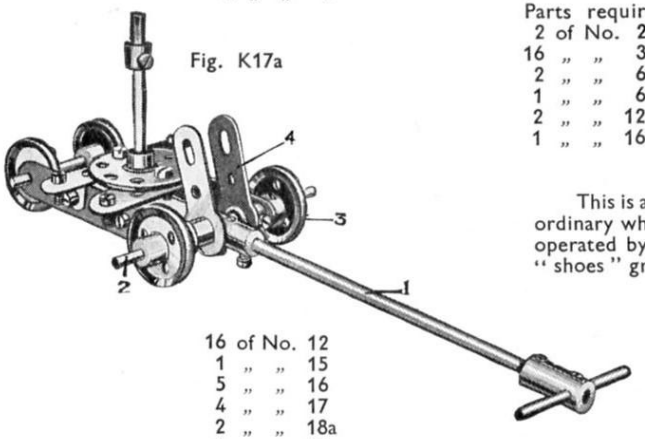
The load is controlled by a strap and lever brake operating on the 1″ Pulley on the Crank Handle (see Meccano "Standard Mechanisms," detail No. 111).



Parts required

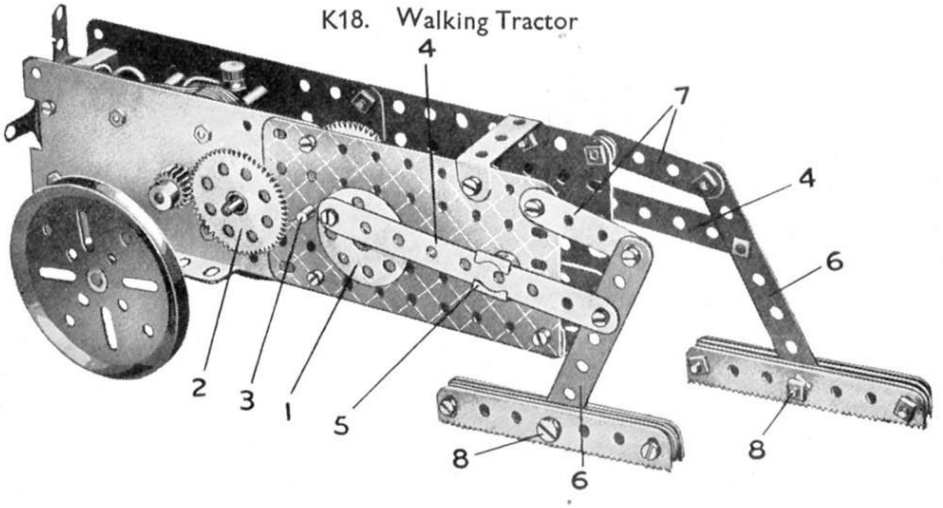
12	of No.	2
3	„ „	3
6	„ „	5
2	„ „	9

Fig. K17a



16	of No.	12
1	„ „	15
5	„ „	16
4	„ „	17
2	„ „	18a
1	„ „	19
1	„ „	21
5	„ „	22
2	„ „	22a
2	„ „	23
1	„ „	24
1	„ „	26
1	„ „	27a
74	„ „	37
4	„ „	37a
16	„ „	38
1	„ „	40
2	„ „	44
1	„ „	45
1	„ „	48
2	„ „	48a
1	„ „	53
1	„ „	57c

K18. Walking Tractor



Parts required		
2	of No.	2a
16	„ „	3
2	„ „	6
1	„ „	6a
2	„ „	12
1	„ „	16
2	of No.	16a
1	„ „	17
2	„ „	19b
2	„ „	24
3	„ „	26
3	„ „	27a
12	„ „	37
2	of No.	38
1	„ „	48
2	„ „	50a
2	„ „	53a
1	„ „	59
2	„ „	110
4	„ „	111
6	of No.	111a
6	„ „	111c
2	„ „	147b
No. E6 Electric Motor (not included in Outfit)		

This is a model of a machine designed to travel over very rough surfaces where ordinary wheeled vehicles could not pass. The legs at the front of the model are operated by the Electric Motor and move with a peculiar walking motion. The "shoes" grip the uneven ground and draw the tractor along.

The gear train, by which the motion from the Motor armature is transmitted to the "legs" of the machine, consists of three $\frac{1}{2}''$ Pinions and three 57-teeth Gear Wheels. One of the latter can be seen at 2; the second 57-teeth Gear is secured to a 2″ Rod 3 and is rotated by a $\frac{1}{2}''$ Pinion secured to the shaft of wheel 2. The third Gear is fixed to the 2″ Rod carrying the Bush Wheel 1. Another Bush Wheel is secured to the opposite end of the latter Rod, and these two Bush Wheels actuate the legs by means of connecting $4\frac{1}{2}''$ Strips 4. The Bush Wheels should be arranged so that the pivots of the connecting Strips 4 are placed at 180 degrees to each other.

The Strips 4 slide to and fro in Eye Pieces 5, which are secured to the shanks of $\frac{3}{8}''$ Bolts that are free to turn in the side Plates of the model. The Strips are pivoted to the $3\frac{1}{2}''$ Strips 6 forming the legs, by means of bolts and locknuts, and their other ends are pivoted by the same method to the Bush Wheels 1. The legs are pivoted at their upper ends to two 2″ Strips 7, and the latter are pivoted to the side Plates.

Each of the "shoes" consists of a $3\frac{1}{2}''$ Rack Strip and seven $3\frac{1}{2}''$ Strips—the latter being used to increase the weight of the shoes. The Strips 6 are inserted in the centres of the shoes and Pivot Bolts 8 are passed through their end holes. Washers should be placed on the $\frac{1}{2}''$ Bolts securing the ends of the shoes together, so that the shoes are quite free to move about the Pivot Bolts 8.

The Motor is mounted on 3″ Pulley Wheels, the axle of which is journalled through Angle Brackets bolted beneath the Motor.

K19. Crane

The travelling base, shown separately in Fig. K19a, should be constructed and fitted with the operating mechanism before the superstructure is mounted over it. A No. E6 Electric Motor is bolted to one of the $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates, and two $4\frac{1}{2}''$ Angle Girders, bolted between the remaining two Plates, carry $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flat Plates between which the mechanism is housed. The Plates are connected together at the top by $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips.

A $\frac{1}{2}''$ Pinion on the Motor armature shaft drives a 57-teeth Gear on the Rod of which is a $\frac{3}{4}''$ Pinion driving a 50-teeth Gear, the latter being carried on a $2\frac{1}{2}''$ Rod that is fitted with a $\frac{3}{4}''$ Sprocket Wheel. The Sprocket transmits the drive through a short Chain to another similar Sprocket on a $3\frac{1}{2}''$ Axle Rod carrying a $\frac{1}{2}''$ Pinion. The Pinion is in constant mesh with a similar Pinion immediately beneath it, and the latter engages a third $\frac{1}{2}''$ Pinion on a sliding $4\frac{1}{2}''$ Rod the movement of which is controlled by a lever. A $3\frac{1}{2}''$ Strip forms the lever and is pivoted to a $1'' \times 1''$ Angle Bracket and to a Double Bracket between Collars on the sliding Rod.

When the lever is moved towards the gear box the Pinion is brought into engagement with a 57-teeth Gear on a Rod fitted with a 1″ Sprocket Wheel that will later be connected up with a Sprocket on the hoisting drum mounted in the superstructure. With the lever vertical the Pinion is in the neutral position, and when the lever is moved outwards the Pinion engages a second 57-teeth Gear. The Rod of this Gear carries a $\frac{3}{4}''$ Sprocket that drives a 1″ Sprocket on a $6\frac{1}{2}''$ Rod journalled in the side frames. This Rod drives one pair of travelling wheels through two 1″ Sprockets and Chain. Thus it will be seen that by operating the lever the Motor can be made to drive the hoisting or travelling movements.

Slewing is effected by turning a Crank that is fitted with a Threaded Pin and carried on a Rod journalled in one of the vertical frame Girders and a Double Bent Strip. The Rod is fitted with a 1″ Pulley that drives a similar Pulley on a $4\frac{1}{2}''$ Rod journalled above the hoisting Rod in the $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates of the tower. A $1\frac{1}{2}''$ Pulley on the same Rod drives cord that passes over 1″ guide Pulleys and round the 3″ Pulley to which the boom is bolted. Slewing movement is limited by a $\frac{3}{8}''$ Bolt fixed to the 3″ Pulley to serve as a stop. The hoisting cord passes through one of the holes in the Pulley, over a drum formed from a $1\frac{1}{8}''$ Flanged Wheel and Bush Wheel, and round the Pulleys at the end of the boom and in the Pulley block.

To counterbalance the weight of the boom and a load that may be suspended from it, a weight consisting of Strips bolted to a $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate is attached beneath the Sector Plates at the rear end of the boom. Fourteen $3\frac{1}{2}''$ Strips and twenty-four $2\frac{1}{2}''$ Strips are used.

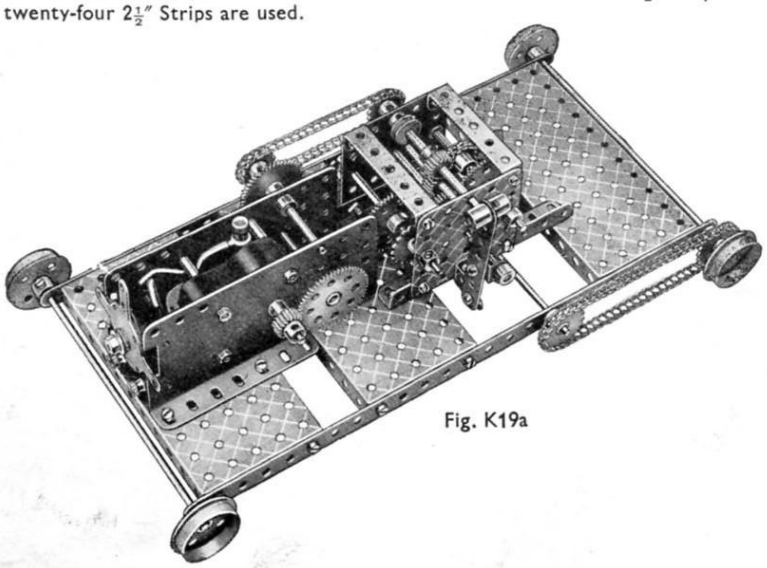
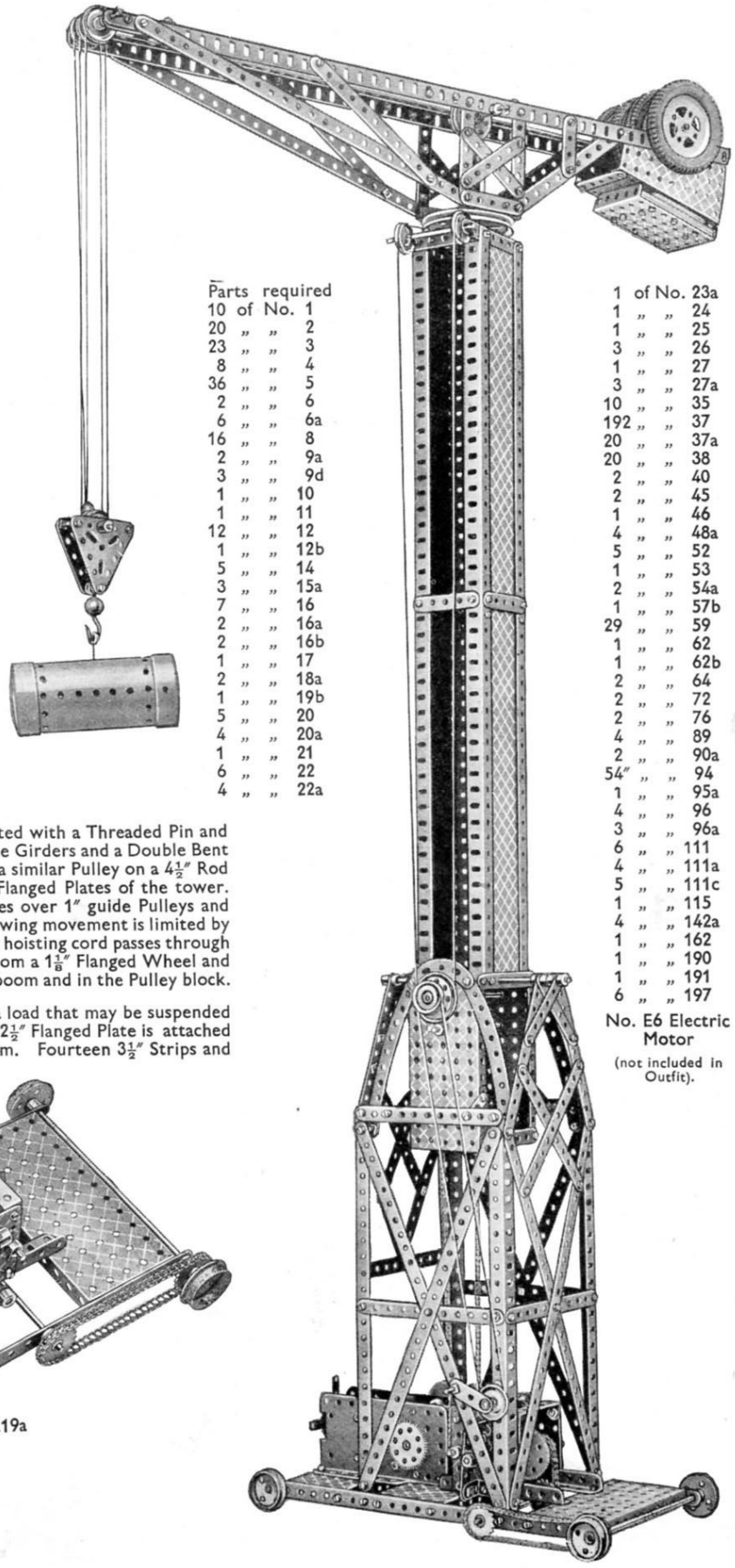


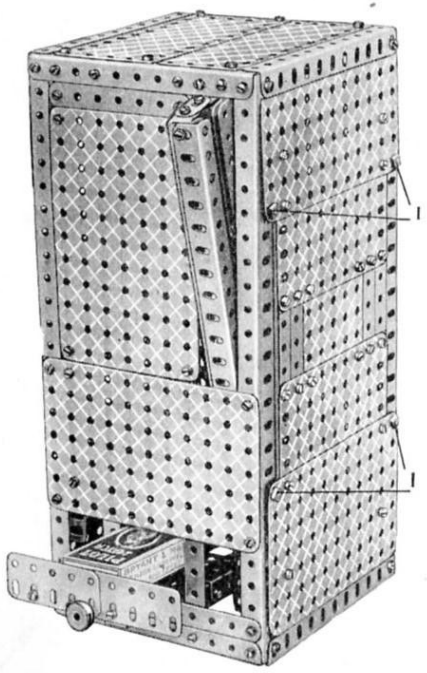
Fig. K19a



Parts required

10	of	No. 1
20	„	„ 2
23	„	„ 3
8	„	„ 4
36	„	„ 5
2	„	„ 6
6	„	„ 6a
16	„	„ 8
2	„	„ 9a
3	„	„ 9d
1	„	„ 10
1	„	„ 11
12	„	„ 12
1	„	„ 12b
5	„	„ 14
3	„	„ 15a
7	„	„ 16
2	„	„ 16a
2	„	„ 16b
1	„	„ 17
2	„	„ 18a
1	„	„ 19b
5	„	„ 20
4	„	„ 20a
1	„	„ 21
6	„	„ 22
4	„	„ 22a
1	of	No. 23a
1	„	„ 24
1	„	„ 25
3	„	„ 26
1	„	„ 27
3	„	„ 27a
10	„	„ 35
192	„	„ 37
20	„	„ 37a
20	„	„ 38
2	„	„ 40
2	„	„ 45
1	„	„ 46
4	„	„ 48a
5	„	„ 52
1	„	„ 53
2	„	„ 54a
1	„	„ 57b
29	„	„ 59
1	„	„ 62
1	„	„ 62b
2	„	„ 64
2	„	„ 72
2	„	„ 76
4	„	„ 89
2	„	„ 90a
54″	„	„ 94
1	„	„ 95a
4	„	„ 96
3	„	„ 96a
6	„	„ 111
4	„	„ 111a
5	„	„ 111c
1	„	„ 115
4	„	„ 142a
1	„	„ 162
1	„	„ 190
1	„	„ 191
6	„	„ 197

No. E6 Electric Motor
(not included in Outfit).



K20. Penny-in-the-Slot Machine

Parts required

1	of No.	1	1	of No.	59
1	„ „	1a	2	„ „	62
4	„ „	2	1	„ „	62b
1	„ „	2a	1	„ „	63
2	„ „	3	1	„ „	65
11	„ „	5	6	„ „	70
8	„ „	8	2	„ „	72
8	„ „	8a	2	„ „	77
2	„ „	8b	5	„ „	103f
8	„ „	9	1	„ „	110
1	„ „	9f	1	„ „	111
4	„ „	10	2	„ „	111a
12	„ „	12	2	„ „	111c
1	„ „	12a	1	„ „	125
1	„ „	15a	1	„ „	147b
1	„ „	18b	2	„ „	195
1	„ „	23a			
1	„ „	26			
170	„ „	37			
13	„ „	37a			
16	„ „	38			
2	„ „	48			
4	„ „	48a			
4	„ „	48d			
4	„ „	52a			
4	„ „	53a			

The sides of the model can be removed by undoing four nuts 1 from bolts that are firmly secured by additional nuts to the corner Girders. Thus the machine can be re-loaded and attention can be given to the mechanism if necessary. Each side is built up from Flat Plates bolted to 9½" Angle Girders. Four 5½" × 2½" Flat Plates, and three 5½" Strips are bolted to the Girders at the back of the model.

Fig. K20a shows the mechanism removed from the model. Four 12½" Angle Girders are spaced apart by 2½" × ½" Double Angle Strips and 2½" Strips to form a receptacle for the match boxes. It will be seen that the bolts are so arranged that they do not in any way interfere with the downward movement of the boxes. The 9½" Strip bolted between the rear pair of Girders is clamped between two 2½" Strips (see Fig. K20c) near its lower end.

Details of the drawer and slide are shown in Fig. K20b. The bolts 2 holding the 2½" Strips to the 1½" × ½" Double Angle Strips of the slide should be passed through the vertical 12½" Angle Girders, one hole above their lower extremities. The Angle Brackets 3 form guides for the 5½" × ½" Double Angle Strips of the drawer. The Rack Strip 4 is secured to a 1" × 1" Angle Bracket and to a 3½" Strip that is fixed by an Angle Bracket to the Flat Girders at the front of the drawer.

A ¾" Pinion 5 (Figs. K20a and K20c) is mounted on a Pivot Bolt and gripped in place by a ½" Bolt 6. When the drawer is moved in or out, the Rack Strip engaging with the Pinion causes the latter to rotate. Normally, with the drawer closed, the Bolt 6 should be almost touching an Angle Bracket 7 (Fig. K20c) that is secured to a Crank on the end of a 4½" Axle Rod, which also carries a second Crank to which the Flat Bracket 8 is fixed by a ¾" Bolt. The Cranks are so arranged that when the ¾" Bolt strikes the vertical Angle Girder the Angle Bracket 7 just clears the teeth of the Pinion 5. A 4½" Strip is bolted to a Double Arm Crank fixed on the other extremity of the 4½" Rod, and carries two 2½" Strips as a balance weight. The weight is correctly adjusted by means of a bolt and Washers. The Flat Bracket 9 is spaced from the 4½" Strip by two Washers and a ⅜" Bolt 10 carrying four Washers is bolted in the fourth hole from the end of the Strip.

The slot for the penny is shown detached from the model in Fig. K20d. It is secured in place by a 1" Triangular Plate bolted to the upper transverse 5½" Angle Girder at the front of the outer casing of the model, and also by the ½" Reversed Angle Bracket shown in Fig. K20c. The penny is inserted between the two pairs of Girders 11 and 12 and falls between the Flat Bracket 9 (Fig. K20c) and the 4½" Strip. The Washers on the Bolt 10 serve as a "stop," but they will not retain a halfpenny in position.

The weight of the penny raises the Crank carrying the Angle Bracket 7, but only sufficiently to allow the Bolt 6 to pass unimpeded, for the Centre Fork 13 engages the Flat Bracket 8 and prevents further movement of the Crank. The Centre Fork is held in a Coupling which is loosely attached to the model by a ¾" Bolt passed through its centre transverse hole, and secured by two nuts to an Angle Bracket. The Rod 14 held in the lower transverse hole of the Coupling is forced upward by the Bolt 6 when the drawer is pulled out, and thus forces the Centre Fork 13 out of engagement with the Flat Bracket. The penny is then free to drop off the end of the lever. The weight of the Rod 14 then returns the Centre Fork to its normal position, and as the drawer is pushed back, the Bolt 6 temporarily raises the Angle Bracket 7, which should be arranged obliquely. When the drawer is pushed right in, the next box of matches should fall into position in the drawer, and the weight 15—consisting of a piece of lead—is provided to assist the downward movement of the boxes.

If the mechanism does not function satisfactorily when completed, the positions of the Cranks on the 4½" Axle Rod should be altered slightly. After adjustments have been made the model should work perfectly, and it is advisable to apply an occasional drop of oil to the working parts to ensure smoothness of operation.

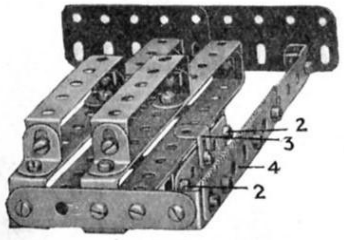


Fig. K20b

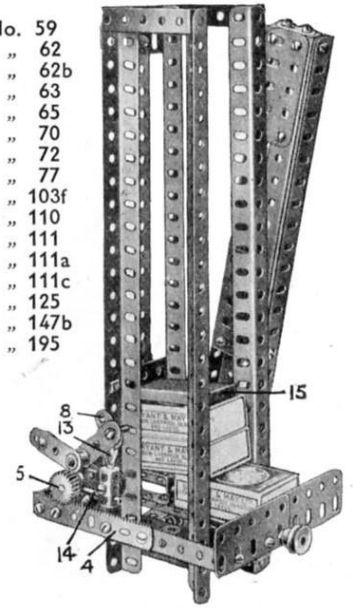


Fig. K20a

The entire mechanism, with match boxes in position, is shown detached from the model in the above illustration. Fig. K20c shows the framework for the mechanism before the drawer and slot are fixed in place.

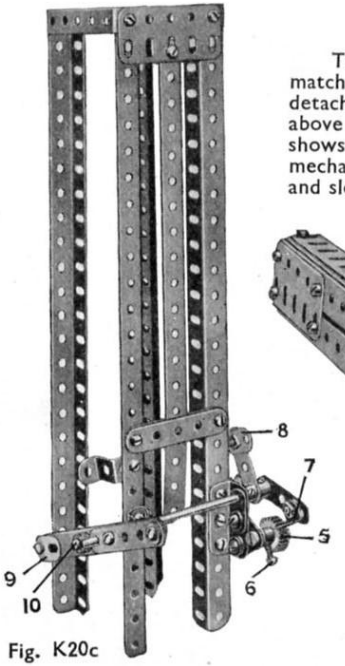


Fig. K20c

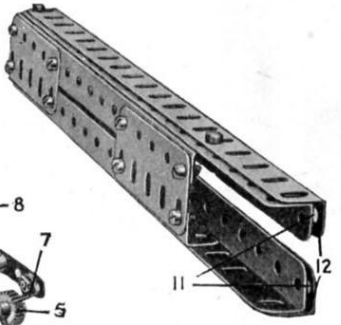
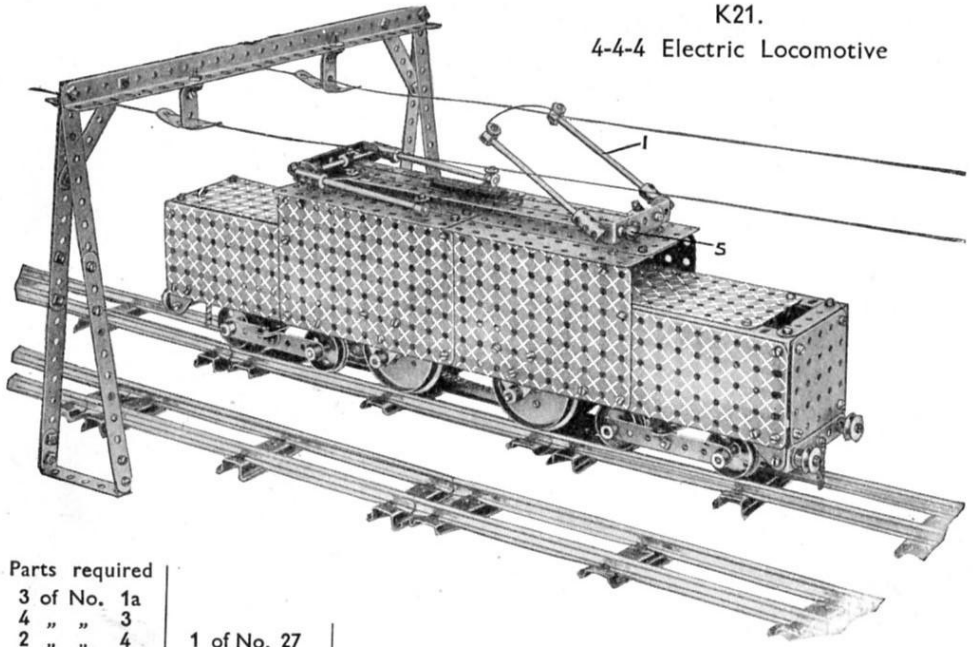


Fig. K20d

K21.
4-4-4 Electric Locomotive



Parts required

3	of No.	1a	1	of No.	27	1	of No.	95a	2	of No. 1583	
4	„ „	3	1	„ „	27a	2	„ „	96	No. E6 Electric Motor (not included in Outfit)		Parts required for Overhead Wire Standard as illustrated :
2	„ „	4	116	„ „	37	1	„ „	96a			8 of No. 2
6	„ „	5	4	„ „	37a	4	„ „	109	Parts Nos. 182, 182a, 1575 and 1583 are used for insulation purposes, but are not included in the Outfit		2 „ „ 4
4	„ „	6a	16	„ „	38	4	„ „	111			2 „ „ 8
2	„ „	8a	2	„ „	43	2	„ „	111c			2 „ „ 12
8	„ „	9	2	„ „	48a	2	„ „	126			4 „ „ 12a
2	„ „	9d	2	„ „	50a	4	„ „	126a			26 „ „ 37
4	„ „	10	4	„ „	52a	2	„ „	136			2 „ „ 46
18	„ „	12	4	„ „	53a	4	„ „	137			
6	„ „	16	25	„ „	59	2	„ „	182			
5	„ „	16a	4	„ „	63	2	„ „	182a			
2	„ „	16b	6	„ „	70	2	„ „	1575			
1	„ „	17	2	„ „	72						
8	„ „	20	20″	„ „	94						
4	„ „	23									
1	„ „	25									

In Fig. K21a one side has been removed from the model in order to reveal the constructional details. The body is built up from Plates that are held together by Angle Girders, and Flat Trunnions are bolted to the sides to form bearings for the axles of the driving wheels. The Electric Motor, mounted at one end of the loco, carries a ½″ Pinion on its armature shaft and drives a 57-teeth Gear, on a Rod that is fitted with a ¾″ Pinion. This Pinion drives a 50-teeth Gear, and a ¾″ Sprocket on the same Rod as the Gear drives a 1½″ Sprocket on the Rod of the first pair of driving wheels. The two pairs of wheels are connected by Sprocket Chain running on 1″ Sprockets.

The bogies are each formed from two 3½″ Strips connected by a third similar Strip that is secured by Angle Brackets. The transverse Strip slides in an Eye Piece that pivots on a ⅜″ Bolt. The Bolt is passed through the centre hole of a 2½″ Strip bolted across the main frame.

The ½″×½″ Angle Brackets 6 are each duplicated in order that a nut may be held between their lugs. Hence it is only necessary to insert the bolt in the hole and screw it home. This device is necessary because the interior of the model is inaccessible when the sides are in place.

Each current collector is composed of two 3½″ Rods 1 secured by Couplings to a 3″ Rod that is journalled in a 2½″×½″ Double Angle Strip. The Double Angle Strips, in turn, are secured to a Trunnion at each end of a 9½″ Strip 2 (Fig. K21a), and the latter is attached to the roof of the locomotive by means of two 6 B.A. Bolts 3, which are insulated from the roof by Insulating Bushes and Washers. An ordinary Washer is placed over each Insulating Washer in order to prevent the Bolts on the Strip 2 touching the roof. The 6 B.A. Bolts and Insulating Washers are not included in the No. 6 Outfit, and if they are not available, ordinary bolts may be used, provided that they are wrapped in insulating tape or otherwise prevented from making metal-to-metal contact with the roof.

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

Those parts of the collectors that are in contact with the overhead wire consist of short lengths of thick copper wire secured by Set Screws to Collars on the ends of the 3½″ Rods. A length of insulated wire is fastened to the 9½″ Strip 2 and is taken to one of the Motor terminals, while the remaining Motor terminal is connected to the frame of the model.

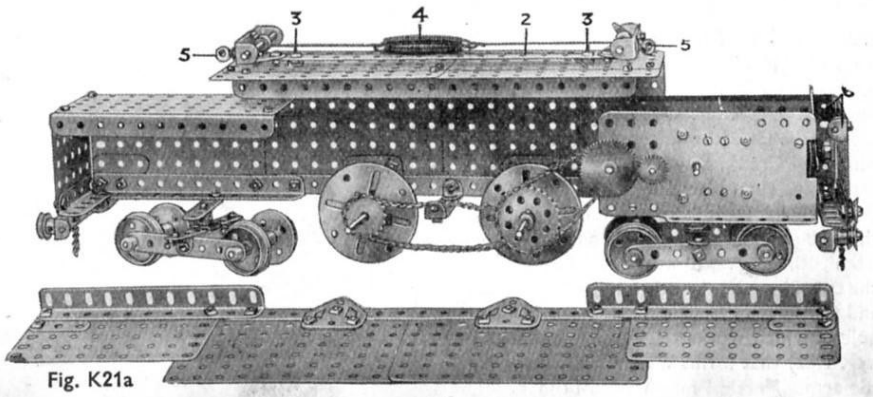
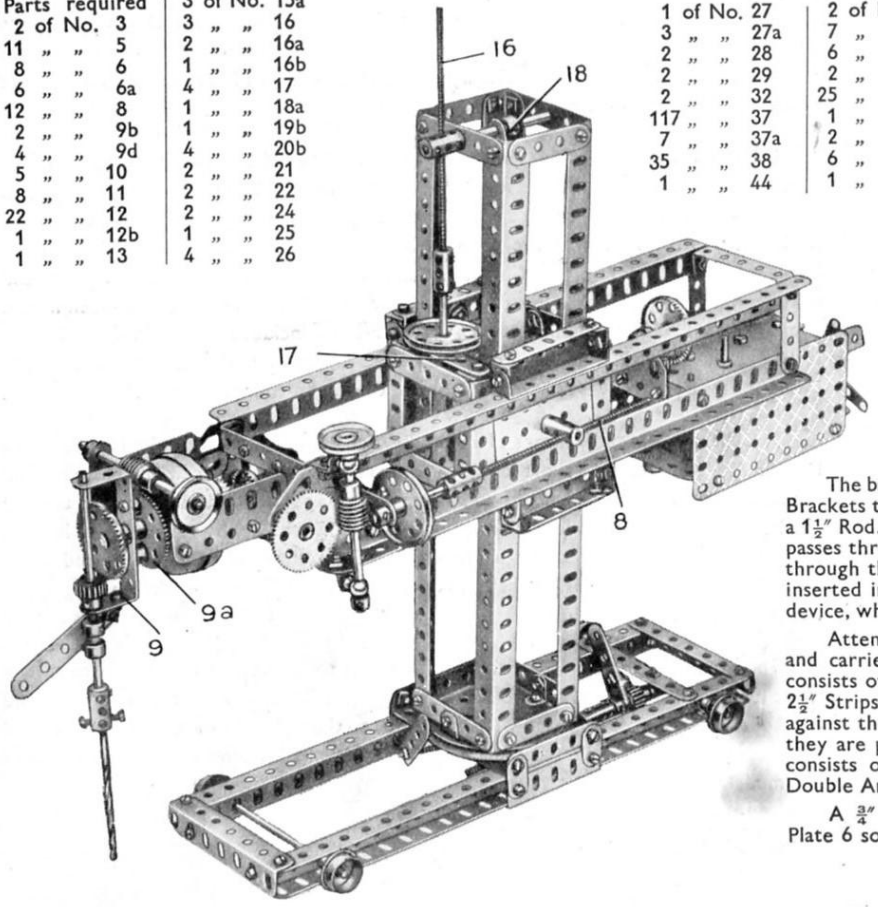


Fig. K21a

K22. Universal Drilling Machine

Parts required																	
2	of	No.	3	3	of	No.	15a	1	of	No.	27	2	of	No.	46	1	of	No.	77	4	of	No.	126a
11	„	„	5	3	„	„	16	3	„	„	27a	7	„	„	48a	1	„	„	80a	2	„	„	136
8	„	„	6	2	„	„	16a	2	„	„	28	6	„	„	53	2	„	„	80b	1	„	„	137
6	„	„	6a	1	„	„	16b	2	„	„	29	2	„	„	53a	1	„	„	81	1	„	„	162a
12	„	„	8	4	„	„	17	2	„	„	32	25	„	„	59	2	„	„	103f				
2	„	„	9b	1	„	„	18a	117	„	„	37	1	„	„	62a	2	„	„	108	No. E6 Electric Motor (not included in Outfit)			
4	„	„	9d	1	„	„	19b	7	„	„	37a	2	„	„	62b	3	„	„	111				
5	„	„	10	4	„	„	20b	35	„	„	38	6	„	„	63	2	„	„	111c				
8	„	„	11	2	„	„	21	1	„	„	44	1	„	„	64	1	„	„	115				
22	„	„	12	2	„	„	22																
1	„	„	12b	2	„	„	24																
1	„	„	13	1	„	„	25																
				4	„	„	26																



The saddle 1 (Fig. K22a) that carries the pillar and slides on the bed, consists of two $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates secured together face to face by the bolts that serve to fasten a Bush Wheel 2, and it is retained in place on the side members of the bed by $2\frac{1}{2}''$ Angle Girders. The traversing of the saddle along the bed is effected by a Screwed Rod which is journalled in a Hand-rail Support 13 and works in a Threaded Boss 14; it is actuated by means of a reversible ratchet 3.

The base of the pillar is secured rigidly by $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Brackets to a 3″ Pulley, which is attached to the saddle by a $1\frac{1}{2}''$ Rod. The Rod is fixed in the boss of the Pulley and passes through the centre holes of the Flanged Plates and through the Bush Wheel 2. A 2″ Screwed Rod, secured to a 2″ Strip is inserted in the Set Screw hole of the Bush Wheel and serves as a locking device, whereby the pillar may be locked in any desired position.

Attention should next be paid to the saddle that slides upon the pillar and carries the horizontal arm (Fig. K22b). The part fitting the pillar consists of two $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates 4 that are connected together by $2\frac{1}{2}''$ Strips. Double Brackets 5, bolted to the flanges of the Plates, press against the Girders of the pillar, and in order that they do so efficiently, they are packed out with Washers. Each of the slides carrying the arm consists of a $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate 6 to the flanges of which $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips are attached by $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Brackets.

A $\frac{3}{4}''$ Bolt is secured rigidly to a $3\frac{1}{2}''$ Strip 7, which is attached to one Plate 6 so that the shank of the Bolt passes through the centre holes of the Plates 4 and 6. The Strip 7 is spaced away from the Plate 6 by a Washer on each of its retaining Bolts, to make room for the nut on the $\frac{3}{4}''$ Bolt. A Bush Wheel and a locking handle (the latter consisting of a Threaded Crank, to which is bolted a $2\frac{1}{2}''$ Strip), are then placed on the shank of the Bolt, so that by turning the locking handle, the arm may be locked and prevented from tilting. A $\frac{3}{8}''$ Bolt serves as a pivot for the two Plates on the other side of the saddle and is inserted in a Coupling, in the tapped hole of which works the $4\frac{1}{2}''$ Screwed Rod 8 (Fig. K22) that forms a means of traversing the arm. Vertical movement of the saddle

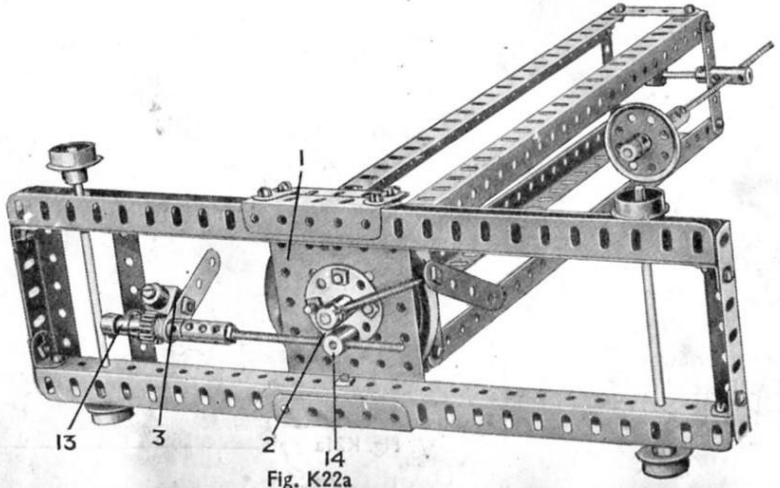


Fig. K22a

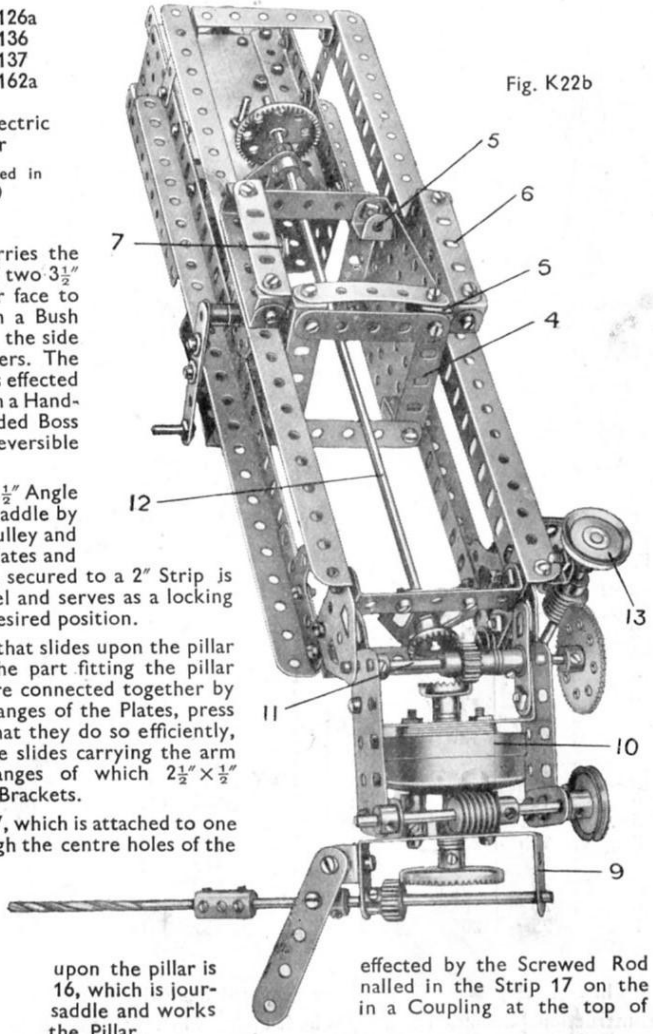


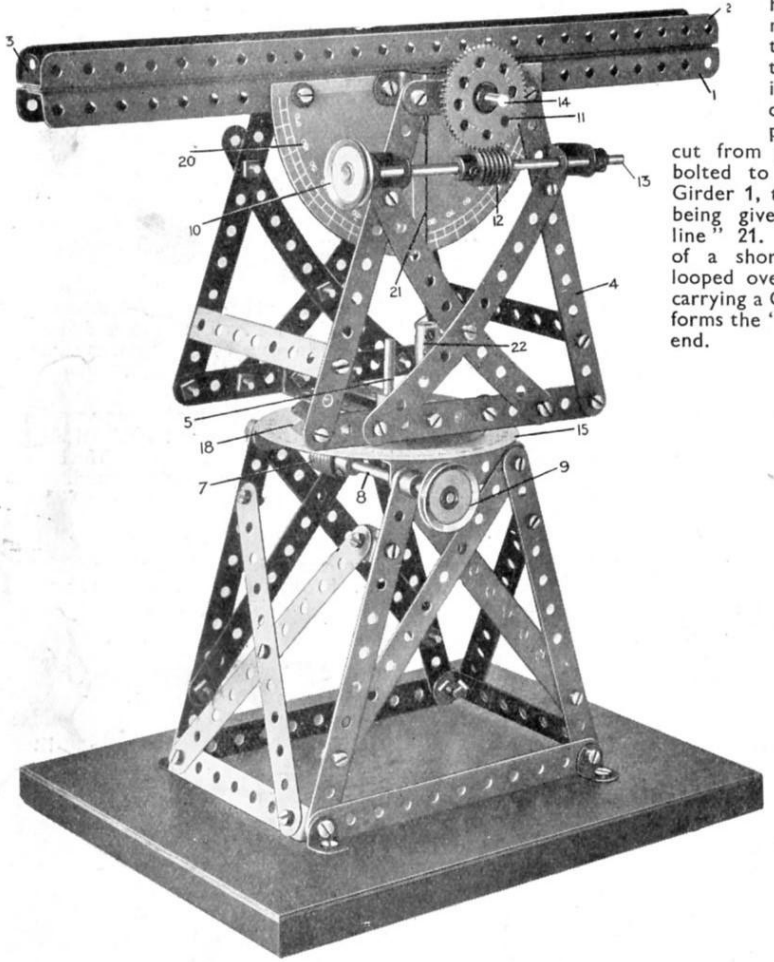
Fig. K22b

upon the pillar is effected by the Screwed Rod 16, which is journalled in the Strip 17 on the saddle and works in a Coupling at the top of the Pillar.

The drill head proper consists of a $2\frac{1}{2}'' \times 1''$ Double Angle Strip attached by two $\frac{3}{4}''$ Bolts to a 57-teeth Gear 9a (Fig. K22) and a Boiler End, the Gear being spaced equidistantly between the Double Angle Strip and the Boiler End by Collars on the Bolts. A Wheel Flange 10, attached to a $2\frac{1}{2}'' \times 1''$ Double Angle Strip, forms a bearing for the Boiler End, over which it fits. The object of this bearing is to relieve the central shaft of strain. The shorter arms of the Double Angle Strip are attached to Double Arm Cranks, that are secured by double Grub Screws to a Rod 11, the latter having secured to it a 57-teeth Gear that is in mesh with a Worm. By this Gear the drill head may be tilted in a vertical direction. By turning a 1″ fast Pulley the drill head may be rotated through a complete circle about the central shaft, through the medium of a Worm that is in mesh with the 57-teeth Gear 9a.

K23. Theodolite

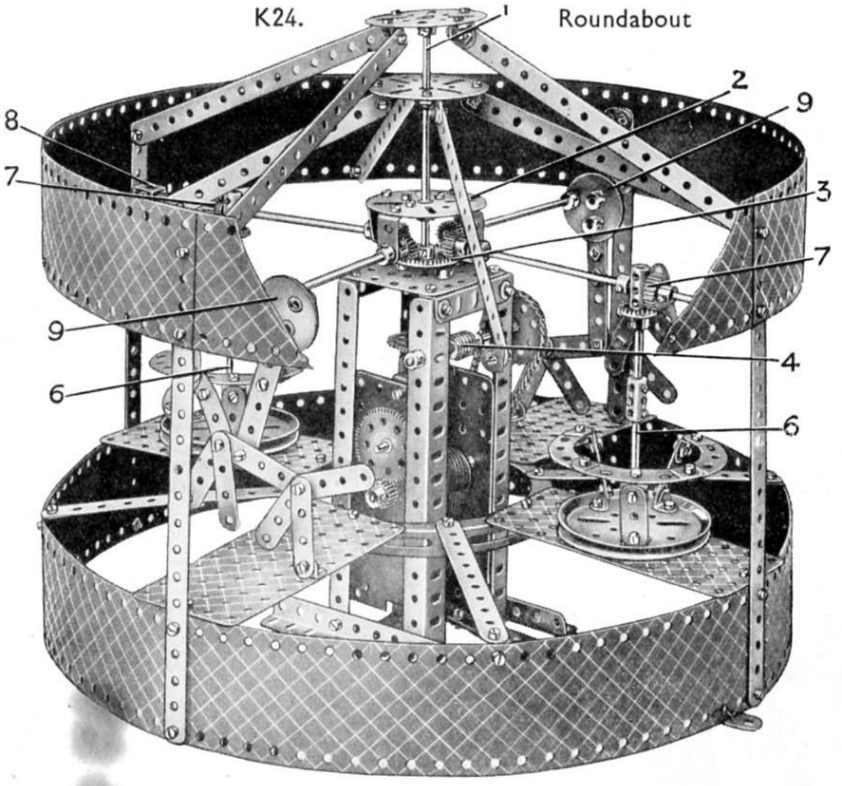
The Theodolite arm is represented by two reversed pairs of 12½″ Angle Girders 1 and 2, an Angle Bracket being secured at each end to form the sights, one of which is shown at 3. A small piece of paper, with a pinhole punched in its centre is secured over the hole in the Angle Bracket 3 and two crossed threads over that in the Angle Bracket at the other end of the arm. The arm is elevated or depressed by the Pulley 10 and the Worm 12 on the Rod 13, the Worm meshing with a 57-teeth Gear 11 on the pivot Rod 14. This Rod is secured by a Crank to the sighting arm. The upper framework 4 is secured to a short Rod 5 by means of a 3″ Pulley 18 that is secured by ½″ Bolts to the transverse 3½″×½″ Double Angle Strips bolted to the bottom of the frame. A 57-teeth Gear is fitted to the lower extremity of this pivot Rod and engages with the Worm 7 on the Rod 8. Hence, on turning the hand wheel 9, the swivelling structure may be rotated. A graduated disc 15, cut from the Theodolite Protractor (part No. 135) and bolted to the top of the fixed base, indicates the horizontal angular movement. The vertical movement of the sighting arm is indicated by means of the semi-circular protractor 20, also cut from part No. 135, and bolted to the lower Angle Girder 1, the correct reading being given by a "plumb line" 21. This line consists of a short length of cord looped over the Rod 14 and carrying a Coupling 22, which forms the "bob" at its lower end.



Parts required

20	of No.	2
2	„ „	5
6	„ „	6a
4	„ „	8
2	„ „	11
10	„ „	12
3	„ „	15
1	„ „	17
1	„ „	19b
2	„ „	22
2	„ „	27a
2	„ „	32
60	„ „	37
1	„ „	45
6	„ „	48b
1	„ „	53
6	„ „	59
1	„ „	62
1	„ „	63
4	„ „	89
1	„ „	135

K24. Roundabout



Parts required

4	of No.	1a	2	of No.	10	4	of No.	26	4	of No.	63
9	„ „	1b	4	„ „	11	2	„ „	27a	4	„ „	70
4	„ „	2	38	„ „	12	1	„ „	28	1	„ „	72
4	„ „	5	4	„ „	12a	2	„ „	29	2	„ „	90
10	„ „	6	1	„ „	13a	1	„ „	32	6	„ „	90a
10	„ „	6a	4	„ „	14	137	„ „	37	12″	„ „	94
2	„ „	8b	4	„ „	16	5	„ „	37a	1	„ „	95a
4	„ „	9	2	„ „	17	11	„ „	38	1	„ „	96a
2	„ „	9b	2	„ „	19b	1	„ „	48	3	„ „	109
2	„ „	9d	2	„ „	25	19	„ „	59	2	„ „	111c

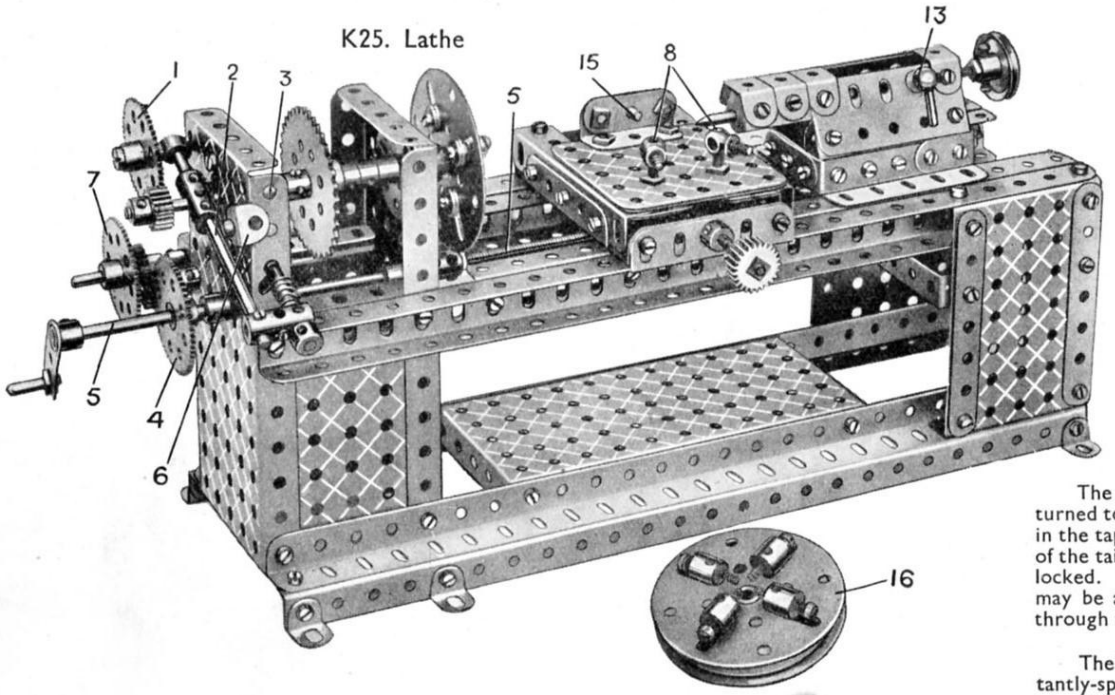
2	of No. 130
1	„ „ 143
8	„ „ 197

No. E6 Electric Motor (not included In Outfit)

The vertical Rod 1 is driven from the Motor through the gearing shown, the final drive being taken through a Worm 4 and 57-teeth Gear Wheel. A Face Plate 2 secured to the Rod 1, carries four 1″×1″ Angle Brackets, in which are journalled the inner ends of the four 6½″ Rods conveying the drive to the revolving cars and galloping horses. On the ends of these Rods are secured ½″ Pinions, which engage with a fixed 1½″ Contrate Wheel 3. The latter is attached to the top of the central column by ½″ Bolts, on the shanks of which Collars are placed for spacing purposes.

The vertical Rods 6 each carry a ¾″ Contrate Wheel that is in mesh with a ¾″ Pinion 7, the ends of the Rods being journalled in Couplings that are mounted loosely on the horizontal 6½″ Rods. The outer ends of the latter are journalled in Double Brackets 8. The horses, which are attached pivotally by one leg to the roundabout, are caused to "gallop" by means of the Eccentrics 9. A 7½″ Strip operates the Motor switch.

K25. Lathe



The headstock of the lathe is composed of two $5\frac{1}{2}'' \times 2\frac{1}{2}''$ and two $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates. Bush Wheels, bolted to the former Plates, form reinforced bearings for the "mandrel," which carries a 2" Sprocket Wheel and is strengthened by the addition of a Coupling and Collars.

The change-speed gearing for actuating the lead-screw 5 is arranged as follows : A $\frac{1}{2}''$ Pinion on the mandrel is in continual mesh with a 57-teeth Gear Wheel 1, which is mounted freely on a Pivot Bolt on the end of a lever 2. The latter pivots and is free to slide on the mandrel, so that by placing the spring-loaded plunger on the end of the lever in the hole 3, the Gear 1 is brought into mesh with a 57-teeth Gear 4 on the lead-screw. When the plunger is placed in the hole of a $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Bracket 6 (which is spaced from the Plate by three Washers on the securing bolt), the Gear 1 engages with another 57-teeth Gear Wheel 7 on a Rod that carries a $\frac{1}{2}''$ Pinion and is journalled in a $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip at the rear of the headstock. The Pinion is in mesh with an "idler" Pinion that is in mesh with the Gear Wheel 4. The lead-screw is a $4\frac{1}{2}''$ Screwed Rod secured by a Coupling to the Rod carrying the Gear 4. A Crank is provided to traverse the slide rest by hand if the mechanical movement is considered too fast for delicate work.

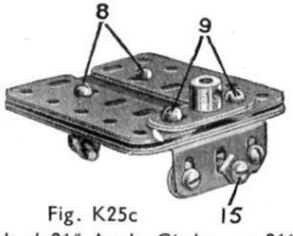


Fig. K25c

The bottom and top slides of the slide rest are shown in Figs. K25a and K25c. The portion that slides on the lathe-bed (see Fig. K25a) consists of a $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plate, to the flanges of which are bolted $2\frac{1}{2}''$ Angle Girders, a $2\frac{1}{2}''$ Strip being placed between each Girder and the flange of the Plate. Two $3\frac{1}{2}''$ Angle Girders are secured to further $2\frac{1}{2}''$ Girders as shown, and upon these the top slide runs. The latter—of which the underside is shown in Fig. K25c—is built up from two $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flat Plates, to two sides of which duplicated $2\frac{1}{2}''$ Flat Girders are secured by means of $\frac{3}{4}''$ Bolts 8 and $\frac{3}{8}''$ Bolts 9. Each pair of Flat Girders is packed away from the Plates by a $2\frac{1}{2}''$ Strip. The top slide is pushed on to the $3\frac{1}{2}''$ Angle Girders and the end of the feed-screw 10 is inserted in the tapped holes of a Double Arm Crank. The lead-screw passes through the tapped bores of a Handrail Support 11. It is very important that there should be absolutely no slackness in the longitudinal and cross movements of the slide rest.

The tailstock is shown in Fig. K25b. The tailstock spindle is a $2\frac{1}{2}''$ Rod (one end of which is turned to a point in the lathe) that is secured by a Coupling to a 2" Screwed Rod. The latter works in the tapped bores of a "spider" 12 (removed from a Swivel Bearing) that is attached to the frame of the tailstock by a Handrail Support 13 (Fig. K25), so that by screwing up the latter the spindle is locked. The complete tailstock is slidable on the lathe bed in order that work of varying lengths may be accommodated. It may be retained in the required position by passing Threaded Pins through the holes in the tailstock Girders and those in the lathe bed.

The "chuck" for holding the work to be turned, consists of a Face Plate to which four equidistantly-spaced Collars are secured by Set Screws passed through the Face Plate and inserted in their tapped bores. A $\frac{3}{4}''$ Bolt is passed through each Collar and held in place by two nuts, so that by turning the nuts, the Bolts can be made to grip the work from four different directions.

A more satisfactory and stronger chuck is shown separately at 16, but this requires four Threaded Bosses while Outfit K contains only three. Two Face Plates and a Wheel Flange are clamped together by four $\frac{1}{2}''$ Bolts, which are screwed into the Threaded Bosses. The Bosses bed into the slotted holes of the Face Plate, and are hence prevented from twisting round. One Washer and a Collar is used on the shank of each $\frac{1}{2}''$ Bolt, between the two Face Plates, and a Washer is also placed under the head of each Bolt.

The turning tool may be held in place on the top side of the slide rest by Strips, which are placed over the shanks of the $\frac{3}{4}''$ Bolts 8 and over the tool, so that by screwing down the Handrail Supports, the tool is clamped firmly. The Bolt 15 forms a "steady" when turning work of small diameter.

Parts required

8 of No. 3	4 of No. 11	1 of No. 22	1 of No. 48a	2 of No. 80b	5 of No.111c
6 „ „ 5	9 „ „ 12	2 „ „ 24	3 „ „ 48b	1 „ „ 81	3 „ „ 115
4 „ „ 6a	4 „ „ 12a	2 „ „ 25	3 „ „ 52	1 „ „ 95	1 „ „ 120b
8 „ „ 8	1 „ „ 15	2 „ „ 26	6 „ „ 53	6 „ „ 103f	4 „ „ 136
4 „ „ 8a	2 „ „ 15a	3 „ „ 27a	16 „ „ 59	1 „ „ 109	1 „ „ 147b
2 „ „ 9b	1 „ „ 16	1 „ „ 35	1 „ „ 62	6 „ „ 111	1 „ „ 165
6 „ „ 9d	2 „ „ 16a	95 „ „ 37	1 „ „ 62b	1 „ „ 111a	
3 „ „ 9f	1 „ „ 18a	19 „ „ 37a	5 „ „ 63		
4 „ „ 10	2 „ „ 18b	23 „ „ 38	2 „ „ 72		

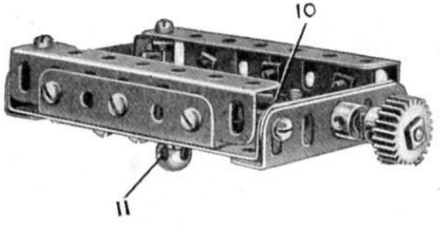


Fig. K25a

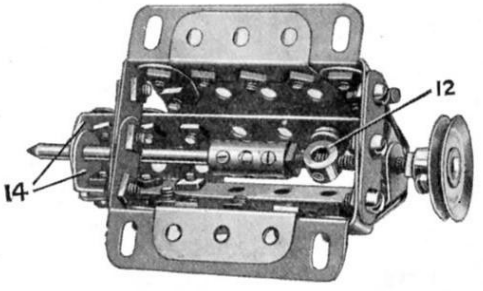
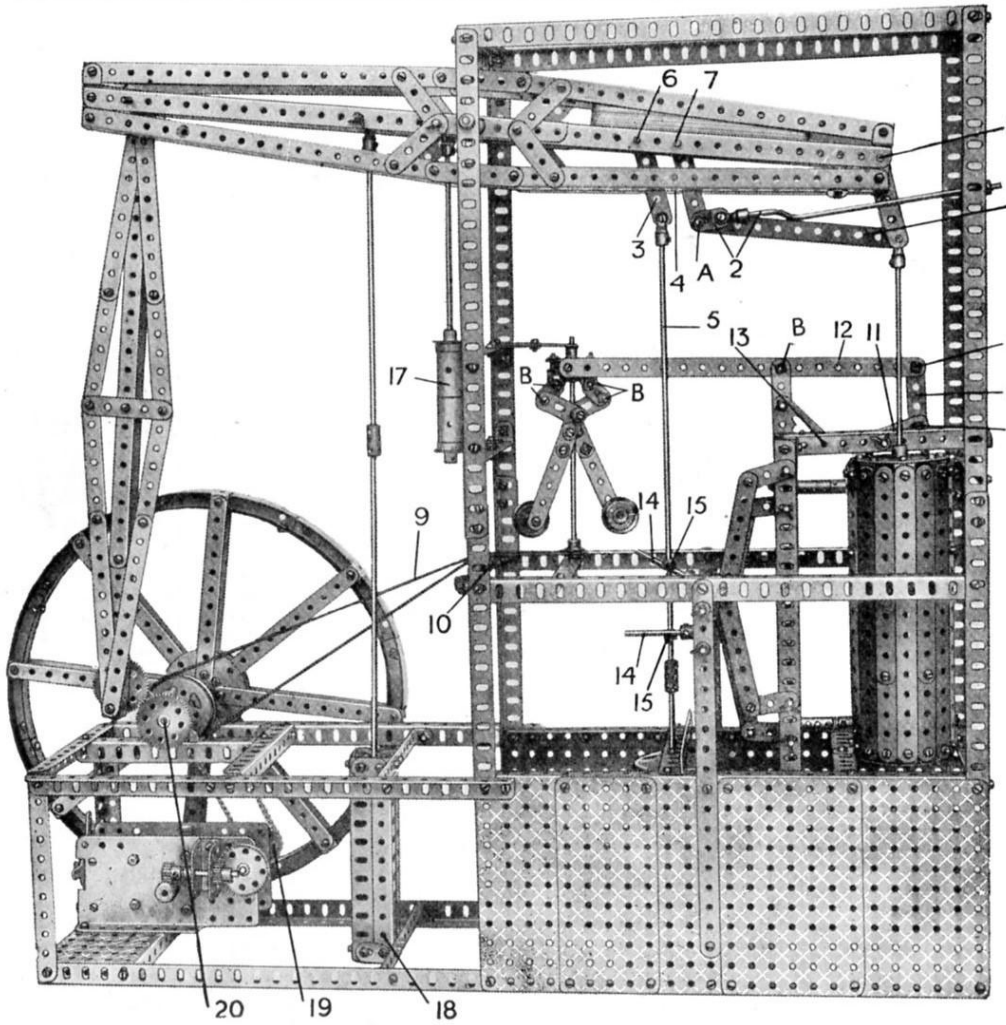


Fig. K25b



K26. Watt's Beam Engine

Parts required

6	of No.	1	36	of No.	38	6	of No.	70	1	of No.	125
3	„ „	1a	2	„ „	43	4	„ „	77	2	„ „	126
10	„ „	1b	5	„ „	48a	1	„ „	80a	1	„ „	126a
11	„ „	2	7	„ „	48b	1	„ „	81	2	„ „	128
4	„ „	2a	4	„ „	48d	11″	„ „	94	1	„ „	133
10	„ „	3	2	„ „	52	2	„ „	96	1	„ „	147b
2	„ „	4	4	„ „	52a	3	„ „	109	1	„ „	160
26	„ „	5	27″	„ „	58	4	„ „	111	1	„ „	162
16	„ „	6	29	„ „	59	6	„ „	111a	2	„ „	163
13	„ „	6a	3	„ „	62	6	„ „	111c	1	„ „	164
26	„ „	8	8	„ „	63	2	„ „	115	2	„ „	165
8	„ „	8a	2	„ „	64	1	„ „	116a	2	„ „	166
18	„ „	9									
2	„ „	9f									
8	„ „	10									
31	„ „	12									
2	„ „	12a									
2	„ „	12b									
3	„ „	13									
1	„ „	13a									
5	„ „	14									
2	„ „	15									
1	„ „	15a									
5	„ „	16									
1	„ „	16a									
4	„ „	17									
4	„ „	18a									
2	„ „	18b									
1	„ „	19									
1	„ „	20a									
2	„ „	20b									
4	„ „	22									
2	„ „	23									
1	„ „	23a									
4	„ „	24									
1	„ „	26									
2	„ „	27a									
1	„ „	28									
1	„ „	32									
19	„ „	35									
290	„ „	37									
6	„ „	37a									

1 of No. 167b
No. E6 Electric Motor
(not included in Outfit)

In addition the following parts are used as the balance weight for the beam :—

1	of No.	2
4	„ „	2a
14	„ „	3
10	„ „	4

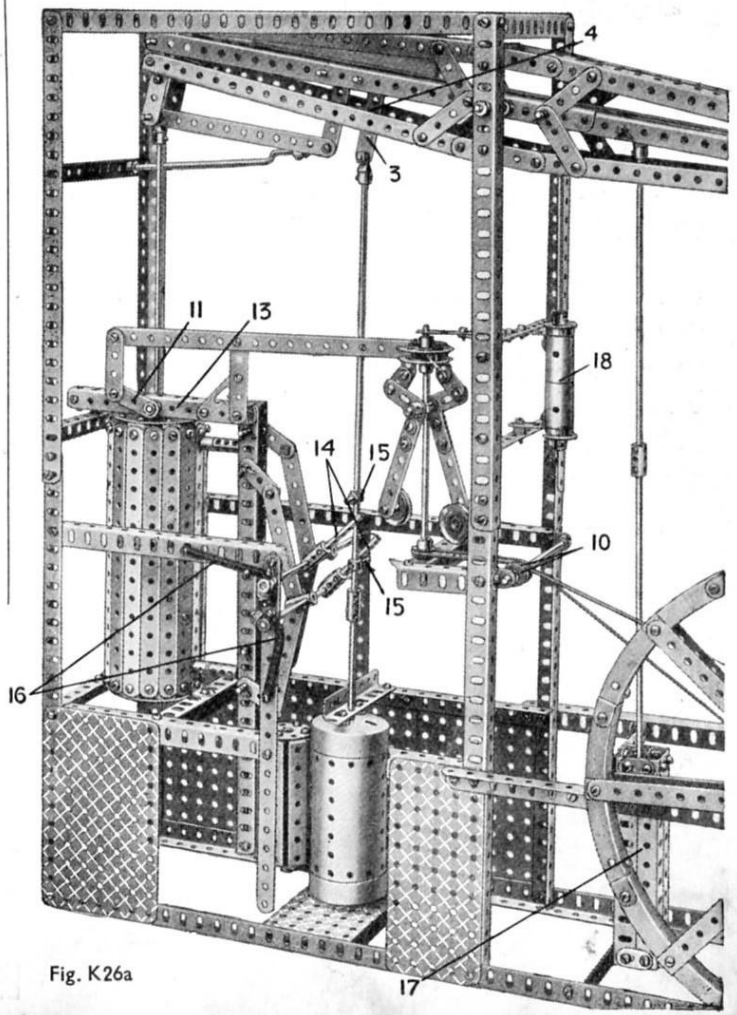


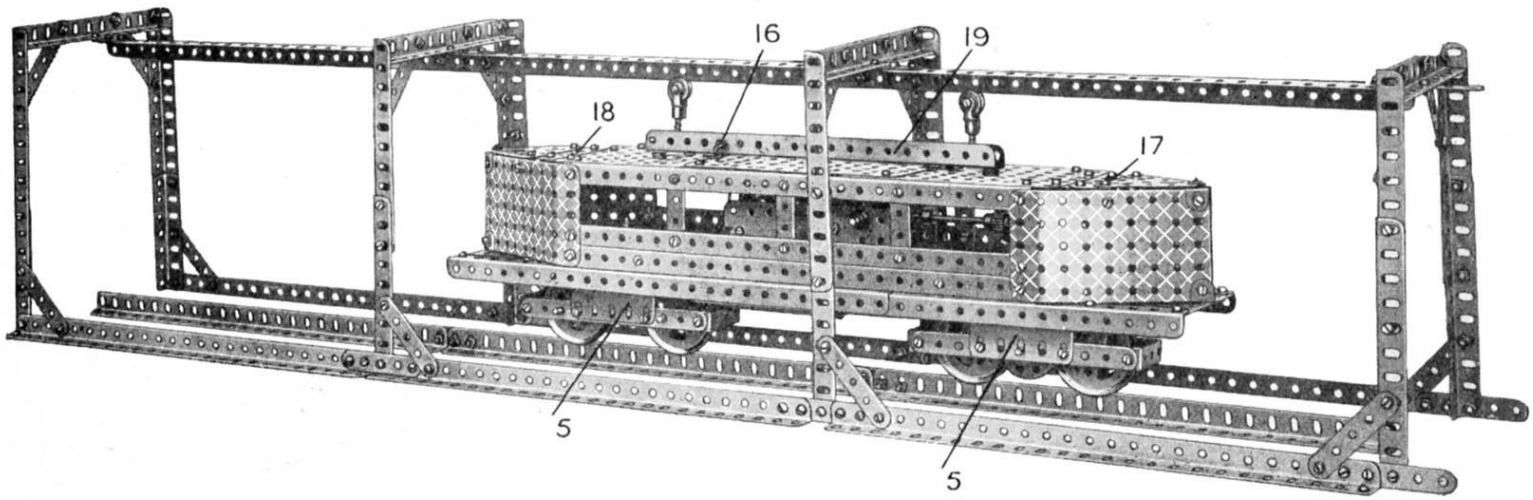
Fig. K26a

This model of James Watt's double-acting Beam Engine incorporates working reproductions of three of the great engineer's most notable inventions—sun-and-planet gear, steam governor and parallel motion—as well as a representation of a fourth—the water-cooled condenser. The 1″ Sprocket Wheel 19 is connected by Sprocket Chain to a similar Sprocket on the flywheel-shaft, which is journalled in two Trunnions secured to the main frames. The piston rod is given a straight-line movement by the parallelogram 1, the point A in which is connected by the Crank Handle and 1″ Reversed Angle Bracket 2 to the framework. The link 3, connected to the main parallelogram by the 1½″ Strip 4, is added to keep the condenser pump rod 5 perpendicular. The complete link unit is pivoted on the 2″ Rods 6, 7 and 8 and held in place by Collars. In constructing the cylinder it should be noted that 1½″ Strips and Flat Brackets are used at top and bottom respectively for connecting the separate Strips forming the sides. The governor is driven by the Spring Cord 9. It is connected to the Crank 11, forming the throttle valve, by the pivoted 12½″ Strip 12 and the 2″ Strip 12a. A bolt secured in the end hole of the Strip 12 slides between the two Bush Wheels on the governor, these Bush Wheels being spaced apart by means of Spring Clips held in place by ½″ Bolts. All joints marked B are locknutted.

The condenser and valve operating gear are shown in detail in Fig. K26a. The tappet Rods 14 are rocked by the Threaded Pins 15, and returned by the action of the Springs 16. The method of connecting the valves to the tappet rods will be seen clearly in Fig. K26a.

Instead of the construction shown, the flywheel should be made from a Ring Frame (No. 167b) and four 4½″ Strips bolted to a Face Plate. Additional spokes are made from 2½″ Strips overlapped two holes.

K27. Kearney Monorail



Each side of the main frame of the car is composed of two 12½" Angle Girders overlapping eleven holes, these sides being joined together at each end by 3½" × 2½" Flanged Plates. Two 12½" Angle Girders 1 are bolted to the main frames as shown in Fig. K27a and have secured to their ends two further 3½" × 2½" Flanged Plates 2. The latter have Boiler Ends 3 attached to their undersides to form the bearings for the bogies. The Motor is carried between the main frames on the 5½" Angle Girders 4.

The bogie frames are 5½" Strips joined together by 1½" × ½" Double Angle Strips. Flat Girders 5 are bolted to the sides of the bogies and attached to the Wheel Flanges 6 by 2½" Angle Girders. The Boiler Ends 3 fit exactly into the Wheel Flanges and form very efficient swivel bearings. The bogie included in Fig. K27a is constructed similarly to that shown in Fig. K27b except that the latter embodies part of the driving mechanism.

Sprocket Chain connects the ¾" Sprocket Wheel on the Motor armature shaft to a 1" Sprocket Wheel on the Rod 7. This Rod carries a ¾" Pinion that meshes with the ¾" Contrate 8, which is secured to a 3½" Rod 20 journalled in the 1" × 1" Angle Bracket 9 and in a Coupling 10. A second 3½" Rod 12, inserted in the end hole of this Coupling, carries a 1½" Contrate that meshes with the ½" Pinion 11 on the Rod 20. The Rod 12 passes through the Boiler End 3, through a Double Bent Strip and a Double Arm Crank bolted to the inside of the Wheel Flange 6, and enters the Coupling 13. Between this Coupling and the Wheel Flange a ½" Pinion 14 is nipped on the Rod and engages with a 1½" Contrate on a 2" Rod 15. This Rod is journalled in the bogie sides and in the Coupling 13 and carries a ¾" Sprocket that is connected by Sprocket Chain to a 1" Sprocket Wheel on one of the driving axles. This axle is connected to the second driving axle by means of 1" Sprockets and Sprocket Chain.

Parts required

2	of No. 1	4	of No. 96
4	„ „ 2	2	„ „ 96a
6	„ „ 6	7	„ „ 103f
8	„ „ 8	1	„ „ 116a
2	„ „ 8a	2	„ „ 120b
4	„ „ 9	2	„ „ 137
4	„ „ 9d	2	„ „ 162a
2	„ „ 10	1	„ „ 165
12	„ „ 12		No. E6 Electric Motor (not included in Outfit)
1	„ „ 12a		
1	„ „ 16		The following parts are used for insulation purposes, but are not included in the Outfit :—
1	„ „ 16a		
1	„ „ 16b	1	of No. 182
5	„ „ 17	2	„ „ 182a
1	„ „ 18a	2	„ „ 1575
2	„ „ 18b	2	„ „ 1583
4	„ „ 20a		
2	„ „ 23		Parts required to build Track and overhead rail supporting standards as illustrated :—
1	„ „ 25		
1	„ „ 26	8	of No. 4
2	„ „ 28	17	„ „ 5
1	„ „ 29	2	„ „ 6
122	„ „ 37	3	„ „ 6a
4	„ „ 37a	12	„ „ 8
36	„ „ 38	2	„ „ 8b
4	„ „ 48	14	„ „ 9
3	„ „ 52a	2	„ „ 9a
4	„ „ 53	2	„ „ 9b
4	„ „ 53a	102	„ „ 37
12	„ „ 59		
2	„ „ 62		
2	„ „ 62b		
2	„ „ 63		
2	„ „ 76		
18"	„ „ 94		

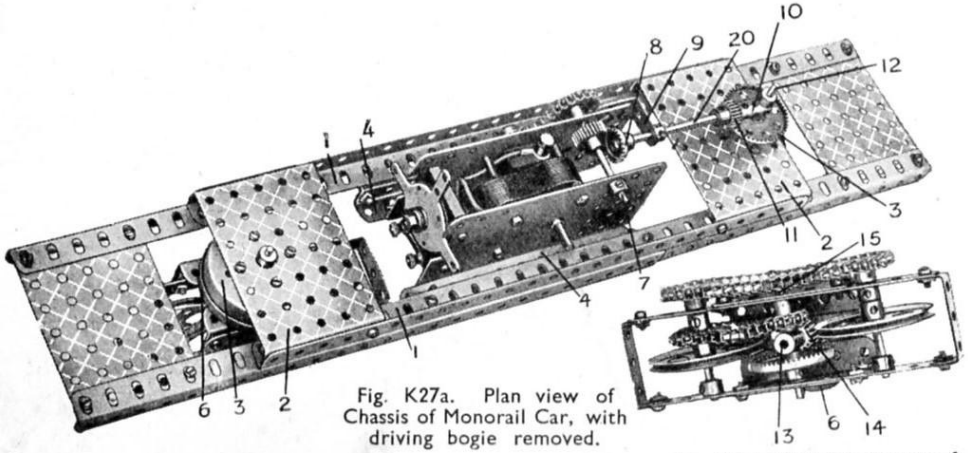


Fig. K27a. Plan view of Chassis of Monorail Car, with driving bogie removed.

Fig. K27b. Underneath view of Driving Bogie of Monorail Car.

The construction of the body, which is a complete unit, will be seen fairly clearly from the illustration. It should be noted however, that two 2½" Flat Girders 17 are used at one end of the roof and one 2½" Flat Girder and two Flat Brackets 18 at the other. Two ½" loose Pulleys carried in the jaws of two small Fork Pieces form the collectors. These are free on 1" Rods that are fitted with Springs and attached by Cranks to the Angle Girders 19. The latter are secured to the roof by 6 B.A. Bolts (part No. 1575) and insulated from the model by Insulating Bushes and Washers. These special electrical parts are not included in the Outfit and if they are not available ordinary bolts may be used provided that they are wrapped round with insulating tape so that they do not make contact with the metal parts. When the car is on the rails the ½" loose Pulleys collect the current, which is taken down the wire 16 to one of the terminals on the Motor. The other terminal is earthed to the car and the current returns through the wheels to the lower rail.

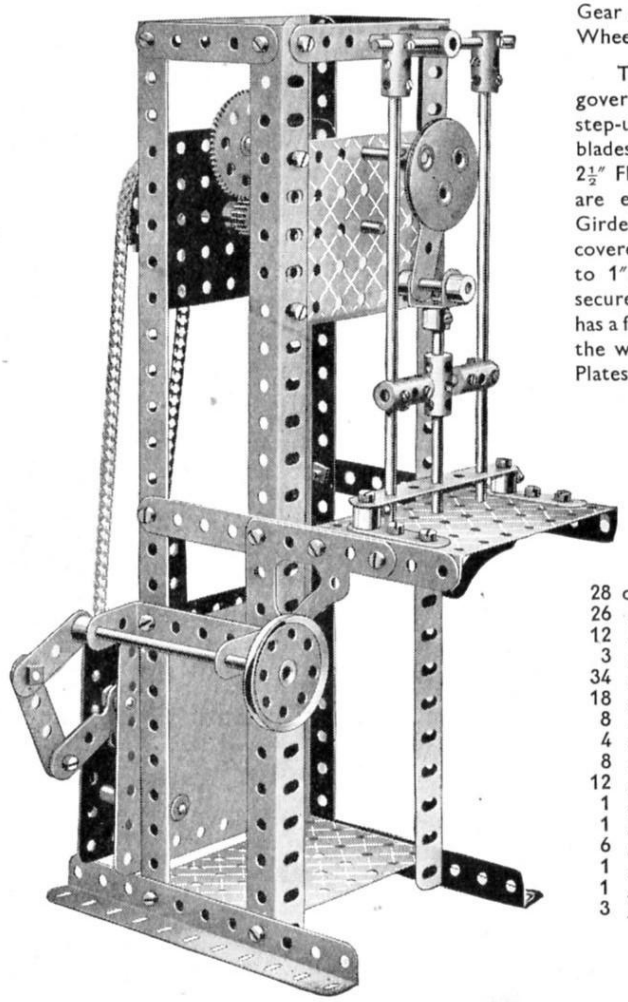
The construction of the rails will be seen fairly clearly from the illustration but it will be noticed that the standards are all built up from different length girders. This is in order to conform with the selection of girders supplied in the Outfit, but if Strips are used in conjunction with the Girders a considerable length of rail may be constructed.

K28. Punching Machine

Parts required

2 of No. 2	1 of No. 17	6 of No. 59
3 „ „ 3	1 „ „ 18a	3 „ „ 62
2 „ „ 5	2 „ „ 18b	6 „ „ 63
1 „ „ 6	1 „ „ 21	22″ „ „ 94
4 „ „ 8	1 „ „ 26	1 „ „ 95a
2 „ „ 9	1 „ „ 27a	1 „ „ 96
2 „ „ 14	42 „ „ 37	2 „ „ 108
2 „ „ 15a	1 „ „ 38	1 „ „ 116
2 „ „ 16	1 „ „ 46	1 „ „ 130
1 „ „ 16b	4 „ „ 53	

No. 2 Clockwork Motor
(not included in Outfit)



K29. Big Wheel

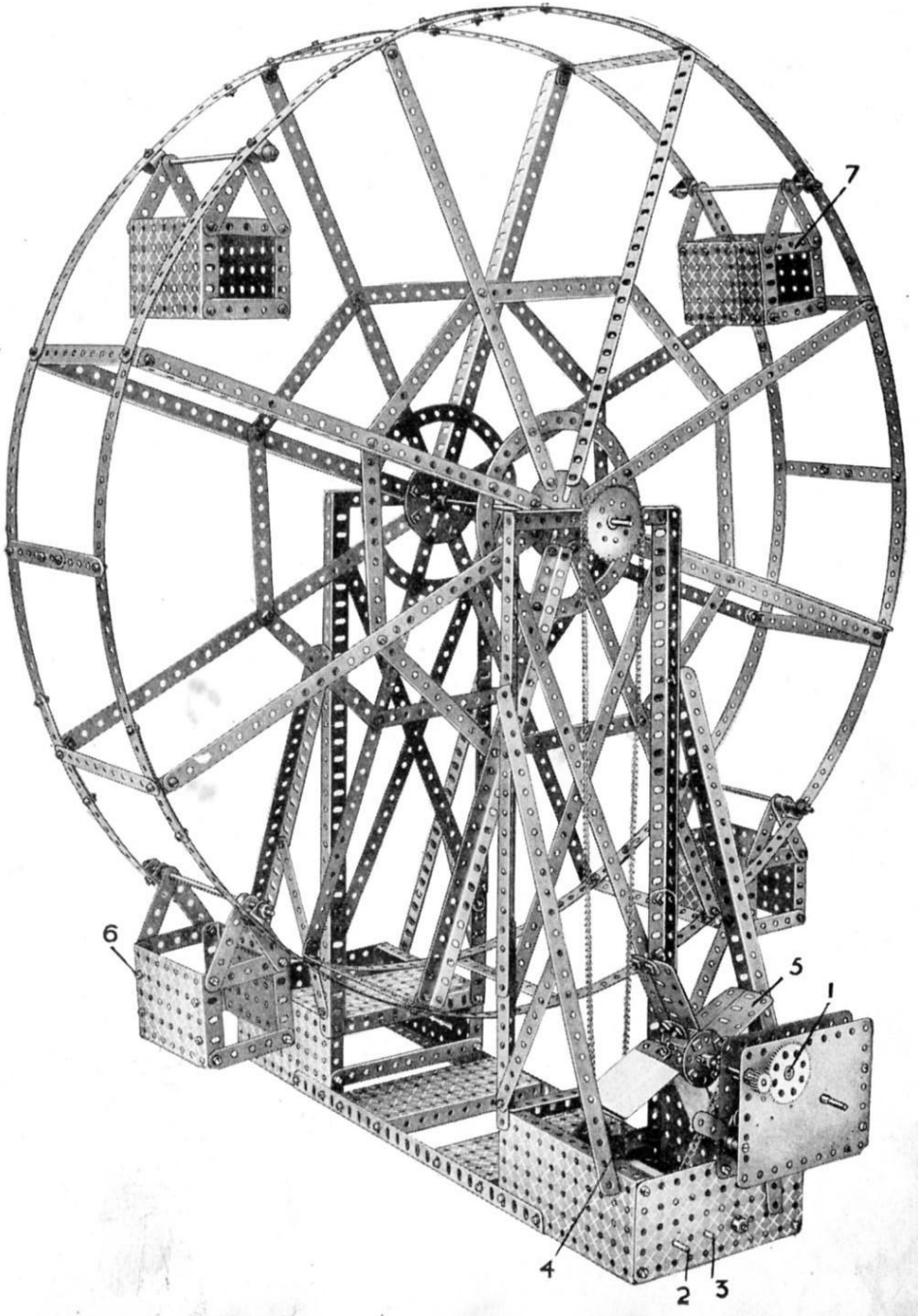
The only part of this model requiring description is the driving gear. A 1″ Sprocket Wheel on the driving spindle 1 of the Clockwork Motor is connected by Sprocket Chain to a similar Sprocket on a $6\frac{1}{2}$″ Rod 2, which also carries a $\frac{1}{2}$″ Pinion in mesh with a 57-teeth Gear on a second Rod 3. On the latter is a $\frac{1}{2}$″ Pinion in mesh with another 57-teeth Gear on a Rod carrying a $\frac{3}{4}$″ Sprocket Wheel 4.

The speed of the Motor is governed by a fan 5, driven through a step-up gear of 3 : 1. Two of the blades of the fan each consist of two $2\frac{1}{2}$″ Flat Girders while the other two are each composed of a $2\frac{1}{2}$″ Flat Girder and a Strip. The blades are covered with paper and are bolted to 1″ × $\frac{1}{2}$″ Angle Brackets that are secured to a Bush Wheel. The car 6 has a few Strips bolted to it to balance the weight of the two $2\frac{1}{2}$″ × $2\frac{1}{2}$″ Flat Plates forming one side of the car 7.

Parts required

28 of No. 1	3 of No. 27a
26 „ „ 2	258 „ „ 37
12 „ „ 3	4 „ „ 48d
3 „ „ 4	6 „ „ 52
34 „ „ 5	7 „ „ 53
18 „ „ 8	21 „ „ 59
8 „ „ 9	3 „ „ 70
4 „ „ 10	2 „ „ 72
8 „ „ 11	16 „ „ 90
12 „ „ 12	50″ „ „ 94
1 „ „ 13	1 „ „ 95
1 „ „ 13a	2 „ „ 96
6 „ „ 14	1 „ „ 96a
1 „ „ 16a	6 „ „ 103f
1 „ „ 24	2 „ „ 109
3 „ „ 26	

No. 2 Clockwork Motor
(not included in Outfit)



K30. Mill Engine

The most interesting feature of the Corliss valve gear, this model is which demonstrates faithfully all the characteristic movements of actual valve gear of this type. The Corliss gear is used on mill engines and other slow speed engines, and differs from most valve mechanisms in that there is a separate inlet and exhaust valve for each end of the cylinder. Thus there are four valves in all. They are given an oscillating movement by means of a " wrist plate " that is actuated by an eccentric on the crankshaft. A centrifugal governor automatically varies the cut-off according to the speed of the engine.

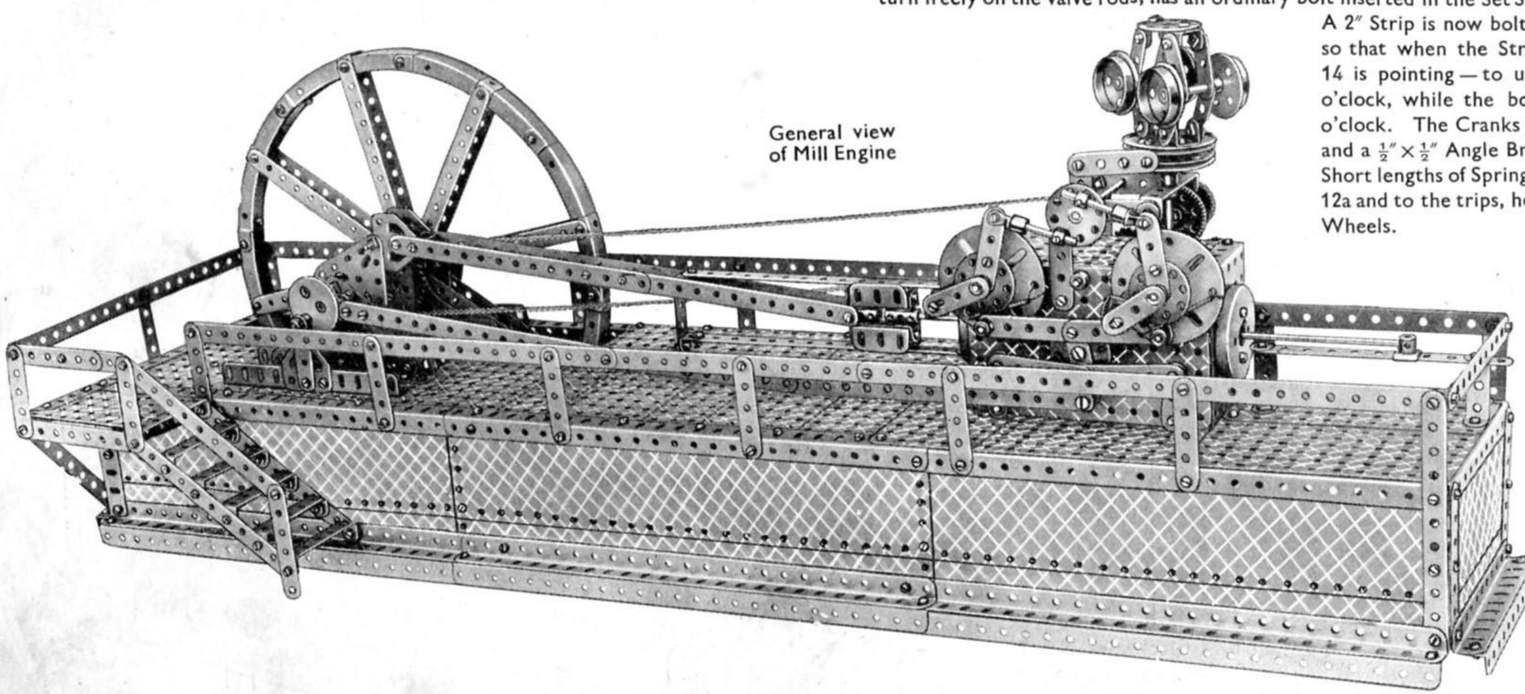
Parts required

6 of No.	1	29 of No.	12	286 of No.	37	6 of No.	70	1 of No.	130
4 „ „	1a	1 „ „	12a	20 „ „	37a	2 „ „	72	2 „ „	137
3 „ „	1b	2 „ „	12b	8 „ „	38	2 „ „	76	2 „ „	147b
10 „ „	2	1 „ „	13	1 „ „	45	1 „ „	81	2 „ „	166
4 „ „	2a	1 „ „	15	4 „ „	48	46″ „ „	94	1 „ „	167b
5 „ „	3	2 „ „	15a	7 „ „	48a	1 „ „	95	4 „ „	194
3 „ „	4	4 „ „	16	1 „ „	48b	2 „ „	96	8 „ „	195
36 „ „	5	1 „ „	16a	1 „ „	50a	1 „ „	96a	2 „ „	196
7 „ „	6	1 „ „	16b	6 „ „	52	4 „ „	108	8 „ „	197
21 „ „	6a	3 „ „	17	4 „ „	52a	3 „ „	109		
19 „ „	8	3 „ „	18a	3 „ „	53	2 „ „	111		
1 „ „	8a	4 „ „	20	4 „ „	53a	5 „ „	111a		
2 „ „	8b	2 „ „	20a	10″ „ „	58	6 „ „	111c		
9 „ „	9	5 „ „	24	16 „ „	59	2 „ „	115		
2 „ „	9b	1 „ „	26	4 „ „	62	4 „ „	126a		
4 „ „	9f	1 „ „	28	2 „ „	62b	1 „ „	128		
2 „ „	10			5 „ „	63				

Details of the engine bed can be seen fairly clearly from Figs. K30 and K30a. From Fig. K32a it will be seen that one end of the bed is wider than the other and part of the platform overhangs to form a landing at the top of the stairway. The bed is filled in with Plates and a well is left open for the large flywheel. The flywheel shown should be replaced by one built up from a Ring Frame (No. 167b) and a Face Plate. Four $4\frac{1}{2}''$ Strips are used for spokes and the other four spokes are each made from two $2\frac{1}{2}''$ Strips overlapped two holes. To finish off the platform the handrails are added, but it is advisable not to fit these until the engine and valve gear have been assembled.

The " wrist-plate " 7 (Fig. K30b), which consists of a Bush Wheel, is free to turn about a Pivot Bolt that is secured to the $5\frac{1}{2}'' \times 3\frac{1}{2}''$ Flat Plate forming one side of the cylinder block. The links connecting the steam valve cranks 8, 8a, and the exhaust valve cranks 9, 9a, consist of $2\frac{1}{2}''$ Strips that are attached pivotally to the wrist plate by $\frac{3}{8}''$ Bolts. These Bolts serve also to secure a 2″ Strip 10, a nut being placed on each side of the Bush Wheel to hold each $\frac{3}{8}''$ Bolt in position. The Eccentric on the crankshaft is connected to the wrist plate by two $12\frac{1}{2}''$ Strips overlapped eleven holes, and attached pivotally to the Strip 10 by a Pivot Bolt, a Collar being used for spacing purposes. The two exhaust valve cranks 9 and 9a are locknutted (Standard Mechanism No. 1) direct to their respective links, the Rods on which they are mounted representing the rotary exhaust valves.

The Face Plates 12, 12a are mounted loosely on $4\frac{1}{2}''$ Rods, which are journalled in the side plates of the cylinder to represent the actual steam valves. Each " trip " 13 and 13a consists of two $1\frac{1}{2}''$ Strips and one Flat Bracket bolted together by Set Screws to form an isosceles triangle, the apex of which is pivoted on a Threaded Pin secured to the Face Plate. A $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Bracket is bolted to each trip by its slotted hole. The connecting links between the wrist-plate are now slipped in place on the Threaded Pins and held in position by Collars ; the links are bent slightly to obtain sufficient clearance. Each of the two Bush Wheels 14, 14a, which turn freely on the valve rods, has an ordinary bolt inserted in the Set Screw hole and locked in place by a Nut. A 2″ Strip is now bolted across the face of each Bush Wheel so that when the Strips are vertical the bolt in the boss of 14 is pointing — to use a clock face as a comparison—to 5 o'clock, while the bolt in the boss of 14a is pointing to 11 o'clock. The Cranks 8 and 8a, are now secured on the Rod, and a $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Bracket is bolted to the end hole of each. Short lengths of Spring Cord attached to the Face Plates 12 and 12a and to the trips, hold the latter against bosses of the Bush Wheels.

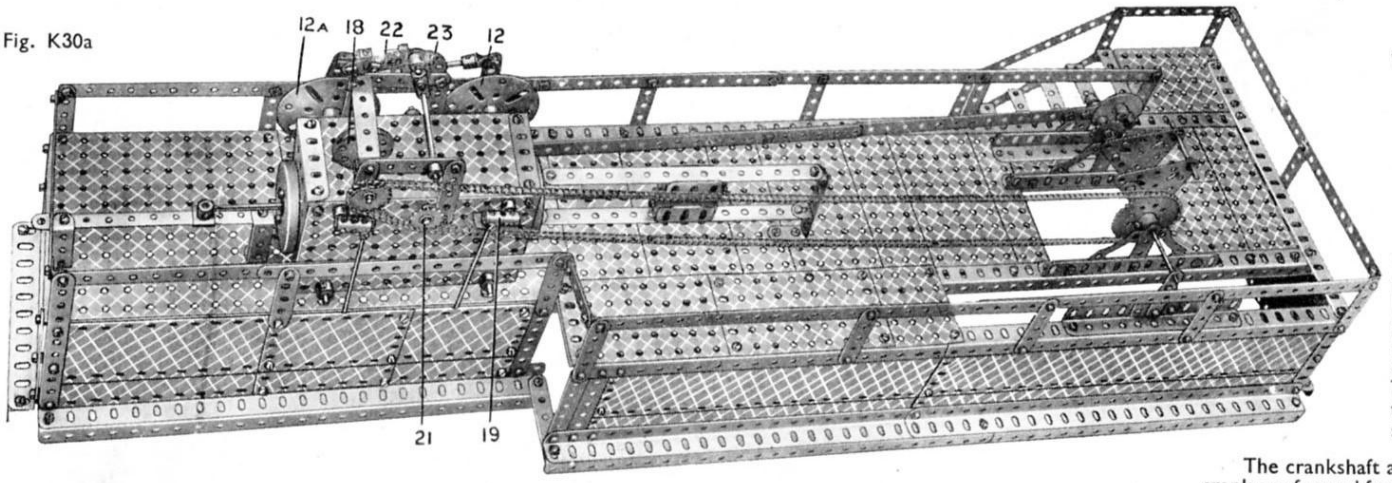


General view of Mill Engine

In the illustration the Crank 8 is about to be pulled down by the Angle Bracket on the trip 13. As this downward movement continues, the trip commences to ride up the bolt in the boss of the Bush Wheel 14, thus releasing the Angle Bracket on the Crank, which returns to its normal position under the influence of a length of Spring Cord that is fixed to the Coupling 19 (Fig. K30a). The other valve functions similarly, except that the Crank 8a is tripped in an upward direction instead of downward.

Mill Engine—continued

Fig. K30a



If the engine speed increases, the governor weights fly out and partially rotate the Bush Wheel 23 through the medium of the Crank 22. This alters the position of the bolts in the bosses of the Bush Wheels relative to the trips, so that the Cranks are tripped earlier in the stroke of the piston.

By altering the positions of the Rods in their respective Collars, both valves may be arranged to lift an equal amount by their trips. The Angle Brackets on the trips and Cranks 8 and 8a must be adjusted very carefully.

In constructing the crosshead the following notes will be useful. Two pairs of $1\frac{1}{2}''$ Angle Girders 1 and four $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Brackets 2 are secured to two Couplings 3 and 4 by two $\frac{3}{4}''$ Bolts. One of these passes through the centre tapped hole of the Coupling 3 and the other through the end plain hole of the Coupling 4, and each Bolt has a Washer placed under its head. Two $1\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strips 5 are next bolted to the Angle Brackets 2, thus forming two channel-shaped "shoes" that slide on the crosshead guides 6.

The crankshaft assembly can be seen in Fig. K30a. The webs of the crank are formed from two $2\frac{1}{2}''$ Triangular Plates to each of which a Double Arm Crank is bolted to carry the Rods forming the crankshaft. A $2\frac{1}{2}''$ Screwed Rod is secured between the two Plates and forms the crankpin.

It will be seen that by varying the positions of the Bush Wheels 14 and 14a, and hence the positions of the tripping bolts they carry, the instant at which the Cranks 8 and 8a are tripped can be varied to occur earlier or later in the stroke of the piston. These Cranks operate the inlet valves ; the exhaust valves being operated by the Cranks 9 and 9a, the timing of which is not variable. The purpose of the trip gear for the inlet valves is to provide means of controlling the time during which steam is entering the cylinder for any one stroke. As the speed of the engine increases, the amount of steam admitted is decreased, and the engine is said to be working with an early "cut off." The period of cut off is regulated automatically by means of a governor.

The $5\frac{1}{2}''$ Rod carrying the governor is journalled in a $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip and in the top Plate of the cylinder. The links 15 ($1\frac{1}{2}''$ Strips) supporting the governor weights, are attached pivotally at their top ends to $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Brackets that are secured to a Bush Wheel 16, while their lower extremities are attached in a similar manner to two 2" Pulleys 17, which are secured rigidly together by $\frac{1}{2}''$ Bolts and spaced apart by Collars. These Pulleys should be free to slide on the Rod. The drive for the governor is taken from a 2" Sprocket Wheel on the crankshaft by Sprocket Chain to a 1" Sprocket Wheel on a short Rod carrying a $1\frac{1}{2}''$ Contrate 18 (Fig. K30a), that meshes with a $\frac{1}{2}''$ Pinion 20 on the governor shaft. A $\frac{3}{4}''$ Sprocket Wheel 21 (Fig. K30a) is used to keep the Sprocket Chain clear of the Coupling 19.

A Boss Bell Crank is bolted to the 2" Strip 22 (Fig. K30b), which carries a $\frac{3}{8}''$ Bolt locating between the Pulleys 17, and is secured by a Coupling to a $3\frac{1}{2}''$ Rod carrying a Bush Wheel 23. Two Collars are attached pivotally to the latter and are connected by $1\frac{1}{2}''$ Rods and End Bearings to the 2" Strips on the Bush Wheels 14 and 14a.

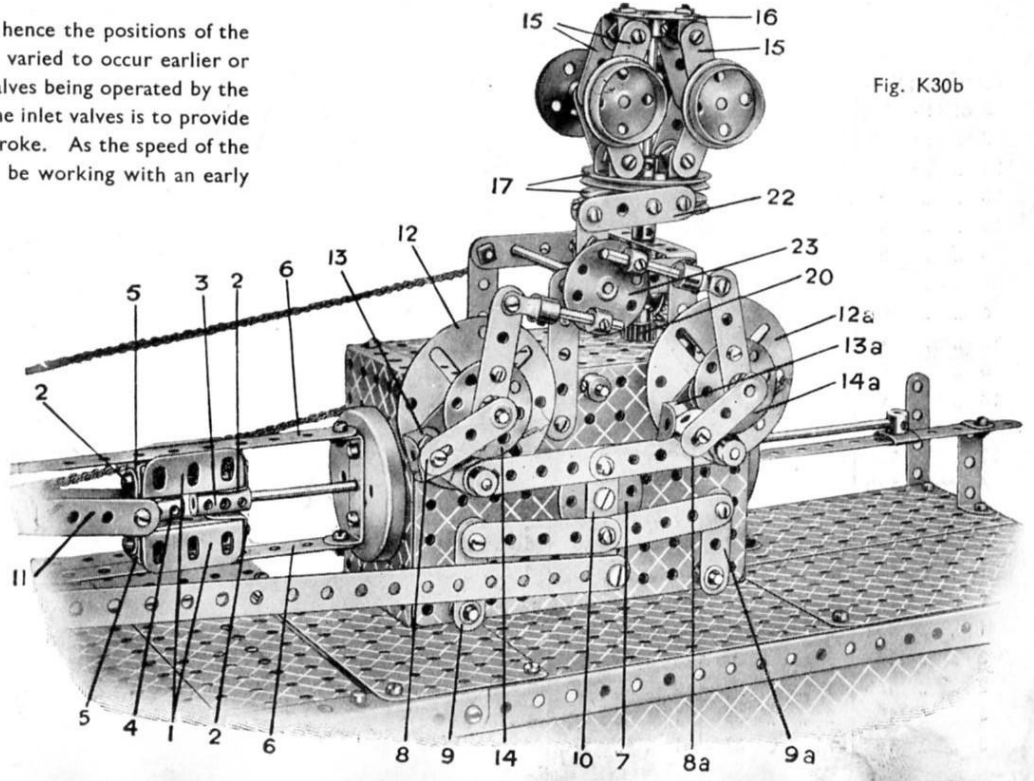


Fig. K30b

K31. Radial Travelling Crane

Begin to build this model by constructing the main tower, the details of which are clearly brought out in the illustrations on this and the following page. Notice that the inclined corner Angle Girders 1 are connected at the top (as shown in Fig. K31c) by a Bush Wheel 2 secured by Angle Brackets. This Bush Wheel forms a bearing for the vertical Rod 3 by which the cantilever arm 4 is turned.

The cantilever arm 4 turns on a bearing formed of Flanged Wheels 5, which run on a Circular Girder 6 supported by four 1″ × ½″ Angle Brackets bolted to the Corner Girders 1. The cantilever is built up (as shown in Fig. K31b) from two 9½″ Angle Girders 8, braced by two pairs of 5½″ Angle Girders 9 overlapped nine holes. From these, 12½″ Angle Girders 10 extend at one side, and 5½″ Girders 11 are connected to similar Girders 10 at the other side.

The inclined Strips 12 are connected at the top, by means of Angle Brackets, to a Face Plate 13 secured to the vertical Rod 3. At the foot of the Rod 3 is a 1½″ Gear 14 engaged by a Worm 15 that is operated by the Crank Handle 16. In this way the cantilever arm is swung round, the Wheels 5 riding on the Circular Girder 6.

The load carried from the Hook 17 is raised or lowered by the Crank Handle 18, a ½″ Pinion 19 on which engages a 57-teeth Gear 20 on a Rod 21 on which the Cord 22 is wound. This Cord passes over a ½″ Pulley 23 to the block 24 and back over another ½″ Pulley on the trolley,

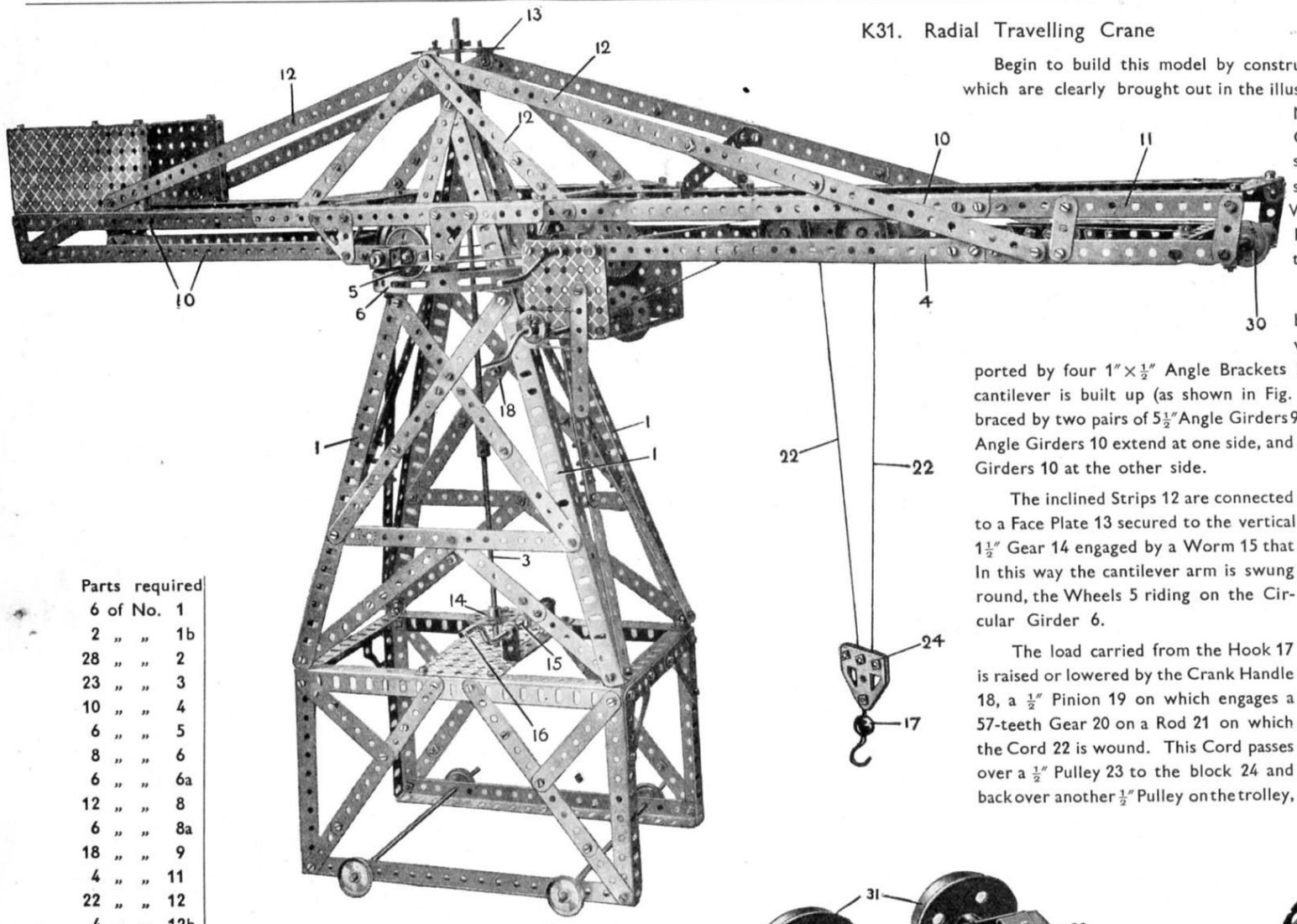
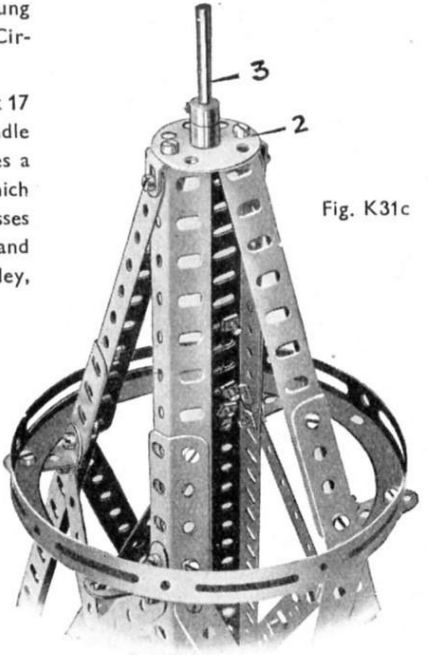


Fig. K31c



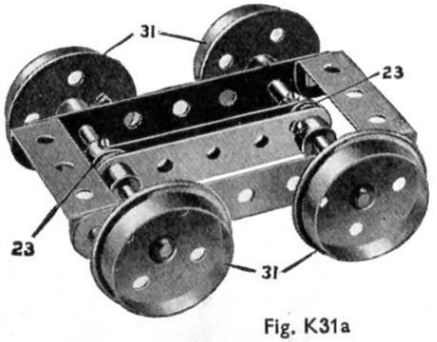
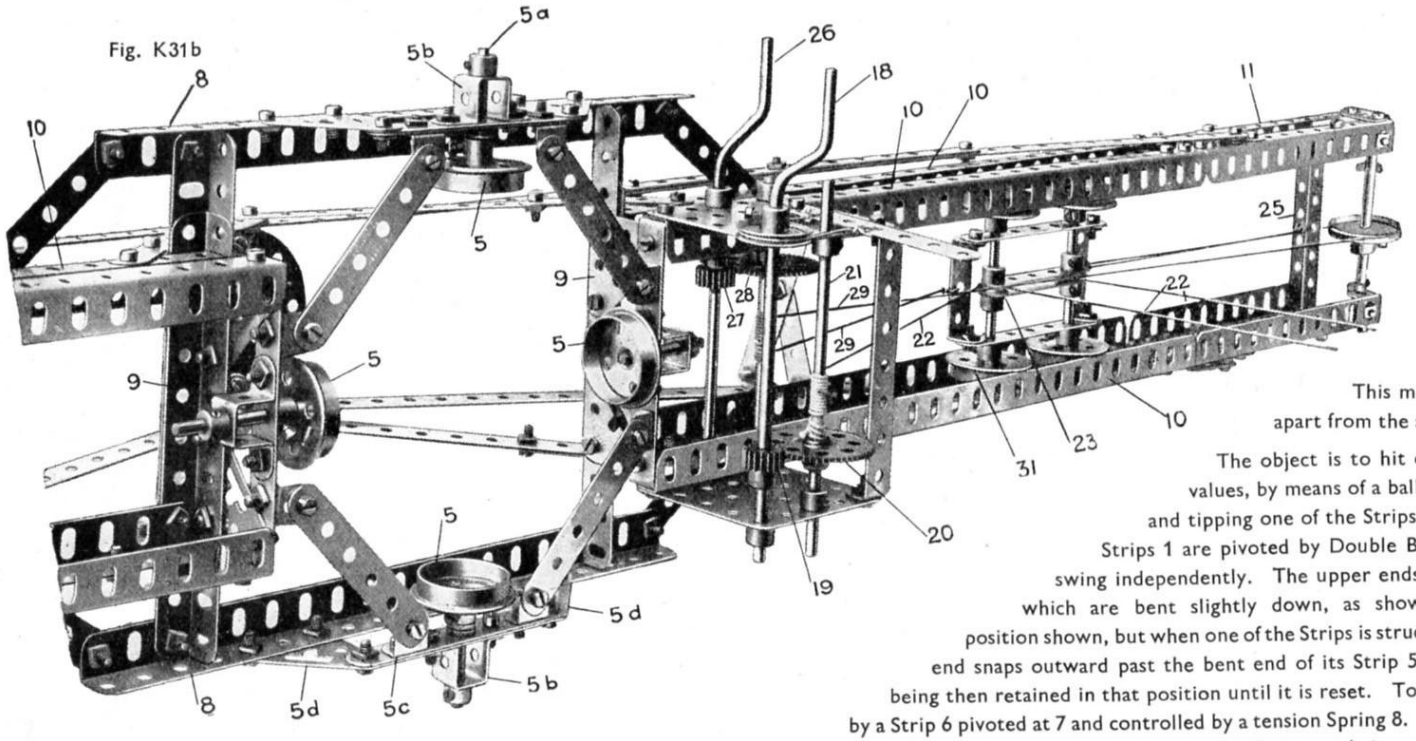


Fig. K31a

Parts required							
6 of No. 1	8 of No. 20		16 of No. 38		19 of No. 59		
2 „ „ 1b	6 „ „ 22		1 „ „ 40		1 „ „ 63		
28 „ „ 2	3 „ „ 23		4 „ „ 45		1 „ „ 70		
23 „ „ 3	1 „ „ 24		1 „ „ 46		2 „ „ 72		
10 „ „ 4	2 „ „ 26		2 „ „ 48		4 „ „ 108		
6 „ „ 5	3 „ „ 27a		4 „ „ 48b		1 „ „ 109		
8 „ „ 6	1 „ „ 32		2 „ „ 52		2 „ „ 126a		
6 „ „ 6a	2 „ „ 35		1 „ „ 52a		8 „ „ 133		
12 „ „ 8	274 „ „ 37		1 „ „ 57c		1 „ „ 143		
6 „ „ 8a							
18 „ „ 9							
4 „ „ 11							
22 „ „ 12							
4 „ „ 12b							
1 „ „ 13							
2 „ „ 13a							
1 „ „ 14							
1 „ „ 15							
1 „ „ 15a							
3 „ „ 16							
2 „ „ 16b							
4 „ „ 18a							
3 „ „ 19							

Fig. K31b



K31. Radial Travelling Crane—continued

and is secured to the $3\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip 25 at the outer end of the cantilever arm. Consequently, when the trolley is caused to travel along the cantilever arm the load remains suspended at a constant height—an important point and an interesting detail.

The trolley is caused to move to and fro along the cantilever arm by the action of the Crank Handle 26. On this, a $\frac{1}{2}''$ Pinion 27 engages a 57-teeth Gear 28 on a rod on which is wound the Cord 29, the opposite ends of which are connected to the opposite ends of the trolley. The Cord 29 passes round a Pulley 30 at the outer end of the jib. By turning the Crank Handle 26, therefore, the Cord 29 winds on and off its Rod, and moves the trolley to and fro. The Flanged Wheels 31, shown in Fig. K31a, run on the lower Angle Girders 10.

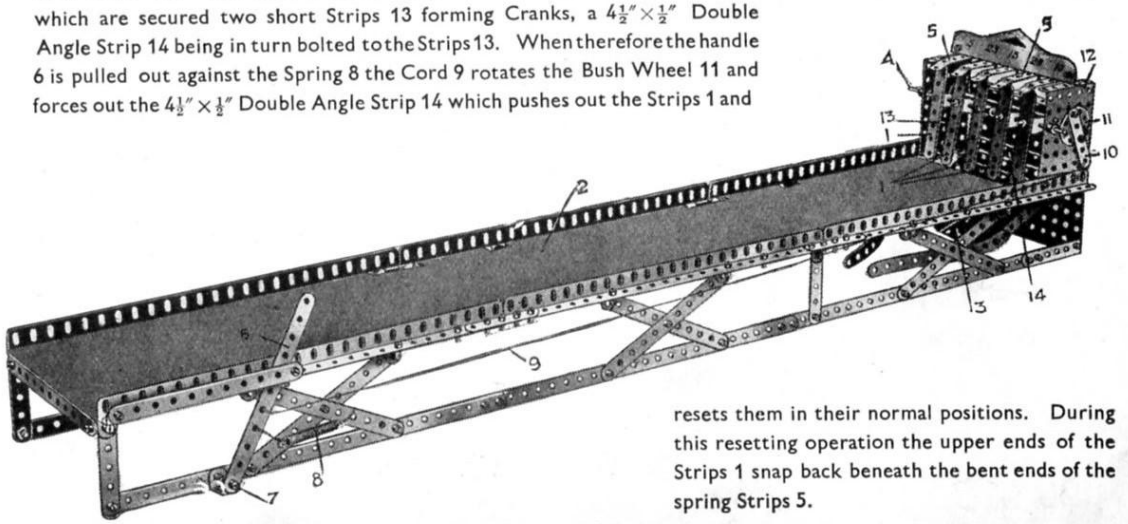
The Wheels 5 are connected to $1\frac{1}{2}''$ Rods 5a which are journalled in Double Bent Strips 5b bolted to $3\frac{1}{2}''$ Strips 5c carried below the Angle Girders 8 by Corner Brackets 5d.

K32. Box Ball Alley

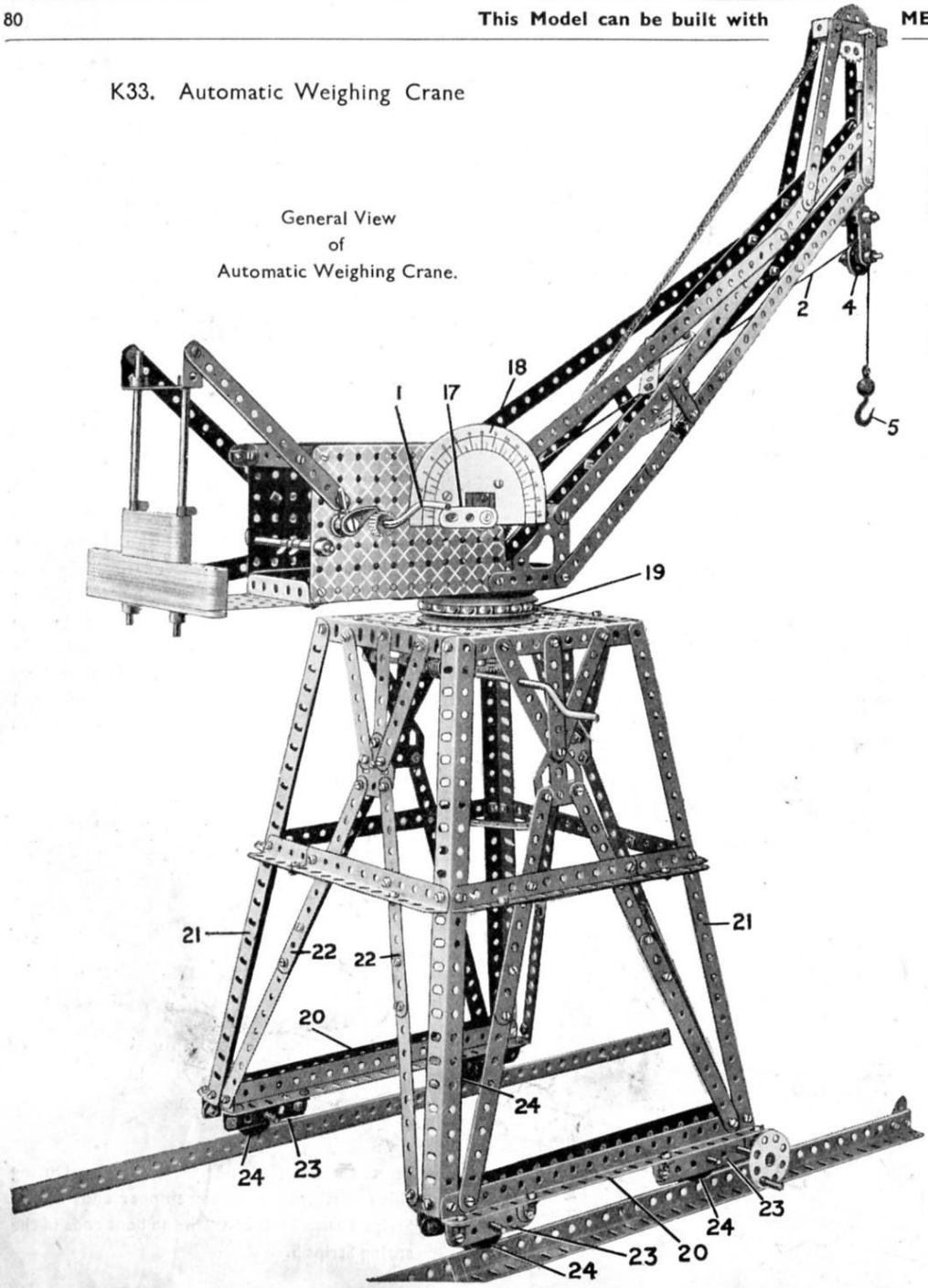
Parts required		2 of No. 16	
6 of No.	1	1 „ „	24
19 „ „	2	8 „ „	35
5 „ „	3	132 „ „	37
2 „ „	4	1 „ „	43
15 „ „	5	1 „ „	48c
6 „ „	8	2 „ „	52
5 „ „	11	2 „ „	53
27 „ „	12	2 „ „	54a
1 „ „	14	2 „ „	59
1 „ „	15	2 „ „	62
		1 of No. 63	

This model of a Box Ball Alley gives endless amusement apart from the actual construction.

The object is to hit one of the Strips 1, which have various number values, by means of a ball rolled along the platform 2, the ball after striking and tipping one of the Strips being returned by the tray 3 to the player. The Strips 1 are pivoted by Double Brackets on a Rod 4, so that each Strip may swing independently. The upper ends of the Strip are engaged by Strips 5, the ends of which are bent slightly down, as shown. The Strips 1 are normally held in the position shown, but when one of the Strips is struck by the ball it is deflected backward and its upper end snaps outward past the bent end of its Strip 5, which thus acts as a spring, the deflected Strip being then retained in that position until it is reset. To reset any or all of the Strips 1 a handle is formed by a Strip 6 pivoted at 7 and controlled by a tension Spring 8. A Cord 9 connects the Strip 6 to a short Strip 10 forming a Crank and bolted to a Bush Wheel 11 on an axle journalled in the side Plates 12. This axle is fitted with two further Bush Wheels to which are secured two short Strips 13 forming Cranks, a $4\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip 14 being in turn bolted to the Strips 13. When therefore the handle 6 is pulled out against the Spring 8 the Cord 9 rotates the Bush Wheel 11 and forces out the $4\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip 14 which pushes out the Strips 1 and resets them in their normal positions. During this resetting operation the upper ends of the Strips 1 snap back beneath the bent ends of the spring Strips 5.



K33. Automatic Weighing Crane



General View of Automatic Weighing Crane.

Parts required

8	of No.	1	1	of No.	22	1	of No.	70
28	„ „	2	2	„ „	22a	2	„ „	77
2	„ „	2a	1	„ „	24	27″	„ „	94
10	„ „	3	1	„ „	25	1	„ „	95a
12	„ „	4	1	„ „	26	1	„ „	96
36	„ „	5	1	„ „	27	2	„ „	108
2	„ „	6	2	„ „	27a	2	„ „	115
2	„ „	6a	1	„ „	32	3	„ „	125
8	„ „	8	9	„ „	35	4	„ „	126a
4	„ „	8a	198	„ „	37	1	„ „	137
12	„ „	9	7	„ „	38	1	„ „	147a
5	„ „	11	1	„ „	40	1	„ „	147b
30	„ „	12	1	„ „	43	1	„ „	148
2	„ „	14	1	„ „	46			
5	„ „	16	4	„ „	48a			
2	„ „	16a	3	„ „	52			
4	„ „	17	2	„ „	52a			
3	„ „	18a	1	„ „	57b			
2	„ „	18b	15	„ „	59			
2	„ „	19	3	„ „	62			
4	„ „	20	2	„ „	63			

21 of No. 117 (not included in Outfit)

This is a model of a crane that, when raising a load, automatically indicates the weight carried. The load is raised or lowered by the operation of the Crank Handle 1 upon which is wound a lifting Cord 2 passing under a 1″ Pulley 3 and over another 1″ Pulley 4 (Fig. K33c) to the Loaded Hook 5

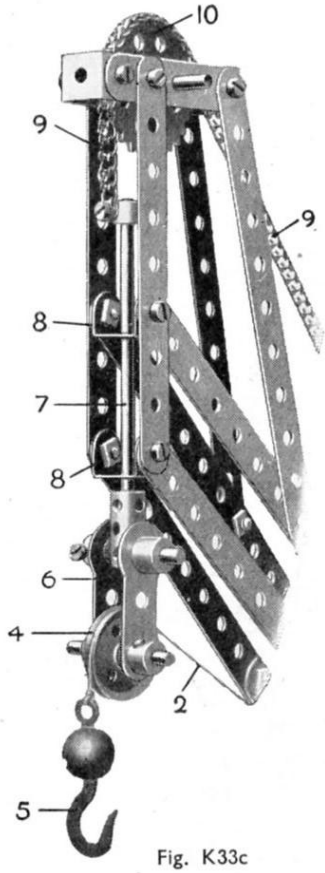


Fig. K33c

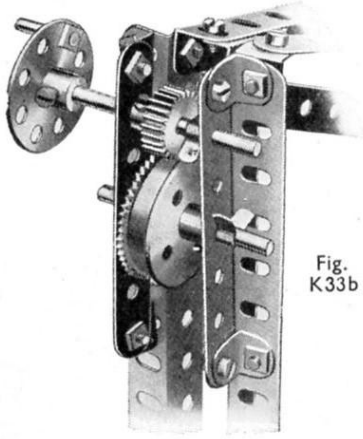


Fig. K33b

The Crank Handle carries a Ratchet Wheel and a 1″ fast Pulley. A Pawl is arranged to engage the Ratchet to hold the load in the raised position, but it can be swung clear of the Ratchet teeth to allow the load to descend. A strap and lever brake operates on the 1″ fast Pulley to control the downward movement of the load.

The 1″ Pulley 4, which bears the weight of the load, is carried by two Cranks 6 connected to a 3½″ Rod 7, that is slidable in two Double Brackets 8.

A Sprocket Chain 9 is connected to the top of the rod and passed over a 1½″ Sprocket Wheel 10 and under a 1″ Sprocket Wheel 11 (Fig. K33a), the other end of the Chain being connected to a Spring 12, secured to a 3½″ Rod 13. Thus, when a load is being raised the weight is carried by the Rod 7, which is pulled down in its bearings thus extending

K33. Automatic Weighing Crane—Continued

the Spring 12. In this movement, the Chain 9 rotates the Sprocket Wheel 11, and a 1½″ Gear Wheel 14, on the rod of the Sprocket 11, engages a ½″ Pinion 15 on a Rod 16. On the outer end of this Rod 16 is a Crank 17 that sweeps round the graduated Dial 18 to indicate the weight of the load that is being lifted.

The construction of the remainder of the model will be clearly seen from the illustrations. The Bearings 23 carrying the Flanged Wheel 24 are formed by Strips connected to the Girders 20 by Angle Brackets.

It will be noted that the crane jib is carried upon a ball bearing 19, the Balls (Part No. 117) for which are not supplied in the K Outfit but may be obtained separately. The crane will work well without the ball bearing, but the operation is easier when such a bearing is fitted.

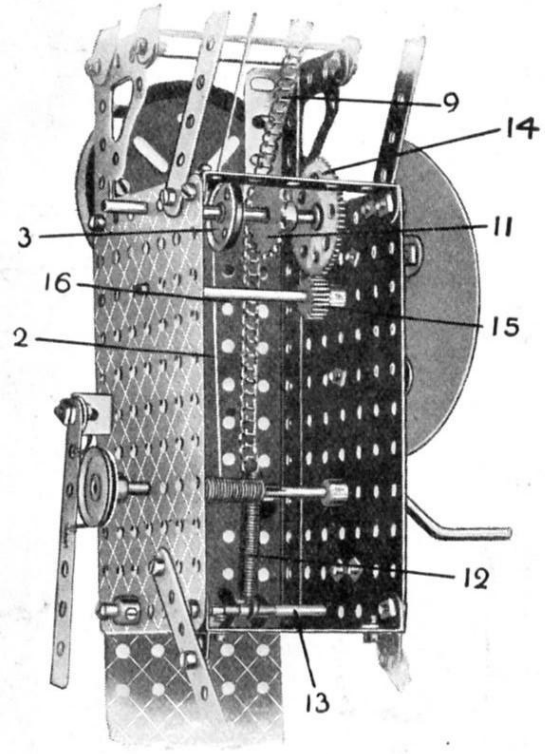
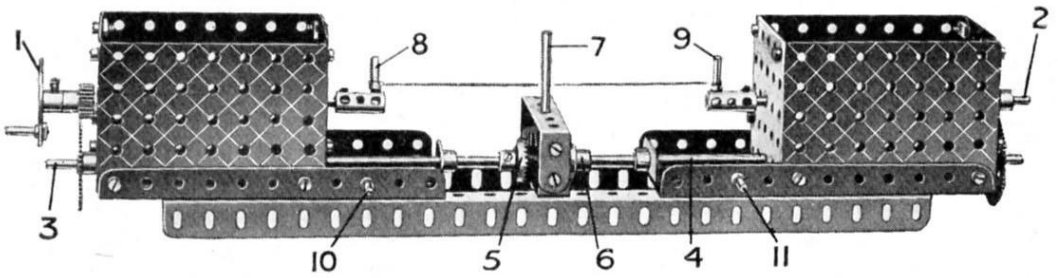


Fig. K33a

Parts required

6	of	No.	5
2	„	„	6a
2	„	„	8
2	„	„	12
2	„	„	12b
2	„	„	14
2	„	„	15a
1	„	„	16a
1	„	„	25
2	„	„	26
2	„	„	27a
2	„	„	29
50	„	„	37
3	„	„	37a
2	„	„	46
2	„	„	52
4	„	„	53
2	„	„	59
2	„	„	63
2	„	„	72
3	„	„	111
2	„	„	115

K34. Heald-Making Machine



This model converts thin lengths of wire into healds or use in Meccano looms. Two typical specimens of healds made with the machine are shown in Fig. K34a.

Two 4½″ Axle Rods are placed longitudinally in the model. One of these Rods carries a handle composed of a Threaded Pin and Bush Wheel 1, and a ½″ Pinion that engages with a 57-teeth Gear Wheel secured to an 8″ Rod 3.

The other 4½″ Rod 2 revolves in the opposite direction to the handle 1, the reverse motion being obtained in the following manner. The inner end of the 8″ Rod 3 is journalled in one end of a Coupling through the centre hole of which passes the vertical 2½″ Rod 7. The latter carries a ¾″ Pinion and is journalled in the centre holes of two 2½″×1″ Double Angle Strips bolted to the base Angle Girders. Another 8″ Rod 4 is journalled in the opposite end of the Coupling, and this Rod is fitted with a 57-teeth Gear Wheel meshing with a ½″ Pinion on the Rod 2. Rods 3 and 4 are both free to revolve in the ends of the Coupling, but the drive is transmitted from Rod 3 to Rod 4 via two ¾″ Contrate Wheels 5 and 6 and the Pinion on Rod 7 ; hence the direction of rotation of Rod 4 is reversed.

Each of the two 4½″ Rods is fitted with a Coupling carrying a Threaded Pin (8, 9) secured at right-angles to its end. These Pins form hooks over which is slipped the loop of wire from which the heald is formed. Each Rod is also equipped with a Compression Spring that is mounted between a 2½″×2½″ Flat Plate (forming the inner bearing for the Rod) and a Collar on the Rod, in such a way that it tends to hold the Coupling against the Plate. Two ¾″ Bolts 10 and 11 are bolted to the side of the machine to form a gauge by which the correct length of wire may be ascertained.

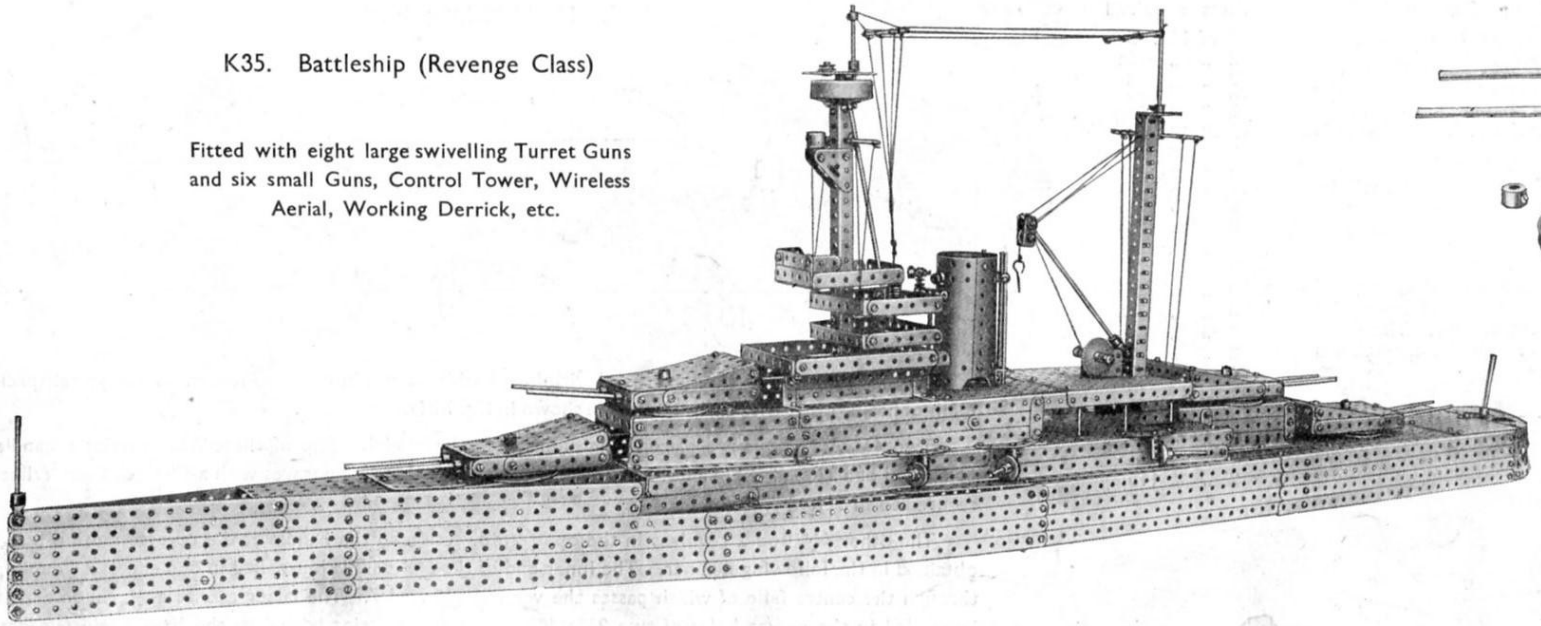
The healds are manufactured as follows : a piece of suitable wire, about 13″ in length, is passed round the Bolts 10 and 11, and the ends are twisted together with a pair of pliers to form a loop. A convenient size of wire is 26 S.W.G. (.018″ in diameter).

Next the loop of wire is removed and passed over the Rod 7, and its ends are slipped over the Pins 8 and 9. The handwheel is now rotated and the loop of wire is twisted into the form of a heald, the Rod 7 forming the hole through which will pass the warp threads of the loom. As the loop of wire is twisted the 4½″ Rods carrying the Threaded Pins 8 and 9 are drawn slightly towards the Rod 7. This movement is allowed for by the Compression Springs already mentioned.

Fig. K34a

K35. Battleship (Revenge Class)

Fitted with eight large swivelling Turret Guns and six small Guns, Control Tower, Wireless Aerial, Working Derrick, etc.



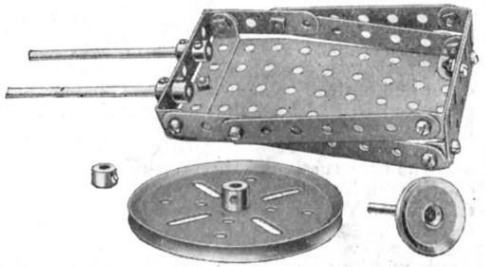


Fig. K35d

Underneath view of one of the Gun Turrets dismantled.

The hull is shown in Fig. K35a. The sides are composed mainly of $12\frac{1}{2}''$ Strips that are bolted to short cross Strips. Six sets of Strips are placed edge to edge at the bows but the remainder of the hull is the depth of only four Strips. Plates are used for filling in the decks, and at the stern a Hub Disc is bolted to the $5\frac{1}{2}'' \times 3\frac{1}{2}''$ Flat Plate. Strip Plates are bolted round the rim of the Hub Disc, and a Crank bolted to the Hub Disc carries the after flag pole or ensign staff. The flag staff at the bows is carried in an End Bearing. Angle Girders are bolted along the sides of the midship section of the hull to receive the superstructure.

The complete superstructure is shown in Fig. K35b, it is attached to the hull section (Fig. K35a) by bolting Flat Brackets 1 to the side Girders 2 of the superstructure. Additional security is effected by attaching $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Brackets 3 and the flange of a Flanged Plate 4 to the front girder of the superstructure.

The control tower (Fig. K35c) is secured in place by bolting the Double Bent Strip at the foot of the tower to a transverse $7\frac{1}{2}''$ Strip 5 in the hull. It is additionally supported by a $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Bracket that is attached to the front of the tower and to the Flanged Plate 6 (Fig. K35b). The fire control station (a Boiler End) is secured to a Double Bent Strip that is fixed to the top of the tower.

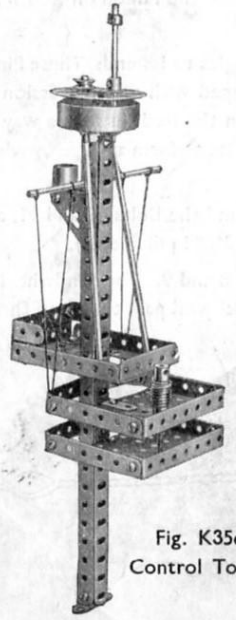


Fig. K35c
Control Tower

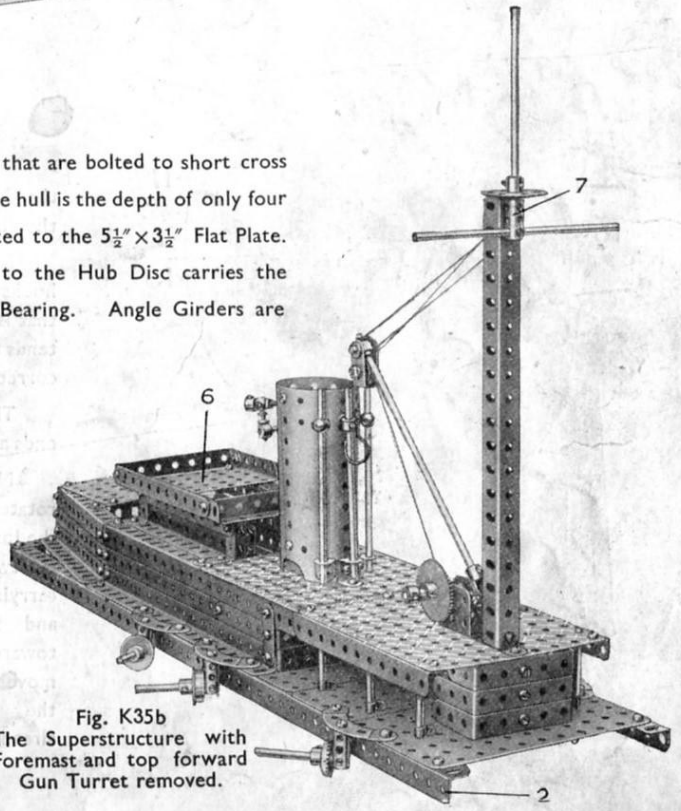


Fig. K35b
The Superstructure with Foremast and top forward Gun Turret removed.

K35. Battleship (Revenge Class)—cont'd

Fig. K35d gives an underneath view of one of the 15″ gun turrets, two of which are constructed in the same manner. It is mounted in place by passing a Rod up through the deck and through the boss of a 3″ Pulley, then placing the turret over the end of the Rod, and securing it finally by a Collar on the Rod.

The other two turrets swivel on Wheel Flanges bolted to 2½″ Strips which are secured beneath the turrets by Angle brackets.

Set Screws serve to secure the Coupling 7 (Fig. K35b) to the mast and the Collar supporting the centre escape pipe is secured to the funnel in the same manner. Set Screws are used also to attach to the funnel the Coupling that carries the "branch pipe" on the ends of which the two syrens are mounted.

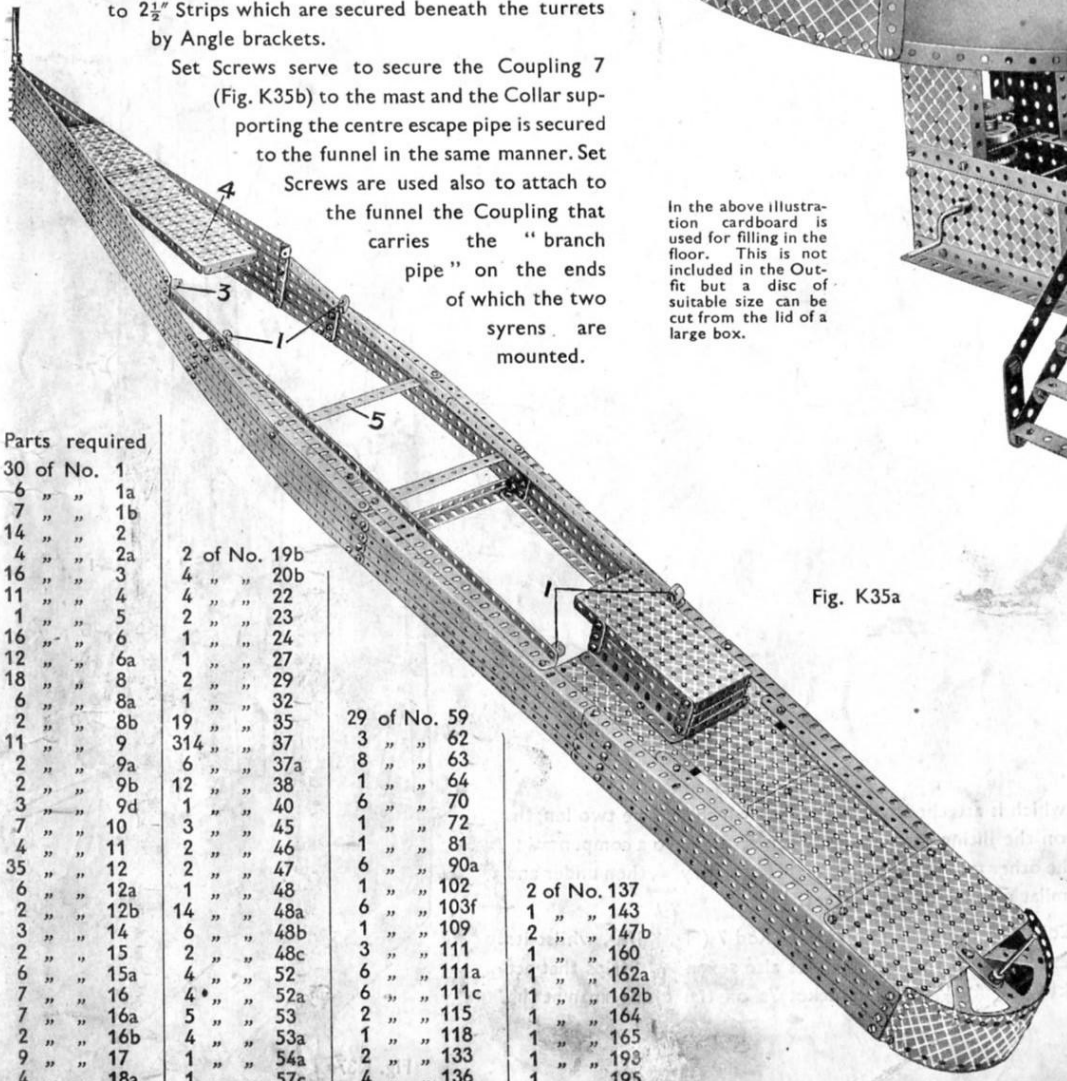
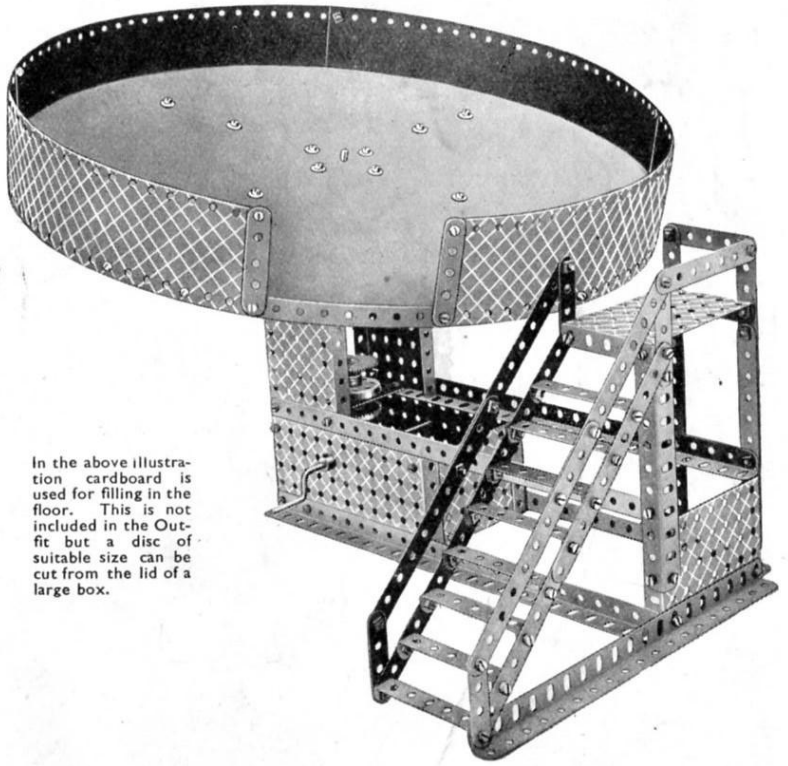


Fig. K35a



In the above illustration cardboard is used for filling in the floor. This is not included in the Outfit but a disc of suitable size can be cut from the lid of a large box.

Parts required

30	of No.	1
6	„ „	1a
7	„ „	1b
14	„ „	2
4	„ „	2a
16	„ „	3
11	„ „	4
1	„ „	5
16	„ „	6
12	„ „	6a
18	„ „	8
6	„ „	8a
2	„ „	8b
11	„ „	9
2	„ „	9a
2	„ „	9b
3	„ „	9d
7	„ „	10
4	„ „	11
35	„ „	12
6	„ „	12a
2	„ „	12b
3	„ „	14
2	„ „	15
6	„ „	15a
7	„ „	16
7	„ „	16a
2	„ „	16b
9	„ „	17
4	„ „	18a
2	of No.	19b
4	„ „	20b
4	„ „	22
2	„ „	23
1	„ „	24
1	„ „	27
2	„ „	29
1	„ „	32
19	„ „	35
314	„ „	37
6	„ „	37a
12	„ „	38
1	„ „	40
3	„ „	45
2	„ „	46
2	„ „	47
1	„ „	48
14	„ „	48a
6	„ „	48b
2	„ „	48c
4	„ „	52
4	„ „	52a
5	„ „	53
4	„ „	53a
1	„ „	54a
1	„ „	57c
29	of No.	59
3	„ „	62
8	„ „	63
1	„ „	64
6	„ „	70
1	„ „	72
1	„ „	81
6	„ „	90a
1	„ „	102
6	„ „	103f
1	„ „	109
3	„ „	111
6	„ „	111a
6	„ „	111c
2	„ „	115
1	„ „	118
2	„ „	133
4	„ „	136
2	of No.	137
1	„ „	143
2	„ „	147b
1	„ „	160
1	„ „	162a
1	„ „	162b
1	„ „	164
1	„ „	165
1	„ „	193
1	„ „	195

K36. Joy Wheel

This model incorporates a new and very interesting Meccano motion.

The Crank Handle drives, by means of a Worm and 57-teeth Gear Wheel, a vertical Rod carrying two 1½″ Contrate Wheels and a Gear Wheel, as shown in Fig. K36a. The lower Contrate Wheel is secured to the shaft but the upper one revolves freely upon it. The upper Wheel is driven from the fixed Contrate by means of a ½″ Pinion, and its direction of rotation is consequently reversed.

The end of the shaft carrying the revolving part of the model is journalled in a short Strip bolted to the upper Contrate Wheel and carries a ½″ Pinion which engages with the 50-teeth Gear Wheel secured on the vertical shaft. Thus on operation of the Crank Handle, the wheel revolves upon its axis, at the same time twisting slowly round with an amusing "wobble."

Four 12½″ × 2½″ Strip Plates and a 9½″ Strip form the rim of the wheel that is supported on four spokes, each made of 5½″ Angle Girders overlapped 2 holes. At the centre the Girders are bolted to a Face Plate and are braced by 5½″ Strips. A circle of cardboard is bolted in position for the floor.

Parts required

1	of No.	1a
16	„ „	2
4	„ „	3
2	„ „	4
2	„ „	5
5	„ „	6
2	„ „	6a
4	„ „	8
1	„ „	8a
9	„ „	9
1	„ „	9d
5	of No.	12
1	„ „	14
1	„ „	16
1	„ „	17
1	„ „	19
2	„ „	26
1	„ „	27
1	„ „	27a
2	„ „	28
1	„ „	32
110	„ „	37
19	„ „	38
8	„ „	48a
2	„ „	48b
4	„ „	52
4	„ „	53
6	„ „	59
1	„ „	109
1	„ „	126
4	„ „	197

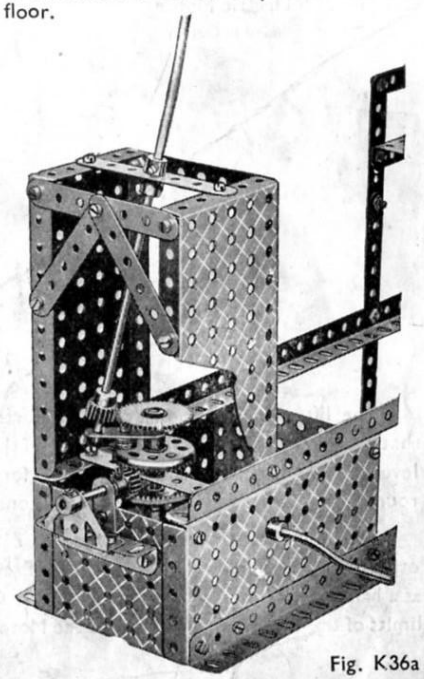


Fig. K36a

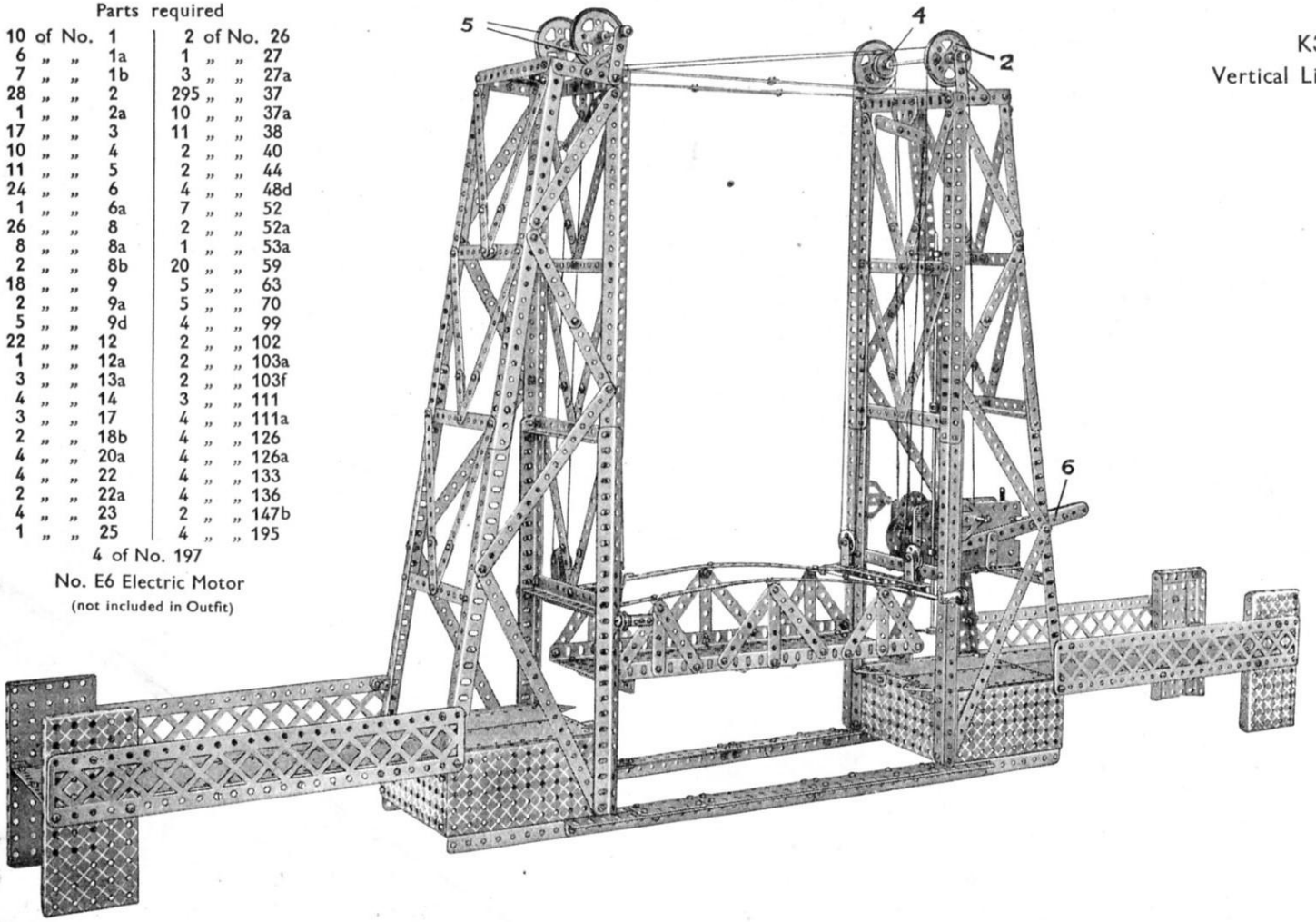
Parts required

10	of No.	1	2	of No.	26
6	„ „	1a	1	„ „	27
7	„ „	1b	3	„ „	27a
28	„ „	2	295	„ „	37
1	„ „	2a	10	„ „	37a
17	„ „	3	11	„ „	38
10	„ „	4	2	„ „	40
11	„ „	5	2	„ „	44
24	„ „	6	4	„ „	48d
1	„ „	6a	7	„ „	52
26	„ „	8	2	„ „	52a
8	„ „	8a	1	„ „	53a
2	„ „	8b	20	„ „	59
18	„ „	9	5	„ „	63
2	„ „	9a	5	„ „	70
5	„ „	9d	4	„ „	99
22	„ „	12	2	„ „	102
1	„ „	12a	2	„ „	103a
3	„ „	13a	2	„ „	103f
4	„ „	14	3	„ „	111
3	„ „	17	4	„ „	111a
2	„ „	18b	4	„ „	126
4	„ „	20a	4	„ „	126a
4	„ „	22	4	„ „	133
2	„ „	22a	4	„ „	136
4	„ „	23	2	„ „	147b
1	„ „	25	4	„ „	195

4 of No. 197

No. E6 Electric Motor

(not included in Outfit)



K37.
Vertical Lift Bridge

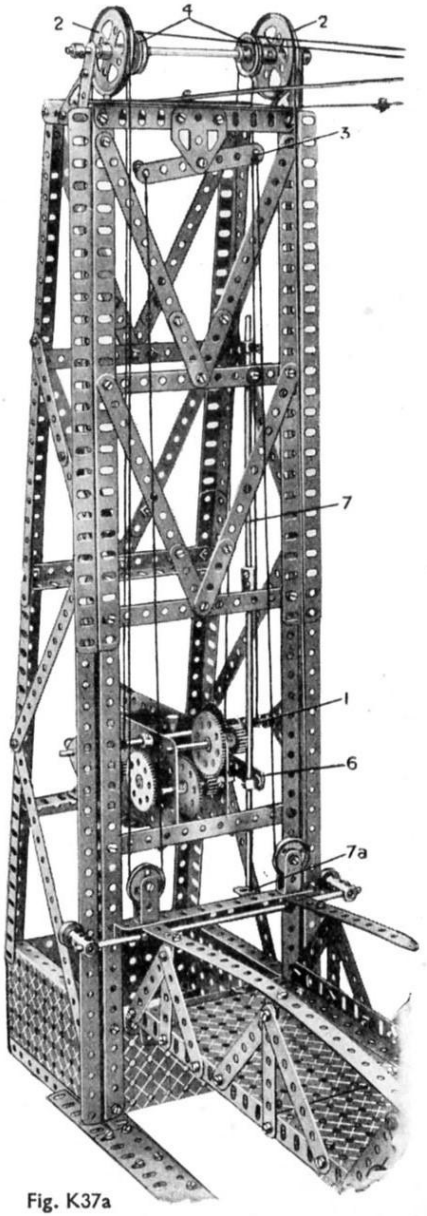
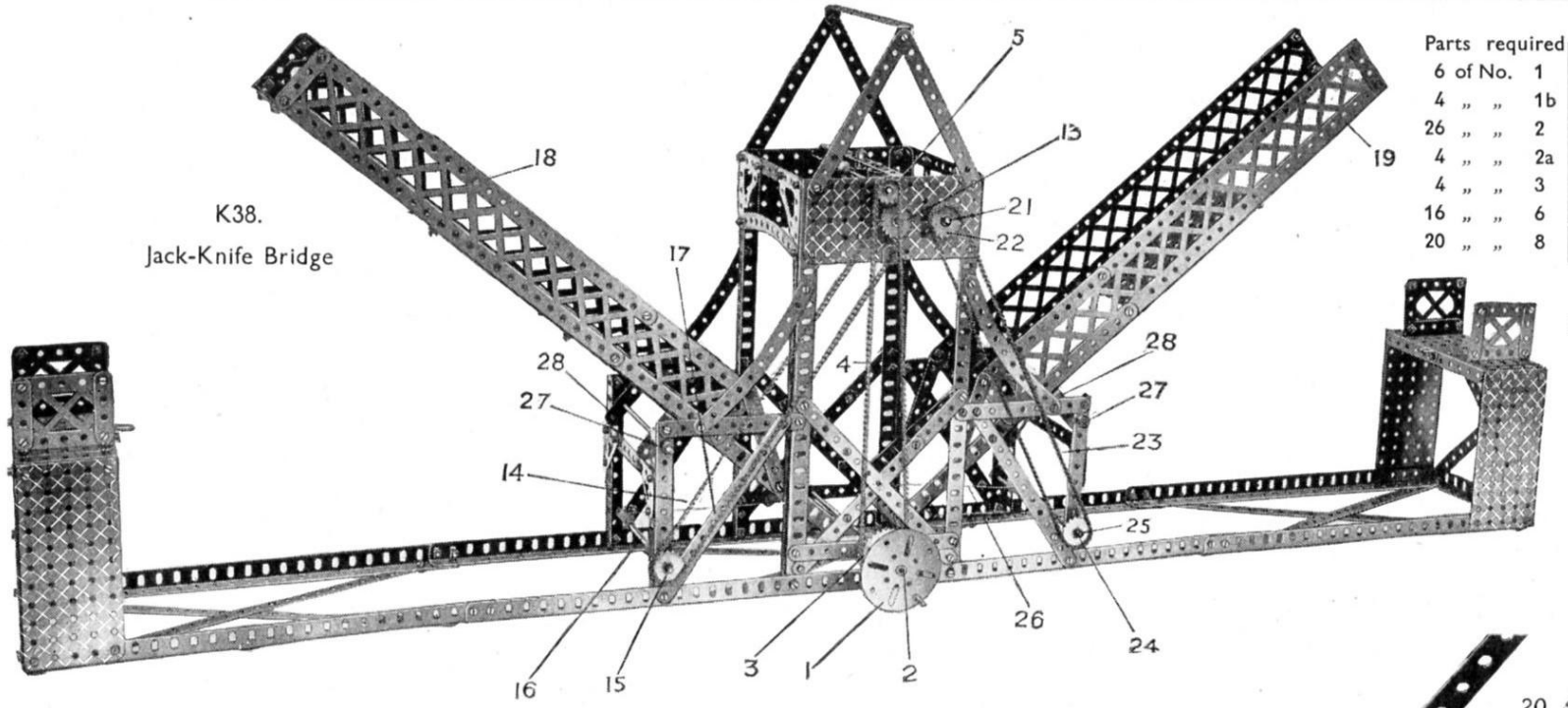


Fig. K37a

The lift span of the bridge is supported on four separate " falls " of cord, each of which is attached to the hoisting winch 1. The two lengths that pass over the 2" Pulleys 2 on the top of the first tower are rove through pulley blocks on the lifting span and are then attached to a compensating lever 3. The latter is pivoted and allows for variation in the lengths of the two cords. The other two cords pass over 1" fast Pulleys 4, then under and round 2" Pulleys 5 at the head of the second tower, after which they are treated in a similar manner to the first set.

The limit switch consists of a pivoted $7\frac{1}{2}$" Strip 6, one end of which is attached to a Collar on the vertically-slidable Rod 7 (Fig. K37a), whilst its other end is attached by a $\frac{1}{2}$"×$\frac{1}{2}$" Angle Bracket to the switch arm of the Motor. This extremity of the lever carries also seven $2\frac{1}{2}$" Strips that act as a balance weight. A $\frac{3}{4}$" Bolt, inserted in a Collar on each end of the Rod 7, is struck by a $\frac{1}{2}$"×$\frac{1}{2}$" Angle Bracket 7a on the lifting span at the limits of travel of the span, and thus the Motor is stopped at the right moment.



K38.

Jack-Knife Bridge

Parts required					
6	of No.	1	6	of No. 9	2 of No. 52
4	„ „	1b	4	„ „ 9d	2 „ „ 52a
26	„ „	2	6	„ „ 12	17 „ „ 59
4	„ „	2a	1	„ „ 13a	6 „ „ 70
4	„ „	3	6	„ „ 14	6 „ „ 89
16	„ „	6	1	„ „ 16b	80″ „ „ 94
20	„ „	8	2	„ „ 26	1 „ „ 95a
			2	„ „ 27a	4 „ „ 96
			1	„ „ 29	1 „ „ 96a
			1	„ „ 32	4 „ „ 108
			210	„ „ 37	1 „ „ 109
			6	„ „ 38	1 „ „ 115
			1	„ „ 40	4 „ „ 133
			2	„ „ 47	4 „ „ 193
			1	„ „ 48a	4 „ „ 195
			3	„ „ 48d	4 „ „ 197

The Braced Girders shown in the illustration should be replaced by Strip Plates of corresponding lengths.

The arms of the bridge are raised or lowered by rotating the handwheel 1. On the 8″ Rod 2 of the handwheel is mounted a 1½″ Sprocket Wheel 3, which is coupled by a Chain 4 to a ¾″ Sprocket Wheel 5 on a 6½″ Rod 6, Fig. K38a. On this Rod a Worm 7 drives a ½″ Pinion 8 on a 3½″ Rod 9, on which is a ¾″ Contrate Wheel 10. This engages a ½″ Pinion 11 carried on a 3″ Rod 12, on the outer end of which is a 1″ Sprocket Wheel 13 connected by a Sprocket Chain 14 to a 1″ Sprocket Wheel 15 on a 6½″ Rod 16. A Cord 17 is wound on the Rod 16 and connected to the end of one arm 18 of the bridge. The other arm 19 is operated from a 57-teeth Gear Wheel 20, engaging a similar Wheel 29 on the 6½″ Rod 21. On the end of this rod a 1″ Sprocket Wheel 22 is coupled by a Chain 23 to another 1″ Sprocket Wheel 24 on the 6½″ winding Rod 25, the Cord 26 from which is connected to the other arm 19 of the bridge.

The arms 18 and 19 are pivotally carried on 6½″ Rods 27 by means of 2½″×1½″ Double Angle Strips 28.

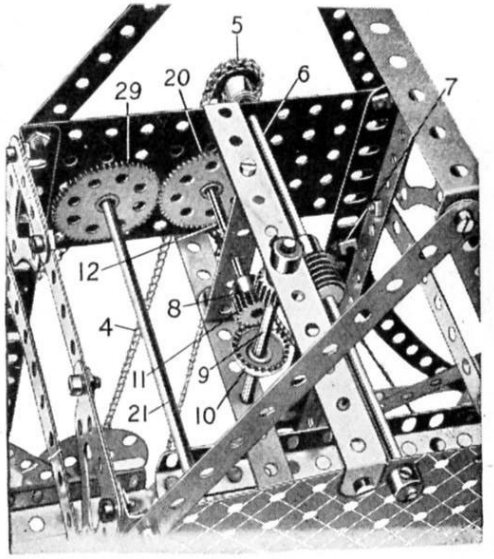


Fig. K83a

HOW TO CONTINUE

This completes our examples of models that can be made with MECCANO Outfit K (or H and Ha). The next models are a little more advanced, requiring a number of extra parts to construct them. The necessary parts are all contained in a Ka Accessory Outfit, which can be obtained from any Meccano dealer.

L1. Funicular Railway

The inclined rails are made from four sets of 24½″ Angle Girders and 9½″ Girders butted together and connected by 3″ Strips. The loading platform consists of three 5½″ × 3½″ Flat Plates and one 5½″ × 2½″ Flat Plate, and is supported by the 12½″ Girders 6 and uprights 7. The side Girders 2 in the base of the model are each formed from one 24½″, one 12½″ and one 3″ Girders overlapped two holes each.

The cars 8 are connected to the Chains 9 which pass over 2″ Sprocket Wheels 10, at the top and 1″ Sprockets at the bottom. They move in opposite directions so that the weight of the descending car assists the other car to ascend. This is effected by driving a 3″ Sprocket Wheel 11, Fig. L1a, from the Motor, the 8″ Rod 12 of the Sprocket Wheel 11 carrying a 1″ Sprocket 13 which is coupled by the Chain 14 to a similar Sprocket 15 on the 3″ Rod 16. The Rod 12 is coupled to another 8″ Rod 17 by a pair of ½″ Pinions 18 in order to obtain a reversed rotation, and a 1″ Sprocket Wheel 19 on the Rod 17 is coupled by a Chain 20 to another 1″ Sprocket Wheel 21 on a 3″ Rod 22 which drives the Chain of the other car. In this way, the two cars always move in opposite directions. The cars, having reached their destinations, are returned by reversing the Motor.

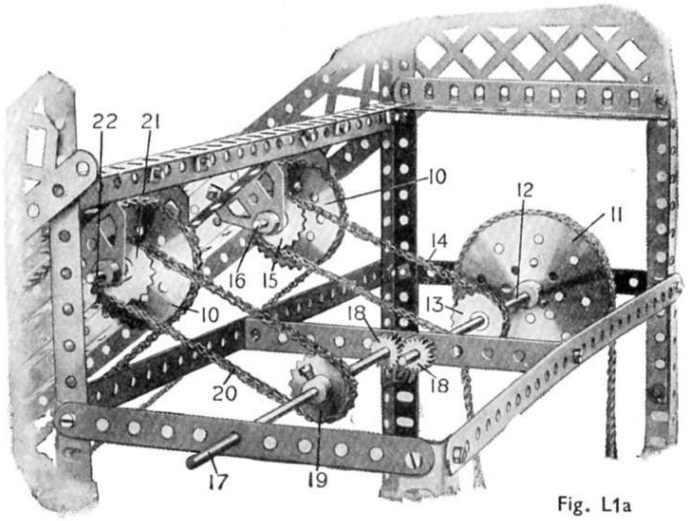
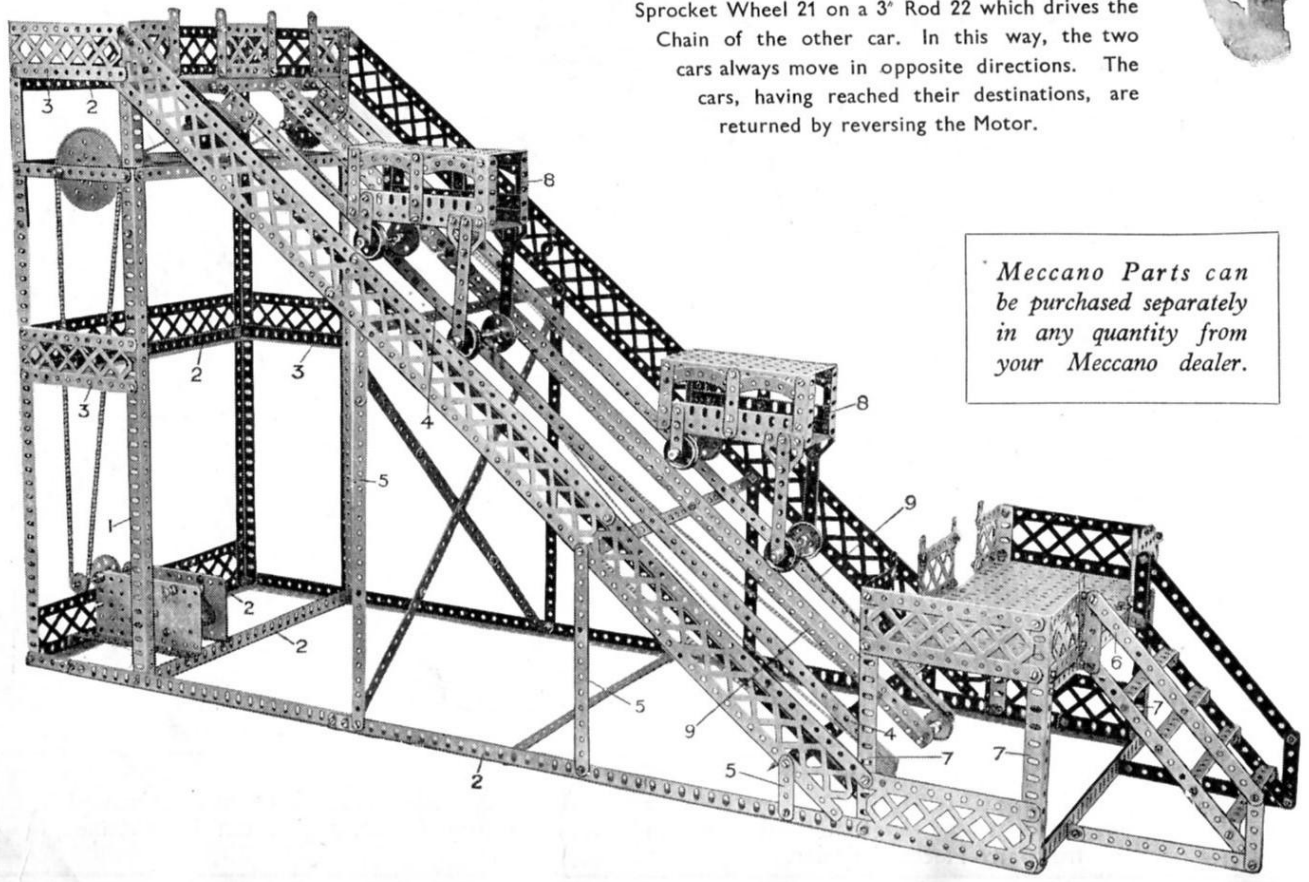


Fig. L1a



Meccano Parts can be purchased separately in any quantity from your Meccano dealer.

Parts required

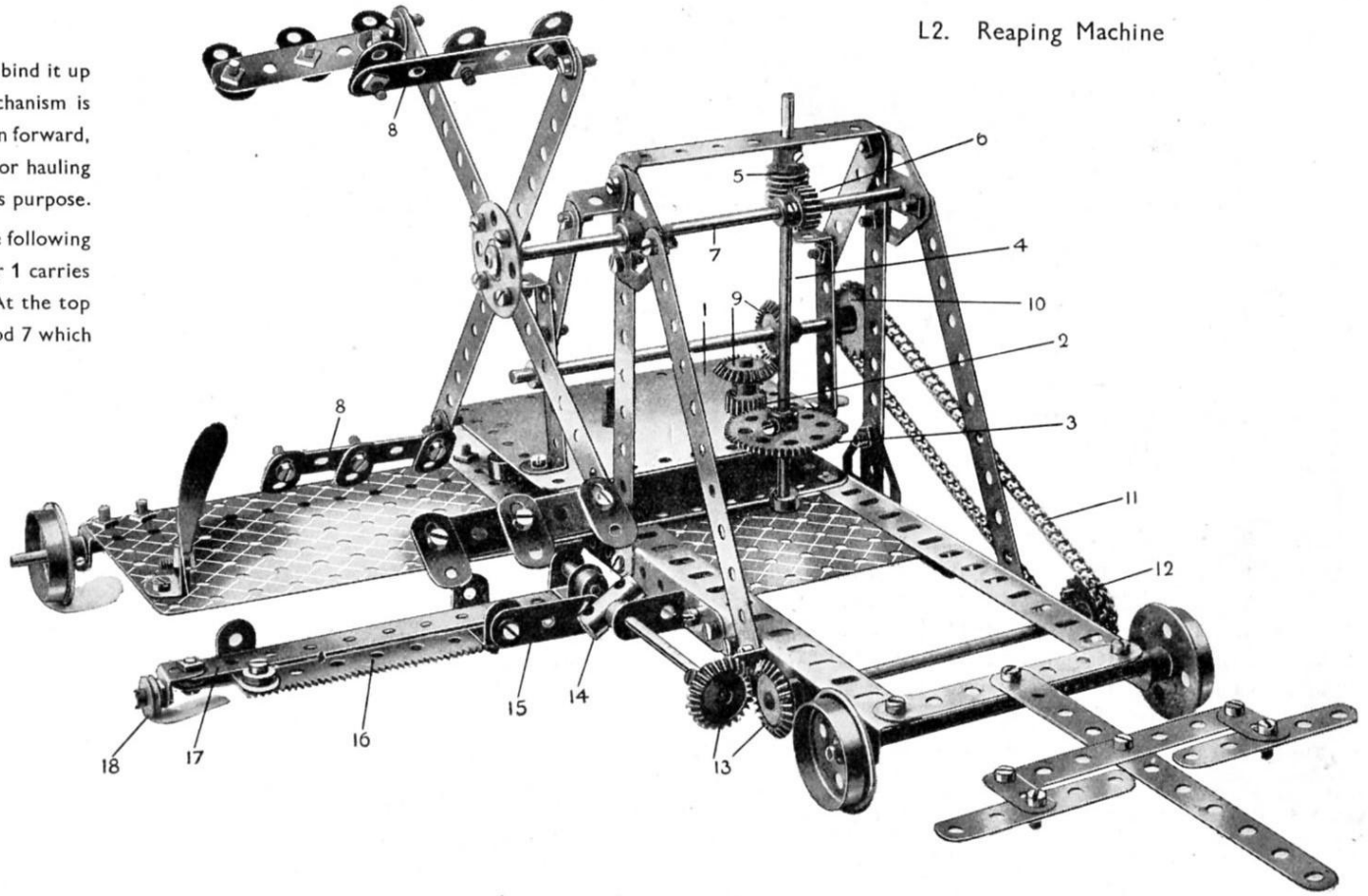
9	of No.	1	3	of No.	27a
4	„ „	1b	274	„ „	37
6	„ „	2	5	„ „	48d
4	„ „	2a	4	„ „	52
4	„ „	4	6	„ „	52a
26	„ „	5	19	„ „	59
6	„ „	6	2	„ „	70
6	„ „	7	8	„ „	90
4	„ „	7a	160″	„ „	94
13	„ „	8	2	„ „	95
4	„ „	8a	1	„ „	95b
4	„ „	8b	6	„ „	96
8	„ „	9	1	„ „	96a
2	„ „	9b	4	„ „	97
2	„ „	9c	4	„ „	98
4	„ „	9d	9	„ „	99
38	„ „	12	8	„ „	100
2	„ „	13a	4	„ „	103
9	„ „	16	8	„ „	126a
2	„ „	17			
8	„ „	20	No. E6 Electric Motor		
4	„ „	26			

L2. Reaping Machine

Modern reaping machines cut down the corn and bind it up into sheaves as they travel along. The binding mechanism is operated from the wheels of the machine as it is drawn forward, and although horses are still used to a large extent for hauling the machines, tractors are proving their utility for this purpose.

The model can be built with the assistance of the following details. The spindle of the Meccano Clockwork Motor 1 carries a Pinion 2 engaging a Gear Wheel 3 on the Rod 4. At the top of this Rod is a Worm 5 driving a ½" Pinion 6 on a Rod 7 which carries the arms 8 that sweep towards the knife.

The driving spindle of the Motor also drives through Bevel Gears 9 a 1" Sprocket Wheel 10 coupled by a Sprocket Chain 11 to another 1" Sprocket Wheel 12, which in turn drives through Bevels 13 a Coupling 14. This Coupling acts as a crank and is connected by a 1½" Strip 15 locknutted to the cutter 16. The cutter is formed by a Rack Strip guided to and fro by two 1" × ½" Angle Brackets between two 5½" Strips 17 that are spaced apart by Washers at each end. The outer ends of these Strips are fitted with a ½" Pulley 18 serving as a travelling wheel. The remainder of the detail of the model will be made quite clear from our illustration. When completed the model works in a very realistic manner.



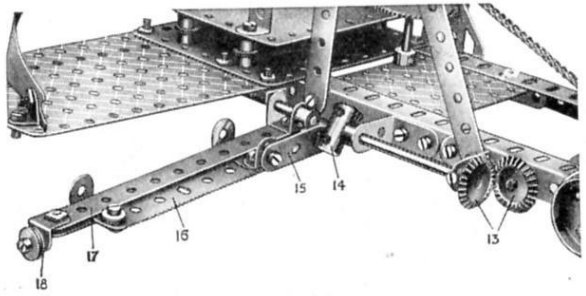


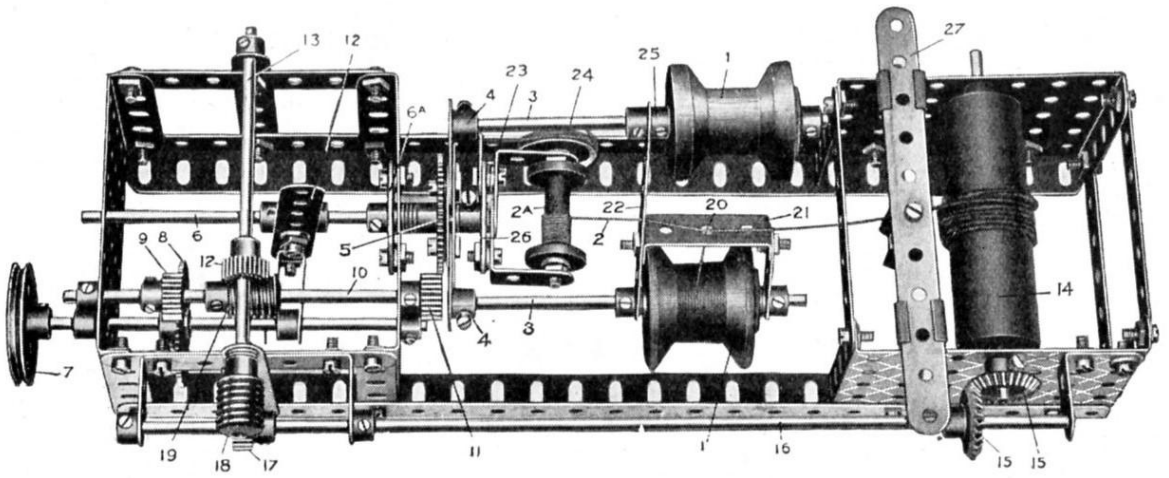
Fig. L2a

Parts required

7 of No. 2	1 of No. 11	2 of No. 15	1 of No. 24	6 of No. 38	1 of No. 53
6 „ „ 3	7 „ „ 12	1 „ „ 15a	2 „ „ 26	1 „ „ 41	7 „ „ 59
8 „ „ 5	2 „ „ 12a	2 „ „ 16b	1 „ „ 27a	1 „ „ 48	1 „ „ 63
1 „ „ 6a	4 „ „ 12b	1 „ „ 17	4 „ „ 30	2 „ „ 48a	16" „ „ 94
2 „ „ 8a	1 „ „ 13	4 „ „ 20	1 „ „ 32	1 „ „ 48b	1 „ „ 110
14 „ „ 10	2 „ „ 14	1 „ „ 23	66 „ „ 37	1 „ „ 52a	1 „ „ 125

3 of No. 126a
No. 2 Clockwork Motor

L3. Wire Covering Machine



Parts required

1 of No. 2	2 of No. 8	3 of No. 15	4 of No. 26	17 of No. 38	4 of No. 53	1 of No. 106
7 „ „ 3	1 „ „ 10	4 „ „ 15a	2 „ „ 27a	2 „ „ 44	12 „ „ 59	1 „ „ 181
2 „ „ 4	2 „ „ 12	1 „ „ 21	2 „ „ 30	1 „ „ 46	2 „ „ 62	
1 „ „ 5	3 „ „ 12a	1 „ „ 22	2 „ „ 32	1 „ „ 48	1 „ „ 63	
2 „ „ 6a	1 „ „ 13	2 „ „ 24	41 „ „ 37	2 „ „ 50a	1 „ „ 81	

The bobbins 1, carrying the thread by means of which the wire 2 is covered, are carried in a yoke consisting of two Rods 3 that are secured in Cranks 4. The Cranks are held together by a 2½″ Strip on one side and a 1½″ Strip at the other, and are bolted to the 57-teeth Gear 5 that is free to rotate on the fixed 5″ Rod 6. The Rod is prevented from rotating by a Bush Wheel 6a, bolted to the frame. A Bush Wheel 26 on the end of the Rod 6 retains the revolving yoke in position and carries two 1″×1″ Angle Brackets. The Angle Brackets form a frame for carrying the bobbin 2a, from which the bare wire is unwound.

The yoke is rotated from the Pulley Wheel 7 on a Rod carrying a 57-teeth Gear 8. The Gear engages the Pinion 9, the Rod of which is fitted with a Worm 19 and another ½″ Pinion 11. The latter Pinion engages the Gear 5 carrying the yoke. The hand lever 12 is pivoted on a Coupling secured to the Rod 6 and carries a Cranked Bent Strip that engages a Collar on the Rod of the Pulley 7. Operation of the lever causes the Gear 8 to engage or disengage the Pinion 9 so that the winding operation can be easily stopped if necessary.

As the yoke rotates, the thread from the bobbins 1 is wound closely round the wire 2, and at the same time the wire is fed slowly on to the roller 14. The roller is driven through the Bevels 15 and Worm and Pinion 17 from the Worm 19. The movement of the roller is very slow, and the wire is unwound from the bobbin 2a against the action of a brake. The 1″ Pulley 24 on the spindle of the bobbin 2a is retarded by a length of cord tied to a Flat Bracket on the Bush Wheel 26.

It will be noticed that a Collar 25 is placed on one side of the yoke Strip 22, and has the effect of setting one of the bobbins slightly to the rear of the other. This gives two windings round the wire, one over the other. In order to cause the covered wire to be wound evenly on the take-up Roller 14, a distributor is provided, consisting of a Strip 27, beneath which is bolted a Cranked Bent Strip through which the covered wire passes. By moving the Strip 27 from one side to the other, the wire winds evenly on the Roller 14.

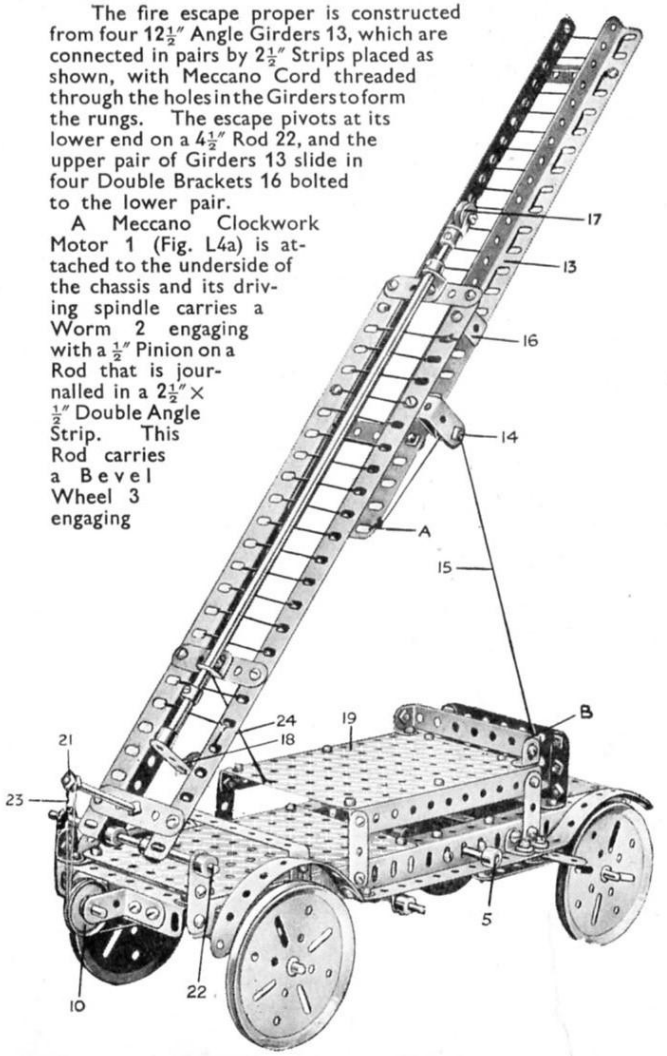
L4. Automatic Fire Escape

Parts required

2 of No. 2	1 of No. 13	2 of No. 30	1 of No. 81
4 „ „ 2a	1 „ „ 14	1 „ „ 32	1 „ „ 102
4 „ „ 3	3 „ „ 15	86 „ „ 37	5 „ „ 111c
7 „ „ 5	2 „ „ 16	8 „ „ 37a	1 „ „ 116
10 „ „ 6a	2 „ „ 16a	2 „ „ 38	2 „ „ 126
6 „ „ 8	1 „ „ 18a	1 „ „ 40	4 „ „ 126a
2 „ „ 9	1 „ „ 18b	2 „ „ 43	1 „ „ 140
2 „ „ 9b	4 „ „ 19a	1 „ „ 48a	
2 „ „ 10	1 „ „ 22	2 „ „ 48b	No. 2 Clockwork Motor
4 „ „ 11	2 „ „ 23	2 „ „ 52a	
10 „ „ 12	1 „ „ 23a	20 „ „ 59	
4 „ „ 12a	1 „ „ 26	1 „ „ 62	

The fire escape proper is constructed from four 12½″ Angle Girders 13, which are connected in pairs by 2½″ Strips placed as shown, with Meccano Cord threaded through the holes in the Girders to form the rungs. The escape pivots at its lower end on a 4½″ Rod 22, and the upper pair of Girders 13 slide in four Double Brackets 16 bolted to the lower pair.

A Meccano Clockwork Motor 1 (Fig. L4a) is attached to the underside of the chassis and its driving spindle carries a Worm 2 engaging with a ½″ Pinion on a Rod that is journalled in a 2½″×½″ Double Angle Strip. This Rod carries a Bevel Wheel 3 engaging



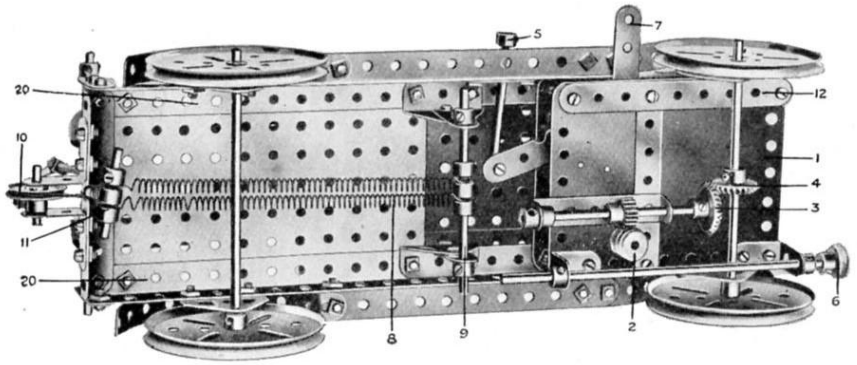


Fig. L4a

L4. Automatic Fire Escape—continued.

a further Bevel 4 carried on the Axle Rod of the front wheels. The Motor may be reversed by means of the lever 7 and may be started or stopped by pulling or pushing on the handle 5. The Strip 12 is bolted to the Motor casing, and to prevent nuts obstructing the action of the lever 7 it is necessary to space the Strip from the Motor by means of a Collar that is placed on the securing bolt at each end of the Strip. The Double Angle Strip carrying the Rod of Bevel 3 is bolted at one end to the Motor casing (from which it also is spaced by a Collar) and at the other end to a $3\frac{1}{2}$" Strip. One end of the latter is bolted to the $4\frac{1}{2}$" Strip 12, while the other end is attached to the Motor and spaced by a Collar in the manner already described.

In action, the escape is run up to the wall of the "burning building" until the $\frac{1}{2}$" Pulley 17 touches the wall, when it is forced back, releasing by its movement the catch 18 from the Double Angle Strip that is bolted across the Flat Plate of the chassis. The ladder is then raised by the Springs connected to the 2" Threaded Rod 21. Simultaneously the ladder is extended by means of the cord 15 fixed at the points A (on the moving part of the ladder) and B (on the body of the fire engine). This cord passes over the $\frac{1}{2}$" Pulley 14, which is carried in a Single Bent Strip attached to the bottom portion of the ladder by an Angle Bracket. The $\frac{1}{2}$" Pulley 6 is a "stop" to hold the engine from the wall while the ladder is rising.

If required Road Wheels may be used instead of the four 3" Pulleys illustrated.

L5. Boat-Lowering Gear

The davit arms 1 are connected to Face Plates 2 to which are bolted two Rack Segments 3 forming the usual geared quadrants. The davit arms are secured to Rods 4 journalled in the Flanged Plates 5, the Rack Segments 3 being engaged and driven by 1" Gear Wheels 6 on an Axle Rod 7. This Rod 7 carries a Pinion 8, Fig. L5a, driven by a Worm 9 on a Rod, to which is secured a 57-teeth Gear Wheel 10. This is driven by a $\frac{1}{2}$" Pinion 11 on a Rod carrying also a 57-teeth Gear 12 driven by a $\frac{1}{2}$" Pinion 13 that is rotated by a hand wheel formed by a Face Plate 14. As the hand wheel is rotated, the davit arms are swung outward when launching the boat 16 or inward when it is desired to deposit the boat on the chocks 15.

The boat 16 is raised or lowered from the blocks 17 by the ropes 18 which wind on to a Rod 19. On this Rod is secured a $\frac{1}{2}$" Pinion 20 engaged by a Worm 21 which is rotated by the crank handle 22 formed of two Cranks bolted together, and in this way the boat may be lowered over the ship's side.

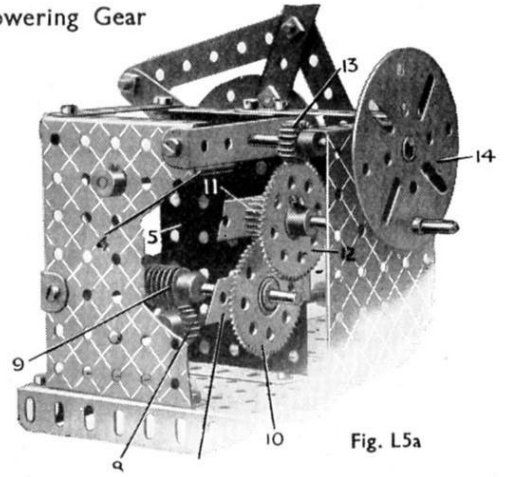
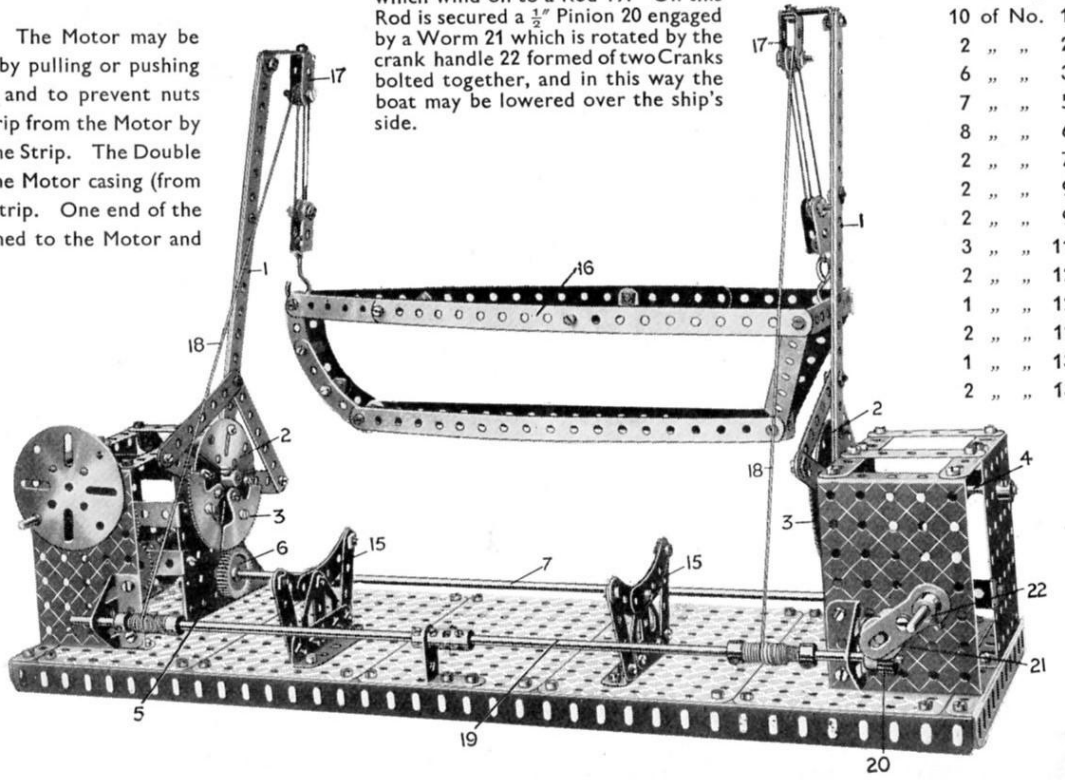


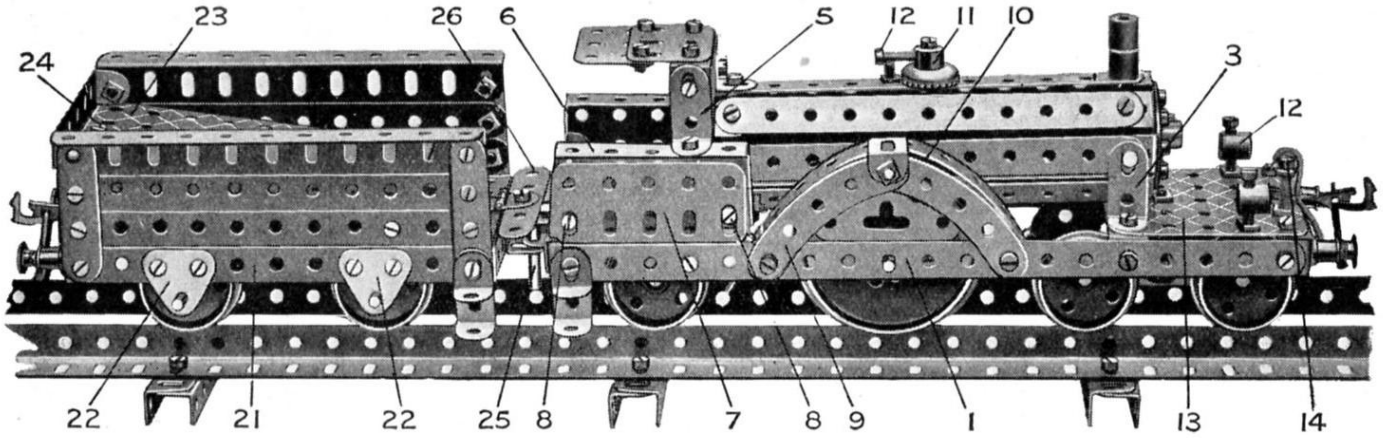
Fig. L5a



Parts required

10	of No.	1a
2	„ „	2a
6	„ „	3
7	„ „	5
8	„ „	6
2	„ „	7a
2	„ „	9
2	„ „	9d
3	„ „	11
2	„ „	12
1	„ „	12a
2	„ „	12b
1	„ „	13
2	„ „	13a
1	of No.	15
3	„ „	16
2	„ „	16a
1	„ „	18a
6	„ „	23
4	„ „	26
2	„ „	27a
2	„ „	31
2	„ „	32
142	„ „	37
14	„ „	38
1	„ „	40
5	„ „	48a
2	„ „	48b
5	„ „	52a
6	„ „	53
2	„ „	57c
13	„ „	59
2	„ „	62
2	„ „	63
8	„ „	90
4	„ „	102
3	„ „	109
1	„ „	115
2	„ „	126
2	„ „	126a
4	„ „	129
4	„ „	147b

L6. Locomotive and Tender (Midland 4-2-2)



Parts required

2	of	No.	1a	10	of	No.	48a
13	„	„	2	1	„	„	52
1	„	„	5	1	„	„	53a
4	„	„	6	2″	„	„	58
1	„	„	6a	6	„	„	59
2	„	„	9	4	„	„	64
2	„	„	9d	2	„	„	72
1	„	„	11	4	„	„	77
41	„	„	12	4	„	„	90
8	„	„	12b	2	„	„	103f
3	„	„	16	3	„	„	103h
3	„	„	18a	2	„	„	109
1	„	„	18b	4	„	„	111
10	„	„	20	3	„	„	111a
2	„	„	24	1	„	„	114
1	„	„	29	5	„	„	120a
131	„	„	37	2	„	„	121
11	„	„	38	2	„	„	126
2	„	„	46	2	„	„	133
1	„	„	48	2	„	„	137

This is a well-proportioned model of an old-style Midland "single-wheeler" locomotive. The engine frame is built up from two 9½″ Strips 1 joined by 2½″×½″ Double Angle Strips 2 (Fig. L6a) and further strengthened at each end by 2½″ Angle Girders. The boiler is composed of seven 5½″ Strips bolted at each end to a Bush Wheel by means of Angle Brackets. It is supported by 1″×½″ Angle Brackets 3, and an Angle Bracket secured to the lowest hole of the rear Bush Wheel is bolted at 4 (Fig. L6a) to the floor of the cab.

The cab roof consists of 1½″ Flat Girders bolted by Angle Brackets to 1″×½″ Brackets 5. Each of the sides is formed from a 2½″×1″ Double Angle Strip 6 and Flat Girders 7 bolted together by Angle Brackets at 8 and bolted by Angle Brackets to the footplate.

The wheel covers for the main drivers are each constructed from two 2½″ Curved Strips 9 and a 5½″ Strip 10 bent to the same curvature. A Corner Bracket is secured in the centre as shown.

A safety valve in the centre of the boiler consists of a Contrate Wheel 11, secured by means of a ¾″ Bolt and carrying a further ½″ Bolt 12. The smoke stack is composed of two Threaded Bosses mounted on the shank of a ¾″ Bolt passing through the top Strip of the boiler. Two lamps are carried on the front of the engine-frame and consist of Threaded Bosses 12 mounted on the upturned shanks of ½″ Bolts secured in the 2½″×2½″ Flat Plate 13, and gripped in position by 7/32″ bolts inserted in the tops of the Bosses. A piece of Spring Cord, secured to a ¾″ Bolt 14, represents the front vacuum brake pipe connection.

It will be noticed from Fig. L6a that the front bogie consists of two 2½″ Strips 15, bolted to a Double Bracket 16. It is attached to the locomotive frame by means of a ¾″ Bolt, secured by two nuts on its end to the Flat Plate 13. A Compression Spring is placed on the Bolt between the Double Bracket and the Plate. The rear trailing Wheels 17 are mounted on a 1½″ Rod passed through two Trunnions 18 bolted to the underside of the footplate. The Wheels are retained in their correct position by means of a Collar 19, spaced between two Washers.

The driving wheels are built up from Face Plates and Wheel Flanges, and are secured to a 3″ Rod 20. They are spaced in the correct position in the centre of the frame by means of three Washers placed between the boss of each Face Plate and the sides 1 of the engine.

A 5½″×2½″ Flanged Plate 21 forms the base of the tender and the sides are each built up from two 5½″ Strips and one 5½″ Angle Girder. The back consists of four 2½″×½″ Double Angle Strips. The Wheels are carried on axles journalled in 1″ Triangular Plates 22 bolted to the Base Plate 21. A 4½″×2½″ Flat Plate 23 is secured inside the tender by means of an Angle Bracket bolted to the back at 24, and a 2½″×½″ Double Angle Strip at the other end of the plate.

The loco and tender are coupled together by means of a 1″ Rod 25, passed through two Angle Brackets. An extension of the footplate consists of a 1½″ Flat Girder and a 2½″ Strip 26, fixed by means of a Hinge to the tender.

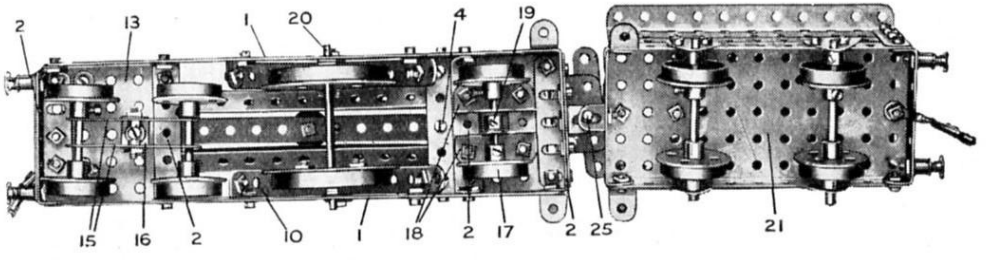
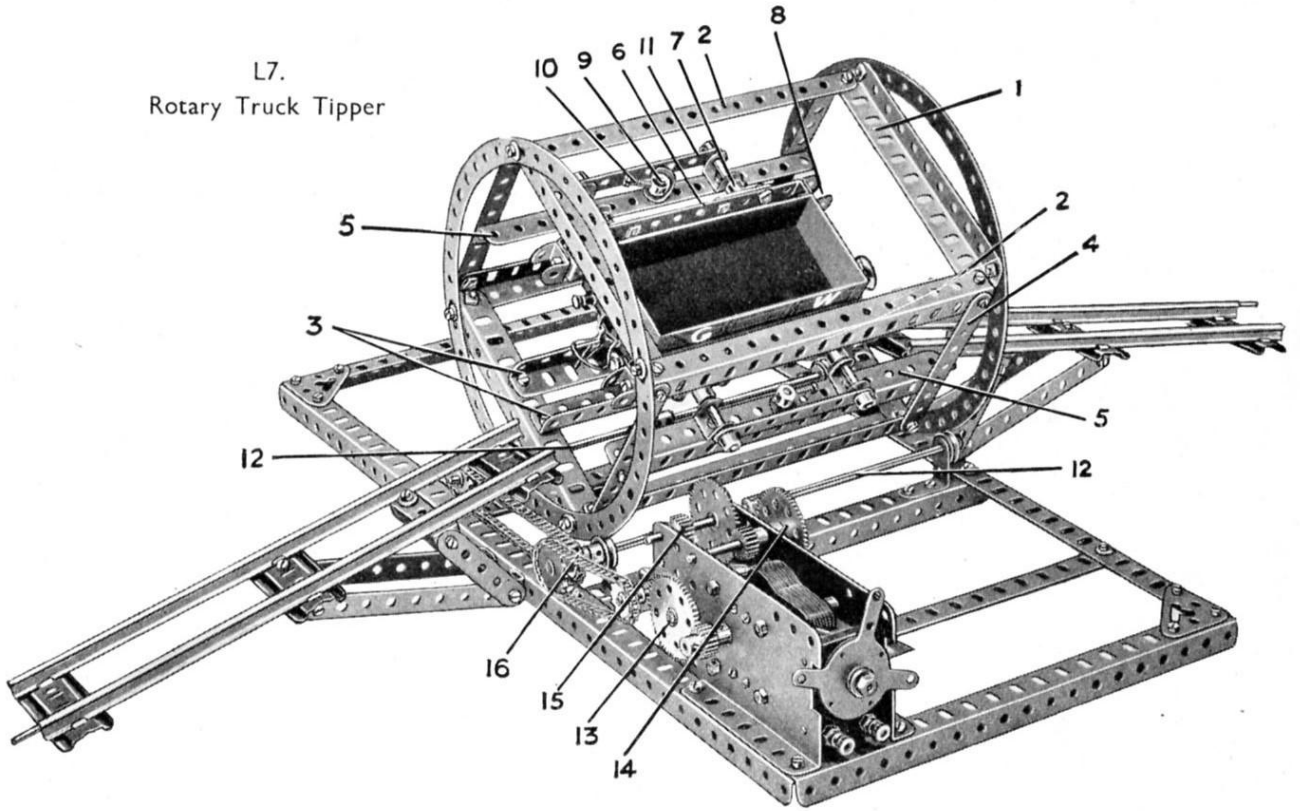


Fig. L6a.

L7.
Rotary Truck Tipper



Parts required

8	of	No.	2a	8	of	No.	11	4	of	No.	26
2	„	„	3	14	„	„	12	4	„	„	27a
4	„	„	5	4	„	„	12a	97	„	„	37
2	„	„	6a	4	„	„	15a	5	„	„	37a
2	„	„	7a	2	„	„	16a	28	„	„	38
5	„	„	8a	2	„	„	17	4	„	„	48d
8	„	„	8b	4	„	„	18a	7	„	„	59
4	„	„	9	4	„	„	23a	4	„	„	62b

2	of	No.	63								
18″	„	„	94								
1	„	„	96								
3	„	„	96a								
4	„	„	111a								
4	„	„	120b								
3	„	„	133								
2	„	„	145								

No. E6 Electric Motor

2 Hornby Straight Rails
(not included in Outfit)

The model represents a type of wagon tipper used on railways for emptying coal wagons in locomotive coaling plants. The coal is tipped into a pit from which it is conveyed by a bucket elevator, to a hopper mounted over the railway track. The locomotive to be coaled takes up its position beneath the hopper and coal is released into the tender.

Tippers of similar type are used for stone and gravel, the material being tipped into a pit and conveyed to screening plant, etc.

These and other interesting operations can be carried out with the model, which will add much interest to model railway operation.

The base is built up from five $9\frac{1}{2}$″ Angle Girders bolted to $18\frac{1}{2}$″ Angle Girders. The " cage " is formed by two Circular Strips, to each of which are bolted two $5\frac{1}{2}$″ Angle Girders 1 that support four $7\frac{1}{2}$″ Angle Girders 2. Two further $7\frac{1}{2}$″ Angle Girders 3 bolted to the lower pair of transverse Angle Girders 1 form the rail track.

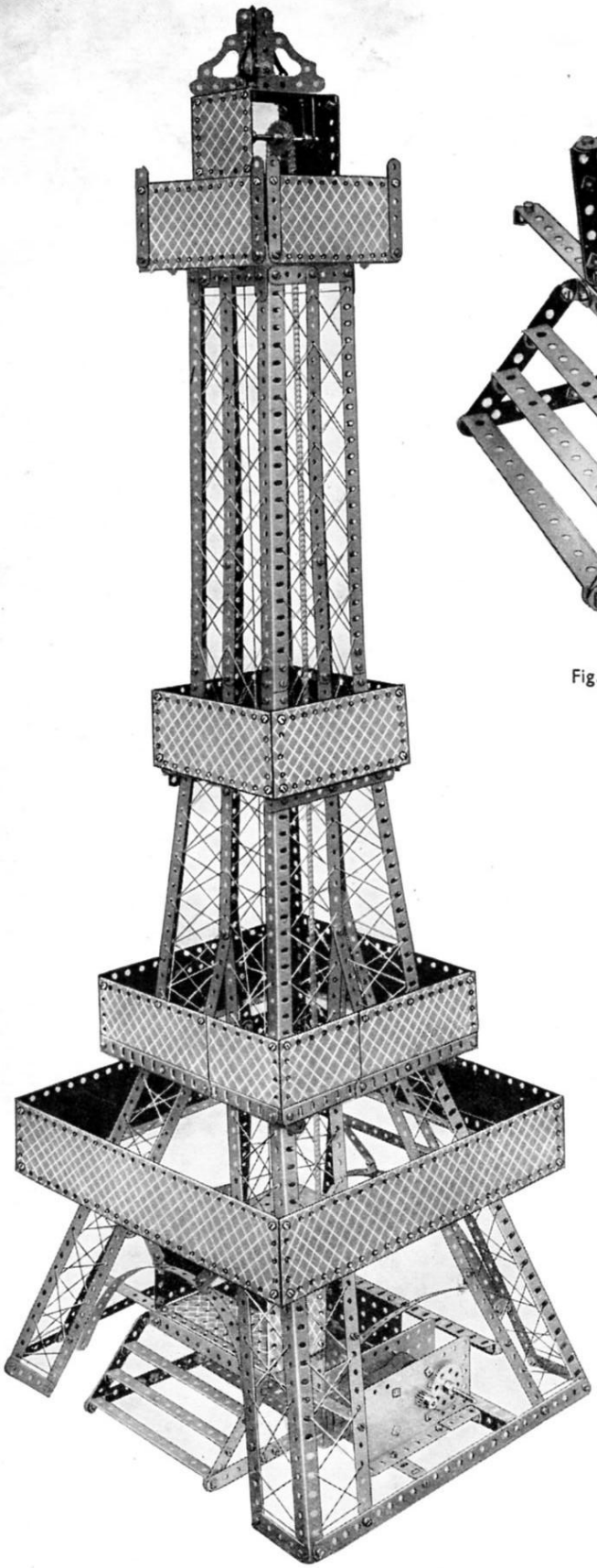
To the Girders 2 are bolted four $4\frac{1}{2}$″ Strips 4 which support two more $7\frac{1}{2}$″ Angle Girders 5, one on each side of the cage. These Girders support spring " pads " which grip the truck while the tipping operations are in progress. Each " pad " is made of two $5\frac{1}{2}$″ × $\frac{1}{2}$″ Double Angle Strips 6 connected together by bolts passed through their turned-up ends. These bolts carry also Double Brackets 8 that are bent slightly so as to form guides for the entrance and egress of the truck. Two Double Arm Cranks 7 bolted to the outer Double Angle Strip 6 carry $1\frac{1}{2}$″ Rods. These Rods slide in Double Brackets bolted to the Angle Girder 5 and each carries a Compression Spring placed between the Double Brackets and the Double Arm Cranks.

After passing the Rods through the Double Brackets a $3\frac{1}{2}$″ Strip 11 is placed over their ends. A $\frac{3}{8}$″ Bolt 9, passed through the Girder 5, is held loosely in position by a nut, and carries an Angle Bracket locked on the bolt by a second nut. A Collar is then secured to the bolt and carries a $\frac{1}{2}$″ Bolt 10 as shown. This completes the " gripping " device, and it will now be found that the Double Angle Strips 6 are forced by the Springs against the side of the truck. Using the Bolt 10 as a lever to turn the Bolt 9 the corner of the Angle Bracket may be brought into contact with the Strip 11, thus withdrawing the " pad " and releasing the truck. The gripping device is duplicated on the other side of the cage.

The cage rests on four Pulleys that are mounted on Rods 12 (two $4\frac{1}{2}$″ Rods coupled together) and journalled in 1″ × 1″ Angle Brackets bolted to the $9\frac{1}{2}$″ Angle Girders.

The Electric Motor is mounted on the base of the model, and a $\frac{1}{2}$″ Pinion on the armature spindle engages a 57-teeth Gear 13, the spindle of which carries, on the other side of the Motor, a $\frac{1}{2}$″ Pinion engaging a further 57-teeth Gear 14. The Rod of the latter Gear carries a $\frac{1}{2}$″ Pinion meshing with another 57-teeth Gear, on the Rod of which is a further $\frac{1}{2}$″ Pinion 15 engaging a fourth 57-teeth Gear carried on a Rod journalled in the Motor framework. On this Rod is a $\frac{3}{4}$″ Sprocket connected by Sprocket Chain to a 1″ Sprocket Wheel on one of the Rods 5. The latter carries also a $\frac{3}{4}$″ Sprocket Wheel 16 connected by Sprocket Chain to a $\frac{3}{4}$″ Sprocket Wheel on the other Rod 12. Rotation of the Motor therefore causes the Rods 12 with their Pulleys to revolve, and the Pulleys to impart rotary movement to the cage.

L8. Eiffel Tower



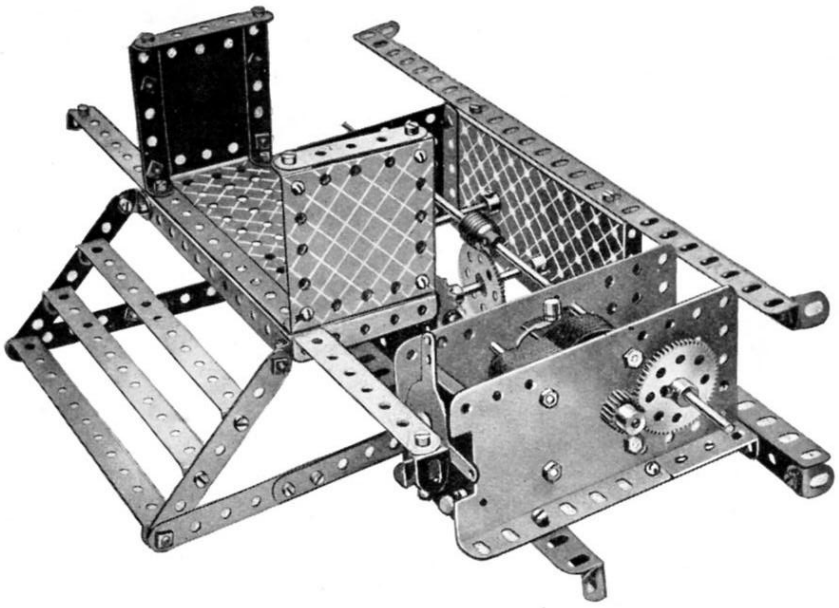


Fig. L8b

Parts required

22	of No.	1	2	of No.	14	3	of No.	52
24	„ „	2	1	„ „	16	4	„ „	53
8	„ „	3	1	„ „	18b	8	„ „	59
16	„ „	4	1	„ „	26	2	„ „	72
20	„ „	5	2	„ „	27a	3	„ „	94
18	„ „	8	1	„ „	32	2	„ „	96
16	„ „	9	337	„ „	37	4	„ „	108
2	„ „	9d	6	„ „	40	4	„ „	193
4	„ „	10	1	„ „	47	16	„ „	195
72	„ „	12	6	„ „	48a	4	„ „	197
4	„ „	12a	1	„ „	48b	No. E6 Electric Motor		
1	„ „	13a	3	„ „	48d			

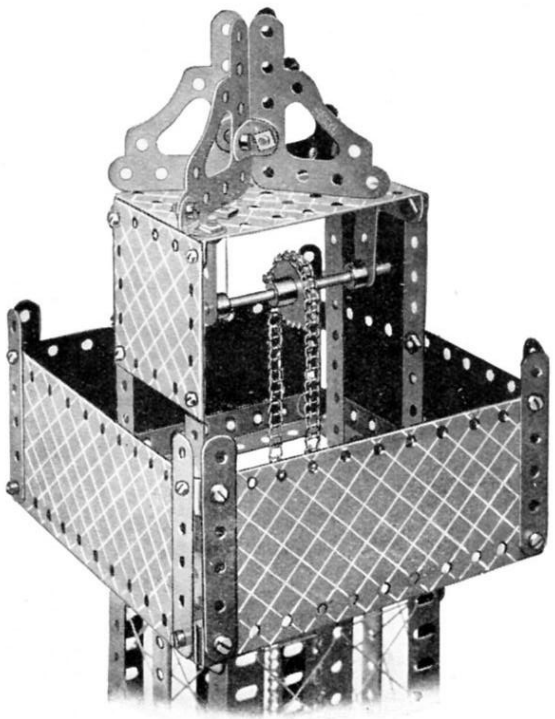
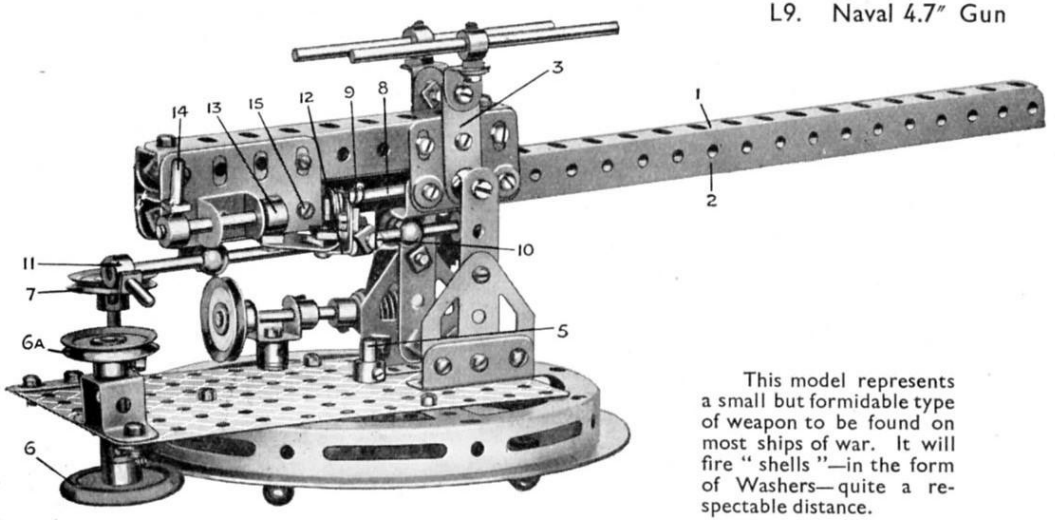


Fig. L8a

The construction of the tower can be followed from the illustrations. The lift carriage is built up from two $3\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates and two $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flat Plates and runs on a length of cord which acts as a guide line. This cord is secured to the top of the tower and to a transverse Rod in the base, and passes through holes in the Plates of the lift. The operation of the lift is effected by means of a length of Sprocket Chain passing round the 1″ Sprocket Wheel situated in the top of the tower, Fig. L8a, and round a similar wheel in the base, Fig. L8b. The ends of the Chain are secured to the lift. The lower Sprocket Wheel is operated through worm gearing from the Electric Motor, Fig. L8b.

L9. Naval 4.7″ Gun



This model represents a small but formidable type of weapon to be found on most ships of war. It will fire " shells "—in the form of Washers—quite a respectable distance.

The " barrel " of the gun is composed of a 12½″ Angle Girder 1 and a 9½″ Angle Girder 2 arranged to form a " square tube." A 4½″ Flat Girder is bolted to one end of the 12½″ Girder and a 1½″ Flat Girder is secured to the corresponding end of the 9½″ Angle Girder. Two 4½″ Angle Girders—bolted together to form a channel-section girder—are next secured to the top edges of the 4½″ and 1½″ Flat Girders, and on the same side of the barrel as the 1½″ Flat Girder a 2″ Flat Girder is attached to the 4½″ Angle Girder.

The gun is " trained " by means of the 1″ fast Pulley 6a mounted at the top end of a Rod carrying the 1″ Pulley 6, which is shod with a small Rubber Ring (part No. 155). The Rubber Ring is arranged to press on the periphery of the Circular Plate, so that by turning the Pulley 6a the entire gun is moved about the central pivot 5. Two 3½″ Rods—representing the telescopic sights—are mounted in Collars that are secured to Angle Brackets bolted to the top ends of the Cranks 3. The barrel of the gun is elevated or depressed by means of the simple mechanism that is controlled from the Pulley 4.

The firing mechanism is arranged as follows. An 11½″ Rod 8 is placed inside the barrel and attached to the rear end by means of a Coupling. This Coupling is secured to the 2″ and 4½″ Flat Girders by bolts that are passed through the holes of the Flat Girders and inserted in the tapped holes of the Coupling, and the latter is spaced from the Flat Girders by two Washers on each retaining bolt. The loading mechanism consists of a bolt 10 locked by a nut in the tapped hole of a Collar, which is secured to a Rod that is free to turn and slide in its bearings, formed by two Handrail Supports. The Rod is fitted with a handle 11.

The trigger mechanism is assembled as follows. A Hinge secured by the bolt 15 to the front hole of the 2″ Girder has a Flat Bracket secured to it by the slotted hole, two Washers being placed on the retaining bolt between the Flat Bracket and the Hinge. A ½″ × ½″ Angle Bracket 12 is secured in the round hole of the Flat Bracket, and is connected pivotally by means of a second Flat Bracket to the Collar 13. This Collar is secured to a short Rod carrying the handle 14, by means of which the Rod may be moved to and fro in the Double Bracket forming its bearings.

To load the gun, the Washer forming the projectile is placed on the front end of the 11½″ Rod 8 and the barrel of the gun tilted up to allow it to slide down the Rod to the Compression Spring 9. Next the handle 11 is pushed away from the operator, turned so that the head of the bolt 10 engages with the Washer, and then pulled back—or toward the operator—so that the Washer compresses the Spring 9. Previous to this, however, the handle 14 controlling the trigger should be pulled toward the operator. The handle may now be pushed outward so that the Flat Bracket engages with the Washer. The gun is now ready for firing.

Parts required

2 of No. 5	1 of No. 13	1 of No. 24	4 of No. 62	2 of No. 115
2 „ „ 6a	1 „ „ 15a	1 „ „ 32	1 „ „ 63	1 „ „ 118
1 „ „ 8	2 „ „ 16	53 „ „ 37	1 „ „ 103c	1 „ „ 120b
1 „ „ 8a	1 „ „ 16a	2 „ „ 37a	1 „ „ 103g	2 „ „ 126a
2 „ „ 9a	1 „ „ 17	16 „ „ 38	1 „ „ 103h	1 „ „ 129
2 „ „ 9f	1 „ „ 18a	1 „ „ 45	1 „ „ 111a	6 „ „ 136
2 „ „ 10	3 „ „ 18b	1 „ „ 52a	1 „ „ 111c	1 „ „ 146
2 „ „ 11	4 „ „ 22	10 „ „ 59	1 „ „ 114	1 „ „ 155
3 „ „ 12				

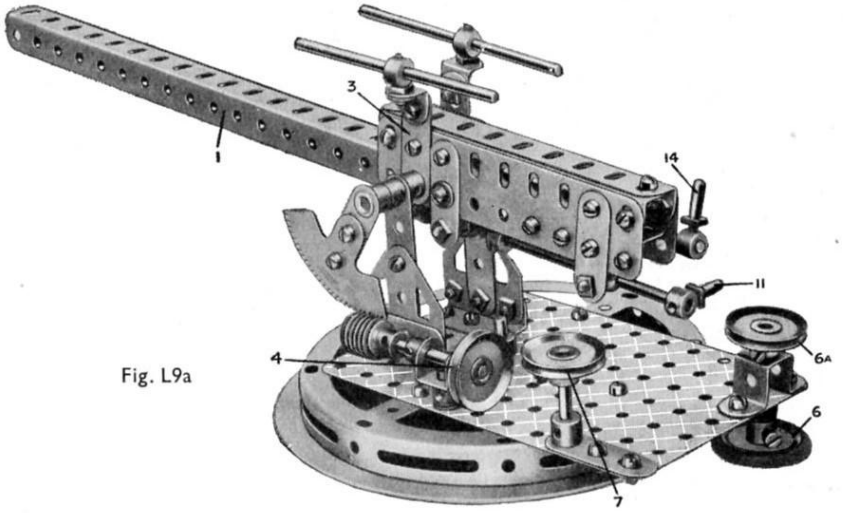
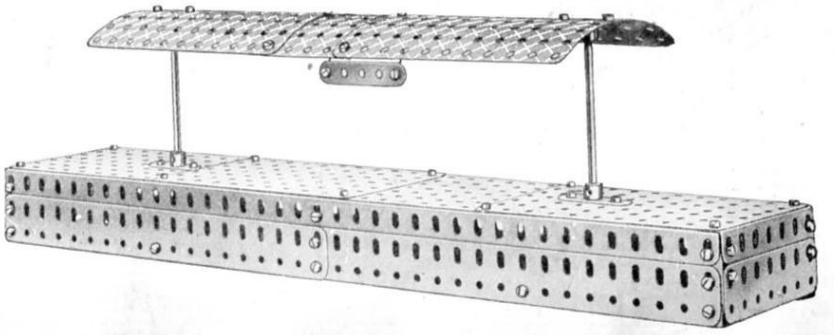


Fig. L9a

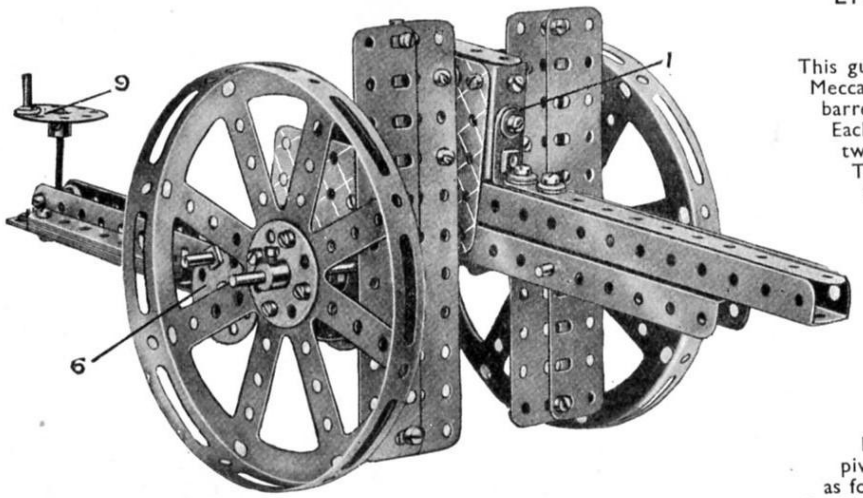
L10. Railway Island Platform

Parts required

1 of No. 5	4 of No. No. 9f	2 of No. 62b
4 „ „ 7a	2 „ „ 16	4 „ „ 70
2 „ „ 9d	54 „ „ 37	2 „ „ 103d
	4 „ „ 52a	4 „ „ 103h



L11. Field Gun



This gun has a quick-firing action and will fire twelve Meccano Steel Balls at one loading. Fig L11a shows the barrel and firing mechanism, with one side removed. Each side of the magazine chamber is built up from two $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flat Plates with corners overlapping. The two upper Plates have two $1\frac{1}{2}''$ Angle Girders 10 and one Channel Bearing 1 bolted to them and the bottom Plates are joined together by a Double Bracket. The barrel consists of two $7\frac{1}{2}''$ Angle Girders secured together to form a channel, by two bolts in the two inner end holes only. The end bolt secures a Double Bracket inside the barrel and the recoil chamber 11 is held rigidly by the other. The Double Bracket inside the barrel carries a 2" Rod on which is fixed a small Fork Piece 3 carrying a $\frac{3}{8}''$ Bolt. A second 2" Rod 4, working freely in the jaws of the small Fork Piece, is secured to a Coupling that is pivoted on the Rod 12. The action of the model is as follows. On turning the Bush Wheel 6, which is fixed to the Rod 6a, the Bush Wheel 5 is rotated through the gears 13. The latter Bush Wheel carries in one of its holes a $\frac{3}{8}''$ Bolt that catches the Rod 4 and pulls back the small Fork Piece 3, with the plunger attached, against the action of the Springs 15. The plunger is now clear of the space formed by the 2" Strip 2 and the end of the Channel Bearing 1, and this movement allows a single Steel Ball to fall from the magazine chamber to a position directly in front of the plunger. On continuing the movement of the hand wheel 6 the bolt in the Bush Wheel 5 disengages itself from the Rod 4, thereby allowing the plunger to strike the " shell " and so shoot it from the gun.

The 8" Rod that carries the road wheels is journalled in the end holes of the 3" Strips 8, and axle covers are provided on each side of the gun by bolting a $1\frac{1}{2}''$ Angle Girder to the $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Brackets 14. The Angle Brackets 7 form supports for the shields, which are built up from $5\frac{1}{2}''$ Flat Girders.

The trailing girder is built up from two $7\frac{1}{2}''$ Angle Girders joined together at the far end by means of a $1\frac{1}{2}''$ Strip and secured at the near end to the lower holes of the magazine chamber. A 2" Threaded Rod surmounted by the Bush Wheel 9 and working in a Threaded Boss, which is fixed to the $7\frac{1}{2}''$ Angle Girders by bolts and spaced by Washers, forms the elevating apparatus. When the gun is assembled a $5\frac{1}{2}''$ Strip should be placed along the top of the barrel and attached to the magazine chamber by a $1'' \times 1''$ Angle Bracket.

Parts required

1 of No. 2	1 of No. 14	1 of No. 64
24 „ „ 3	4 „ „ 17	4 „ „ 72
2 „ „ 4	2 „ „ 18b	1 „ „ 81
1 „ „ 5	5 „ „ 24	4 „ „ 103
1 „ „ 6	1 „ „ 26	6 „ „ 111c
1 „ „ 6a	1 „ „ 27a	1 „ „ 114
4 „ „ 8b	52 „ „ 37	2 „ „ 115
2 „ „ 9	4 „ „ 37a	1 „ „ 116a
4 „ „ 9f	20 „ „ 38	2 „ „ 118
2 „ „ 11	2 „ „ 43	1 „ „ 160
9 „ „ 12	9 „ „ 59	
1 „ „ 12a	1 „ „ 63	

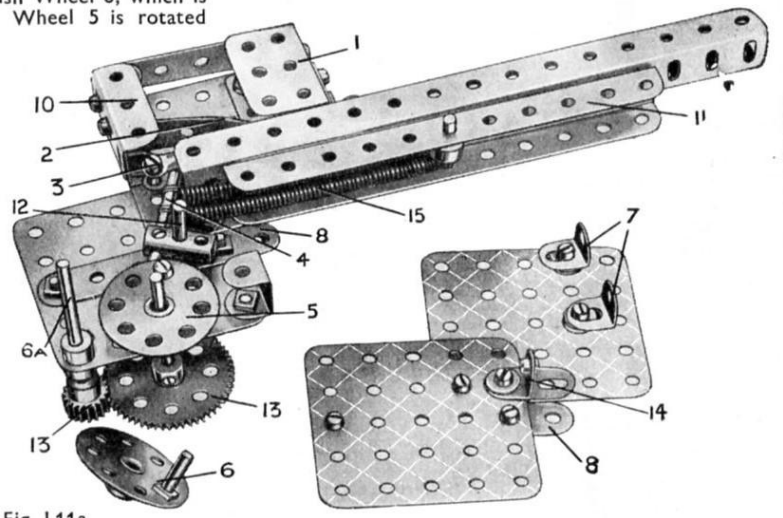
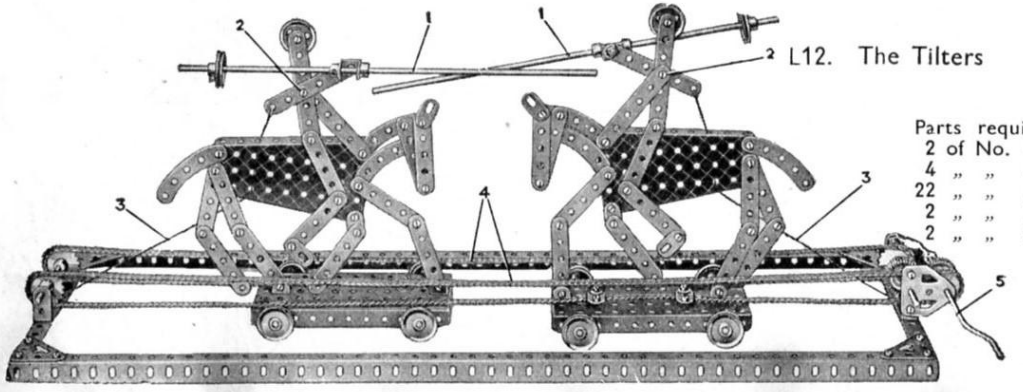


Fig. L11a

L12. The Tilters



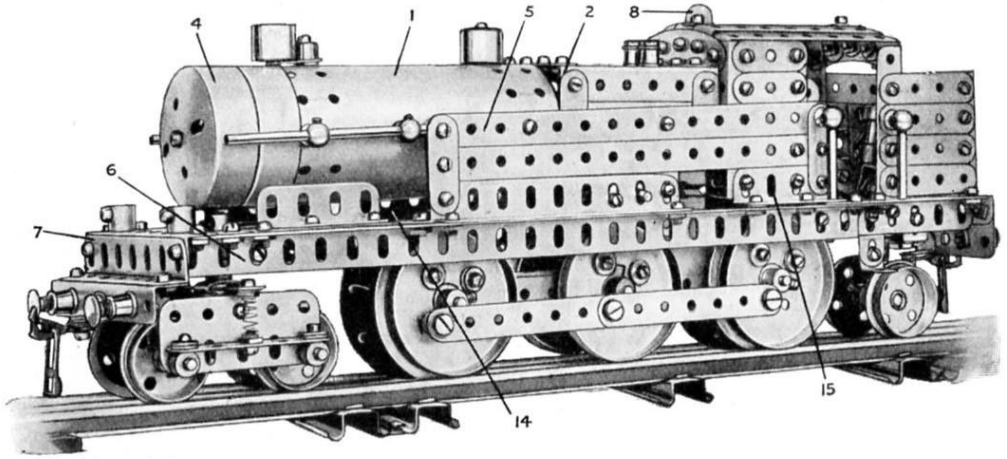
Parts required

2 of No. 3	10 of No. 10	1 of No. 40
4 „ „ 4	2 „ „ 11	1 „ „ 46
22 „ „ 5	6 „ „ 12	1 „ „ 47
2 „ „ 7	1 „ „ 15b	2 „ „ 52
2 „ „ 8b	4 „ „ 16	2 „ „ 54a
	1 „ „ 19	8 „ „ 59
	10 „ „ 22	6 „ „ 90
	2 „ „ 22a	104 „ „ 94
	2 „ „ 31	4 „ „ 96
	68 „ „ 37	6 „ „ 111c
	10 „ „ 37a	2 „ „ 126a
	8 „ „ 38	4 „ „ 133

The lances 1 pivoted at 2 are raised into position by the Cords 3 and the figures caused to advance together by the Chains 4 on turning the Handle 5.

The Cords 3 are tied to the base frame so that as the figures move together they raise their lances.

L13. Clockwork Pacific Tank Locomotive



The frame of the locomotive is shown in Fig. L13a and it will be seen that each side member comprises a 12½″ Angle Girder extended by a 3½″ Girder, while 3½″ Girders are bolted to the ends. Additional Girders 7 are attached at the front of the frame to form the front buffer beam. The buffer beam at the rear of the engine comprises a 3½″ Flat Girder.

A 7½″ Angle Girder 14 is bolted to the right-hand side of the main frame and to each of its ends a 1½″ Strip is secured in a vertical position. Two 7½″ Strips bolted to these complete the right-hand side tank. The left-hand tank 5 is constructed similarly, with the exception that 4½″ and 2″ Girders are used in place of the 7½″ Girder, so that an aperture is formed to receive the winding key of the Clockwork Motor.

To complete the cab, Angle Girders 16 (Fig. L13a) are bolted to the Girders 14 and 15, and 2½″ Strips are secured two holes further back, while 1½″ Strips hold the Strips and Girders the correct distance apart. The roof is composed of four 3½″ × ½″ Double Angle Strips and one 3½″ Strip bolted to two 2½″ large radius Curved Strips, one of which is bolted between the tops of the Girders 16 whilst the other is bolted across two 3″ Girders 17. The 3½″ Strip in the centre of the roof is supported by Angle Brackets ; this Strip is so arranged to obtain a slot through which may protrude the reversing lever 8 of the Clockwork Motor. Four 2″ Strips form each side of the coal bunker and two Girder Brackets bolted to their ends form the rear, the space between these Girders being filled in by a 2″ Strip.

The firebox top consists of two 3″ Angle Girders 2 spaced apart by 2″ Strips. Two 3″ Strips are secured to the latter between the Girders and on these is mounted the Ross pop safety valve, which consists of two outer "sleeves" removed from Meccano Spring Buffers, and held in place by means of Pivot Bolts. Each side of the firebox consists of two horizontal 3″ Strips secured at their ends to vertical 1½″ Strips which, in turn, are bolted to the Girders 2. The completed firebox is held in position by means of an Angle Bracket bolted to the cab, and Flat Brackets secured to the Boiler 1.

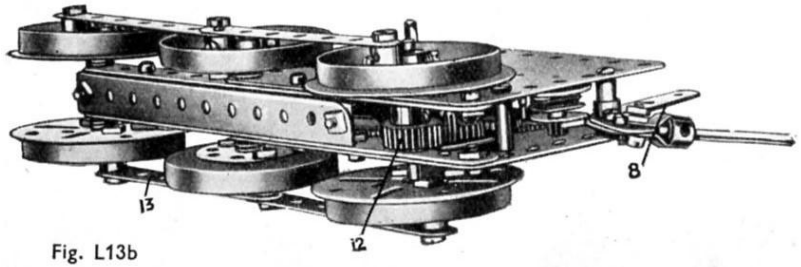


Fig. L13b

The Boiler is secured in position by bolts passed through the side tanks, and rests on two 2″ Angle Girders bolted to 3″ Flat Girders that, in turn, are secured to the side frames of the locomotive. Two Chimney Adaptors are mounted on the Boiler, one being inverted to form the steam dome while the other, which represents the chimney, is secured to the Boiler by a Flat Bracket and ½″ Bolt carrying a Collar. The smoke-box 4 is formed from two Boiler Ends held together by a ¾″ Bolt passed through their centres.

Fig. L13b shows the power unit. This consists of a Clockwork Motor, the drive being taken from the pinion on the driving shaft by a ¾″ Pinion 12 on the Axle of the rear pair of driving wheels. A 7½″ Strip is bolted to each side plate of the Motor to form a journal for the axle of the front driving wheels, and two 5½″ Angle Girders are also secured in position to give extra strength. The centre pair of wheels are not provided with flanges, Bush Wheels being substituted for the Face Plates, thus allowing the loco to negotiate sharper curves than would otherwise be possible. The Motor is held in position by Axle Rods passed through the Double Arm Cranks 10 (Fig. L13a) so that the reversing lever 8 (Fig. L13) passes through the cab top. A 1½″ Strip is bolted to the brake lever and an End Bearing, connected pivotally to its extremity carries an Axle Rod which, after passing through a 1″ × 1″ Angle Bracket secured to the coal bunker, is fitted with a Collar to form a control knob.

The rear pony truck consists of two 1⅛″ Flanged Wheels mounted on a 1½″ Rod that is passed through a Collar. A Threaded Pin gripped in the tapped hole of this Collar is secured in the boss of an Eye Piece 18 (Fig. L13a) and carries a Collar for spacing puposes. The Eye Piece slides on the 2½″ Curved Strip 11. The front bogie construction can be seen from the photograph which is reproduced at Fig. L13c. This illustration shows an old style Eye Piece at 6, but a new part should be used. The improved pattern is shown in Fig. L13.

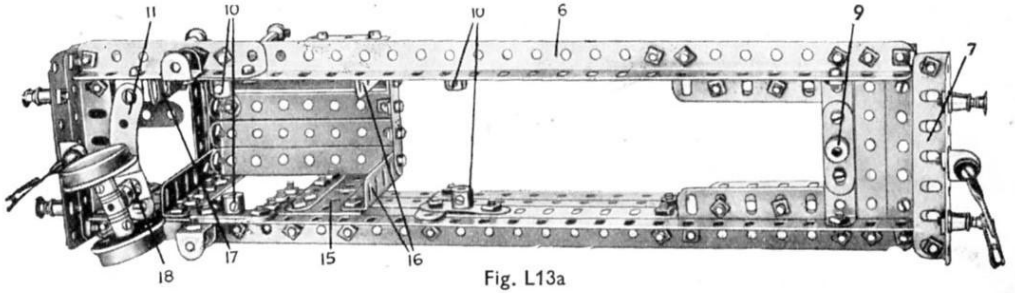


Fig. L13a

Parts required

4	of No.	1b	2	of No.	16a	4	of No. 109
5	„ „	3	4	„ „	17	3	„ „ 111
7	„ „	4	5	„ „	18a	1	„ „ 111a
5	„ „	5	6	„ „	20	1	„ „ 111c
11	„ „	6	2	„ „	24	1	„ „ 115
9	„ „	6a	1	„ „	25	6	„ „ 120a
2	„ „	8	156	„ „	37	2	„ „ 120b
1	„ „	8b	8	„ „	37a	2	„ „ 121
3	„ „	9	25	„ „	38	8	„ „ 136
6	„ „	9b	5	„ „	48b	6	„ „ 137
2	„ „	9c	2	„ „	50a	8	„ „ 147b
2	„ „	9d	25	„ „	59	2	„ „ 161
2	„ „	9e	5	„ „	62b	1	„ „ 162
3	„ „	10	2	„ „	64	2	„ „ 164
8	„ „	12	3	„ „	90	1	„ „ 166
1	„ „	12a	1	„ „	103d	No. 1a Clockwork Motor (not included in Outfit)	
2	„ „	12b	2	„ „	103e		
4	„ „	16	2	„ „	103f		

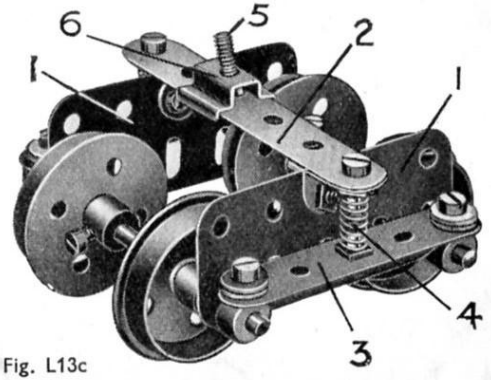


Fig. L13c

L14. Warehouse

Parts required	12 of No. 7	1 of No. 14	1 of No. 29	6 of No. 53	2 of No. 96	2 of No. 165
23 of No. 1	25 „ „ 8	2 „ „ 15a	2 „ „ 32	6 „ „ 53a	1 „ „ 96a	2 „ „ 166
2 „ „ 1a	7 „ „ 8a	2 „ „ 16	5 „ „ 35	13 „ „ 59	3 „ „ 103b	1 „ „ 170
4 „ „ 1b	1 „ „ 9	1 „ „ 16a	556 „ „ 37	1 „ „ 62	2 „ „ 103h	1 „ „ 190
6 „ „ 2	11 „ „ 9a	1 „ „ 16b	1 „ „ 37a	1 „ „ 63	10 „ „ 111c	4 „ „ 193
1 „ „ 2a	2 „ „ 9d	3 „ „ 17	12 „ „ 38	2 „ „ 64	1 „ „ 115	4 „ „ 194
2 „ „ 3	17 „ „ 10	6 „ „ 22	1 „ „ 40	7 „ „ 70	2 „ „ 120b	16 „ „ 195
2 „ „ 4	12 „ „ 12	1 „ „ 23	3 „ „ 45	4 „ „ 72	4 „ „ 126	2 „ „ 196
108 „ „ 5	4 „ „ 12b	4 „ „ 26	4 „ „ 48a	2 „ „ 81	3 „ „ 126a	18 „ „ 197
2 „ „ 6	1 „ „ 13	1 „ „ 26a	7 „ „ 52	19″ „ „ 94	1 „ „ 147b	No. E6 Electric Motor
2 „ „ 6a	1 „ „ 13a	3 „ „ 27a	11 „ „ 52a	1 „ „ 95a	2 „ „ 161	

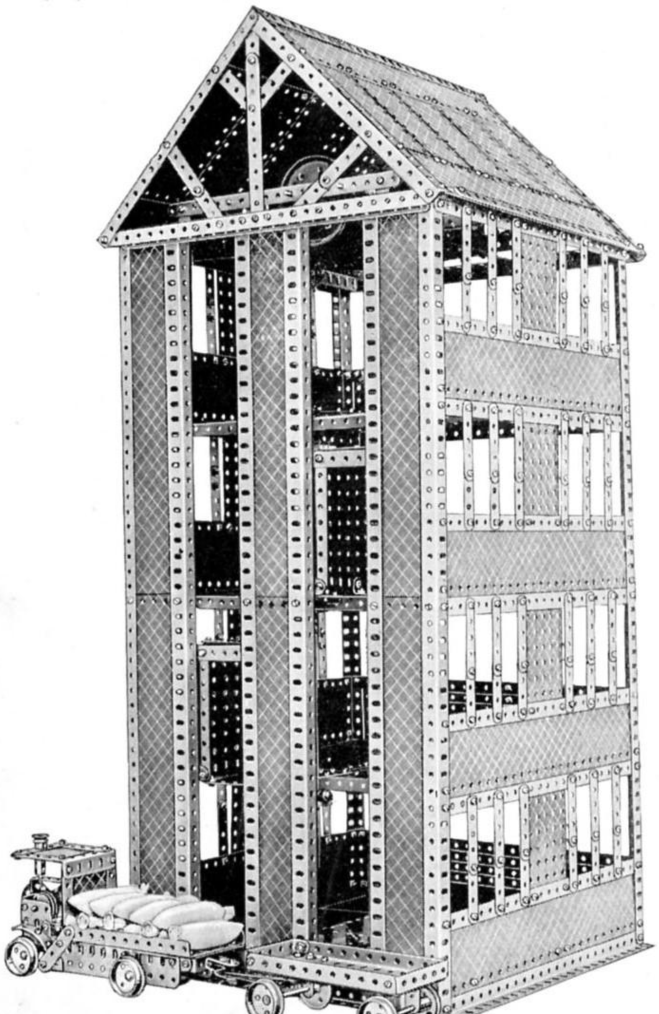


Fig. L14

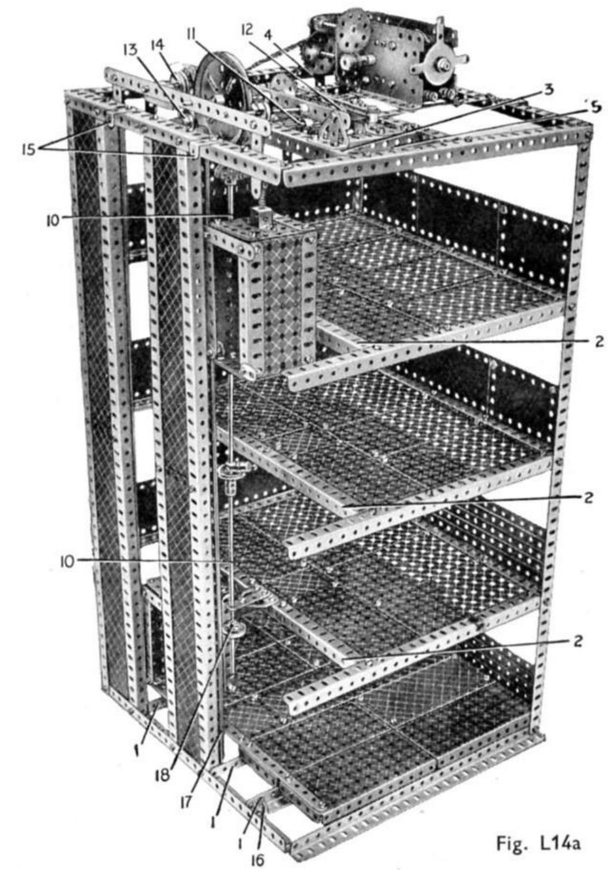


Fig. L14a

An Electric Motor is fitted in this interesting model to operate the lift cages which move up and down continuously without attention and pause automatically at each floor. The miniature steam wagon and trailer illustrated should be built with the model and can be used for transporting various loads for storage on the different floors. Meccano Loaded Sacks (No. 122) and the items of luggage in the Hornby range are excellent for this purpose.

The framework of the model and the construction of the floors can be seen in Fig. L14a which shows the warehouse with one side and part of the front removed to reveal the details. The square base is made from four $12\frac{1}{2}''$ Angle Girders with four additional $12\frac{1}{2}''$ Girders 1 bolted between two opposite sides. The ground floor is made from two compound plates each measuring $11'' \times 5''$ and arranged one on each side of the model, the intervening space being filled in by a $9\frac{1}{2}'' \times 2\frac{1}{2}''$ Strip Plate extended by a $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Strip Plate. Each of the compound plates is made from three $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flanged Plates and one $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Strip Plate attached to one of the Flanged Plates by a $5\frac{1}{2}''$ Angle Girder. When the floor is in position two $7\frac{1}{2}''$ Strips are bolted beneath the two $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Strip Plates and the $9\frac{1}{2}'' \times 2\frac{1}{2}''$ Strip Plate, and a $12\frac{1}{2}''$ Strip is bolted along the front edge of the floor. The flanges of the outer Plates are bolted to the Strip Plates forming the side walls of the warehouse.

Each of the remaining three floors is slightly smaller than the ground floor. They are made from $5\frac{1}{2}'' \times 3\frac{1}{2}''$ and $5\frac{1}{2}'' \times 2\frac{1}{2}''$ Flat Plates and $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Strip Plates, and are supported at the front by Flat Brackets bolted to $12\frac{1}{2}''$ Angle Girders 2. At the rear the floors are supported by Flat Brackets bolted to further $12\frac{1}{2}''$ Girders, and $12\frac{1}{2}''$ Flat Girders are bolted across the floors to join front and rear sets of plates. Both sides of the model are constructed similarly, and no trouble should be experienced on referring to Fig. L14. The back windows extend the full width of the model, and the Strip Plates filling in the back are supported along their upper edges by $12\frac{1}{2}''$ Strips. The backs to the ground and first floors are made from $12\frac{1}{2}''$ Strips. Four $1'' \times \frac{1}{2}''$ Angle Brackets 15 support the roof.

Two openings extending to the full height of the main structure of the Warehouse are provided at the front, and the lift cages slide behind them. Guides for the cages are formed by the four $24\frac{1}{2}''$ Angle Girders at the front of the openings, and by four similar Girders 17 (Fig. L14b) bolted at top and bottom to Angle Brackets 16 (Fig. L14a) in such a manner to form narrow slots, in which slide the $3\frac{1}{2}''$ Strips bolted across the tops of the cages and the Flat Brackets bolted at the lower front corners.

Fig. L14b shows the operating mechanism, part of which can be seen also in Fig. L14a. A $12\frac{1}{2}''$ Angle Girder 3 supports a $9\frac{1}{2}''$ Angle Girder 4 and two $4\frac{1}{2}''$ Girders 5. The other ends of the Girders 5 are bolted to another $9\frac{1}{2}''$ Girder, and $5\frac{1}{2}''$ Strips bolted to this Girder and the $12\frac{1}{2}''$ Angle Girder at the back of the model support the No. E6 Electric Motor.

A Worm on the armature shaft of the Motor drives a 57-teeth Gear mounted on a $2\frac{1}{2}''$ Rod journalled in two Girder Brackets. A $\frac{1}{2}''$ Pinion on the same Rod meshes with a 57-teeth Gear Wheel, the Rod of which carries a $\frac{3}{4}''$ Sprocket. The latter drives a $1\frac{1}{2}''$ Sprocket 6 by means of Sprocket Chain and the Rod on which the Sprocket is fixed carries a Worm and a $\frac{3}{4}''$ Contrate. The former engages a $\frac{1}{2}''$ Pinion on each of the Rods 7 and 8 that are journalled in $2''$ Strips and in a $4\frac{1}{2}''$ Angle Girder 9 supported by Trunnions. The upper end of the Rods 7 carries a single throw Eccentric to which a $5\frac{1}{2}''$ Strip is pivotally attached as shown, the other end of the Strip being bolted to a Crank. A Threaded Pin 12 attached to the Strip fits between two $1''$ fast Pulleys secured on the Rod 11. This Rod is provided also with a $\frac{1}{2}''$ Pinion and a $\frac{1}{2}''$ Pinion $\frac{1}{2}''$ wide, these being placed on the Rod so that as it is made to slide by the Eccentric they mesh alternately with the $\frac{3}{4}''$ Contrate.

In this way an automatic reversing motion is imparted to the 57-teeth Gear in constant mesh with the $\frac{1}{2}'' \times \frac{1}{2}''$ Pinion and mounted on a Rod journalled in two $9\frac{1}{2}''$ Strips. The Rod carries a 3" Pulley Wheel that operates the cages. Two $3\frac{1}{2}''$ Rods are journalled in the same $9\frac{1}{2}''$ Strips and one of these carries a $\frac{1}{2}''$ loose Pulley and the other a 1" fast Pulley 14. A third Rod journalled in a Double Bent Strip and the upper front $12\frac{1}{2}''$ Girder carries a 1" Pulley Wheel 13. All three Pulleys are free on their respective Rods.

A single length of cord is used for supporting both the lift cages, one at each end, and passes over Pulley 14, under Pulley 13, round the 3" Pulley and over the $\frac{1}{2}''$ Pulley. The cord should be adjusted so that when one cage is at the top floor the other is at the bottom. Means for adjustment is provided on each cage by a 2" Screwed Rod supported in a Double Bent Strip and carrying an End Bearing to which the cord is tied. The Screwed Rods are fitted with Compression Springs as shown in the illustrations and carry Threaded Bosses by means of which the levels of the cages can be adjusted.

The Rod 8, driven by Worm and Pinion, has at its lower extremity a 1" Sprocket driving a second 1" Sprocket on the vertical Rod 10. The chain should be kept fairly tight to prevent it coming off the Sprockets. The Rod 10 extends almost to the ground floor and consists of an $11\frac{1}{2}''$ Rod joined by a Coupling to an $8\frac{1}{2}''$ Rod, and the long Rod so formed is mounted midway between the two lift shafts. Journals for the Rod are formed by 2" Strips attached by Flat Trunnions to the Girders 2 of the first and third floors. Two 1" fast Pulleys are mounted on the Rod with their bosses uppermost and are fitted with small Fork Pieces 18 that are free to pivot on bolts screwed into opposite bores of the bosses. A $\frac{3}{8}''$ Bolt is fitted in each Fork Piece which is free to hinge upwards, but is prevented from moving downwards by its Pulley. The positions of the Pulleys in relation to the cages should be adjusted so that as the downward-moving cage reaches each floor the respective Fork Piece prevents it from moving further, although the 3" driving Pulley continues to rotate. As the Rod 10 rotates, the cage is freed and travels down to the next floor. In the event of one of the cages striking a small Fork Piece on its upward journey, the Fork Piece pivots about its fixing bolt and allows the cage to pass.

The chassis of the steam wagon is composed of two $5\frac{1}{2}''$ and two $3\frac{1}{2}''$ Angle Girders, and two $5\frac{1}{2}''$ Flat Girders. Two $1\frac{1}{2}''$ Flat Girders at the front of the wagon carry a $1\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip to which a Bush Wheel is fitted. Another $1\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip is bolted to the Bush Wheel to form the top of the boiler and carries a 1" loose Pulley. Two 1" fast Pulleys are fitted on a Rod between the $1\frac{1}{2}''$ Flat Girders. A $1\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip supports the front axle of the trailer, and a $\frac{3}{4}''$ Bolt passed through the centre hole of the Double Angle Strip is fitted with four Washers and two 1" loose Pulleys. The Bolt is held in place in a $2\frac{1}{2}''$ Flat Girder at the front of the trailer by means of locknuts. The rear axle bearings are Flat Brackets held in place by $\frac{1}{2}'' \times \frac{1}{2}''$ Angle Brackets.

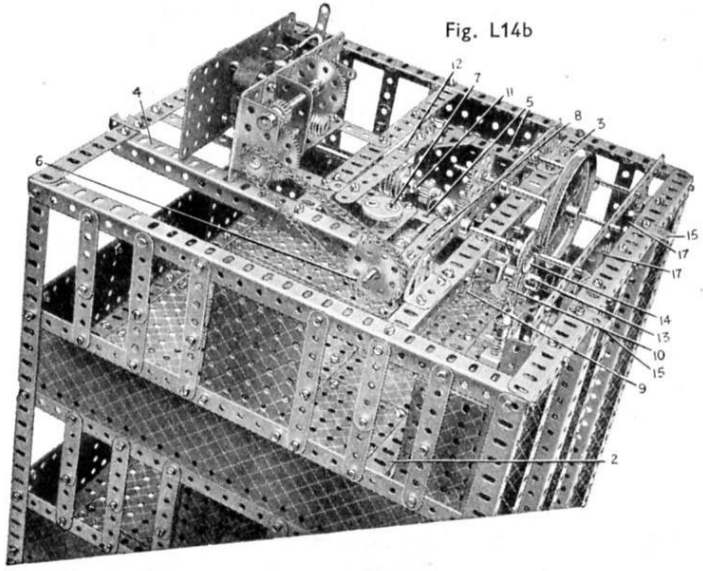
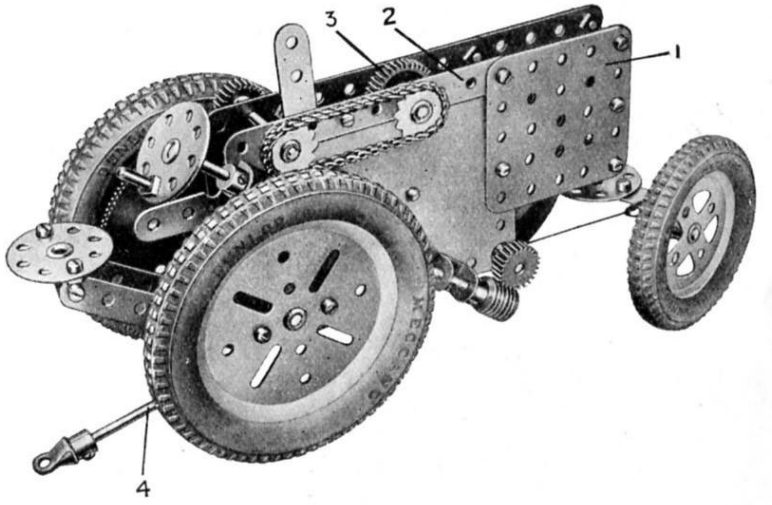


Fig. L14b

Parts required for Steam Wagon and Trailer :

2 of No. 4		1 of No. 23a	
9 „ „ 5		1 „ „ 24	
1 „ „ 6		68 „ „ 37	
1 „ „ 6a		5 „ „ 37a	
6 „ „ 9		1 „ „ 44	
2 „ „ 9b		4 „ „ 48	
2 „ „ 9d		2 „ „ 48a	
2 „ „ 9f		1 „ „ 63	
2 „ „ 10		2 „ „ 77	
2 „ „ 11		2 „ „ 103	
7 „ „ 12		1 „ „ 103f	
4 „ „ 16a		2 „ „ 103h	
1 „ „ 17		2 „ „ 111	
1 „ „ 18a		1 „ „ 111c	
8 „ „ 20		3 „ „ 190	
2 „ „ 22		2 „ „ 191	
3 „ „ 22a			

L15. Clockwork Motor Tractor



Parts required	1 of No. 16	1 of No. 27b	1 of No. 63	2 of No.142a
2 of No. 2	1 „ „ 16a	1 „ „ 31	2 „ „ 72	2 „ „ 142b
2 „ „ 3	4 „ „ 18a	1 „ „ 32	2 „ „ 77	2 „ „ 147b
4 „ „ 11	2 „ „ 19b	30 „ „ 37	9" „ „ 94	1 „ „ 166
4 „ „ 12	2 „ „ 20a	12 „ „ 38	2 „ „ 96a	No. 1a Clockwork Motor (not included in Outfit)
1 „ „ 14	5 „ „ 24	1 „ „ 48a	6 „ „ 111	
1 „ „ 15a	2 „ „ 25	9 „ „ 59	1 „ „ 115	

This tiny tractor is driven by the Clockwork Motor and is capable of exerting tremendous power. It has been tested to pull a load exceeding 10 stone.

The front axle (a $2\frac{1}{2}'' \times \frac{1}{2}''$ Double Angle Strip) is pivoted on a $2\frac{1}{2}''$ Rod that is carried in Double Brackets attached to the Motor by means of the $2\frac{1}{2}'' \times 2\frac{1}{2}''$ Flat Plates 1 and two $5\frac{1}{2}''$ Strips. The steering is similar to Standard Mechanism No. 159 except that cord is used instead of Sprocket Chain. The driver's seat is a Bush Wheel secured by Angle Brackets to two $3\frac{1}{2}''$ Strips that in turn are attached to the Motor side plates by 1" Triangular Plates.

The drive for the rear wheels is taken from a 1" Gear 3 meshing with the main driving gear of the Motor and carried on a $1\frac{1}{2}''$ Rod journalled in the Motor side plates. This Rod carries a $\frac{3}{4}''$ Sprocket Wheel connected by Sprocket Chain to a second $\frac{3}{4}''$ Sprocket that is nipped on a short Rod carrying a $\frac{3}{4}''$ Pinion. The latter engages with a $3\frac{1}{2}''$ Gear that is secured by double sets-screws to the rear axle. It should be noted that to obtain a more positive grip on the rear axle the 3" Pulleys, in addition to being secured by sets-screws, are each connected by two $\frac{3}{4}''$ Bolts to a Bush Wheel that also is secured to the Rod by two sets-screws.

If a No. 2 Clockwork Motor is used a $\frac{3}{4}''$ Pinion should be substituted for the gear 3 and its Rod journalled in the holes 2.

The draw-bar is composed of a $4\frac{1}{2}''$ Rod 4 carrying an End Bearing and pivoted on a short Rod in the bottom row of holes in the side plates.

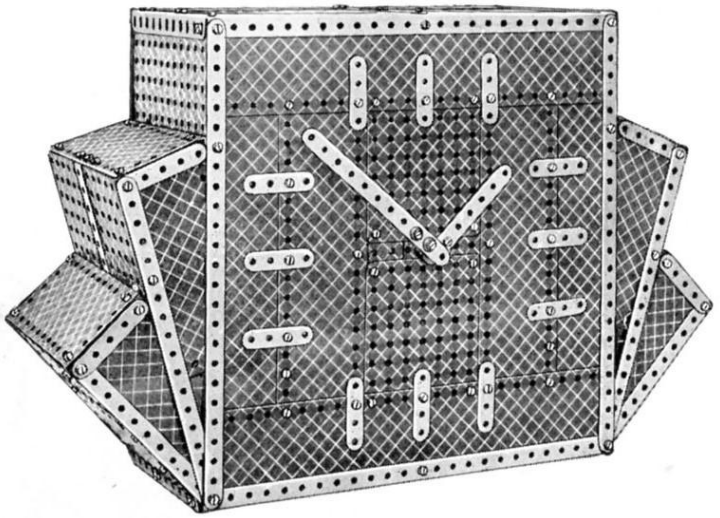


Fig. L16

L16. Mantel Clock

Parts required

4 of No. 1	4 of No. 16	7 of No. 52a
4 „ „ 1b	1 „ „ 16b	10 „ „ 59
8 „ „ 2	1 „ „ 18a	3 „ „ 62
3 „ „ 3	2 „ „ 25	3 „ „ 63
5 „ „ 5	3 „ „ 26	2 „ „ 70
12 „ „ 6	2 „ „ 27	2 „ „ 72
4 „ „ 8	4 „ „ 27a	1 „ „ 90
1 „ „ 8a	1 „ „ 30a	2 „ „ 103
2 „ „ 8b	1 „ „ 30c	1 „ „ 109
8 „ „ 9	4 „ „ 31	2 „ „ 111c
2 „ „ 9d	1 „ „ 32	1 „ „ 126a
3 „ „ 9f	1 „ „ 35	1 „ „ 171
8 „ „ 10	188 „ „ 37	15 „ „ 195
23 „ „ 12	15 „ „ 38	1 „ „ 196
1 „ „ 14	1 „ „ 47a	10 „ „ 197
2 „ „ 15	2 „ „ 48d	No. 2 Clock-
2 „ „ 15b	4 „ „ 52	work Motor.

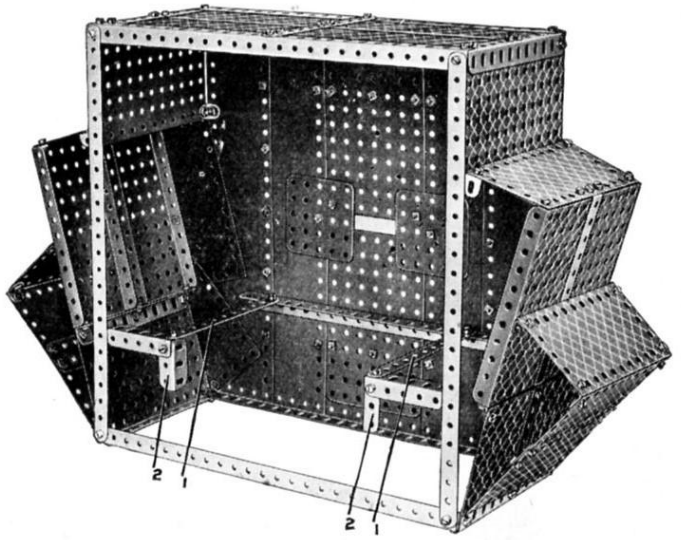


Fig. L16a

This clock will keep good time for about four hours for one winding of the Clockwork Motor. The clock case is shown in Fig. L16a, this being a rear view of the case after the removal of the Strip Plates that partially fill in the back. Fig. L16b shows part of the back of the clock and the method of mounting the mechanism in position can be seen in this illustration. A 9½″ Angle Girder is bolted to the front inside the case, and 5½″ Strips 1 are bolted to this Girder and to 2½″ Girders supported by the Strip Plates and by 1½″ Girders 2. Two 7½″ Angle Girders 3 support the No. 2 Clockwork Motor on which the mechanism is mounted.

Two 5½″ Angle Girders are bolted to the upper plate of the Motor, a 5½″×3½″ Flat Plate being bolted to the one nearer the reversing lever and a 5½″×2½″ Flat Plate to the other. Figs. L16b and L16c should be studied together when the Rods for the gearing are being inserted. A ½″ Pinion on the Motor driving shaft engages the 57-teeth Gear 10 on a vertical 2½″ Rod carried in a Flat Trunnion 19 and a 3″×1½″ Double Angle Strip. The Flat Trunnion is fixed to the 5½″ Angle Girder by a 1½″ Girder. The vertical Rod carries a Worm 6 and a 1½″ Bevel 5 that drives a ½″ Bevel on the Rod 11. A 57-teeth Gear is fitted to the Rod 11 and engages a ½″ Pinion on the 4″ Rod of the escapement wheel.

Eight Flat Brackets are bolted to a Face Plate to make the escapement wheel, and a Curved Strip 21 carries two angle

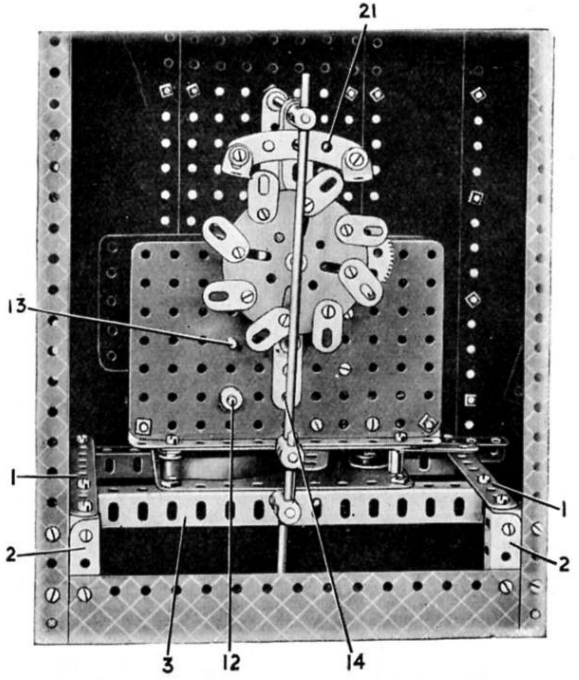


Fig. L16b

Brackets that engage the Flat Brackets. The Curved Strip is rigidly bolted to a Crank fitted on a 5″ Rod mounted freely in the upper ends of two vertical 5½″ Strips. This Rod carries the Coupling 18 fitted with a 6½″ Rod forming part of the pendulum. Two Couplings 16 and a 1½″ Rod are used to crank the pendulum so that it swings clear of the Motor reversing lever. The Gears 17 serve as the pendulum bob.

The Worm 6 drives a 57-teeth Gear 9 that is free on the 5″ Rod carrying the hands. The Gear is kept in position by a Collar 20 and by a Spring Clip 8 that is an important part of the mechanism. The Angle Bracket 7, bolted to the Gear, engages the Spring Clip so that the Gear normally rotates solid with the Rod, but when the hands are turned to alter the time the Clip allows the Rod to rotate independently of the Gear. The minute hand is fixed to the end of this Rod and the hour hand is free on it. Both hands are bolted to Cranks, and a 57-teeth Gear 15 is fixed to the hour hand by means of a Socket Coupling on the boss of the Crank. When the hands are in position the Socket Coupling fits in a slot in the centre of the clock face (see Fig. L16a). It is essential that the drive between the hands is provided by a 12:1 gear ratio and this is obtained by two ratios of 2:1 and one of 3:1. The Rod of the hands is fitted with a 1″ Gear driving a similar Gear on the Rod 14, and a ¾″ Pinion on this Rod drives a 50-teeth Gear on the Rod 12. A ¾″ Pinion on the Rod 12 engages a 50-teeth Gear carried on the Rod 13, that is

L16. Mantel Clock—continued

provided with a $\frac{1}{2}$" Pinion meshing with the Gear 15 of the small hand.

The constructor should not be discouraged if his clock does not work immediately it is completed, as a few slight adjustments should be sufficient to set it working. It is of course necessary that all the rotating parts should be free, and a little oil applied to shaft bearings and to the Rod carrying the pendulum will be found beneficial. Place the clock on a level surface and make sure that the mechanism is fitted truly. When the pendulum is hanging perpendicularly the vertical rows of holes in the mechanism side Plates should be parallel to the pendulum Rod. The Flat Brackets on the escapement wheel should be accurately spaced, and if after paying attention to these points the clock fails to operate adjustments should be made by slightly altering the positions of the Angle Brackets on the Curved Strip 21 and altering the position of the Curved Strip in relation to the pendulum.

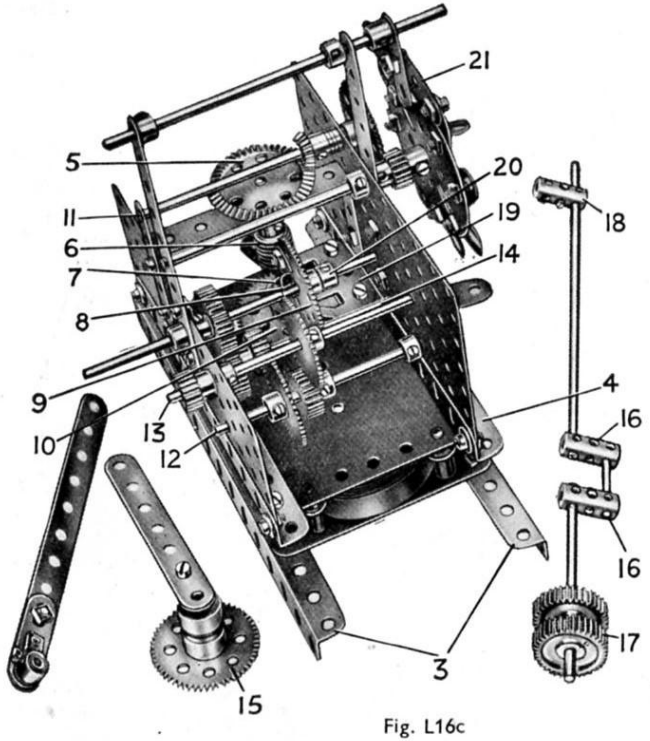
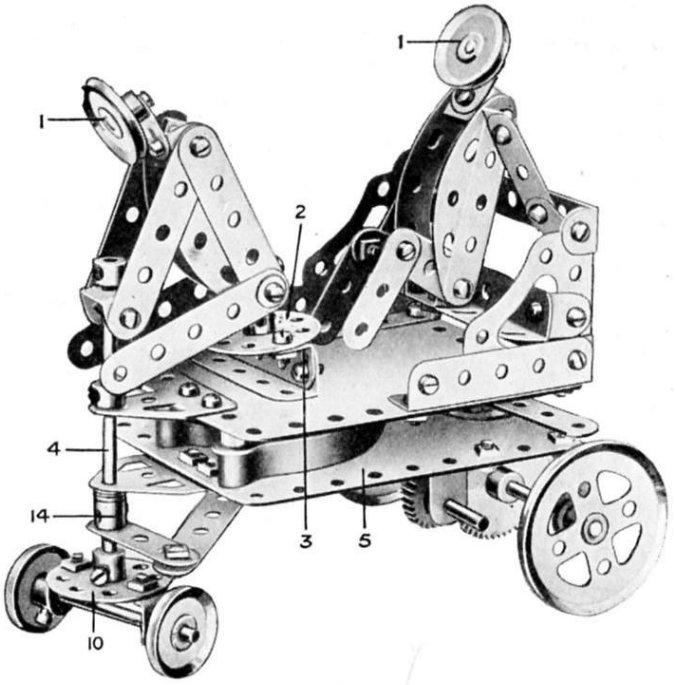


Fig. L16c



Hence, when the Motor is started, the link 11 rotates slowly and imparts motion to the Strip 12 which, in turn, influences the steering column, resulting in the front wheels being turned first to the right and then to the left alternately, so causing the model to perform some very amusing antics.

Parts required

1 of No. 4	1 of No. 16a	1 of No. 48
8 „ „ 5	1 „ „ 18b	3 „ „ 48b
7 „ „ 6a	2 „ „ 20a	3 „ „ 59
1 „ „ 9b	4 „ „ 22	1 „ „ 62
4 „ „ 9d	3 „ „ 24	4 „ „ 90a
3 „ „ 10	1 „ „ 25	2 „ „ 108
4 „ „ 11	1 „ „ 27	6 „ „ 111c
1 „ „ 12	2 „ „ 30	2 „ „ 126a
4 „ „ 12a	44 „ „ 37	No. 2 Clockwork Motor
1 „ „ 15a	4 „ „ 37a	
2 „ „ 16	13 „ „ 38	

L17. Crazy Driver

The Strips forming the body and legs of the "driver" are bolted to a Fork Piece secured to a short Rod which, in turn, is secured to the boss of a Bush Wheel. This Bush Wheel is connected to the Motor by means of two $3\frac{1}{2}$" Angle Girders bolted together as shown.

The Motor actuates the rear wheels through a Bevel Wheel 6 secured to the driving spindle of the Motor and engaging the Bevel 7 on the Rod 8 (Fig. L17a). This Rod also carries a $\frac{3}{4}$" Pinion engaging a 50-teeth Gear Wheel 9 secured to the axle of the rear wheels.

The steering column 4 carries at its lower end a Bush Wheel 10 to which is secured a $1\frac{1}{2}$" × $\frac{1}{2}$" Double Angle Strip that forms a support for the $2\frac{1}{2}$" front axle. The steering is controlled as follows: two $1\frac{1}{2}$" Strips 11 are bolted together by three $\frac{3}{8}$" Bolts, and two Washers are placed on each Bolt between the Strips for spacing purposes. The link thus formed fits over the Motor key shaft, and when the Motor is set in motion the link will be rotated slowly with the key-shaft. One end of the link carries a Collar 13 which is secured on the link bolt in place of a nut. A 3" Strip 12 is pivoted on a bolt that is secured in one of the tapped holes in the Collar 13 and its other end is attached pivotally to the end of a Crank 14 that is secured to the steering column.

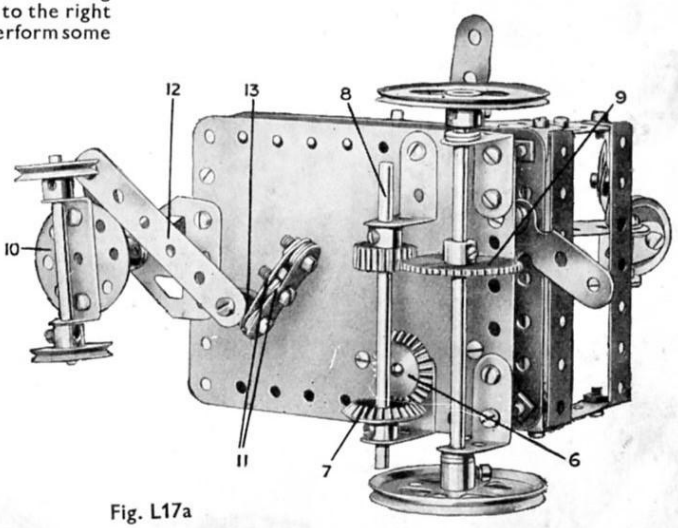
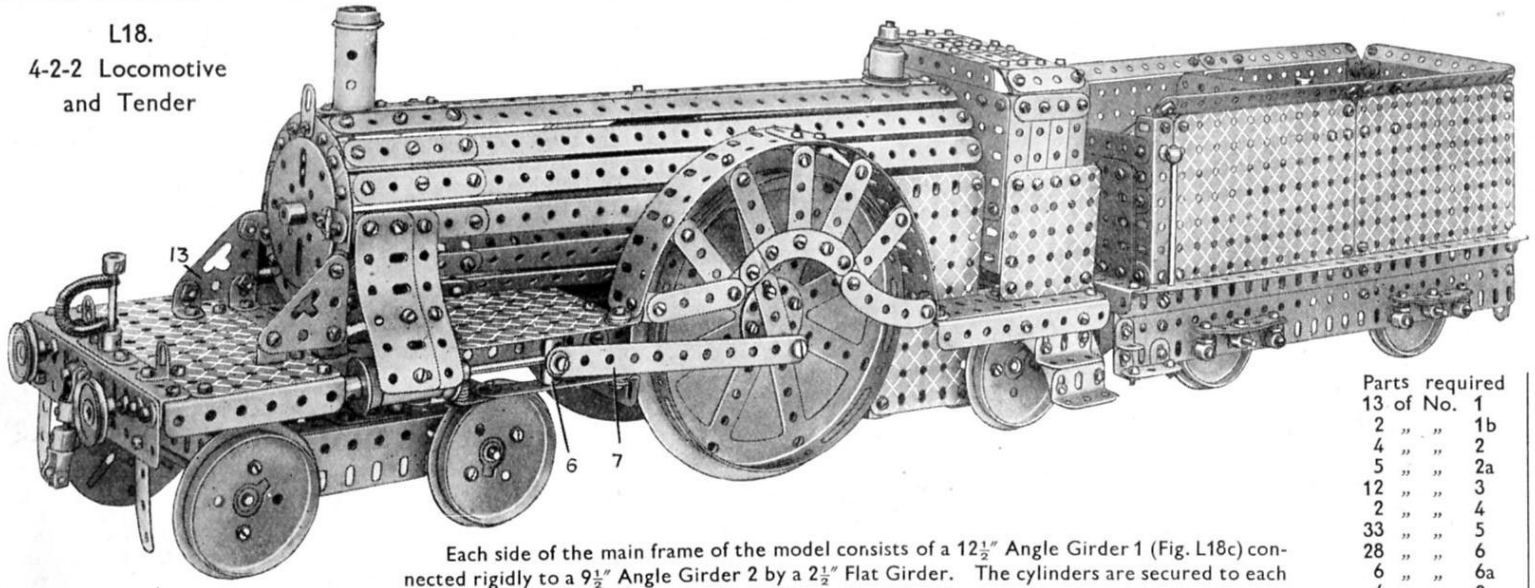


Fig. L17a

L18. 4-2-2 Locomotive and Tender



Parts required		
13	of No.	1
2	„ „	1b
4	„ „	2
5	„ „	2a
12	„ „	3
2	„ „	4
33	„ „	5
28	„ „	6
6	„ „	6a
4	„ „	8
2	„ „	8a
8	„ „	9
7	„ „	9a
4	„ „	9b
2	„ „	9c
2	„ „	9d
4	„ „	9f
29	„ „	10
2	„ „	11
74	of No.	12
4	„ „	15a
2	„ „	16
1	„ „	16a
4	„ „	16b
3	„ „	17
3	„ „	18a
1	„ „	20
5	„ „	20b
5	„ „	22
1	„ „	23a
2	„ „	24
2	„ „	26
2	„ „	27a
1	„ „	27b
443	„ „	37
40	„ „	38
4	„ „	43
2	„ „	48b
1	„ „	50a
7	„ „	52a
6	„ „	53a
2	„ „	55a
25	„ „	59
2	„ „	62
1	„ „	62b
4	„ „	63
1	„ „	70
2	„ „	72
1	„ „	81
1	„ „	89
4	of No.	90
10	„ „	90a
7	„ „	103
2	„ „	103b
4	„ „	103c
1	„ „	103d
6	„ „	103e
7	„ „	103f
11	„ „	109
3	„ „	111
12	„ „	111a
10	„ „	111c
1	„ „	114
5	„ „	115
4	„ „	116a
2	„ „	118
3	„ „	125
2	„ „	126
2	„ „	126a
2	„ „	133
2	„ „	136
10	„ „	137
2	„ „	146
2	„ „	147b
3	„ „	163
2	„ „	164

No. E6 Electric Motor

Each side of the main frame of the model consists of a 12½″ Angle Girder 1 (Fig. L18c) connected rigidly to a 9½″ Angle Girder 2 by a 2½″ Flat Girder. The cylinders are secured to each end of a 5½″ Curved Strip, upon which slides an Eye Piece 3.

Each bottom crosshead guide comprises a 3″ Strip 4 and a Flat Bracket and is attached by a ⅜″ Bolt to the boss of the ¾″ Flanged Wheel forming one of the cylinder covers, and also to a transverse 5½″ Angle Girder. Five Washers are used to space the guide the correct distance from the Flanged Wheel, and two Washers space the 5½″ Angle Girder from each of the Angle Brackets by which it is attached to the main frame.

The top crosshead guide is formed by the end of a 5½″×3½″ Flat Plate 5, which is bolted across the top of the main frame and is packed up therefrom by five 3½″ Strips on each side. A Coupling 6, which is secured to the end of the piston rod and slides freely between the crosshead guides, represents the crosshead, to which the connecting rod 7 (Fig. L18) is attached.

The Motor is held in place in the main frame by Bolts, which pass through holes 8 in the 4½″×2½″ Flat Plates 9 and through the ends of 3½″×½″ Double Angle Strips on the Motor. When the Motor is secured in place, the ½″ Pinion 10 (Fig. L18a) should mesh with the 3½″ Gear Wheel on the driving wheel axle. The steps 11 are fixed in place by ⅜″ Bolts and are spaced away from the Girder to which they are attached, by Collars on the shanks of the Bolts.

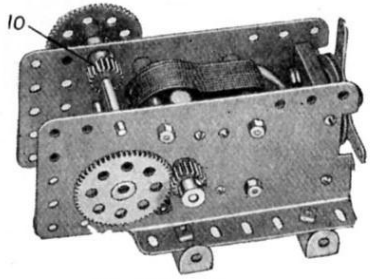


Fig. L18a

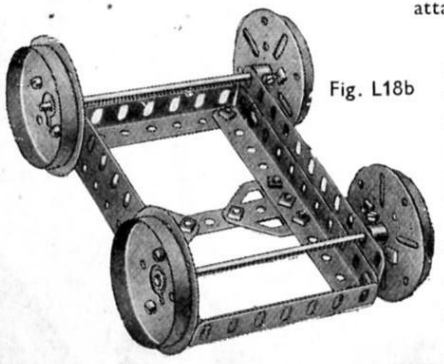


Fig. L18b

The construction of the bogie should be quite plain from Fig. L18b. It is mounted pivotally on the bogie pin (a 1″ Rod), which is secured in the boss of the Eye Piece 3, and the lateral movement of the latter upon the Curved Strip is restricted by means of Springs.

The trailing wheels are fixed to an axle that is journalled freely in the slotted holes of 2″ Slotted Strips 12.

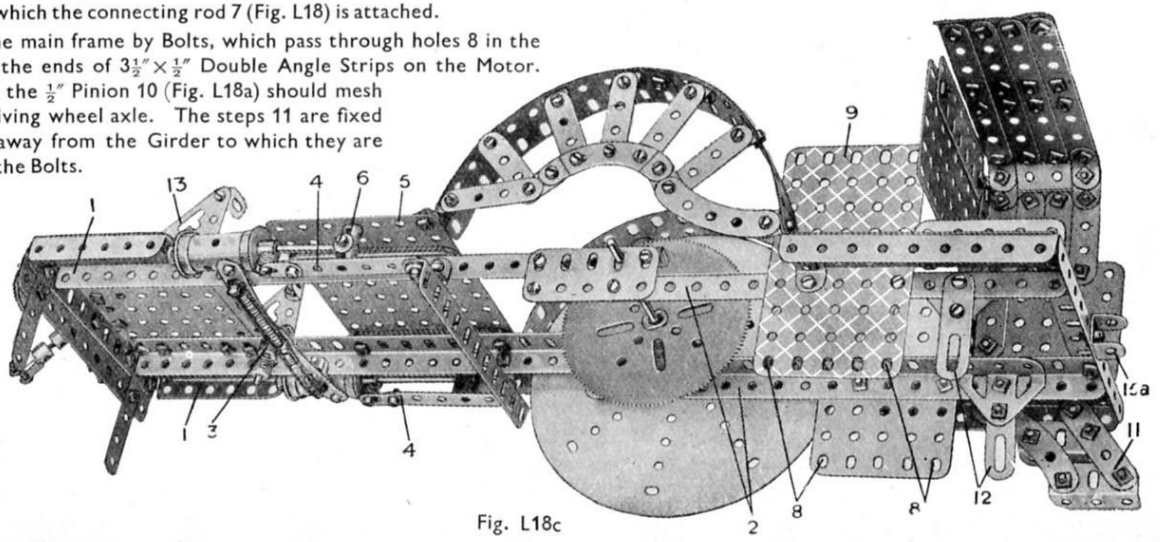


Fig. L18c

L18. 4-2-2 Locomotive and Tender—continued

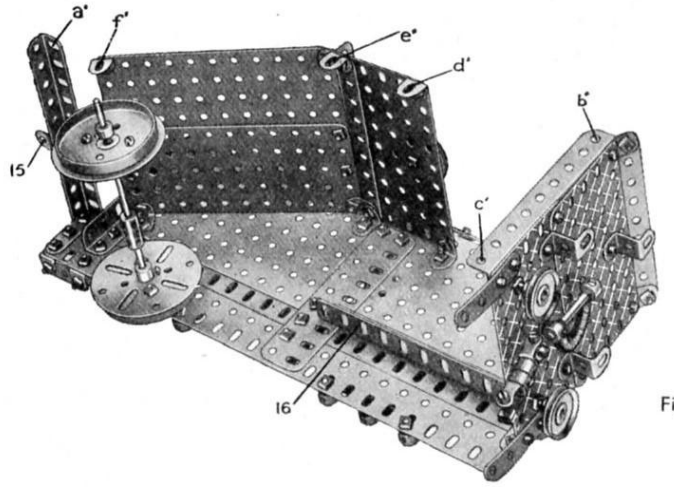


Fig. L18d

The smokebox end of the boiler is attached to Corner Brackets 13 and the firebox end is secured to the $4\frac{1}{2}'' \times 2\frac{1}{2}''$ Flat Plates 9. Before mounting the boiler in position, the chimney and the safety valve should be attached. In the case of the former a Chimney Adaptor is secured to the top of the smokebox by a 2" Screwed Rod. The Sleeve Piece forming the chimney is then pushed on to the Chimney Adaptor, and a $\frac{3}{4}''$ Flanged Wheel is fixed on the end of the Screwed Rod to form the chimney cap.

The tender is shown dismantled in Fig. L18d ; one side has been removed and reversed (Fig. L18e) to show its interior construction. The two portions may be constructed as indicated and then placed together so that the lettered holes coincide (a with a', b with b', and so on). The front plate of the tender has a sliding door, which consists of a $2\frac{1}{2}''$ Flat Girder 14 sliding between two pairs of $2\frac{1}{2}''$ Flat Girders, each pair being spaced apart by a $2\frac{1}{2}''$ Strip.

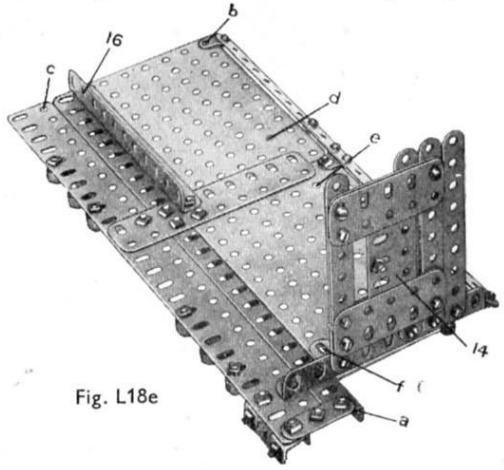
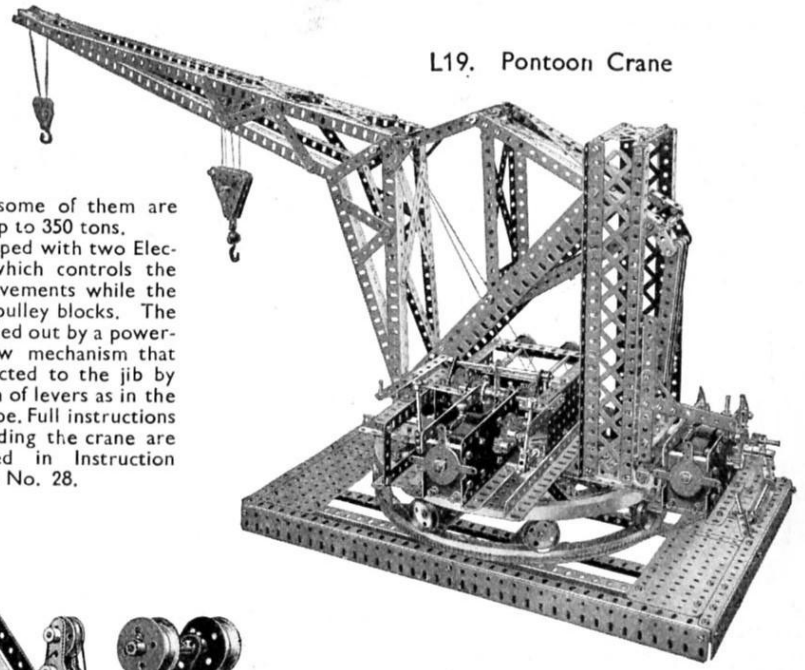


Fig. L18e

The locomotive and tender are connected together by passing a short Rod through the Double Brackets 15 and 15a. This Rod is held in place by Collars. A 6-volt accumulator may be accommodated in the tender, thus making the model entirely self-contained ; the bottom of the accumulator rests on the Angle Girders 16.

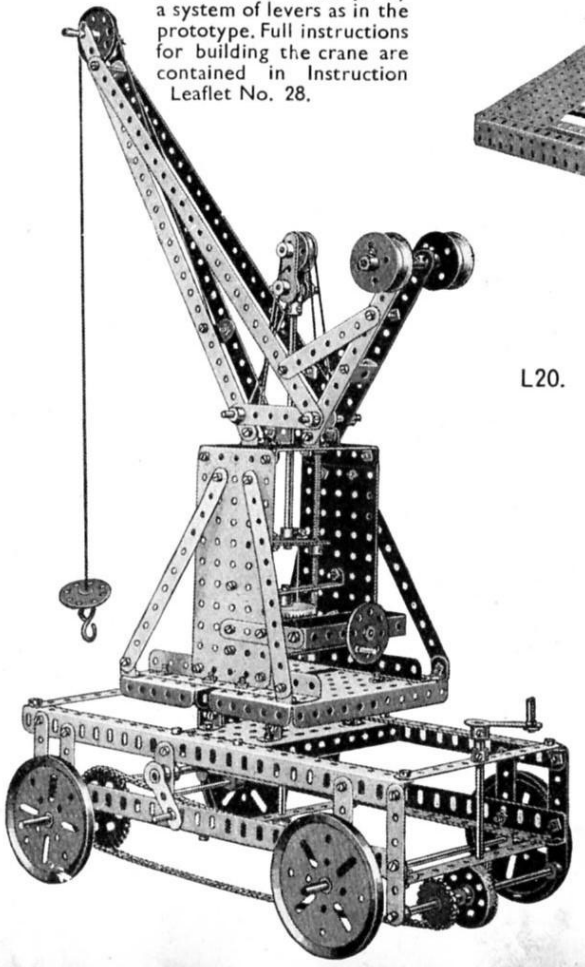
L19. Pontoon Crane



Of the many different types of crane in a modern dock system, perhaps the most useful for handling heavy loads is the floating pontoon crane. This interesting crane can be taken to any site on the water front, and some of them are capable of lifting loads up to 350 tons.

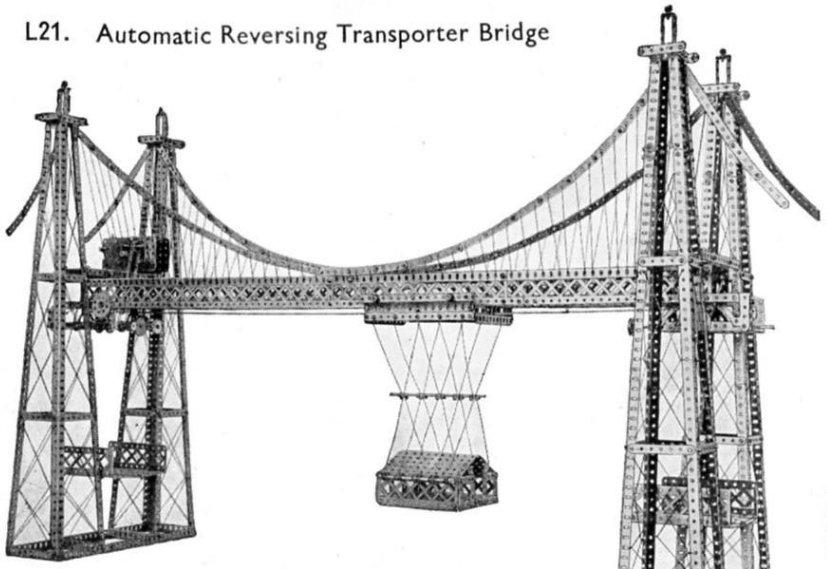
The model is equipped with two Electric Motors, one of which controls the swivelling and luffing movements while the other controls the two pulley blocks. The luffing movement is carried out by a powerful screw mechanism that is connected to the jib by a system of levers as in the prototype. Full instructions for building the crane are contained in Instruction Leaflet No. 28.

L20. Hydraulic Crane

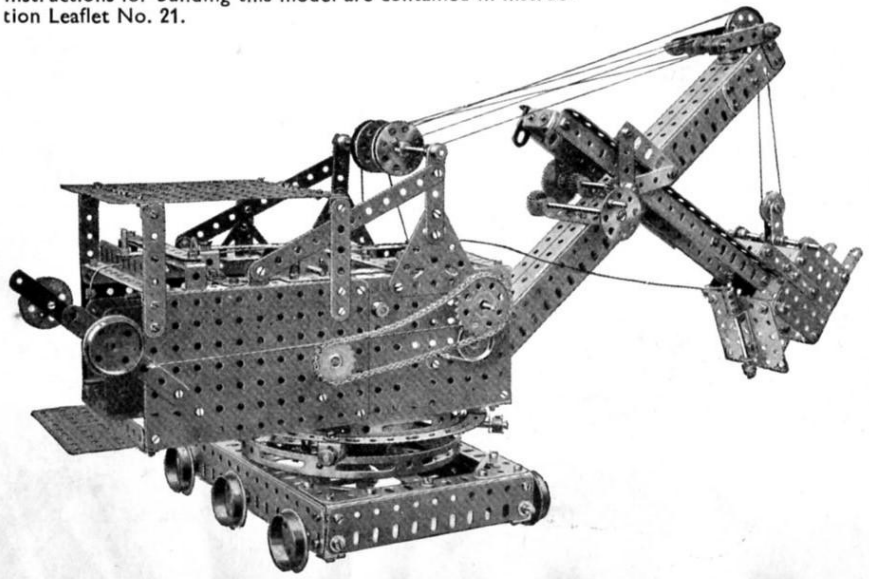


The different motions performed by this crane — raising and lowering the load, swivelling and traversing—are each controlled by a separate handle. The hydraulic ram is represented realistically by a very powerful screw mechanism that enables loads of great weight to be hoisted easily and smoothly. Complete instructions for building the model are contained in Instruction Leaflet No. 25.

L21. Automatic Reversing Transporter Bridge



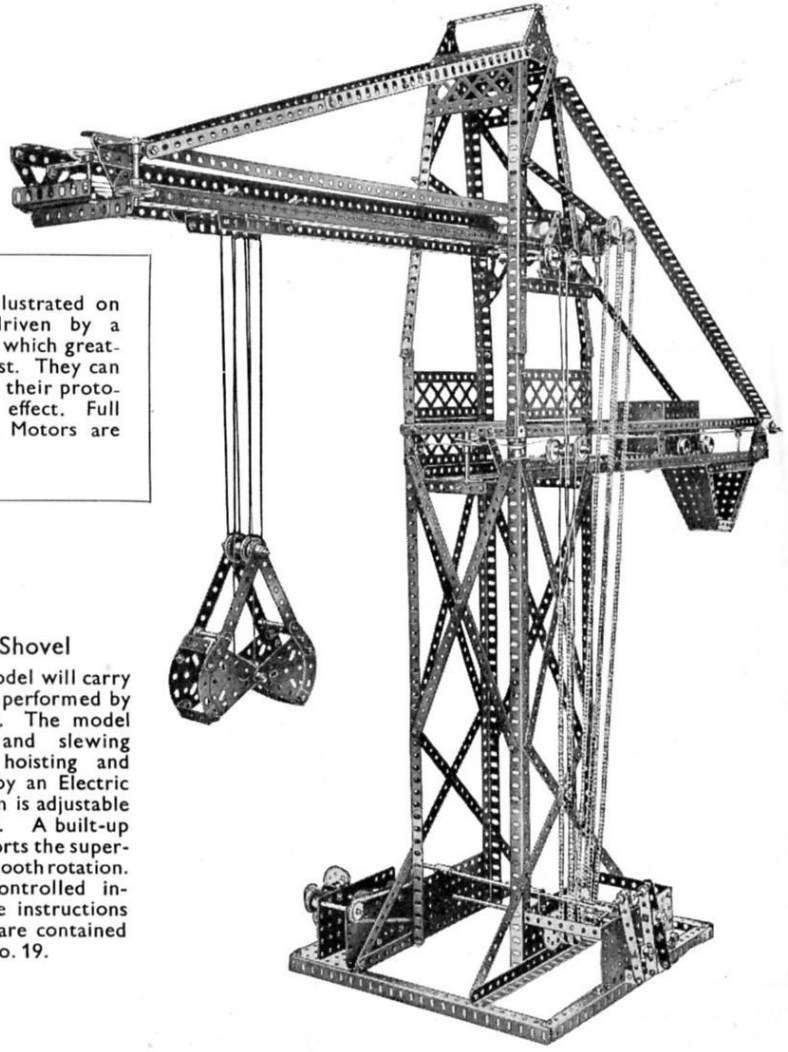
The model is based on a type of bridge that is sometimes employed where conditions do not allow the erection of the usual type of road bridge. To avoid the long approaches necessary to provide sufficient head room under the span, a travelling car is suspended from the span girders and plies to and fro along the span, taking vehicles and passengers to the other side of the river. The model is of the suspension type of bridge similar to the famous bridge that spans the River Mersey between Widnes and Runcorn. Complete instructions for building this model are contained in Instruction Leaflet No. 21.



L22. Ship-Coaler

This model will appeal to most boys who are interested in shipping, for it shows the manner by which ships can be coaled quickly. It represents a modern coaling plant that is built up on a floating pontoon so that it can be moored alongside ships in different parts of a harbour or dock system. The coal is unloaded from barges by means of a grab and conveyed into the bunkers of the vessel being coaled.

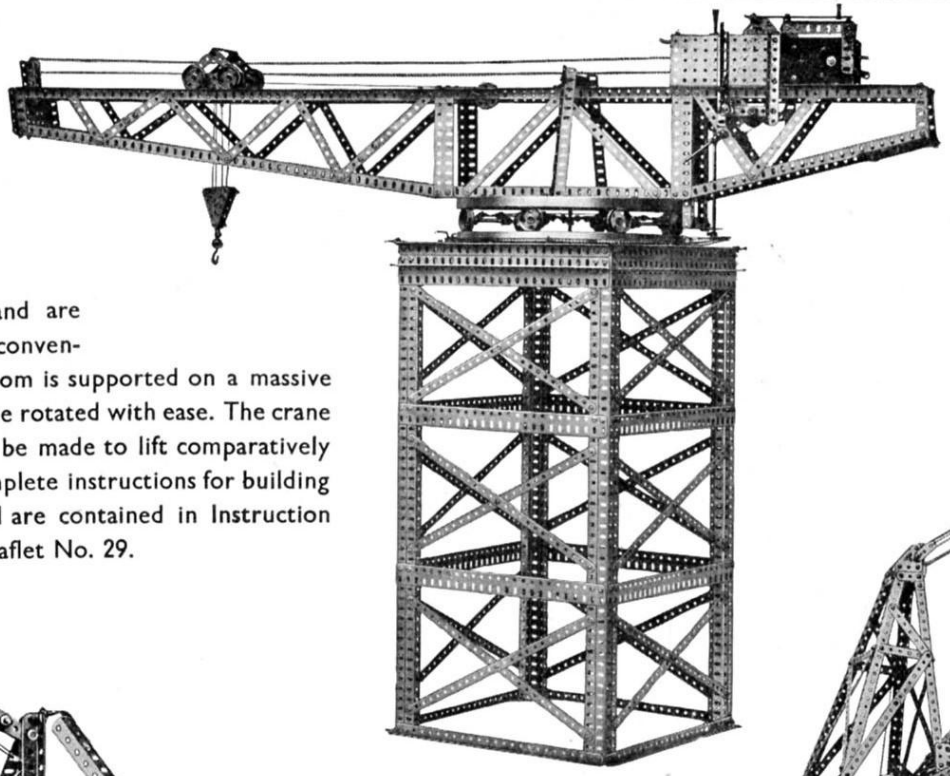
The model is provided with a grab suspended from a travelling trolley, and a truck that is loaded from the grab, automatically discharges its contents down a chute situated over the bunker of the "ship." Complete instructions for building the model are contained in Instruction Leaflet No. 2.



The three models illustrated on this page are each driven by a Meccano Electric Motor which greatly increases their interest. They can be set to work just like their prototypes, with fascinating effect. Full particulars of Meccano Motors are given on page 107.

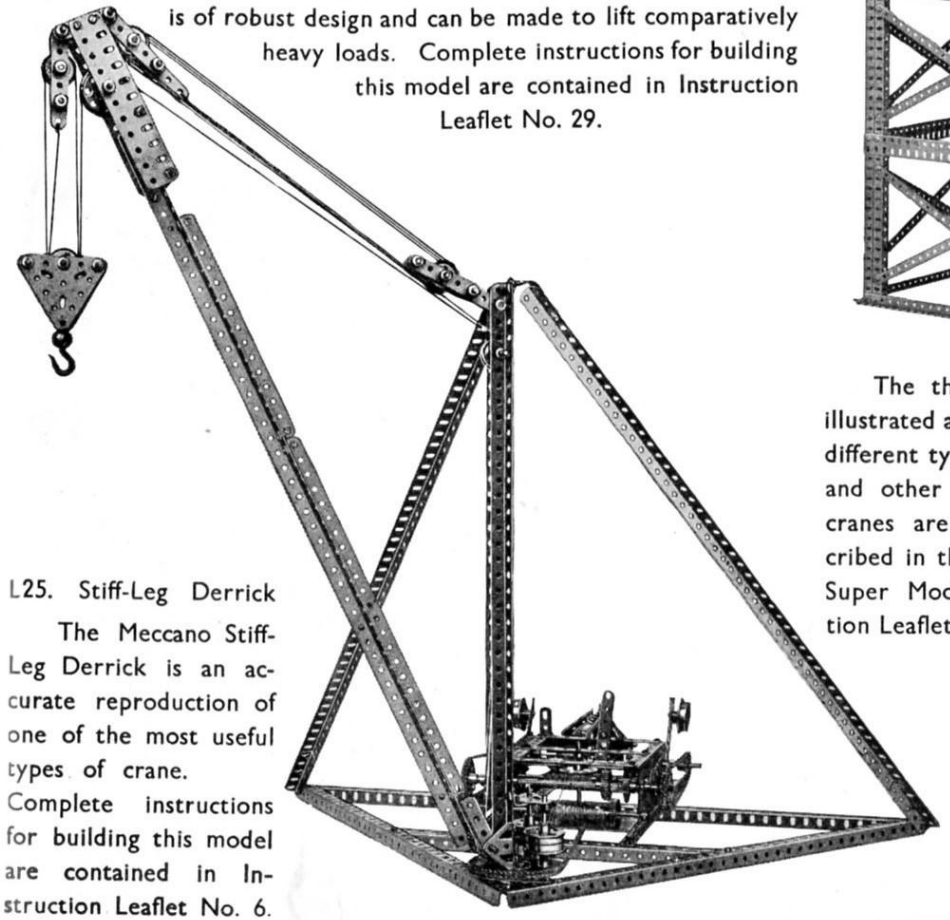
L23. Steam Shovel

This interesting model will carry out all the operations performed by an actual steam navvy. The model embodies travelling and slewing mechanism and jib hoisting and lowering gear driven by an Electric Motor. The shovel arm is adjustable by rack and pinion gear. A built-up roller bearing unit supports the superstructure and ensures smooth rotation. All movements are controlled independently. Complete instructions for building this model are contained in Instruction Leaflet No. 19.



L24. Hammerhead Crane

The different movements of this model comprise hoisting and lowering, slewing and the traversing of the trolley along the boom. All movements are operated by a 6-volt Electric Motor and are controlled separately by hand levers conveniently situated on the gear-box. The boom is supported on a massive built-up roller bearing that enables it to be rotated with ease. The crane is of robust design and can be made to lift comparatively heavy loads. Complete instructions for building this model are contained in Instruction Leaflet No. 29.



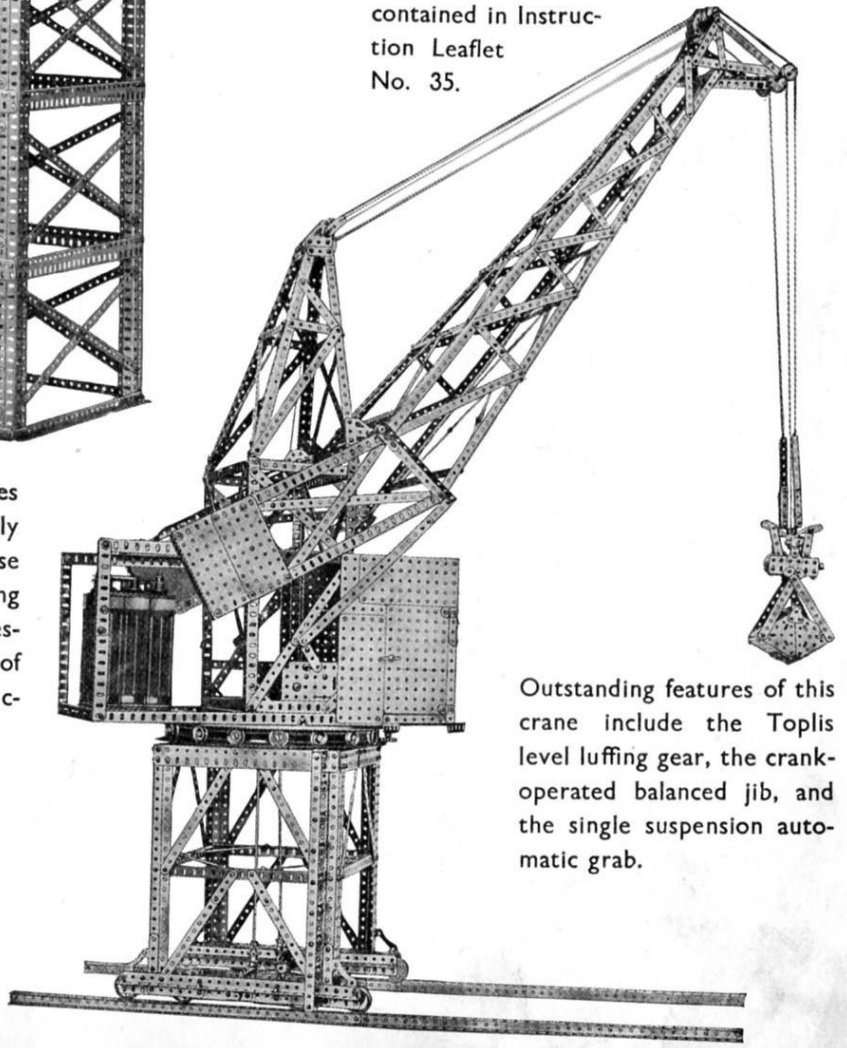
L25. Stiff-Leg Derrick

The Meccano Stiff-Leg Derrick is an accurate reproduction of one of the most useful types of crane. Complete instructions for building this model are contained in Instruction Leaflet No. 6.

The three cranes illustrated are of vastly different types. These and other interesting cranes are fully described in the series of Super Model Instruction Leaflets.

L26. Level-Luffing Automatic Grabbing Crane

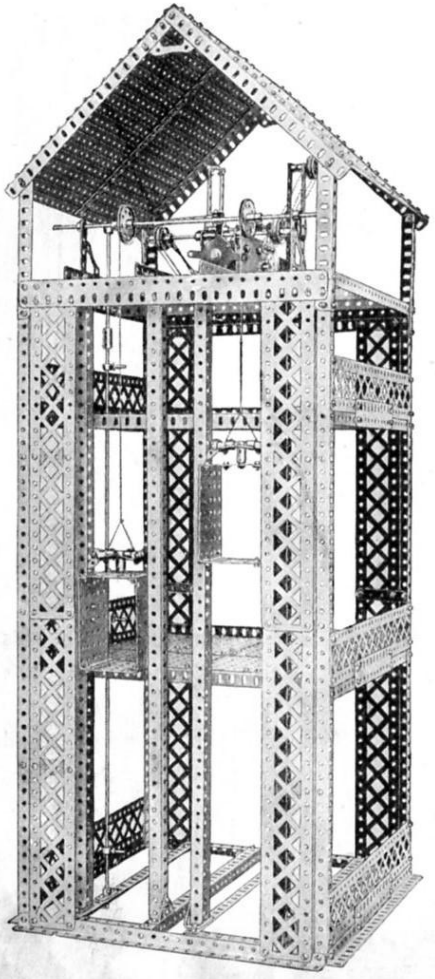
The four movements of this model—hoisting, slewing, travelling and luffing—are driven by a 6-volt Motor through a gear-box of simple design. The model is fitted with a grab that may be opened and closed automatically. Complete instructions for building this model are contained in Instruction Leaflet No. 35.



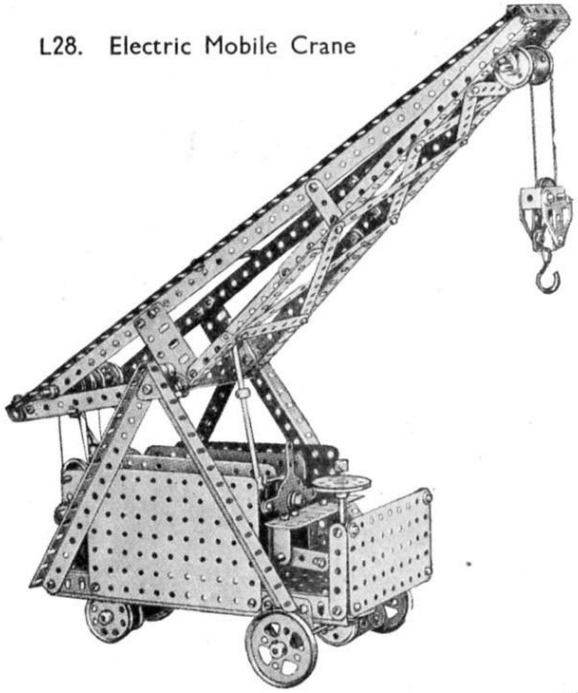
Outstanding features of this crane include the Toplis level luffing gear, the crank-operated balanced jib, and the single suspension automatic grab.

L27. Goods Warehouse with Electric Elevators

This is a model of special interest. It incorporates two cages which are operated automatically in such a manner that, as one rises, the other falls. Each is fitted with a safety device for stopping the cage in the event of failure of the hoisting rope. Complete instructions for building this model are contained in Instruction Leaflet No. 31.



L28. Electric Mobile Crane



Portable cranes have many varied uses, and a large number of different types and sizes are in general use. They range from small hand-operated hoists to large structures driven by electric motors or internal combustion engines, and capable of handling great loads.

This is a very realistic model of a useful type of crane that is invaluable in large warehouses, railway sidings, etc. The crane comprises an entirely self-contained power unit and combines the stability and efficiency of a stationary crane with extreme mobility, and as its travel is not confined to a set of rails or hindered by trailing cables from an external supply, its range of utility is unlimited. The mobility of its prototype is even greater than that of a motor vehicle of the same size. Complete instructions for building this model are contained in Instruction Leaflet No. 20.

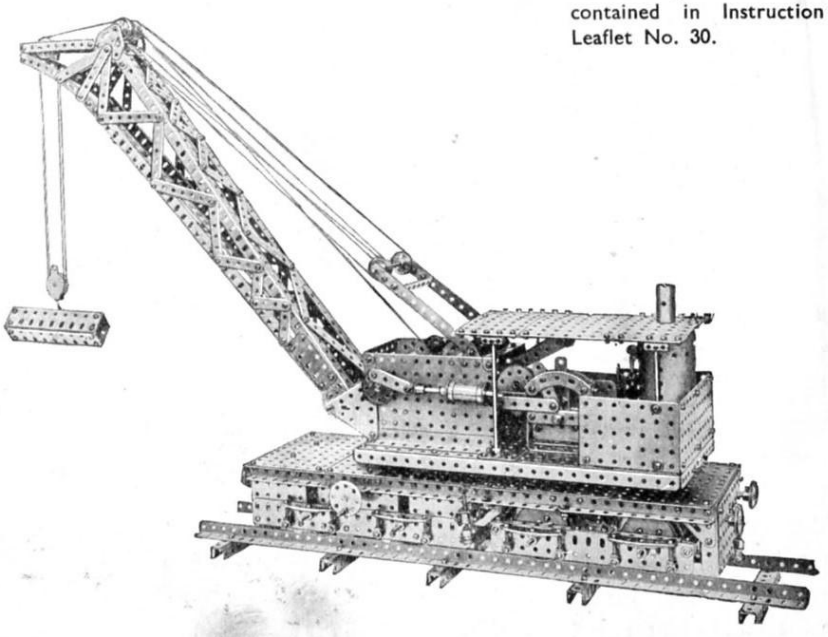
L29. Railway Breakdown Crane

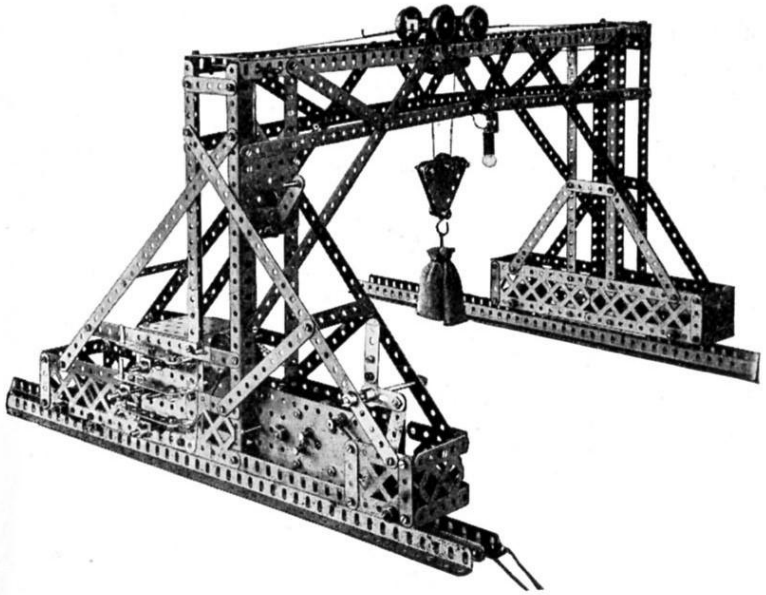
This very realistic model is a faithful representation of a typical breakdown crane in use on British Railways. The prototype is usually taken to scene of operations by a locomotive, but is capable of travelling under its own power for carrying out manœuvres when at work. The model is driven by a Meccano 6-volt Electric Motor, but since the actual crane is steam operated, a dummy boiler and engine are incorporated.

All the important features of its prototype are reproduced, and the model is capable of four distinct movements, i.e., the hoisting and lowering of the crane hook, slewing, luffing and travelling. The movements are controlled by hand levers through a gear box of unique design and the speed of the Motor is regulated by a neat controller housed in the cab. Other cab fittings include brake levers for the hoisting and luffing barrels and dummy gauges on the boiler.

The crane truck is very massive and is mounted on eight sprung wheels, four of which are carried in a swivelling bogie. Brakes are fitted to the four driving wheels and are operated from a hand wheel at the side of the truck. Sliding outriggers are incorporated in the truck for use when the crane is operating at right angles to the track. These follow actual practice for relieving the crane truck of the heavy stresses set up under such conditions.

Complete instructions for building the model are contained in Instruction Leaflet No. 30.





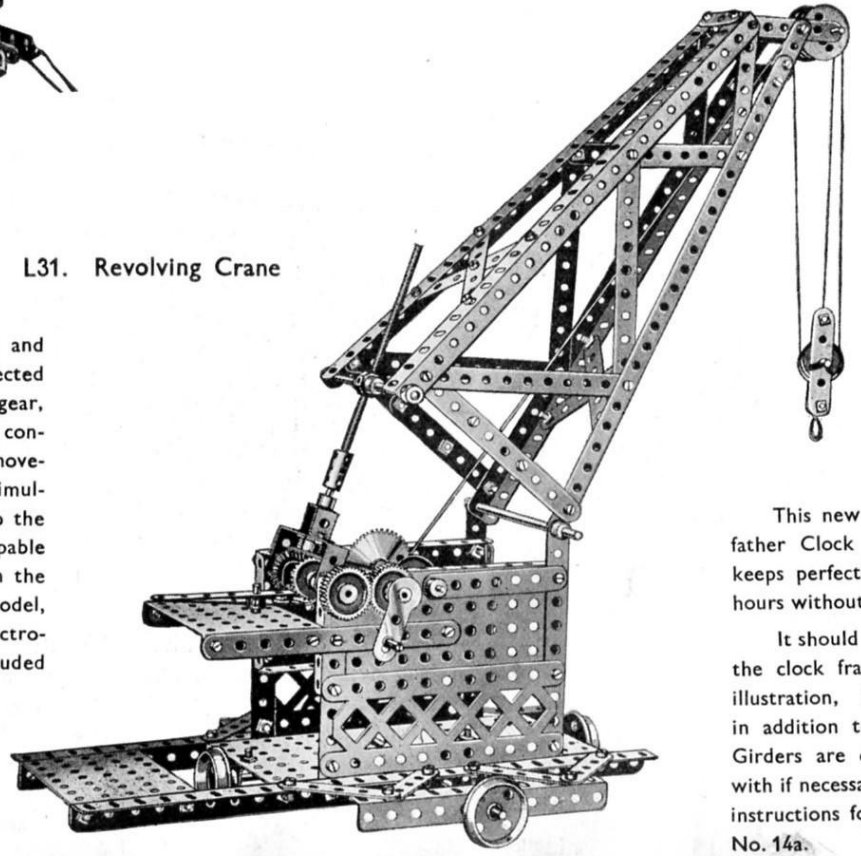
L30. Travelling Gantry Crane

By manipulating the various control levers the Electric Motor can be caused to raise or lower the load on the Hook, traverse the trolley along the rails on the top of the gantry, or drive the entire gantry along on its rails. The movements can be controlled simultaneously or separately at the will of the operator.

Actual cranes of this type are of greatest utility in warehouses, foundries and engineering shops, etc., where they are employed for handling heavy loads and are able to travel the entire length of long sheds and cover the whole of the floor space. On the smaller cranes the driving cabin is usually placed at the foot of one of the end towers, but in the larger and more powerful types the driver is located in a control cabin situated on or beneath the gantry trolley. This position enables him to see all that is taking place on the site over which the crane is working, an advantage that is very important when handling a heavy load.

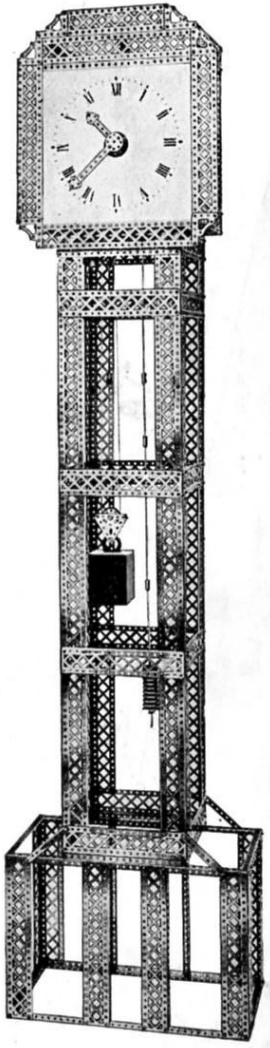
Complete instructions for building this interesting model are contained in Instruction Leaflet No. 24.

L31. Revolving Crane



This crane is realistic in appearance and very efficient in operation. Luffing is effected by means of a simple but powerful screw gear, luffing and hoisting movements being controlled by separate levers. The two movements can be controlled separately or simultaneously. Reversing motion is fitted to the luffing gear and the whole structure is capable of revolving upon the wheels mounted in the base. Full instructions for building this model, including details of an interesting electromagnet that can be used with it, are included in Instruction Leaflet No. 18.

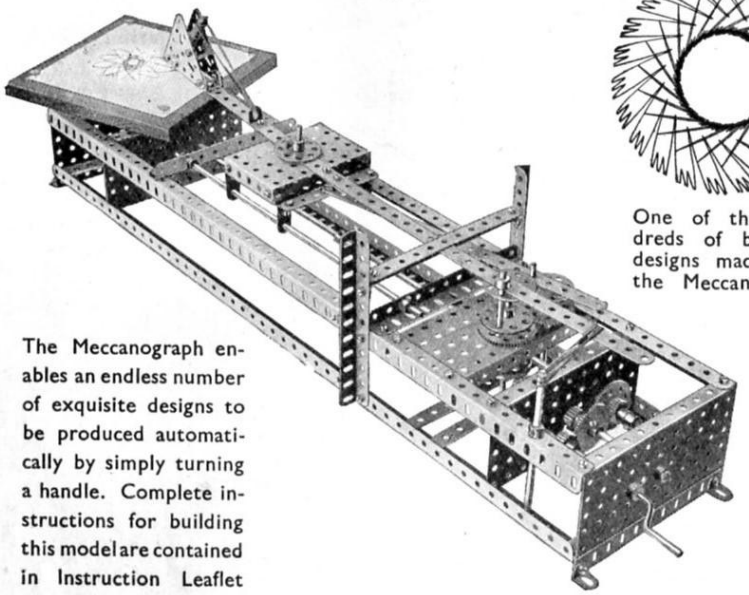
L32. Grandfather Clock



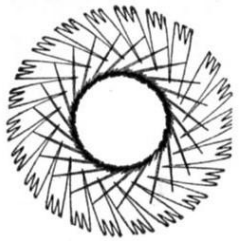
This new Meccano model of a Grandfather Clock stands over 6 ft. in height, keeps perfect time, and runs for eighteen hours without re-winding.

It should be noted that in constructing the clock frame exactly as shown in the illustration, Braced Girders are required in addition to the No. 7 Outfit. These Girders are only ornamental, however, and and they can be dispensed with if necessary, or replaced by Strip Plates of suitable lengths. Complete instructions for building this model are contained in Instruction Leaflet No. 14a.

L33. Meccanograph



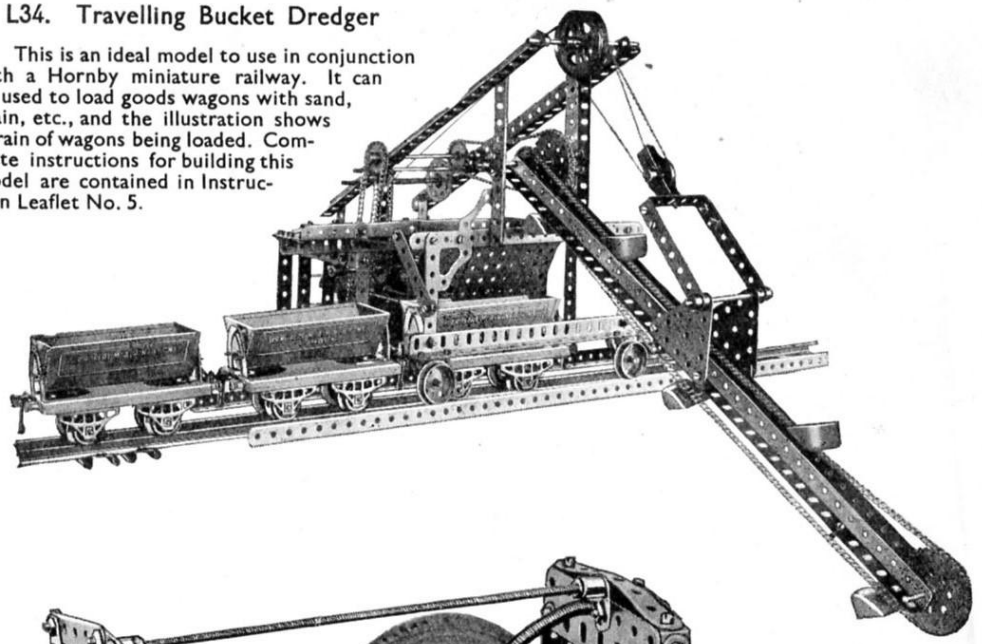
The Meccanograph enables an endless number of exquisite designs to be produced automatically by simply turning a handle. Complete instructions for building this model are contained in Instruction Leaflet No. 13.

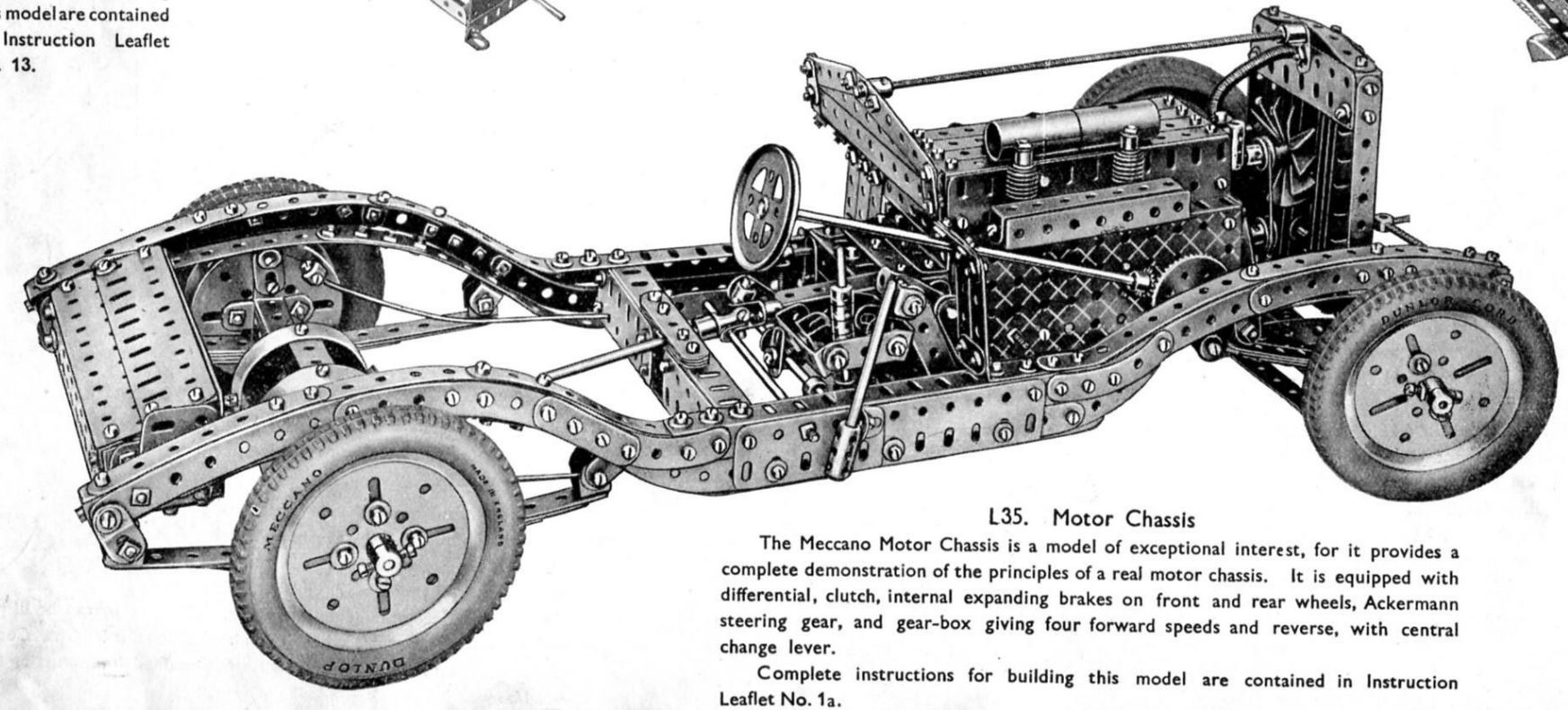


One of the hundreds of beautiful designs made with the Meccanograph.

L34. Travelling Bucket Dredger

This is an ideal model to use in conjunction with a Hornby miniature railway. It can be used to load goods wagons with sand, grain, etc., and the illustration shows a train of wagons being loaded. Complete instructions for building this model are contained in Instruction Leaflet No. 5.





L35. Motor Chassis

The Meccano Motor Chassis is a model of exceptional interest, for it provides a complete demonstration of the principles of a real motor chassis. It is equipped with differential, clutch, internal expanding brakes on front and rear wheels, Ackermann steering gear, and gear-box giving four forward speeds and reverse, with central change lever.

Complete instructions for building this model are contained in Instruction Leaflet No. 1a.

MECCANO

MOTORS FOR OPERATING MECCANO MODELS

If you want to obtain the fullest enjoyment from the Meccano hobby you should operate your models by means of one of the Meccano motors described on this page. You push over the control lever of the clockwork or electric motor and immediately your Crane, Motor Car, Ship Coaler or Windmill commences to work in exactly the same manner as its prototype in real life. Each motor is pierced with the standard Meccano equidistant holes.

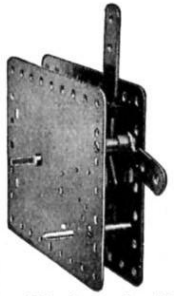
MECCANO CLOCKWORK MOTORS

These are the finest Clockwork motors obtainable for model driving. They have exceptional power and length of run and their gears are cut with such precision as to make them perfectly smooth and steady in operation.

Meccano Clockwork Motors are especially suitable for small models built with a limited range of parts. They are extremely simple to operate and have the advantage of being self contained.

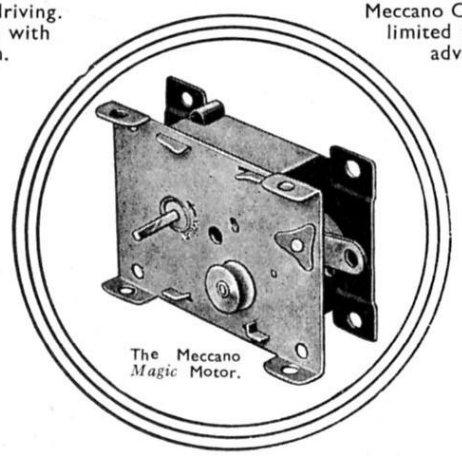
No. 1 Clockwork Motor

An efficient and long-running Motor fitted with a brake lever by means of which it may be started and stopped. It is non-reversing.



No. 1a Clockwork Motor

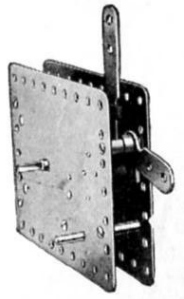
This Motor is more powerful than the No. 1 Motor and is fitted with reversing motion. It has brake and reversed levers.



The Meccano *Magic* Motor.

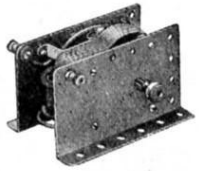
The Meccano *Magic* Motor

The Meccano *Magic* Motor is well designed and strongly constructed, and is fitted with a powerful spring giving a long and steady run. It is non-reversing. Each *Magic* Motor is supplied with a separate ½" Pulley Wheel and three pairs of driving bands of different lengths, it is capable of driving all the Meccano O, A and B Outfit models, and many of the lighter models illustrated in the Manuals of the C, D and E Outfits.



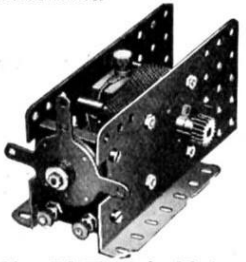
No. 2 Clockwork Motor

This is a Motor of super quality. Brake and reverse levers enable it to be started, stopped or reversed, as required.



No. E1 Electric Motor (6 volt)

This is a highly efficient motor (non-reversing) that will give excellent service. It can be operated through a 9-volt Meccano Transformer from the mains, providing that the supply is alternating current, or from a 6-volt accumulator.

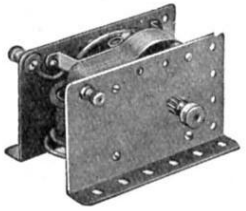


No. E6 Electric Motor (6 volt)

This fine motor is fitted with reversing motion and provided with stopping and starting controls. It can be operated through a 9-volt Meccano Transformer from the mains providing that the supply is alternating current, or from a 6-volt accumulator.

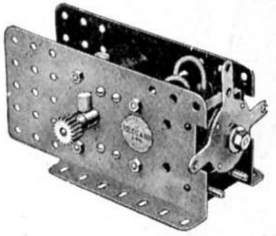
MECCANO ELECTRIC MOTORS

The four Meccano Electric Motors shown here have been designed specially to provide smooth-running power units for the operation of Meccano models. The 6-volt Motors may be operated through a Meccano Transformer direct from the mains, providing that the supply is alternating current, or from a 6-volt accumulator. The 20-volt Motors are operated through a 20-volt Transformer from alternating current supply mains.



No. E120 Electric Motor (20 volt)

The E120 Electric Motor is a very reliable and smooth-running power unit. It is operated through a Meccano 20-volt Transformer from alternating current supply mains. Non-reversing.



No. E20b Electric Motor (20 volt)

This 20-volt Electric Motor is an extremely efficient power unit, fitted with reversing motion and provided with stopping and starting controls. It is operated through a Meccano 20-volt Transformer from alternating current supply mains.

MECCANO TRANSFORMERS

There are six Transformers in the series as described below, all of which are available for the following A.C. Supplies :—100/110 volts, 50 cycles ; 200/225 volts, 50 cycles ; 225/250 volts, 50 cycles. Any of the Transformers can be specially wound for supplies other than these at a small extra charge. When ordering a Transformer the voltage and frequency of the supply must always be stated.

No. T20a Transformer

No. T20A TRANSFORMER (Output 35 VA at 20/3½ volts) for 20-volt Electric Motors. Has two separate circuits at 20 volts, one controlled by a 5-stud speed regulator ; and a third circuit at 3½ volts for lighting up to 14 lamps.

No. T6A TRANSFORMER (Output 40 VA at 9/3½ volts) for 6-volt Electric Motors. Has two separate circuits at 9 volts, one controlled by a 5-stud speed regulator, and a third circuit at 3½ volts for lighting up to 18 lamps.

No. T20M TRANSFORMER (Output 20 VA at 20 volts) for 20-volt Electric Motors. This is similar to the No. T20 Transformer, but is not fitted with speed regulator.

No. T6M TRANSFORMER (Output 25 VA at 9 volts) for 6-volt Electric Motors. This is similar to the No. T6 Transformer, but is not fitted with speed regulator.

Resistance Controllers

These Controllers enable the speed of Meccano 6-volt and 20-volt Motors and Hornby 6-volt and 20-volt Electric Trains to be regulated as desired.

No. T20 TRANSFORMER (Output 20 VA at 20 volts) for 20-volt Electric Motors. Provided with one 20-volt circuit controlled by a 5-stud speed regulator.

No. T6 TRANSFORMER (Output 25 VA at 9 volts) for 6-volt Electric Motors. Provided with one 9-volt circuit controlled by a 5-stud speed regulator.

No. T20 Transformer

Ask your dealer for a complete price list.

A Selection of Meccano Standard Mechanisms

Here are a few simple and interesting movements showing how easily real mechanisms can be reproduced with Meccano.

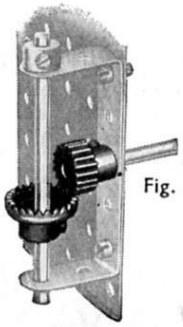


Fig. A

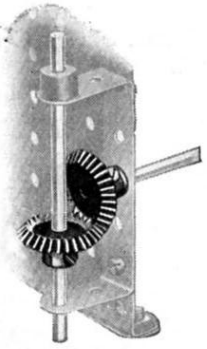


Fig. C

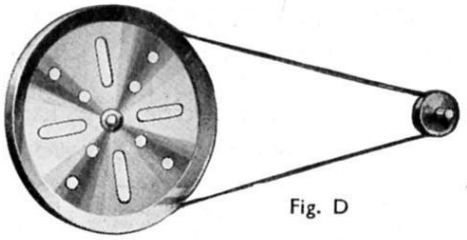


Fig. D

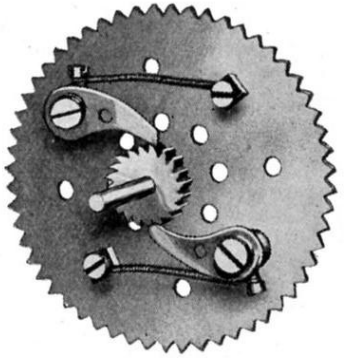


Fig. J

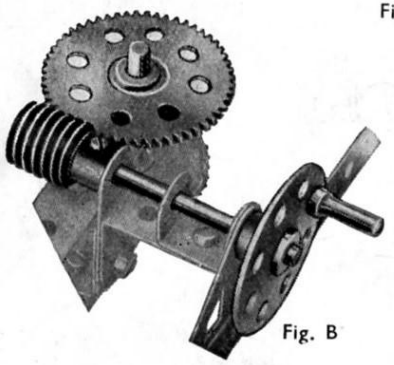


Fig. B

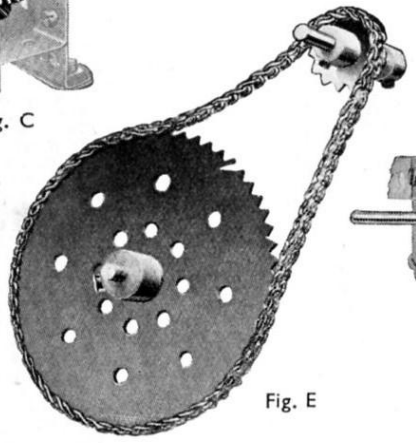


Fig. E

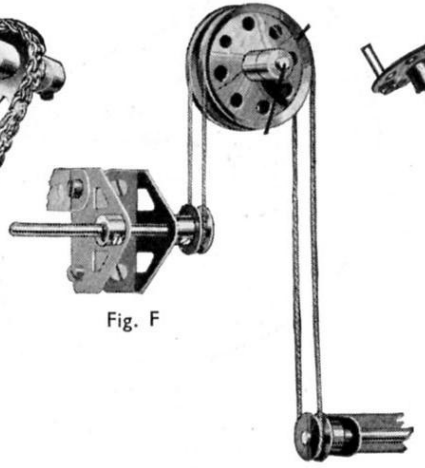


Fig. F

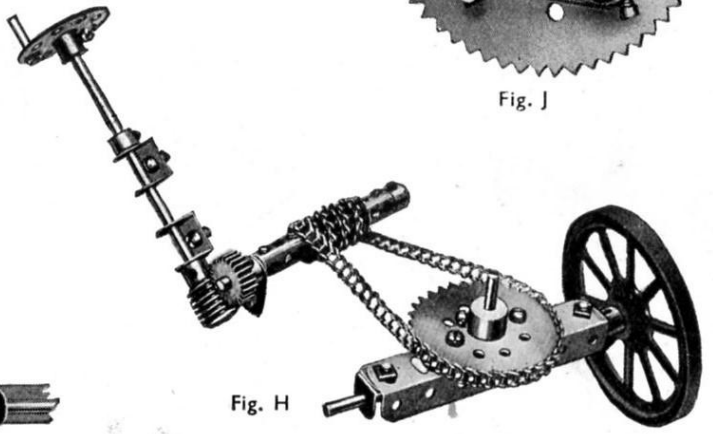


Fig. H

Gears

The Meccano system includes a wide range of Gear Wheels, Bevel Gears, Pinion Wheels, Contrate Wheels and Worm Wheels in various sizes. All manner of interesting movements can be obtained by the use of these gears.

Fig. A shows how a drive can be transmitted from a vertical to a horizontal shaft or vice versa. Fig. B shows a Worm engaged with a Gear Wheel, giving a very great reduction in shaft speed. Fig. C illustrates another right angle drive, obtained by using Meccano Bevel Gears.

Belt and Chain Drives

In Figs. D, E and F we show examples of belt and chain drive. The movements illustrated require no explanation excepting, perhaps, Fig. F, which shows a simple method for transmitting the drive from one shaft to another when they are out of line.

Cords usually take the place of belts in Meccano models but miniature belting can be made from strips of canvas, indiarubber, etc., in which case Flanged Wheels should be used instead of grooved Pulleys.

Steering Gears

The various types of steering mechanism commonly in use on vehicles of all descriptions can readily be reproduced with Meccano.

Fig. H. In this case the road wheels are controlled by an endless Sprocket Chain operated by a worm and pinion mechanism.

Pawl & Ratchet Movement

By means of this type of gear it is possible to construct certain types of automatic brakes and free wheels.

Fig. J. This model illustrates the method of building up a free-wheel unit.

A Selection of Meccano Standard Mechanisms

(continued)

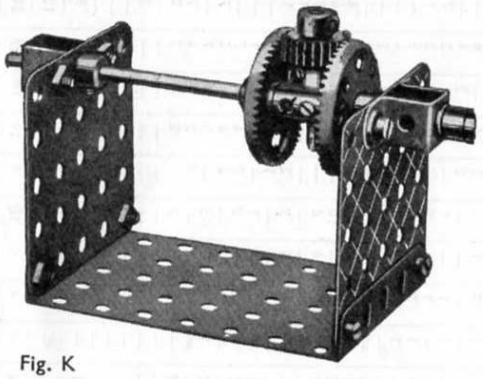


Fig. K

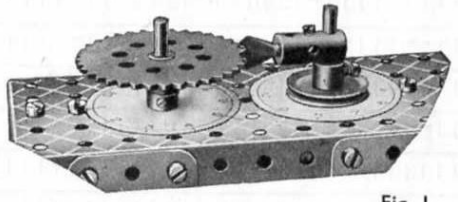


Fig. L

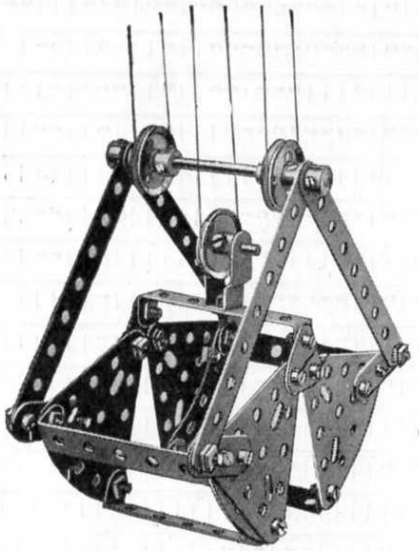


Fig. M

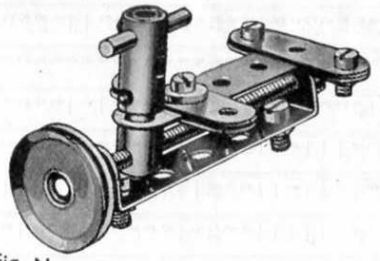


Fig. N

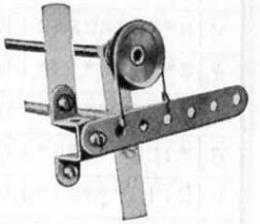


Fig. O

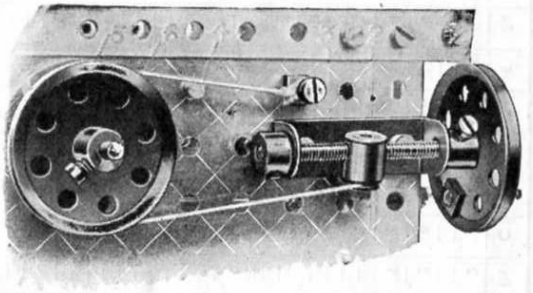


Fig. P

Epicyclic Transmission Gear

This device, Fig. K, is designed to provide a gear ratio between two shafts mounted in direct line with one another. Its chief merit lies in the compactness of its construction and lack of external bearings.

Intermittent Rotary Motion

Fig. L shows one device by means of which intermittent rotary motion can be obtained. Such an arrangement is useful in revolution counters, measuring machines, etc. In addition to mechanisms that give true intermittent motion, different types of cams, converting a regular rotary motion into a constant or intermittent reciprocating motion, are described in the S.M. Manual.

Grabs

A typical example of the many kinds of grab that can be constructed from Meccano is shown in Fig. M. If the grab is fitted to a model crane or ship-coaler, all the movements can be controlled from an operating box built into the frame of the model. The outer sides of the jaws may be filled in with cardboard and the grab can then be used to pick up loads of sand, grain, marbles, etc.

Screw Traverse

Fig. N shows how a Threaded Rod can be applied to a model in order to give a slow, powerful traversing movement. The model illustrated is the slide-rest of a model lathe. The rotary movement of the 1″ fast Pulley is transmitted to the tool holder via a short Threaded Rod and a Threaded Boss.

Strap and Lever Brake

This device, Fig. O, will be found very useful as a quick emergency hand-brake. Although it is the simplest of such devices, it is also one of the most valuable.

Strap and Screw Brake

The type of brake shown in Fig. P is used to apply a constant retarding effect to a rotating shaft. It can thus be utilised in a crane to prevent the load from falling back when the winding spindle is released. An advantage of the brake is that the speed of the shaft to which it is applied can be varied as required ; the action of the brake cannot vary when once set unless the hand wheel is turned.

CONTENTS OF OUTFITS AND COMPLETE LIST OF MECCANO PARTS

No.	Description.	O	Oa	A	Aa	B	Ba	C	Ca	D	Da	E	Ea	F	Fa	G	Ga	H	Ha	K	Ka	L
1	Perforated Strips, 12½"	—	—	—	2	2	2	4	6	10	—	10	—	10	—	10	6	16	14	30	8	38
1a	" " 9½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6	10	16
1b	" " 7½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	8	10	3	13	
2	" " 5½"	4	—	4	2	6	2	8	6	14	—	14	4	18	3	21	5	26	2	28	12	40
2a	" " 4½"	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	4	—	4	8	12
3	" " 3½"	—	—	—	—	—	1	1	1	2	2	4	2	6	—	6	6	12	12	24	—	24
4	" " 3"	—	—	—	—	—	—	—	—	—	2	2	—	2	4	6	2	8	4	12	12	24
5	" " 2½"	4	2	6	3	9	—	9	3	12	—	12	—	12	6	18	18	36	—	36	84	120
6	" " 2"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	20	24	6	30
6a	" " 1½"	—	—	—	—	—	—	—	2	2	—	2	—	2	—	2	4	6	8	14	—	14
7	Angle Girders, 24½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12	12
7a	" " 18½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6
8	" " 12½"	—	—	—	—	—	—	—	4	4	—	4	4	8	1	9	5	14	12	26	—	26
8a	" " 9½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	4	8	9	17
8b	" " 7½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	6	8
9	" " 5½"	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	—	4	14	18	6	24
9a	" " 4½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	13	15
9b	" " 3½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	5	7
9c	" " 3"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3
9d	" " 2½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	5	6	1	7
9e	" " 2"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
9f	" " 1½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	—	4
10	Flat Brackets	4	—	4	1	5	—	5	3	8	—	8	—	8	1	9	3	12	4	16	14	30
11	Double Brackets	—	—	—	2	2	—	2	2	4	—	4	—	4	1	5	3	8	—	8	4	12
12	Angle Brackets, ½"×½"	8	—	8	—	8	—	8	4	12	—	12	2	14	8	22	14	36	12	48	28	76
12a	" " 1"×1"	—	—	—	—	—	—	—	2	2	1	3	1	4	2	6	—	6	—	6	6	12
12b	" " 1"×½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	12	16
12c	Obtuse Angle Brackets, ½"×½"	—	—	—	—	—	4	4	—	4	—	4	—	4	—	4	—	4	—	4	—	4
13	Axle Rods, 11½"	—	—	—	—	—	—	—	—	—	1	1	—	1	1	2	—	2	1	3	5	8
13a	" " 8"	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	3	4	3	7
14	" " 6½"	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3	—	3	3	6	7	13
15	" " 5"	—	—	—	—	—	—	—	2	2	—	2	—	2	2	4	—	4	—	4	2	6
15a	" " 4½"	—	—	—	1	1	1	2	1	2	—	2	2	3	2	5	—	5	1	6	—	6
15b	" " 4"	—	—	—	—	—	—	—	—	—	—	—	—	2	—	2	—	2	—	2	—	2
16	" " 3½"	2	—	2	—	2	1	3	1	4	—	4	—	4	1	5	—	5	2	7	5	12
16a	" " 2½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3	4	7	6	13
16b	" " 3"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	3	5
17	" " 2"	2	—	2	—	2	—	2	—	2	—	2	—	2	3	5	—	5	4	9	3	12
18a	" " 1½"	—	—	—	—	—	2	2	2	4	—	4	—	4	—	4	—	4	—	4	5	9
18b	" " 1"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	5	7
19	Crank Handles, 5" Shaft	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	—	1	2	3	—	3
19s	" " 3½" "	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1
19a	Wheels, 3", with set screws	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	—	4	—	4
19b	Pulley Wheels, 3" with set screws	—	—	—	—	—	2	2	—	2	—	2	—	2	—	2	—	2	—	2	2	4
19c	" " 6" " "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
20	Flanged Wheels, 1½" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	—	4	4	8	4	12
20a	Pulley Wheels, 2" with set screws	—	—	—	—	—	—	—	—	—	—	—	2	2	2	4	—	4	—	4	—	4
20b	Flanged Wheels, ¾" diam.	—	—	—	—	—	—	—	—	—	4	4	—	4	—	4	—	4	—	4	6	10
21	Pulley Wheels, 1½" with set screws	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2	—	2	—	2	2	4
22	" " 1" " "	4	—	4	—	4	—	4	—	4	—	4	—	4	—	4	—	4	2	6	4	10
22a	" " 1" without,, "	—	—	—	—	—	—	—	2	2	—	2	—	2	1	3	—	3	1	4	11	15
23	" " ½" " "	—	—	—	1	1	—	1	—	1	—	1	—	1	2	3	—	3	1	4	2	6
23a	" " ½" with " "	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	3	4
24	Bush Wheels	1	—	1	—	1	—	1	—	1	—	1	—	1	1	2	—	2	3	5	3	8
25	Pinion Wheels, ¾" diam., ¼" wide	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	3	5
25a	" " ¾" " ¼" "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
25b	" " ¾" " ½" "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
26	" " ½" " ¼" "	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	1	3	2	5	4	9
26a	" " ½" " ½" "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
26b	" " ½" " ½" "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
27	Gear Wheels, 50 teeth	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	3	5
27a	" " 57 "	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2	—	2	1	3	4	7
27b	" " 133 " 3½" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
27c	" " 95 " 2½" "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
28	Contrate Wheels, 1½" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	1	2	—	2
29	" " ¾" "	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	—	2	—	2
30	Bevel Gears, ¾", 26 teeth	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4
30a	" " ½", 16 " (Can only be used together)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
30c	" " ½", 48 " (Can only be used together)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
31	Gear Wheels, 1", 38 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4
32	Worms	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2	—	2	—	2	—	2
34	Spanners	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2
34b	Box Spanners	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
35	Spring Clips	4	—	4	2	6	2	8	6	14	—	14	—	14	5	19	—	19	5	24	12	36
36	Screwdrivers	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1
36a	" extra long	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	—	1
36b	" Special	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
37	Nuts and Bolts, 7/32"	20	16	36	4	40	30	70	15	85	20	105	35	140	30	170	60	230	145	375	275	650
37a	Nuts	4	—	4	2	6	—	6	—	6	—	6	—	6	—	6	—	6	—	6	—	6
37b	Bolts, 7/32"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
38	Washers	—	—	—	6	6	2	8	6	14	—	14	—	14	10	24	—	24	12	36	164	200
40	Hanks of Cord	1	—	1	—	1	—	1	—	1	1	2	1	3	1	4	2	6	—	6	—	6
41	Propeller Blades	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	4	—	4
43	Springs	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	1	2	7	9
44	Cranked Bent Strips	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	1	2	1	3
45	Double Bent Strips	—	—	—	—	—	—	—	1	1	—	1	1	2	1	3	—	3	3	6	—	6
46	Double Angle Strips, 2½"×1"	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2	2	4	—	4	—	4
47	" " " 2½"×1½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2	—	2
47a	" " " 3"×1½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	—	2
48	" " " 1½"×½"	—	—	—	—	—	1	1	—	1	—	1	1	2	—	2	—	2	2	4	4	8
48a	" " " 2½"×½"	2	—	2	—	2	4	6	2	8	—	8	2	10	—	10	—	10	4	14	4	18
48b	" " " 3½"×½"	—	—	—	—	—	—	—	—	—	1	1	1	2	4	6	—	6	1	7	5	12
48c	" " " 4½"×½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3	1	4
48d	" " " 5½"×½"	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	4	—	4	1	5
50a	Eye Pieces with Boss	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2	—	2
51	Perforated Flanged Plates, 2½"×1½"	—	—	—	—	—	1	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1
52	" " " 5½"×2½"	1	—	1	—	1	—	1	—	1	—	1	1	2	—	2	2	4	3	7	—	7
52a	" Flat Plates, 5½"×3½"	—	—	—	—	—	—	—	—	—	2	2	1	3	2	5	—	5	2	7	7	11
53	" Flanged Plates, 3½"×2½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	4	2	7
53a	" Flat Plates, 4½"×2½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	6
54a	" Flanged Sector Plate, 4½"	—	—	—	2	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	2	4
55	" Strips, Slotted, 5½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
55a	" " " 2"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
57	Hooks	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
57a	" Scientific	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
57b	" Loaded	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1
57c	" " Small	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	1	2	4	6	8	14
58	Spring Cord	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1
58a	Coupling Screws for Spring Cord	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12	12
58b	Coupling Hooks " "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
59	Collars with Set Screws	—	—	—	—	—	—	—	—	—	4	4	—	4	6	10	9	19	10	29	34	63
61	Windmill Sails	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

No.	Description.	O	Oa	A	Aa	B	Ba	C	Ca	D	Da	E	Ea	F	Fa	G	Ga	H	Ha	K	Ka	L
62	Cranks	—	—	—	—	—	—	—	2	2	—	2	—	2	—	2	—	2	2	4	10	14
62a	Cranks, Threaded	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2
62b	Double Arm Cranks	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	4	6
63	Couplings	—	—	—	—	—	—	—	—	—	1	1	—	1	5	6	—	6	3	9	4	13
63a	,, Octagonal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
63b	,, Strip	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2
63c	,, Threaded	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
64	Threaded Bosses	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3	1	4
65	Centre Forks	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	1	2	4	6
66	Weights, 50-gramme	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
67	,, 25 ,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
68	Woodscrews, ½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
69	Set Screws	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
69a	Grub Screws, 5/32"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
69b	,, ,, 7/32"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
70	Perforated Flat Plates, 5½"×2½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	5	6	1	7
72	,, ,, ,, 2½"×2½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	4
73	,, ,, ,, 3"×1½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
76	,, Triangular Plates, 2½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	6	8
77	,, ,, ,, 1"	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	2	4	6	10
78	Screwed Rods, 11½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
79	,, ,, 8"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
79a	,, ,, 6"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
80	,, ,, 5"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
80a	,, ,, 3½"	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	1	2	—	2
80b	,, ,, 4⅜"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2
81	,, ,, 2"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	2
82	,, ,, 1"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6	—	6
89	Curved Strips, 5½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
89a	,, ,, 3" Cranked	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
89b	,, ,, 4"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
90	,, ,, 2½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
90a	,, ,, 2½" Cranked	2	—	2	2	4	—	4	—	—	2	2	—	2	2	4	2	6	10	16	—	16
94	Sprocket Chain	—	—	—	—	—	—	—	—	4	—	4	—	4	—	4	—	4	4	8	2	10
95	Sprocket Wheels, 2"	—	—	—	—	—	—	—	—	—	—	—	—	—	40	40	—	40	5	8	12	20
95a	,, ,, 1½"	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	1	3	—	3
95b	,, ,, 3"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	3	4
96	,, ,, 1"	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	2	4	6	10
96a	,, ,, ¾"	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	3	4	1	5
97	Braced Girders, 3½" long	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	5
97a	,, ,, 3" ,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
98	,, ,, 2½" ,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
99	,, ,, 12½" ,,	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	—	4	4	8	8	18
99a	,, ,, 9½" ,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
99b	,, ,, 7½" ,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
100	,, ,, 5½" ,,	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	—	2	14	16
100a	,, ,, 4½" ,,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2	—	4
102	Single Bent Strips	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2	7	7
103	Flat Girders, 5½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	12	4
103a	,, ,, 9½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12	12
103b	,, ,, 12½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4
103c	,, ,, 4½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	5
103d	,, ,, 3½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6
103e	,, ,, 3"	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	4	3	7	—	7
103f	,, ,, 2½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
103g	,, ,, 2"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	5	6
103h	,, ,, 1½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
103k	,, ,, 7½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
106	Rollers for Looms, Wood	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
106a	,, ,, ,, Sand	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
107	Tables for Designing Machines	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
108	Architraves	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	2	4	2	6
109	Face Plates, 2½" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2	2	4	7	11
110	Rack Strips, 3½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	4
110a	,, ,, 6½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
111	Bolts, ¾"	—	—	—	—	—	—	—	—	—	1	1	1	2	1	3	—	3	6	9	9	18
111a	,, ½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7	7	17	24
111c	,, BRASS ¼"	4	—	4	2	6	—	6	—	6	—	6	—	6	—	6	—	6	—	6	6	12
113	Girder Frames	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
114	Hinges	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
115	Threaded Pins	—	—	—	—	—	—	—	1	1	—	1	1	2	—	2	—	2	—	2	7	9
116	Fork Pieces, Large	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	1	2	—	2
116a	,, ,, Small	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	—	1	3	4
117	Steel Balls, ⅜" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
118	Hub Discs, 5½" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	3	4
120	Buffers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
120a	Spring Buffers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6
120b	Compression Springs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	4
121	Train Couplings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
122	Miniature Loaded Sacks	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
123	Cone Pulleys	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
124	Reversed Angle Brackets, 1"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
125	,, ,, ,, ½"	1	—	1	1	2	—	2	2	4	—	4	—	4	—	4	—	4	4	4	—	4
126	Trunnions	2	—	2	—	2	—	2	—	2	—	2	—	2	2	4	—	4	—	4	5	9
126a	Flat Trunnions	2	—	2	—	2	—	2	—	2	—	2	—	2	2	4	1	5	—	4	—	4
127	Simple Bell Cranks	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	3	8
128	Boss Bell Cranks	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2	—	2
129	Rack Segments, 3" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4
130	Triple Throw Eccentrics	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	—	2	—	2
131	Dredger Buckets	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	5
132	Flywheels, 2½" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
133	Corner Brackets, 1½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	—	8
133a	,, ,, 1"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
134	Crank Shafts, 1" stroke	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
135	Theodolite Protractors	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1
136	Handrail Supports	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	4	8
136a	,, Coupling	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
137	Wheel Flanges	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	6	10
138	Ship's Funnels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
138a-z	,, ,, Raked	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
139	Flanged Brackets, Right	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
139a	,, ,, Left	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
140	Universal Couplings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
141	Wire Lines (for clock-weights)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
142	Rubber Rings, 3"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
142a	Motor Tyres, 2"	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4	—	4	—	4	3	3
142b	,, ,, 3"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
142c	Motor Tyres, 1"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	4
142d	,, ,, 1½"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
143	Circular Girders, 5½" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
144	Dog Clutches	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1
145	Circular Strips, 7½" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	2	1

No.	Description.	O	Oa	A	Aa	B	Ba	C	Ca	D	Da	E	Ea	F	Fa	G	Ga	H	Ha	K	Ka	L
146	Circular Plates, 6" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
146a	" " 4" "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
147	Pawls with pivot bolt and nuts	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
147a	Pawls	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	1	2	2	4
147b	Pivot Bolt with 2 Nuts	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	1	2	6	8
147c	Pawl, without Boss	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
148	Ratchet Wheels	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	1	2	—	2
149	Collector Shoes for Locos	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
150	Crane Grabs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
151	Pulley Blocks, 1 Sheave	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
152	" " 2 Sheaves	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
153	" " 3 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
154a	Corner Angle Brackets, $\frac{1}{2}$" R.H.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
154b	" " $\frac{1}{2}$" L.H.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
155	Rubber Rings, $\frac{1}{4}$"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
156	Pointers, $2\frac{1}{2}$", with boss	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
157	Fans 2" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
158a	Signal Arms, Home	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
158b	" " Distant	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
160	Channel Bearings, $1\frac{1}{2}$"×1"×$\frac{1}{2}$"	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	—	1
161	Girder Brackets, 2"×1"×$\frac{1}{2}$"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
162	Boiler with ends, complete	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	—	1	—	1
162a	Boiler Ends	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
162b	Boilers without Ends	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
163	Sleeve Pieces	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2	—	2	—	2	1	3
164	Chimney Adaptors	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	—	1	1	2
165	Swivel Bearings	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2	—	2	—	2	—	2
166	End Bearings	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	2	3	3	6
167	Geared Roller Bearings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
167a	Roller Races, Geared, 192 teeth	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	2
167b	Ring Frames for Rollers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
167c	Pinions 16-teeth	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
168	Ball Bearings, 4" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
168a	Ball Races, Flanged Disc	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
168b	" " Toothed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
168c	Ball Casings complete with Balls	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
169	Digger Buckets	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
170	Eccentrics $\frac{1}{2}$" throw	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
171	Socket Couplings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
172	Pendulum Connections	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
173	Rail Adaptors	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
174	Grease Cups	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
175	Flexible Coupling Units	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
176	Anchoring Springs for Cord	—	1	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1
177	Shafting Standard, Large	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
178	" " Small	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
179	Rod Socket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
180	Gear Ring $3\frac{1}{2}$"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
181	Bobbins	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8
182	Insulating Bushes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8
182a	Insulating Washers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
183	Lamp Holders	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
184a	Lamps, $2\frac{1}{2}$ volt	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
184b	" $3\frac{1}{2}$ "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
184c	" 6 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
184d	" 10 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
184e	" 20 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
185	Steering Wheel $1\frac{3}{4}$" diam.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
186	Driving Bands	—	1	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1
187	Road Wheels	—	1	1	1	2	2	4	—	4	—	4	—	4	—	4	—	4	—	4	—	4
188	Flexible Plates, $2\frac{1}{2}$"×$1\frac{1}{2}$"	—	2	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2
189	" " $5\frac{1}{2}$"×$1\frac{1}{2}$"	—	2	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2
190	" " $2\frac{1}{2}$"×$2\frac{1}{2}$"	—	2	2	—	2	2	4	—	4	—	4	—	4	—	4	—	4	—	4	—	4
191	" " $4\frac{1}{2}$"×$2\frac{1}{2}$"	—	—	—	2	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2
192	" " $5\frac{1}{2}$"×$2\frac{1}{2}$"	—	—	—	—	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—
193	Strip " $2\frac{1}{2}$"×$2\frac{1}{2}$"	—	—	—	—	—	—	—	—	—	—	—	1	1	—	1	—	1	3	4	—	4
194	" " $3\frac{1}{2}$"×$2\frac{1}{2}$"	—	—	—	—	—	—	—	2	2	—	2	—	2	4	6	—	6	2	8	8	16
195	" " $5\frac{1}{2}$"×$2\frac{1}{2}$"	—	—	—	—	—	—	—	—	—	2	2	—	2	2	4	—	4	4	8	10	18
196	" " $9\frac{1}{2}$"×$2\frac{1}{2}$"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	—	2
197	" " $12\frac{1}{2}$"×$2\frac{1}{2}$"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
198	Hinged Flat Plates, $4\frac{1}{2}$"×$2\frac{1}{2}$"	—	—	—	—	—	1	1	—	1	—	1	—	1	—	1	—	1	—	1	—	1
199	Curved Plates, U Section $2\frac{1}{2}$"×$2\frac{1}{2}$"×$\frac{5}{32}$" radius	—	1	1	1	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2
200	" " $2\frac{1}{2}$"×$2\frac{1}{2}$"×$1\frac{1}{16}$" radius	—	2	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2	—	2
201	Lamps with Flex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
202	Angle Brackets (for Headlamps)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
203	Headlamps	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
203a	Headlamp Rim	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
203b	" Body	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
204	" Nuts	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
205	" Glasses (Green, Plain or Red)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
206	Lampshades	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
207	Lamp Bases	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
207a	Stands with Lamp and Flex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
208	Battery Tags and Stud	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
208a	Washers for Battery Stud	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
210	Nuts " " "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
211a	Helical Gear $\frac{1}{2}$" (Can only be	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
211b	" " $1\frac{1}{2}$" used together)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1563	Terminals	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3
1575	6 B.A. Screws	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9	9
1583	6 B.A. Nuts	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15	15
	Clockwork Motor No. 2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
	Electric Motor No. E6 (6 volt)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1

SPECIAL INSTRUCTION LEAFLETS

No. 1a-Motor Chassis
" 2—High-speed Ship-Coaler
" 5—Dredger
" 6—Stiff Leg Derrick
" 11a-Horizontal Engine
" 13—Meccanograph

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" 18—Revolving Crane
" 19—Steam Shovel
" 20—Electric Mobile Crane
" 21—Transporter Bridge
" 22—Traction Engine

No. 24—Travelling Gantry Crane
" 25—Hydraulic Crane
" 28—Pontoon Crane
" 29—Hammerhead Crane
" 30—Breakdown Crane
" 31—Warehouse
" 35—Automatic Grabbing Crane

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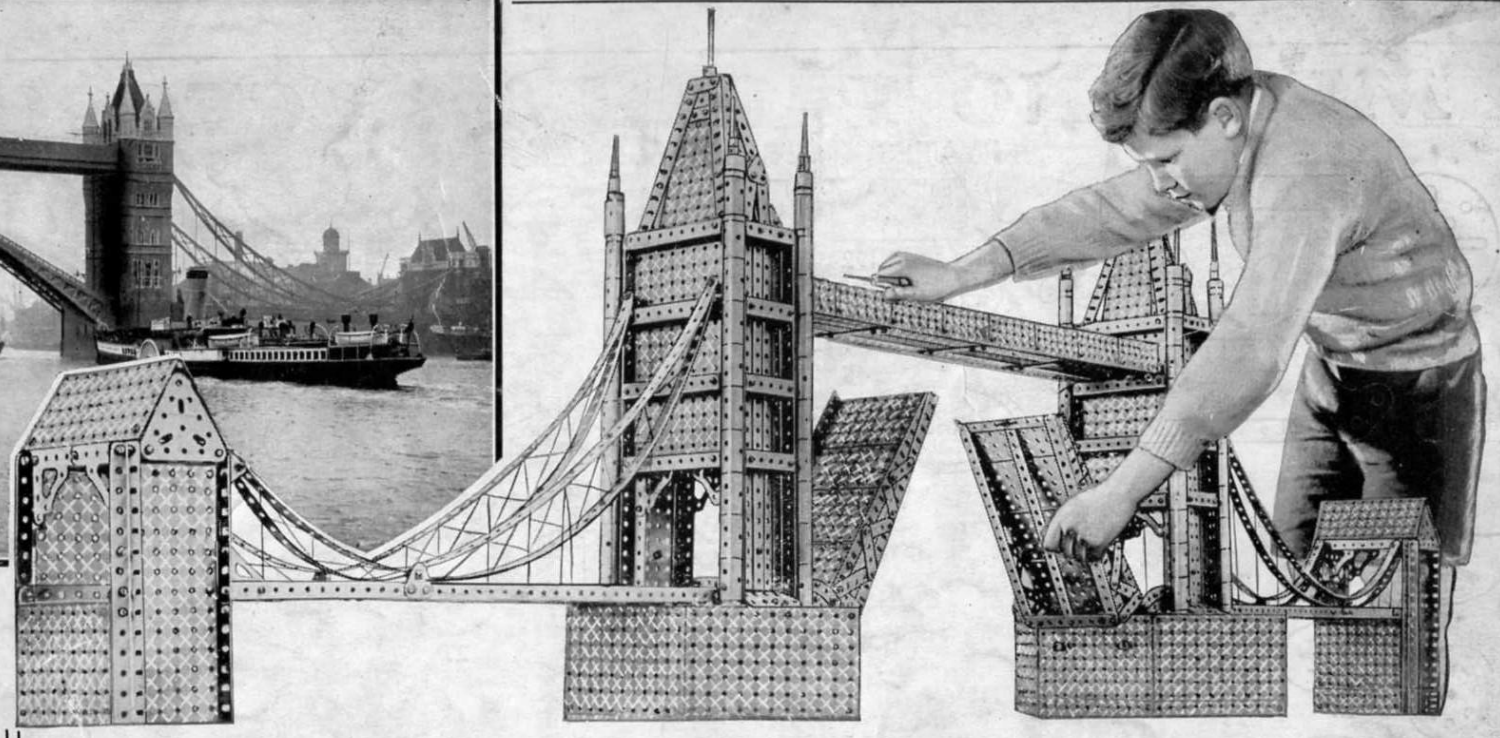
Outfit L contains a copy of each of the 23 Special Instruction Leaflets listed above.

MECCANO PARTS & ACCESSORIES

The famous Tower Bridge, London, a strikingly realistic Meccano Model of which is shown on the right.



Meccano is the finest hobby in the world for boys

Meccano is more than a toy

IT is important to remember that when a boy is playing with Meccano he is using engineering parts in miniature, and that these parts act in precisely the same way as the corresponding engineering elements would do in actual practice. No other system of model construction could, therefore, be correct. Other toys that attempt the same object by other methods must avail themselves of other constructive elements which are not correct engineering elements. Consequently, though a boy may succeed in building playthings with them, they are merely toys, and nothing else, and his mind, as regards proper mechanical construction and methods, is distorted instead of instructed. He learns wrong principles, and when his ambition tempts him to invent or construct more elaborate models he will be stopped by the deficiencies of his non-mechanical system.

MECCANO

Printed in England