

TELFORD AND IRONBRIDGE MECCANO SOCIETY NEWSLETTER

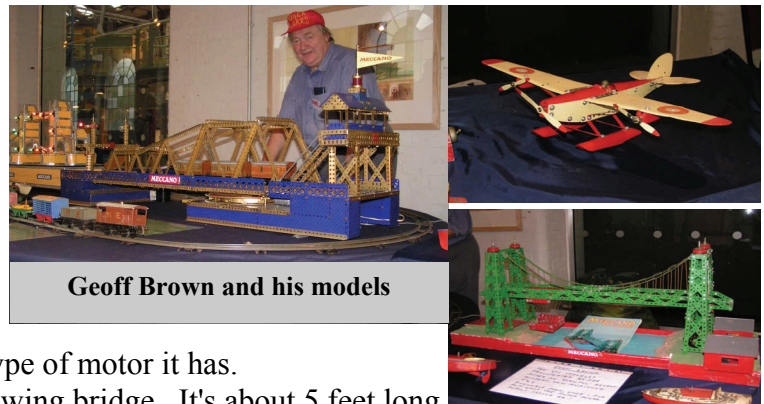
January 2004

TiMS Model Report 9th October

The Telford and Ironbridge Meccano Society (TIMS) had their AGM meeting once again at the Enginuity Technology Center on the 9th October.

It was a quiet meeting unfortunately, due to clashes with other club AGM's, but we still had a good 15 members attending and 4 new members also joined us. We welcome the Beard Family and Geoff Brown. We again had the Engine Shed at Enginuity, and the public were free to walk around and see what we had to show. Again we ran with the idea of bringing smaller models, as well as our usual models, so that children could see what they could build and start with..

One of our new members, **Geoff Brown**, had a variety of Meccano items, the main three being bridges. One was a dealer's model of Tower Bridge from the late 60's in yellow, black and silver. He is still replacing rusting parts on it, however, but it runs very reliably and smoothly. His second bridge was Vic Staveley's actual model of a transporter bridge, as shown on the cover of the 79th Meccano Magazine. It is in need of some attention and also to identify what type of motor it has.

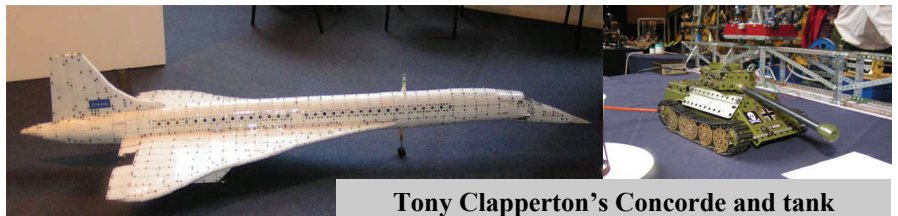


Geoff Brown and his models

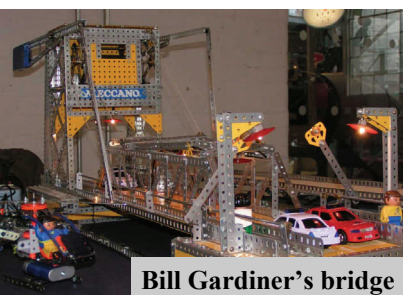
The main bridge was Geoff's freelance blue/gold swing bridge. It's about 5 feet long by 1 foot wide (1.5m x 30cm), and rotates on a genuine red/gold geared roller bearing. It was built mainly from an old 'K' outfit with a good many extra parts, including Peco 'O' gauge fine scale track. It is rotated with a crane motor, band drive and three spur gear reduction stages and a slipping clutch. Apparently this has always worked, indeed, a rare thing in the Meccano world!

Geoff was also showing two Planes, four Hornby boats and a simple 'O' gauge clockwork train layout, very good for keeping any child happy!

Tony Clapperton brought a model tank previously built by John Linder, which he had mechanized with two independent motors to give a prototypical movement. This model was at a scale small enough for children to build it reasonably easily and Tony's driving brought a smile to many a person who walked past. It was finished in an army green livery, with plastic track to finish the effect. Tony's Skegex prizewinning Concorde was also let loose for another deserved showing.



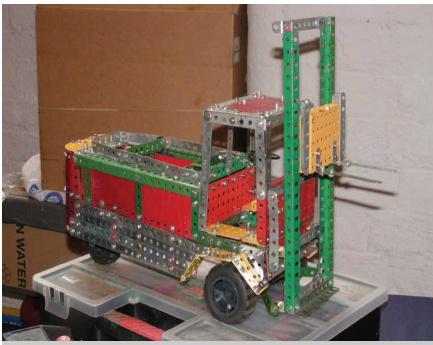
Tony Clapperton's Concorde and tank



Bill Gardiner's bridge

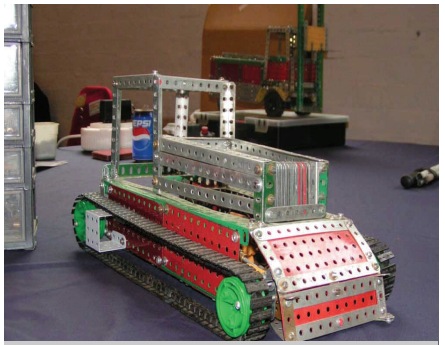
As usual **Bill Gardiner** attended with a variety of models, starting with a helicopter built from the recent Motion System Sets, the sorts of sets that children would buy at the moment. Even smaller and simpler still, he had a moving crane and lorry, which were both smaller than a 3 inch cube.

Also from Bill we had a Beam Bridge built from No. 10 set plans, which has a span of 24 inches and is raised by a Meccano E15R electric motor. It's fitted with working lights and automatic gates.



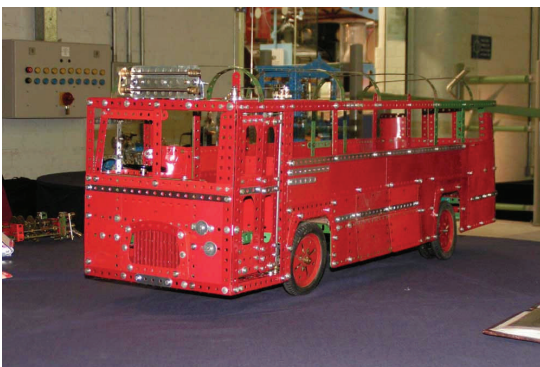
Paul Hubbard's forklift truck

Paul Hubbard had two models with him, the first of which was a fork lift truck, with the front two wheels driving and the rear two steering. A rear mounted motor drives the front wheels through a central gearbox. His second model is a mock up of the universal Ackerman driving system, which enables the sides to be steered by power, one side at a time. Plastic track is used on the mock up.



Paul's Ackerman steered vehicle

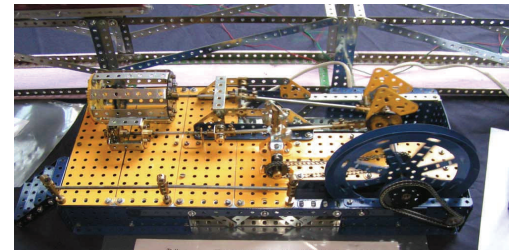
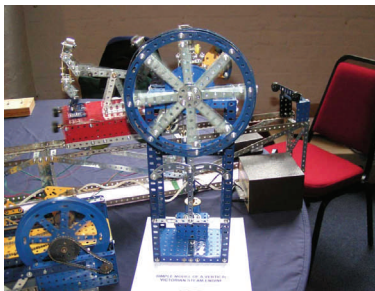
Dave Lacey had his impressive and painstakingly accurate Midland Red bus, however this time without its rear sub frame. A major correction to the wheel-base (to produce the correct window shaping) is in motion and when complete the frame will be replaced. Work has also started on the front destination bund!



Dave Lacey's Midland Red bus

Keith Way had a group of models, including a simple vertical steam engine with Victorian styling and a single cylinder horizontal steam engine, built from the 'K' outfit with some modifications. Continuing the 'Era of steam' theme, he also had a pump action handcar, originally designed and constructed by John Herdman and described in a Constructor Quarterly. This version, however, runs along a set of tracks with an automatic reversing mechanism when it reaches the bumpers.

Finally the Potential energy to Kinetic energy model was also on show in its final stage of completion. At the end of this meeting, this model, originally commissioned by Egnuity, was officially handed over.



Keith Way's vertical steam engine (left) and his horizontal engine (above)

Stephen Way brought his bulldozer along again. The model is a 1:10 scale model of a D10R, and since last time we saw it it has been mechanized so that the front hydraulic rams are operational and the tracks will run as long as the model is propped up in the air. Some gears have been specially machined to correct the weakness inherent in the production of Meccano gears, as the torque required by the bulldozer to move

is greater than what the Meccano system was really designed for.



Stephen Way's Cat D10R

Dave Taylor was kind enough to bring his Meccano stall to the meeting again, supplying any and all wishes we could possibly have. Thanks, as always, for your interesting and beneficial display.



Everyone's favourite supplier !

Pete Pyefinch brought along the partially finished Oshkosh M170 series Heavy Equipment Transporter, used to transport heavy goods for the British and American armed forces. It has an 8 x 8 design with front and rear axles having a differing degree of turn. The gearbox, of Oshkosh design, is under modification. It incorporates double reduction axles, spur gear differentials and inter axle differentials with hub reduction on all wheels.

Pete also had a mock of the suspension unit for the accompanying trailer, for which a further fourteen have to be built. They are based on hydraulic systems with oscillating axles. Ten of the units will steer.

On a different note, the Western Star tractor and King trailer were recently invited to the company's works, where Pete received much interest, and a request to build further models. While these models are being built, others are on hold.



Pete Pyefinche's mighty Oskosh M170

Dave Harvey also had a collection of models. (see next page) He had a Kawasaki P1000 Motorcycle, built from CAD drawn plans published on the internet, where anyone can view them. It is built from separate modules and then the models brought together in the final construction phase. His horizontal steam engine is a freelance design, which is still similar to many engines. It is a single cylinder engine, with wooden lagging for safety, a dummy governor, a whistle and many other small details found on the real machines, all adding to the accuracy of the model. Drive is from a small 6V Faulhaber motor concealed in the base.

Dave also had two clocks with him, a Nuremburg, and an Arnfield clock. The Numerburg clock uses one of the earliest clock mechanisms derived, and only an hour hand was used for the required accuracy. The Foliot verge mechanism is key to the movement. The Arnfield clock is built from model plan 104, and the pendulum controlled mechanism has been tuned accurately so that a cycle takes exactly one second. The clock automatically rewinds itself when the weight reaches its limit, but the cycle time stays constant even during rewind, one of the key factors to the timekeeping of this model.



The Beards buggies

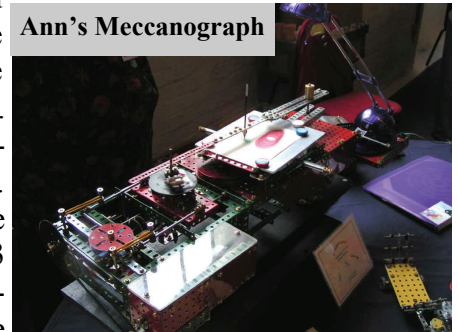
Our other new members are **The Beard Family** brought along their creations, derived from the 182 and 261 kits aimed at eight to twelve year olds. Two more simple starter models, or so they

appeared! Apparently they are surprisingly difficult to assemble, but we can see the results, which look to be very rewarding. Rack and pinion steering was employed, steered strangely from the rear of the vehicle.

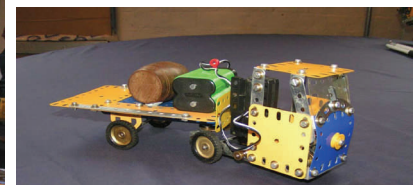
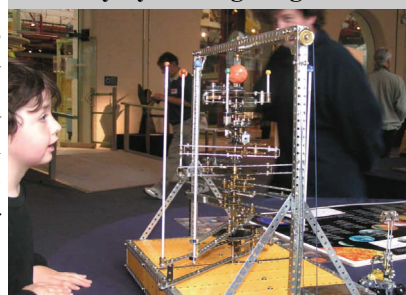
Another family now, somewhat veterans of our society, the **Nightingales**, also brought a display. Les senior had an orrery featuring the sun and nine planets, a much more compact model than those orreries with all the moons. This was originally designed by Michael Whiting. Les junior had a three wheeler built from a No.3 set, which was battery powered. This is a very simple design well suited to get the attention of children, showing them what could be done with a small number of parts and a little time. A relatively easy model to construct..

Finally, the Nightingales had another Konkoly based meccanograph, however it is still being refined via trial and error. We look forward to the many exceptional designs we have come to expect from Ann and Co.

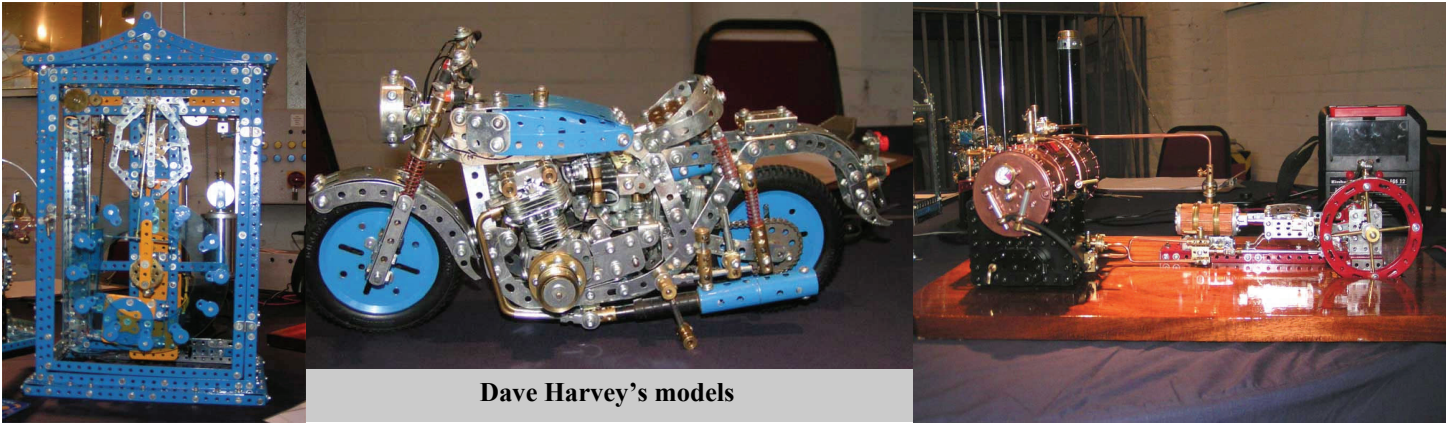
Ann's Meccanograph



Orrery by Les Nightingale Snr

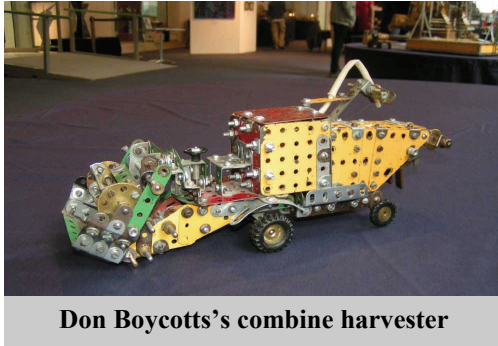


Les Nightingale Jnr's 3 wheeler

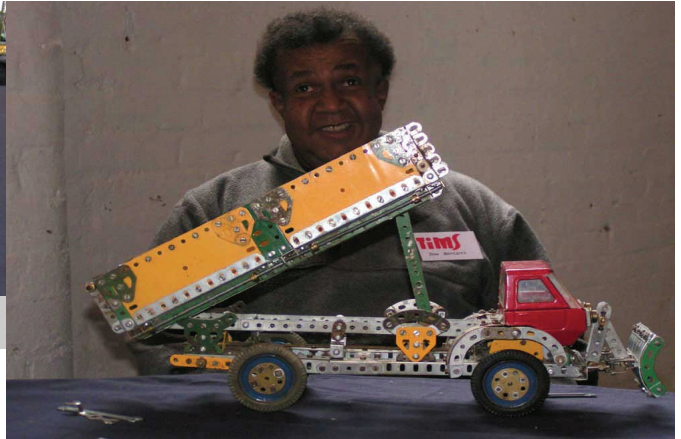


Dave Harvey's models

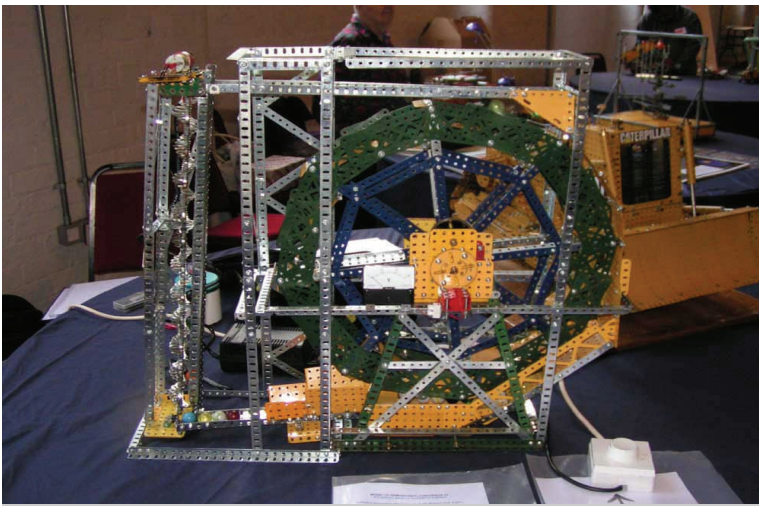
Last but by no means least we have **Don Boycott's** models. He brought his combine harvester, snow plough and a more recent addition, a lawnmower. The snow plough has a moving blade and other various mechanisms, and the combine harvester which is sturdily built, had a bailer, grain outlet pipe and storage tank. The new lawnmower is still under construction, however it has an accurate skeleton and fuel tank, with a blade guard.



Don Boycott's combine harvester



Don Boycott and his snow plough



Keith and Stephen Way's kinetic energy machine, which was officially handed over to the Enginuity museum for display purposes



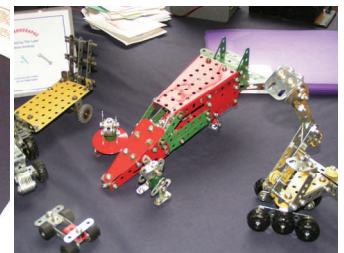
Bill Gardiner's micro pickup truck



Geoff Brown's second aero constructor model



This mock suspension unit is Pete Pyefinch's prototype



More Nightingale creations

That concludes this meetings model report, we still managed to have a modest show despite the low attendance numbers. Thanks to all those who did attend, and to those who did not, we look forward to seeing you again soon. Also thanks to John Challen and the Enginuity staff who again kindly let us use their facilities, giving our club a degree of professionalism. Enginuity is a perfect complement to our models, and vice versa. In closing I would ask for your feedback with regards to this report at the upcoming meeting.