**Meccano Nieuws 41.1 – Spring 2023 - Translations by Bea Brouwer**

**Page 02**

**From the editor**

What a wonderful year it has been. A lot has happened, both privately and in the Meccano field.

I am particularly honoured with the compliments I received about ‘Meccano Nieuws’. It made me blush sometimes.

It took quite some effort to have this MN ready for you in time. It’s been stressful.

Partly because the ALV [General Meeting, BB] takes place on March 18, which is earlier than usual, this meant that all documents also had to be at the printer earlier. So both the ALV documents and this MN had to be made in January. After all, everything has to fall on your doorstep int time.

Last year everything was delivered to most of you at the last minute. This year we must therefore clearly take into account the various disciplines involved in a ‘Meccano Nieuws’; final inspection, printer, distribution, PostNL, and so on. In theory, everything should be fine this year.

I would also like to draw your attention to the fact that the available reserves in terms of copy have been consumed considerably due tot the corona pandemic. I would like to invite you to e-mail your model with a story, share your storage systems, ask your questions in ‘Your voice is heard’, share tips and tricks, etcetera. I would love to hear from you.

*Your editor,*

*Bea Brouwer*

**Page 05**

**Meccano and engineering**

Rolf Roozeboom drew the editor’s attention to an article in ‘Metaal Journaal’ (winter 2022/2023). It is a magazine about working and learning in metalworking, published by OOM, the Education and Development Fund for Metalworking. The illustration is by Vince Ruarus and the article by Frank Hylkema.

Rolf reports: “In ‘Metaal Journaal’ they get it!

Clearly Meccano!”

**Page 06-07**

**A Meccano meeting with: the CAMN**

*Text: Bea Brouwer & Henk and Ria Verhoef, photos: Bea Brouwer*

In 2012, the first discussion arose between Henk Verhoef and Aat Visser; what happens to the collections of people who die? Where is it then? The discussion led to the establishment of the CAMN on April 27, 2013. Perhaps for clarification, CAMN stands for ‘Commission Settlement Meccano Inheritances’. A visit to Henk and Ria Verhoef resulted in the following story.

**Combined forces**

The combined forces behind the CAMN are a special group of people. Henk & Ria Verhoef selflessly facilitate the storage space for the CAMN in Kudelstaart. Dick de Jong and Peter van den Berg in particular move the many kilograms of stuff. In addition to hand and span services, Hans Kuijl mainly provides administrative activities for this organization. From the beginning, Charles Spierdijk also provided the necessary handyman services, but unfortunately that is no longer possible nowadays.

In the storage in Kudelstaart, the stock of intakes and donated stocks is kept up to date. Lots are created. Grab stock is being sorted. Garage sales take place.

**A day of making lots for CAMN**

The start of the day consists of a cup of coffee or tea. The agenda is discussed through the intervention of Hans; which items have been added, which have been removed or are finished, is it a gift perhaps, and other such considerations. Cleaning is done, lots are made and the administration is kept. This sounds simple, but in practice it is a bit more than this. Around 12:30 pm we have lunch together in the form of a cup of soup and sandwiches. Everyone then continues with their work until it is time to drink another cup of coffee or tea. At about 3 or 4 p.m., the usually fertile day ends.

**In general**

After the death of an MGN member, a letter of condolence is sent to the next of kin as standard. If it turns out that heirs want to sell the Meccano via the CAMN, you can contact Hans by telephone, who will then explain the procedure. If the heirs then decide for a CAMN sale or donation, an appointment will be made to collect the items. Dick and Peter are usually the ones who then drive to the relevant location and collect everything. The drive back to Kudelstaart and everything is unloaded there. A few days later, everything is viewed, noted and stored.

Hans is in contact with the heirs if their lot has been or is almost finished, or if something cannot be finished. In view of the current stocks, only intakes are now schedules from (deceased) members. All other providers are referred to, for example, ‘Marktplaats’, to local ‘Reuse’ or to schools where toys are accepted for educational purposes.

**Who, what, when**

In the workshop, we always look at who’s turn it is and what donations are involved. Lots are made, these go straight into boxes for the Meccano gatherings. The price of the lots is mutually discussed and determined and the sale is always processed in order of entry. Dick makes a list of the sales lots and makes sure that everything can be found.

If there is time left, Dick is busy storing the donated supplies in the grab stock cupboards.

The intention is to order parts from these grab stock via the website or via e-mail. The procedure for this is currently under development. It is sometimes possible to complete a box 10 from these grab stocks. It is a huge challenge to get all this done.

Sometimes models are taken in that were only important to the maker. In connection with the available space, the decision is then made to dismantle models.

In the past, auctions were organized during the ALV to sell models and other items, but this turned out not to go entirely according to plan. This was replaced by the CAMN sales at MGN gatherings and of course the garage sales. This phenomenon was created because stocks ran very high at one point. It turned out to be a good solution.

All kinds of storage systems are also offered during intakes; chests, cabinets, boxes, and the like. During the last garage sale, the vast majority was offered so that people could take these storage systems for free, but sales also takes place if the quality is excellent, but people appear not so much interested in this either. Storage systems must therefore be saleable, otherwise they will be given away and, if necessary, Peter will take care of the disposal of these items that the CAMN cannot use.

Waste paper and residual waste is alco a phenomenon that occurs on a relatively large scale. Broken boxes, broken booklets, broken packaging materials. These are disposed of with our own disposal means as standard. The old paper is collected locally in Kudelstaart, as is the residual waste.

Lots

Everyone sorts, handles, collects scrap iron, and so on. Wheels, for example, nobody wants, it has now become apparent. They are often dried out, and then you can’t do much with them. Every Meccano collector has legions of wheels in their own stash; sometimes they seem to multiply themselves. Hardly anyone wants gears either, with some exceptions; think, for example, of number 31. The sale of the common gears is going well, but very slowly. It is then considered whether these items can be offered with some extras. Plastic parts are also not very popular.

If lots have been taken back and forth to guild gatherings a number of times, it must be concluded that such a lot is unsaleable. These lots are then discussed during coffee, because what should we do with them…

The lots are sold at MGN gatherings. Of course, this again depends on an administration that must be kept up to date. The tables always look neat and tidy, the range is diverse and variable, the prices are affordable, and the CAMN staff are always friendly. Henk, meanwhile, mainly leaves the sales to Ria and Dick, so that he can take models to guild gatherings. In the meantime, he still provides handyman services before, during and after gatherings.

**CAMN’s 10th anniversary**

While writing this piece, the founding date turned out to be April 27, 2013, as stated in the intro. Despite the fact that the CAMN had already started informally earlier, this means that the CAMN officially exists 10 years this year. It is impossible to imagine how many kilos of Meccano and related products passed through the hands of the workers of this fantastic club. Anyway: congratulations on this milestone.

**Page 08-09**

**Oosterhout, November 12, 2022**

*Text: Bea Brouwer, photos: Jan de Goede & Bea Brouwer*

Saturday, November 12, is the day, we leave for the guild gathering in the Toy Museum ‘Op Stelten’ in Oosterhout (NB). Fortunately, we only have to drive about 7 kilometers, but there are less fortunate people who have to spend much longer in the car during a persistent fog. In the south of the Netherlands, this fog soon lifts and it will be a beautiful, sunny day at about 17°C. We are warmly welcomed in a beautiful atmosphere. The volunteers present put all the tables in place, Bea provides tablecloths to protect the tables and puts notes with names so that people can see where they can put their things when they enter. It is a great turnout in terms of participants:; unfortunately a few had to be disappointed, busy day with visitors for both the museum and the Meccano exhibition. The food and drink is also well taken care of by the volunteers of the museum. The walk through the museum turns out to be a party in itself.

***Photos Page 8:***

***Left and Top:*** *These are just two photos taken in the museum; it gives a minimal impression. The light turns on when you get close.*

***Left:*** *Aat Visser has brought his fairground attraction ‘the sliding machine’. The two young ones love it!*

***Top:*** *Aat draws our attention to the Dinky Toys from Meccano. Immediately next to it is the gnome Tureluurs from Tiengemeten.*

***Photos Page 9:***

***Top:*** *The ‘Kientz 19th Century Single-Cylinder Oscillating Steam Engine’. This model is already ‘centuries old’, owner Hans Kuijl has removed the 2 years of dust, put a little oil in it, checked the bolts and it runs again. The oscillating movement is fascinating, says Hans, the rotation is converted into a movement from left to right.*

***Top and Right:*** *These models are from Herman Nobel. On the right you see the Mecccanoid. It stands against te background of, among other things, the space series. Left behind Meccanoid you see a green-red swing. With this we see ‘old’ and ‘new’, and ‘modern’ Meccano captured in one picture.*

***Top Middle:*** *Tintin’s plane was brought in by bicycle by Rolf Roozeboom. He got it from Nikko before the importership passed to Spin Master Ltd. It hung at the premiere of the film Tintin.*

***Top Right:*** *Cargo bike of Ans van Heeswijk.*

***Left:*** *Forklift truck by Bertus Jongste.*

***Right:*** *Consultation is always necessary!*

***Bottom Left:*** *Henk Verhoef shows his bascule.*

***Bottom Right:*** *Teun van Kassel attracts a lot of attention with his fairground attraction ‘Polyp’. It all fits in the 2 trucks he also brought with him.*

**Page 10-15**

**Modular electronics for Meccano programming,**

**And a robust motor power supply.**

*Text and images: Pieter ‘t Hoen*

< The films and images can be found on the site of our Meccano Guild, [www.meccanogilde.nl](http://www.meccanogilde.nl), under ‘Werk van Leden’ [work of members, BB] >

**Introduction**

Traditionally, Meccano advertised with ‘It works! It’s Meccano! It’s magic!’. Indeed, the magic of Meccano is that you can build working models. In the past, it involved one or more movements. Only after the arrival of electric switching electronics has it become possible to program a series of movements for a model. Simplest example: a locomotive running back and forth between buffers.

Many builders nowadays use a computer for this, for example the Arduino system. I don’t think this is in the spirit of Meccano, as many functions are readily available without having to build anything. On the other hand, I built the control electronics with discrete elements (transistors, resistors, capacitors, relays). I also built the electronics into functional, modular boxes that can be used in many ways – just like Meccano parts are. The inputs and outputs of the electronics are connected to sockets in the wall of the control boxes. Programming is then achieved by using plugs/cables to lay the correct connections inside a control box and between the control boxes. With this approach, a new model does not require the electronics to be redesigned and soldered.

**Example: Blohm & Voss Hammerwippkran**

To get a sense of how things work, let’s start with an example: The ‘Blohm & Voss Hammerwippkran’.

I have published this model in MN 28.2, and in the jubilee book ’35 years of Meccano Gilde Nederland’, pages 64 & 65. This is a hammer head crane, of which the jib can also be topped. An auxiliary crane is still running on the extended jib.

The movements can be seen in movie 1, as follows: The column rotates back and forth between two end stops. The jib is topped during rotation – then lowered again. In the flat position, the rotation is stopped and the auxiliary crane is activated. The auxiliary crane moves back and forth, while waiting at the end of the jib. The cycle will resume when the auxiliary crane is in park position.

The modular boxes and the plug connections can be seen behind the crane in fig.1, arrow 1. To the right of the crane is the ‘interconnection box’ (arrow 2) – see below in **Tips**.

**Programmable electronics**

**In general**

1. De electronic schematics usually don’t give the details like the types of transistors, the value of resistors, the type of relays. The diagrams are principle diagrams – with which builders who know the basic concepts of electronics can get started – they are, after all, simple diagrams. Where the choice of components is critical to the function (for example in the case of ‘waiting time’), component values are indicated.
2. Since a Meccano model is a ‘dirty’ environment from an electronic point of view – motors give all kinds of unwanted signals and peaks on the cables – the programmable electronics are always galvanically isolated from the model. Isolated microswitches are therefore used in the model, and the input and output of the control boxes run via relays, which may or may not be energized by the electronics. Also, the programmable boxes and the motor power supply each have a separate power supply. The power supply for the motors may be ‘raw’; the power supply for the control boxes must be clean.

**Flip-flop**

A flip-flop is a circuit with two transistors, one or the other of which conducts. The conduction can be cancelled by briefly stopping the transistor that is conducting with a switch, the other transistor will then conduct and continue to do so when the switch opens again. This conduction can likewise be stopped again, causing the first transistor to conduct, etc. Such a flip-flop is therefore the most elementary memory cell: The flip-flop is in one position, or in the other, or formulated differently: in 0 or in 1.

The flip-flop is used to, for example:

1. Rotate a motor clockwise or counterclockwise – the flip-flop then controls a double-pole reverse relay, which reverses the voltage on the motor (power on the centre contacts; end contacts cross-connected, and connected to the motor).
2. Remembering the status of the model, for example ‘engine running’ or ‘engine not running’, ‘lights must be on’ or ‘lights must be off’, or (in a marble run) ‘marble has not passed yet’ or ‘marble has passed’.

The technical term for a flip-flop is ‘bi-stable multivibrator’.

The electronic scheme is given in fig.2, with the two switches S1 and S2 in the model (or in a box). If the left transistor T1 conducts – and the other transistor T2 does not, then a momentary closing of S1 will turn off transistor T1, and transistor T2 will conduct. Momentarily closing S2 will restore the original state. One of the transistors will energize or not energize a relay to indicate to the outside world the status of the flip-flop.

The actions of the switches are usually referred to as ‘set’ and ‘reset’ in flip-flops.

Control box c (fig.3 is a photo of the box; fig.4 shows the layout and description) contains 3 flip-flops. The microswitches are connected with sockets. The outputs of the relays are also connected with sockets. The sockets are numbered and in this way it can be determined which connections are made between the boxes (see **Tips**).

**One-shot and adjustable pause time**

When two motors need to be energized alternately (for example, motor 1 drives the locomotive, motor 2 the turntable), then 3 memory elements – so flip-flips – are needed: no. 1 for motor 1, no. 2 for motor 2, and no. 3 to keep track of which engine is next. However, flip-flops no. 1 and 2 do have the problem that the limit switches, both for the locomotive and for the turntable, remain closed in an end position, so that the flip-flop cannot be reset. This occurs, for example, when the locomotive activates it limit switch, which stops the engine and the locomotive remains stationary, waiting for a message from the turntable. The solution to this problem is a so-called ‘one-shot’ switch, which responds to the aforementioned limit switch with a short pulse to a relay that in turn sets or resets the flip-flop, and then opens again.

As a rule, a mono-stable multivibrator is used for a one-shot (a variant of the non-stable multivibrator, see the **Flashing lights** section), but this does not seem to work in a Meccano environment. There are so many power peaks and other disturbances that a monostable multivibrator will still go off at unwanted times. Therefore, the robust circuit as shown in fig.5 has been used.

At rest, the capacitor is charged and transistor T1 will conduct. This is because for a transistor it applies that at a base voltage of 0.7 V or higher, the transistor is open. Closing S1 will discharge the capacitor, the base voltage will go to zero, so T1 will close. Even if S1 remains closed, at a certain moment (in this diagram after about half a second) T1 will start conducting again, because the capacitor will be charged again by the 100 kOhm resistor – the base voltage will consequently move towards 0.7 V.

Control box A contains 4 one-shots with two relays per one-shot, see fig.6 and 7.

A one-shot can also be designed for a long switching time, with which a pause, a waiting time can then be achieved – for example, for stopping the locomotive against the buffer. But with the given circuit in fig.5, an adjustable, long waiting time is not so easy to achieve. That is why the circuit as in fig.8 has been used. At rest, the capacitor is charged through the resistor and the potentiometer – causing transistor T1 to conduct. One of the one-shots briefly energizes S1, discharging the capacitor, and the transistor will no longer conduct. Subsequently, the capacitor will be charged again – so that after some time the transistor will conduct again. With the potentiometer the waiting time can be set between approximately 1 second and 1 minute.

Control box A contains two such waiting time circuits.

**Light switches**

Microswitches cannot always be used, for example to detect whether a marble is passing in a marble track, or to detect whether the passage of an elevator is clear. A light switch is then used for this, see the diagram in fig.9.

The light-dependant resistor (LDR) determines whether transistor T1 conducts or not. The sensitivity of the circuit is set with the potentiometer. The light can be the ambient light. The strength of this can vary quite often – if this is inconvenient, the constant light of a lamp can be used. Control box D contains two light switches and two adjustable lamp power supplies, see figs.10 and 11.

**Flashing light**

A model can be brightened up with flashing lights – see for example the Ferris Wheel in the chapter **More examples**. Such a flashing light circuit is achieved with a so-called non-stable multivibrator – this is a variant of the flip-flop, see fig.12. The on and off time are different here, the period is about 1 second.

Control box E contains 3 flashing light circuits (see fig.13 and fig.14).

**Motor control, braking and acceleration**

The scheme for a simple, but effective and protected motor supply is given in fig.15.

The voltage on the motor is set with the potentiometer. Transistor T1 is a power transistor, transistors T2 and T3 are signal transistors. In a Meccano model and during experimentation, a short circuit can sometimes occur – transistors usually do not survive that. That is why a short-circuit protection has been built in: The 1 Ohm resistor limits the short-circuit current to approximately 0.7 amps, because at this current the base voltage of transistor T3 goes towards 0.7 V, so T3 is opened, and thus transistor T2 is closed. 0.7 amps have been chosen because most models can be powered with this. If more current is required, a lower resistance must be used. Furthermore, resistor R2 limits the collector current of transistor T2, and resistor R1 limits the base current of transistor T2.

Control box E (fig.13 and 14) contains two such supplies – controlled by potentiometer P1 and potentiometer P2.

When lowering a bridge deck, for example, a lower speed is desired at the end. In addition – to minimize the waiting time – a higher speed is desirable when opening the bridge. Box E also provides for this. The voltage of potentiometer P1 is applied to lift the bridge.

The lower voltage of potentiometer P3 is supplied for the down speed via a plug connection and a relay circuit. Towards the end, an even lower voltage is offered with a microswitch, namely that of potentiometer P4.

**More examples**

* Double ping pong court

Published in MN 26.4, see video 2.

The right lane acts as a declarant and works continuously. The left lane always comes into action once when a ping pong ball – coming from the right – is detected by the light sensor.

* Locomotive

Published in MN 27.3, see video 3.

The locomotive starts slowly, then picks up speed. Just before the end point there is a delay. The locomotive stops and waits for a moment. Then drives back at a lower speed.

* Ferris Wheel

Published in MN 34.1, see video 4.

The wheel stops briefly every 3 or 4 gondolas. When the wheel stops, all the lights will flash. The traffic light on the floor also changes from red to green. Some of the status lights of the control boxes can be seen in the left background.

* Three fire ladders

Published in MN 39.1, see video 5.

The three fire ladders move up and down continuously.

* Loop-O-Plane

Published in MN 40.1, see video 6.

The program is as follows:

Arms down, at rest. After about five seconds, smooth rotation starts up to the highest point. The pendulum swing takes over. First, to make it a little scarier, the arms rotate back, about 25 degrees. One full circle swing from the highest point, meaning start slowly, maximum speed at the lowest point and then gradually slow down to the highest point. After the highest point, the smooth rotation takes over. In the lowest position, the rotation is stopped. The waiting time is started and so on.

**Tips**

* To connect the model to the control boxes it is useful to use a connection box close to the model – see this box in fig.1, arrow 2. This way the model can easily be disconnected for transport to for example an exhibition.
* It is useful for the maintenance of the model or the boxes, and when transporting the model when the connections also have to be completed, to record the plug connections using the numbered sockets. An Excel list serves this purpose – see the first part of such a list in fig.16 as an example.
* Plug connections are made by cables with two banana connectors. There are 3 sets with different lengths (20 cm, 32 cm and 90 cm). Different colours are used for the cables and connectors to distinguish them from the cable mess.
* Connections in the model are made with mini plugs and sockets, as used in model railways.
* Sometimes one (relay) switch must give a signal to two or more points. This often works with the relays in the discussed boxes (many relays are duplicated). If not, a box with extra relays is useful. I opted for 4 sets of relays with 2 normally open contacts, and as a 5th set a double-pole reverse relay. Can be energized per set with one external switch.
* Construction tips. Since there are always one-off prototypes, a professional production of the electronics is not useful – so no printed circuit boards, but experimental boards (official name ‘double row solder strip’) were used. As an example, see fig.17, arrow 1. Such a board is also easy to test and repair – a great asset in a Meccano environment. This board contains 3 motor power supplies, built into control box K (fig.18). The lid of box K, arrow 1, serves as a control panel, with the potentiometers and the double-pole changeover switches with rest position. The sockets are mounted in the wall of the box. Fig.17 shows the box in open position; cables connect the box, the plate and the lid. The cables are so long that the lid and the plate are easily accessible for measuring and for possible repairs.
* Another example of such a construction is fig.19, box A opened to show the inside. It can be seen that the set of relays is glued to a cardboard strip. When closed, the plates and other loose elements are insulated and enclosed by cardboard partitions and wads of tissue. Indeed, not a professional but a simple solutions – however, this has been working fine for years.
* Components, control boxes (dimensions of the used boxes 160/96/61 mm), experiment boards, etc. are for sale at Conrad.nl

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**Silent Meccano commercial**

*Text and photo: Henk Verhoef*

On a sunny day, Mrs. Marlene came to see my Meccano models. Her interest was beyond expectations. I had to explain and demonstrate.

We had some old damaged boxes (from before the Second World War) ready for the paper bin. Marlene asked if she could take these boxes with her, to which I readily agreed.

A few weeks later we had contact with each other and I had to come and see that she had made of it. My surprise was great, she had made a picture frame of the front of a lid. See picture. This hangs in the family’s living room.

I thought this was worth mentioning for our magazine.

**Page 16-17**

**Ulvenhout, December 10, 2022**

*Text: Bea Brouwer, photos: Roelf Valkema and Bea Brouwer*

Before we can travel to Ulvenhout, we first have to scrape ice of the car… it froze last night, but luckily it’s not slippery. In retrospect, it appears to be the start of a week with frost. Anyway, the exhibitors have not stayed away because of it, and it is busy in the room. Geert and Jeannette Vanhove have done their best again to divide the room for everyone and to provide the tables with tablecloths. As usual, it is nice to meet and exchange information. For example, it’s been three years since we were here…

In the meantime, the ice rink is being built outside, while another team is busy with the nativity scene. Inside we can marvel at all the beautiful creations built by the various members.

***Photos Page 16:***

*Hans de Graaf built these ‘Giant lorries, 1945-47, Outfit 3’.*

*Bea Brouwer naturally brought her Meccano Christmas tree.*

***Left Top and Bottom:*** *Cor Albers brought many models, including his first models from 1946 and various fairground models.*

*Pim Brouwer brought his complete ‘Space series’.*

***Photos Page 17:***

***Top Left and Right:*** *Leonardus Das is working on this articulated loader, with two different shovels. This articulated loader is still ‘under construction’, but it already gives a good idea of the final construction.*

***Top Left and Right:*** *Train 4-4-0 made by Bernard Lennaerts. The plates are TECC and mainly Merkur. He made the cladding plate himself (custom, drilled holes in it, etc.), as well as the large wheels. It concerns a total of approximately 80% Merkur, 19% TECC and 1% Meccano.*

***Top:*** *André Geerts brought a whole series, including windmills, sawing machines and a car on a stand. See the detail photo below.*

***Left:*** *Aat Visser brought Wim Boer’s steam engine. This is normally in the Agricultural Museum in Tiengemeten, where many more Meccano models can be found.*

***Bottom Right:*** *The above steam engine is from the hand of Ger Voois.*

**Page 18-19**

**Alverna, January 14, 2023**

*Text and photos: Bea Brouwer*

Wil Peters had worked hard again to arrange everything for this gathering. He normally visits many shops in Alverna and Wijchen to advertise our event there by hanging A4 sheets at the local shopkeepers and distributing the information. This day was not only a New Year’s gathering for the members, but also an outing for the local population. Despite the steady rain this day, it was pleasantly busy and several residents had also come to take a look at the beautifully displayed models.

***Photos Page 18:***

***Top Left:*** *Carousel by Wil Peters.*

***Top Middle:*** *A new grab, hydraulic and version 2 from Bertus Jongste. The big challenge for now is to build a crane around it.*

***Top Right:*** *Fleeter of Bertus. This is for the cables of the container crane grab, the motor keeps running, a magnet ensures easy rolling in and out of the cable.*

***Middle Left:*** *Meccano-graph by Chris Reijmers. The drawings were distributed and received by other hobbyists, among others.*

***Middle:*** *Ben & Billy, the ‘Track-car men’, by Jos Jacobs.*

***Bottom Left and Right:*** *Special wheel suspensions by Henri Goovaerts, for a truck with dual steering. The turning circle differs.*

***Photos Page 19:***

***Top:*** *Koos van Reesch is the owner of the 167 Binns Road bus, the ‘Solo Midi Optare’, with special gearbox, with Ackermann steering with rack strip, 3 forward gears and 1 reverse. There is even a handle for opening and closing the door.*

***Top Left:*** *Gerrie Kersten and Wil van de Camp brought a Ferris wheel.*

***Top Right:*** *Hans de Graaf’s lifting bridge, from the ‘New Meccano Models, Model No.48 Lifting Bridge’.*

***Left:*** *Jo Stienen created this workshop with scissors, saw, sharpening stone from Wilesco. Everything is powered by 1 steam engine.*

***Top Right:*** *Truck with trailer of Henk de Koning. The trailer is loaded with logs.*

***Bottom Right:*** *It doesn’t matter whether you turn the wheel left or right, says Huib van Wijngaarden, he will always move forward.*

**Page 20**

**Relocation Documentation Centre (DC)**

*Text and photos: Pim & Bea Brouwer*

It is Thursday, December 22, 2022. Pim Brouwer has received the bus from work and we (Pim and Bea) leave for Kudelstaart around 7.15 am. We actually agreed at 10:00 am, but we arrive around 09:00 am. The idea of getting ahead of the traffic jams has clearly succeeded. We are warmly welcomed by Henk and Ria Verhoef with a nice cup of coffee.

Jan Ringnalda had the entire Documentation Centre at his home for years, until it all became a bit much paperwork. On June 30, 2021, the DC moved from Den Dolder to Kudelstaart. In all, it has ‘lived’ in Kudelstaart for about a year and a half. It concerned about 15 to 16 meters of paper, in binders, in boxes, in office boxes, etc. Put everything in your mind next to each other in a long line…

From Jan’s house to the car, from the car to the garage in Kudelstaart, from the garage to the top floor… In the week of December 2022, the CAMN members took down all the documentation, then loaded everything onto the bus and back in cupboards in the barn at home in Dongen. You can imagine that the order has become somewhat mixed up from all that lugging back and forth.

With our own move last September, we have always taken into account the space required for storage of the DC. In our small attic there are now racks where everything is put down. In the meantime, Pim is working sorting the various items together, so that they are kept in the attic by subject, type or type of document and in such a way that they can also be found if needed.

***Photos Page 20:***

***Top:*** *The temporary residence of the DC in Kudelstaart.*

***Bottom:*** *The temporary storage in the barn, to be moved to the archive in the attic (photo below right) after sorting.*

**Page 24 / Backpage**

**Your voice is heard’**

**Thanks to Charles Spierdijk**

Greetje Spierdijk called at the beginning of 2023 to ask whether it was possible to place the accompanying New Year’s card in MN 41.1 If you then read the relevant story, you can of course only grant this request.

This time Harry Mariën’s New Year’s card to Charles Spierdijk contained a very special word of thanks.

‘Dear Charles,

I hereby take the opportunity to thank you for many years of dedication to your wonderful Meccano Nieuws and I especially thank you for all your dedication and effort on the occasion of the September 2013 gathering in Mechelen and the honour shown to me for organizing Mechelen for 25 years, with even a ’25 years’ honorary Meccano medal in a special box.

Thank you dear Charles for your tireless effort on my part.

From Harry Mariën’

**Website Timoth Edwards**

Jan Ringnalda reports that there is an interesting website where a lot of data can be found. This website is owned by Timothy Edwards: <https://www.meccanoindex.co.uk>

The website is divided into: Home, Meccano & ‘Other’ Magazines, Meccano Manuals (in various languages), Patents & Designs, Engineering Drawings, Meccano Parts Lists, Meccano Ltd. Brochures, My Models, ‘Other Systems’ (Metal, Wood, Plastic, for example).

It is certainly worth sitting down to take a detailed look at this website.

**Storing Meccano**

André Geerts has responded to the call ‘which storage systems do you have?’

It is six cabinets with many bearing-guided drawers. He bought it years ago on ‘Marktplaats’ for practical nothing from someone who wanted to get rid of it.

The photo speaks for itself. In this way, many parts can be neatly stored.

Show your storing system, preferably with a photo, and send it to redacteur@meccanogilde.nl