**Meccano Nieuws 41.4 – Winter 2023**

**Page 02**

**Photo frontpage**

*Fairground attraction Bicycle carousel, designed by Hans Hermsen.*

*See the Venlo meeting for more creations by Hans.*

*Keep in mind that he has everything on shelves in a Meccano room of 4x3 meters.*

**Page 02**

**From the editor**

This ‘Meccano Nieuws’ is already the last of this year. Wow, how time flies…

This time no common thread running through the MN, but reports of what has happened in the past period. There were pleasant gatherings in Mechelen, Leek, Kudelstaart and Venlo. Furthermore, a story about the beautiful tilting railway bridge by Pieter ‘t Hoen, an old article from the magazine ‘Aktueel’, and of course a Meccano meeting took place.

The texts provided by our board members are also recommended to read, because then you are immediately informed of what is going on within the board.

This time you will find a number of vacancies on the back page. This is also an item that is certainly important.

The most important thing is that you enjoy reading this ‘Meccano Nieuws’. You can always send me an email if you have any questions about anything, don’t hesitate to do so.

Of course, I wish you a very happy and warm Christmas and a healthy and Meccano-rich 2024. Hopefully many beautiful models will be created again.

*Your editor,*

*Bea Brouwer*

**Page 05**

**Jaguar**

René Muijen bought this Jaguar from K. de Ruiter. It is not clear to the editors whether this gentleman was also an MGN-member.

The scale is 1 to 18. The length is ± 48 cm long, 18 cm wide and 9 cm high.

René has put some time into the car and has completely converted it:

* The steering wheel has been adjusted.
* There is a differential built-in.
* A drive motor is built in.
* The windshield has been improved.
* The car is Race Controlled with 6V power in it.

It drives well and steers well, according to René.

A successful project!

**Pages 06-07**

**A Meccano meeting with:**

**Bert Stiekema**

*Text: Bea Brouwer & photos: Bea Brouwer & Bert Stiekema*

Until now, we have not been able to put our event coordinator in the spotlight. During the guild gathering in Venlo, we sat down separately and discussed some things at our leisure. We would like to introduce you to Bert Stiekema a little bit better.

Bert was born in 1957 in Sappemeer, province of Groningen. He lived there all his childhood. In 1983 he moved to Limburg and eventually found his home base in Susteren. Married to Mariëlle, and two children, namely son Bart, 26 years old, and daughter Merel, 24 years old.

**Education**

His wish was to become a teacher and so he went to the PA [Pedagogical Academy, now ‘*pabo*’: pedagogical academy for primary education, BB], the training school for teachers. He completed his training at the end of the 1970s, but unfortunately there was little work for teachers in those days. In his spare time, he already worked in the kitchen and service at Hotel Van der Valk. His boss asked him why he didn’t want to work in the catering industry, because he was suitable for that. The decision was made quickly. This is how he ended up in the catering industry from then on. However, he did not intend to remain a waiter forever and started studying again in addition to his job, ultimately obtaining a diploma in ‘Higher Hotel and Hospitality Management’. After 1.5 years he was assistant manager at Motel Westerbroek at Van der Valk.

**Employment history**

In 1983 Bert was able to become manager in Horst, so the big step was taken to move from Groningen to Limburg. Quite a change. This is where he met Mariëlle. She also did hotel school and one thing led to another. Bert worked in Horst for about three years.

He then went to Kerkrade where he became deputy director at Gustaaf Scandinavian Restaurants.

So, he came to Kerkrade to live with Mariëlle and he also worked here for about 3 years.

Bert is now 32 years old and is given the opportunity to work as a manager at ‘Kasteel Limbricht’. They ended up in Susteren, a beautiful municipality in the middle of Limburg, in the narrowest spot in Limburg, when you look at the map.

Ultimately, he will keep this up for 28 years! Not surprising in itself because the castle is in the Top 100 of Dutch UNESCO monuments; an imposing square-shaped castle, built between 1620-1630. It is situated on a moated, originally medieval (11th century) motte with a stone tower, outer bailey, tithe barn, arch bridge, and so on. It was completely restored between 1956 and 2005 and is a national monument [see castle-limbricht.nl, BB]. Who wouldn’t want to work there?

**EuroParcs Limburg**

In 2018 he happened to meet the park manager of EuroParcs Limburg. They are both at the garage with their car and get to know each other that way. Bert can work as a catering manager at the park if he wants. Of course, he had to think about it for a while, but the hustle and bustle at the castle and the constant lack of staff started to bother him. After all, one cannot always work. The decision was made and he started at the holiday park in Susteren in 2018 as catering manager. The catering industry of all EuroParcs parks was taken over by YVEY in 2020, with other agreements.

In the meantime, the owner of Limbricht Castle tried to get Bert back to Limbricht with mountains of gold in prospect and so it happened. However, it was short-lived, because in the foreseeable future everything was back to the way it was before and Bert was working 24/7 again (24 hours a 7 days), so to speak.

When YVEY called to ask whether he wanted to come back to work for them, he returned to EuroParcs Limburg. However, at the end of 2022, the owner YVEY went bankrupt and EuroParcs decided to operate the parks’ catering industry under its own management again. Fortunately, things are going well again now, says Bert, even though it remains difficult to find staff. “Personnel in not on the balance sheet, but is the most important thing there is!”, is Bert’s motto.

**Meccano**

Everything pretty much started when he was a boy of about 6 years old. This is undoubtedly very recognizable for many. He then received his first box of ‘Constructor’, an issue from Java Works Groningen, because the real Meccano was too expensive. He played with this box until he was 8 or 9. When his son was born, a colleague, the castle’s cook, gave him a box of Temsi for the little one. FUN… so he tinkered with it, but his son wasn’t interested…

He started looking online to see what was possible in that area and that’s how he came across our Meccano Guild. Bert became a member of our association in 2004. Soon after becoming a member, he received a call from Huub Kitzen, also a member, and also from Susteren. We visited each other a lot and immediately learned a lot from Huub. Bert learned what is possible with Meccano and his interest in Meccano completely returned.

Because of his work, it was always very difficult for Bert to attend a guild gathering or event. Until an advertisement appeared; the MGN was looking for a new event coordinator to succeed Willem Livestroo. This fitted in very well with his employment history and he registered as an interested party. After a conversation with Willem Livestroo and Hans Kuijl, Bert has fulfilled his role as event coordinator from 2014. To this day he still thinks it is a nice job.

As a builder, I am not a purist, says Bert. Huub Kitzen always said “Try to hide the engine”, it was his motto. So, whenever I build something, I always have his motto in mind and I will always try to execute it that way.

**Other hobbies**

Bert has another great hobby, it is also one with a wow effect. He has Minitrix model trains, in N format driving around on a model of about 2 m2. The trains run computer-controlled, with a special program they run independently of each other with a decoder on each locomotive, so with digital control. He takes care of the decoration around the train tracks himself. In fact, he is never satisfied, because things can always be better, different, more beautiful, etc.

**Future**

Bert will retire in about a year. Then he will (finally) have some more time and be able to visit more gatherings and events. He therefore has more time to create and/or supervise new events. “Although I sometimes worry about the survival of the guild. Personally, I really enjoy our club and constructing. Hopefully next year I can focus on ‘real’ construction work,” says Bert. “Sometimes I can be a bit jealous of how technical some constructions are, fantastic what is being built, impressive too. I hope that the MGN can continue to exist for a long time and that there are still enough volunteers to organize something.”

As an interviewer, I would like to agree with this last comment.

Thank you Bert, for all your information and your stories.

**P08-09**

**Mechelen, September 9, 2023**

*Text & photos: Bea Brouwer*

We drive to Mechelen on time, but it is busy on the road today. Everyone probably wants to get all their shopping done in time, so that they can then spend time on the waterfront. Today it is expected to be 30 degrees… In the meantime, there appears to be a ring road in Mechelen that was not there before, and everyone has arrived via all kinds of diversions and detours. People are already feeling warm from lugging their things up to the Toy Museum in Mechelen, luckily there is an elevator. Today it is again pleasant among each other and plenty of information and knowledge can be shared. Unfortunately, the visitors stay away, as expected due to the warm weather, only a few come to visit the museum and therefore view the Meccano exhibition. The models brought along still deserve a nice podium. Watch and enjoy.

***Photos Page 08:***

***Top Left****: As is tradition, a group photo was taken again this year.*

***Top Right****: Henri Goovaerts’ display shows many models, 31 to be precise. It is a joy to look at this rotating display and discover all the models.*

***Bottom Left****: Fairground attraction by Philip Aelvoet, it ingeniously rotates on all sides, without touching each other. You can watch a video on the MGN website under ‘Werk van leden’ (work by members).*

***Bottom Right****: Gilbert Ghysselbrecht has recreated the Ferris wheel of Middelkerke; actual height is 45 meters.*

***Photos Page 09:***

***Top Left****: Gear tower by Jo Stienen, of course everything made by himself.*

***Top Middle****: Philippe Moerman is the builder of this JCB Loadall 520-4, ModelPlan 95, owned by Tony James from 1996.*

***Top Right****: Detail of the JCB Loadall seen from above.*

***Bottom Left****: Meccanograph by Erik Beek, after ModelPlan 147, by John Ince 2004. With 4 gears to rotate, 2x a control shaft to influence the drawing, with special coupling (connection between 2 shafts while they shift mutually in the length).*

***Bottom Right****: Discussion.*

**Pages 10-14**

**Tilted railway bridge with two turntables**

*Text and photos: Pieter ’t Hoen*

*< The videos and photos can be found on the website of our Meccano Gilde,* [*www.meccanogilde.nl*](http://www.meccanogilde.nl)*, under ‘werk van leden’ (work by members) >*

**Introduction**

In the Meccano Magazine April 1979, Keith Cameron published a tilting railway bridge with turning loops, called ‘Tricky Track’, on which an electric locomotive (from now on called a locomotive) turns in circles. The locomotive is powered by batteries. The locomotive runs on pulleys with hubs (no.21) in gutters in the bridge and the turning loops. An interesting model, especially the tilting bridge. The tilting bridge has a U-shape. The bridge is balanced in such a way that one of the legs is always horizontal when at rest. The locomotive drives up the horizontal leg, then starts to climb on the round part, but it turns away from under him, like a hamster on a treadmill, and eventually runs over the other leg back down the bridge.

The challenge of replicating this was in the improvements I wanted to make. Firstly, the turning loops would take up too much space, so the locomotive must be reversed on two turntables. Secondly, the electrical power had to come from outside, changing batteries every time is not convenient, so a conductive center rail is necessary, and the locomotive must therefore run on rails instead of in gutters. The rail form, via the frame, the return line for the power. However, the alignment of the rails on the bridge with the rails of the turntables is then tight, otherwise the locomotive would derail at the transitions.

After much experimenting everything worked out, see the front in Fig.01 [Afb.01, BB]. The tilting bridge in the center, between two towers, a turntable at both ends. With the help of my ‘modular electronics’ (see Meccano Nieuws 41.1) I automated the process, see video 13.

With the turntables in the starting position, the locomotive starts on the bridge, the bridge tilts, drive onto the left turntable, is turned, drives via the bridge to the right turntable, is turned and so on. Fig.02 shows the rear, the locomotive is on its way in the tilting bridge.

**Base and towers**

The base and towers must be stiff, so that the bridge lands in the same place on the left and right as much as possible. This is the only way to ensure a good connection to the turntables. The base is 67 holes long, made up of angle girders, and 12 holes wide. The towers between which the bridge rotates are built on the ends of the central transverse connection, consisting of 2 angle girders (no.8a), 7 holes apart, reinforced with 2 flanged plates (no.53).

The angle girders protrude through 4 holes at the front and 3 holes at the rear. Composite strips form the 4 ribs of the towers. The inside of the towers is vertical, the height is 13 holes. The base of the tower at the front is 5 by 7 holes, the base at the back is 4 by 7 holes, the top is always 3 by 3 holes. The tops are finished with 2 flat trunnions (no.126a), in which the axle rods for the bridge are mounted. The sides of the towers are reinforced all around with intersecting perforated strips.

* *Tip*: Play in the above-mentioned axle rods can lead to deviations from the bridge positioning. It is therefore advantageous to use two trunnions on top of each other per flat trunnion (no.126a). With some adjustment via the mounting bolts, the hole for the axle rod can be made as small as possible.
* *Tip*: The alignment of the axle rods is important. They must be directly opposite each other, the bridge must be horizontal, and the bridge must be perpendicular to the substructure. This is achieved by tightening the two towers just slightly, so that arranging is still possible. A long axle rod is then inserted through the 4 flat trunnions (no.126a), and this axle rod is then aligned by adjusting the towers: perpendicular to the substructure and level. Then screw on the towers and realign them if necessary. Ultimately, the axle rod should be able to rotate freely and can then be easily removed.

**Tilting bridge**

The semicircular portions of the sides of the bridge, for the rails and for the center rail, consists of 4 curved strips stepped (no.89b), extended on both sides with perforated strips (no.1a). The two sides are connected by double angle strips (no.48b); the rails and the center rails are also attached to this – see Fig.03.

* *Tip*: The locomotive drives back and forth over the bridge. Despite the fact that curved strips stepped have been used, the locomotive still wants to bump, and sometimes derail, at the transitions where the next curved strip stepped is mounted on the inside of the track. It is therefore advisable to round the end of these curved strips stepped slightly and file it thinner.

The center rail is suspended insulated using plastic flat brackets.

* *Tip*: The plastic should not be too thick and should be somewhat springy. A bank card is too stiff and too thick, but there are softer plastic cards from which such support pieces can be cut; drill holes yourself.

The sides are closed by two wheel discs (no.24a), to which a perforated strip (no.1a) is attached (transversely), and perforated strips (no.2a) are also attached as spokes. As shown in Fig.02, reinforcements have been provided to align the bridge legs: corner brackets (no.133) in the corner, and perforated slotted strips (no.55).

* *Tip*: To help align the legs of the bridge parallel, the legs are firmly and perpendicularly connected at the ends by a perforated strip (no.1a) before construction. These strips are removed after tightening all bolts.
* *Tip*: The bridge should be able to rotate on the axle rods with as little friction as possible. That is why the bridge is not attached to the axle rods, but of course it is locked with collars with screw (no.59).

For the power supply to the center rail, a sliding contact is included at the rear of the axle (Fig.04), consisting of a wheel flange (no.137), insulated from the axle rod by the insulated 8-hole hub bush wheel (no.514). The contact is an angle bracket (no.12b), mounted on a spring plastic flat bracket.

* *Tip*: Such an insulated wheel disc can also be built without such a hub bush wheel, see my article ‘Carousel’ in MN 36.3.

In a horizontal position, the legs of the bridge rest on the bridge stop, which is an axle rod mounted at a height above the base, see arrow 3 in Fig.07.

Attention must be paid to the balance of the bridge, because if the bridge is too stable in balance, the locomotive will not be able to tilt it and if the bridge is completely balanced, the bridge will not stay in the horizontal position. So an ‘unstable equilibrium’ must be found.

The right balance is found in four steps:

1. The legs of the bridge, and also the round part, are built as symmetrically as possible in terms of weight, such as parts, bolts and nuts.
2. A counterweight is placed at the top of the round section (see arrow in Fig.01).
3. The counterweight must be heavy enough to create an unstable equilibrium, with the legs having approximately the same weight so that the bridge remains in approximately a vertical position. Then a push to the left or right against the legs will tilt the bridge, in a gentle manner (lasting a few seconds), up to the bridge stop.
4. If the movement to the left and to the right does not have the same speed, additional weight (for instance nuts and bolts) should be placed on the end of the ‘slow’ leg. Then try again if necessary, adjust legs, adjust counterweight…

**Turntable – the structure**

Fig.05 shows the turntable in detail. The rails and the center rail are mounted on a circular plate (no.146), the center rail is insulated. The circular plate rotates on a circular girder (no.143) using 4 plastic pulleys (no.23). The circle girder is mounted on the turntable base plate (see Fig.06), which is a combination of two flat plates (no.52a and no.70). Perforated slotted strips (no.55) are fitted to the sides of this in the longitudinal direction (see ‘Turntable – alignment on the bridge’).

Fig.06 shows the internals and the drive. There is not much space under the circular plate, so a worm drive for the gear wheels (no.27c) was chosen. This gear is mounted in the turntable base plate. The gear has two axle rods mounted in rod sockets (no.179), which carry the circular plate.

A small motor, smaller than the H0 motor in the locomotive, drives the axle rods with the worm gear.

* *Tip*: The plastic pulleys (no.23) do not rotate smoothly on the circular beam, especially when the locomotive is on the turntable. Since the centering also varies, the connection between the circular plate and the gear must be somewhat loose, otherwise the rotation would block. The axle rods on the gear wheels (no.27c) are therefore not rigidly fixed to the circular plate, and the gear wheel also has some space in its bearing.

**Turntable – electrical connections**

Since the plastic pulleys (no.23) insulate the circular plate, and thus also the rails, they are connected to the frame via one of the axle rods on the gear wheel (no.27c) – see arrow 1 in Fig.05. Also, the center rail and the three microswitches (see the ‘Programming’ chapter) on the turntable must be connected to the permanent outside world.

This concerns 6 connections; with sliding contacts this would not be possible in the limited space. Fortunately, the rotations stroke is limited to 180 degrees – so the cable harness with 5 cables, see Arrow 1 in Fig.06, can be folded under the gear wheel (no.27c) with sufficient play. The cable harness runs through a hole next to the central hole in the turntable to a corresponding hole in the gear, from there it is looped and fixed, see Arrow 2 in Fig.06.

* *Tip*: To avoid damaging the wiring harness, the stroke must always be limited to 180 degrees. End stops have been fitted for this purpose, see Arrow 3 and Arrow 4 in Fig.06.

**Turntable – alignment on the bridge**

The alignment of the circle plate on the bridge is precise, the locomotive must not derail. To adjust the position of the circular plate in three directions, the turntable rests on an adjustable turntable platform, see Fig.07. The platform can be adjusted in the transverse direction on axle rods (Arrow 1) transversely in the base. The 4 long bolts (Arrow 2), with adjusting nuts, on the flat plates (no.73) pass through the slots of the perforated slotted strips of the turntable base plate (Arrow 5 in Fig.06). The position can be adjusted lengthwise and in height.

Even with this turntable platform, the alignment of the rails is not yet 100%, as the position of the bridge can also vary slightly in the transverse direction. This variation is brought to zero by fixing the legs of the bridge in the horizontal position: the turntable continues to rotate at the end, pushing against the leg with the microswitch (Switch 2 in Fig.05) until it reaches a stop on the axle rod on which the leg of the bridge rests. The microswitch then turns off the motor.

* Tip: The space between the rails on the bridge and on the turntable is naturally large, because the ends of the 14-hole strips are rounded. Thanks to the four-wheel drive, the locomotive bridges the resulting gap, but this is accompanied by a considerable shock. The transition becomes smoother by extending the top of the rails on the bridge with a plastic triangular plate, see Arrow 2 in Fig.05.

**Locomotive**

The superstructure can be seen in many images. Fig.08 shows the bottom of the superstructure. The superstructure is connected to the chassis with two bolts (see Arrow 1 and Arrow 2 in Fig.10) and can therefore be quickly removed from the chassis to carry out repairs to the drive.

Fig.09 and Fig.10 show the chassis, 2 holes wide and 7 holes long. A shaft with two worms (no.32) drives the two pinions (no.26) on the two wheel axle rods with flanged wheels 28 mm (no.20). This 4-wheel drive provides sufficient traction to tilt the bridge neatly. With two driven wheels it works just fine, but sometimes not. The axle rod is driven by an H0 locomotive motor with a belt connection to a non-Meccano belt pulley (pulley, no.22, can also be used here). Space is made within the chassis for the pulley by building the axle rod side of the chassis from 2 flat girders (no.103h) and 2 double bet strips (no.45). The other side consists of a flat girder (no.103d).

The bottom of the chassis, Fig.11, shows the two sliding contacts spaced so that the interruption of the conductive center rail between the turntable and the bridge is bridged. The center rail on the bridge must be slightly shorter than rails on the bridge, so that the end of the rails on the turntable can pass the center rail when turning, see Fig.5, Arrow 3. Fig.11 also shows the protruding cam, see the Arrow, on the underside of the locomotive that activates the switches between the rails (see chapter ‘Programming’, Switch 1 and Switch 5).

* Tip: The weight of the locomotive is important. If the locomotive is too light, the bridge will not tilt; there is then too little grip. If the locomotive is too heavy, the turntable turns with difficulty or stops. The locomotive shown weights 610 grams and functions well for the bridge, bus less pleasant for the turntable. The locomotive without superstructure weighs 330 grams, so tilting is also possible and turning is much easier.

**Programming**

Reversing the locomotive is controlled by 5 microswitches – three on the turntable and two between the rails on the bridge. See Fig.05, with the text ‘switch’:

* Switch 1: Stops the locomotive coming from the right on the bridge. Start turning the dial counterclockwise. See step 1 in Fig.12.
* Switch 2: Fixes the legs of the bridge, stops the turntable, starts the locomotive. See step 2 in Fig.12.
* Switch 3: Activated by the front wheel. When the locomotive stops on the turntable, the turntable starts turning clockwise. See step 3 in Fig.12.
* Switch 4: Fixes the legs of the bridge, stops the turntable, starts the locomotive (the rear wheel activates switch 3 again, but the electronics ignores this message). See step 4 in Fig.12.
* Switch 5: When the locomotive passes this switch, a short counterclockwise rotation of the turntable starts to release the bridge from the fixation. See step 5 and step 6 in Fig.12 see video 14 for this cycle.

**Page 15**

**Hobby Fair Leek, September 30, 2023**

*Text & photos: Theo Schraag*

On Saturday, September 30, 2023, the annual Hobby Fair was held in the sports hall in Leek. Traditionally, members of the MGN are also invited by the organizer. As usual, the theme was: Cranes, earthmoving and transport.

That Saturday morning it was time to put the models in the car and travel to Leek, for me it was not that far of a drive from Heerenveen and after about 45 minutes I was there to unload the models and find my place in the hall. There were already a few MGN members in the hall setting up their models, a little later all participants had arrived. The participants were: Gert Boshuis, Rinze van Slooten, Dooitze Nauta, René Muijen, Jan Wijngaarden, Herbert van Schaik, Focke Buiten and me. We had a table of 2 x 1 meter available for each person, except for Focke Buiten who was assigned a place in the hall with his enormous Liebherr crane. The photos show the various models that were brought along by our members.

The hall opened to the public at 10:00 am and they could come and marvel at the models displayed in the hall. A lot of space had been set aside for sales stands that had a lot of ready-made models of trucks, cranes and tractors on the sales programme, although there were a lot fewer real model parts. There were beautiful models of cranes from the various hobby clubs on display, from large to small, and model builders also showed their self-propelled models of various trucks, shovels, etc. We, with our Meccano models, could also count on interest from the public, which meant that for many was a ‘walk through memory lane’. The number of visitors was a bit disappointing, during previous editions it was a bit busier in the hall.

Around four o’clock it was coming to an end and everyone started to clean up and pack their models again. At half past four most exhibitors were ready to leave again and the journey home could begin again.

*About 3 weeks after the Hobby Fair, a message was sent to all participants that this event will no longer be continued. This is not only due to significantly fewer visitors, but also to the number of model builders (especially in the north of the Netherlands) that is becoming increasingly smaller. Unfortunately, yet another wonderful event is defunct…*

***Photos page 15:***

***Top Left****: Fendt tractor from Rinze van Slooten.*

***Top Right****: Truck with semi-trailer and tank from Dooitze Nauta. In the background is his landing vehicle with tracked vehicle, of which a more specific photo is shown here on the right.*

***Middle****: Excavator from Jan Wijngaarden.*

***Middle Left****: Railway crane by Theo Schraag.*

***Bottom Left****: Tractor with trailer, also from Theo.*

**Pages 16-17**

**‘Old love does not rust’**

**[Dutch saying, BB]**

*Supplied by Ben van den Hoogen & text on right page by Bea Brouwer*

“Attached is an article about an MGN meeting in Deventer. Here is a photo of Jan Schurink who organized the exhibition. The image also shows a steam locomotive coming from me. I don’t remember the year exactly, but it must have been somewhere in the ‘80s of ‘90s,” says Ben.

Research shows that this exhibition was held in the Toy and Tin Museum in Deventer from June 28 to August 25, 1985. See Meccano Nieuws 3.03 Summer 1985, a special edition almost entirely devoted to the MGN exhibition.

**Pages 18-19**

**Venlo, October 21, 2023**

*Text & photos: Bea Brouwer*

Jo Stienen found this new location for us, where he organized a Meccano meeting this Saturday. The room is nice and light, and the tables are already lined up in long rows when we enter. It is a hustle and bustle of participants coming and going as they take the last things out of the car. Within a short time, everyone has installed the models and equipment they brought with them.

As always, everyone has something to discuss with everyone and there is always a ‘consultation’ taking place somewhere. There is plenty to view, from large to small, with a number of models that have been shown before, but there are certainly also a number of beautiful new models. It’s a successful day!

Below is a small impression of a wonderful gathering.

***Photos Page 18:***

***Top Left****: Koos van Reesch brought his beautiful Meccano 100th anniversary box.*

***Top Right****: The Lifting Shovel from Koos was built by Henk de Koning, according to Model 10.6.*

***Bottom Right****: Dragline by Herbert van Schaik. Built during the corona pandemic and after many changes, Herbert was ultimately satisfied. This dragline is electrically operated. It was shown for the first time in Leek.*

***Left 2x****: Chris Reijmers had brought the Octopus fairground attraction. His grandson Florian is concerned about the Meccanograph in the background.*

*The Octopus’ seat boxes rotate individually, while the arms also move up and down. You can buy an entrance ticket at the box office.*

***Photos Page 19:***

*Hans Hermsen brought a whole series of bridges with him.* ***Top left*** *a Pontoon Bridge Bailey, or a Bailey Bridge.*

*At the* ***top right****, Hans stands proudly near a bascule bridge with tram (front) and Beam Bridge.*

*You will see the tram on the* ***left and right****. This runs on a 3-rail system due to a sliding contact. It is the so-called ReT (Rotterdam Electric Tram), the first tram after the horse tram.*

*Hans had also built all models from the Meccano Combat Multikit Book of Models.*

*Bottom Left and Right: Gert Boshuis built this beautiful Beam Bridge of Lift Bridge, according to Model No. 10.8. Original with a flat roof but now slightly sloping and open with many home-made parts. The crank, for example, has been divided in two, there is a step ladder, changes have also been made to the engine and is now easily accessible. The moving bridge part is 1 kg heavier than planned, and is made of galvanized sheet steel. With special bearing point, so much more stable when lifting and lowering the bridge. If the bridge is lowered, the barriers will automatically go up again and vice versa.*

**Page 20**

**Information from the Documentation Center**

*Text: Jan de Vries*

**www.meccanoindex.co.uk**

This website, maintained by Timothy Edwards, provides comprehensive access to all UK Meccano Magazines and most American and French. In addition, the New Zealand Johnny’s Meccano Magazines, the Sheffield Meccano Guild Magazines and the German ‘Schrauber und Sammler’ Magazines. The indexes allow you to search for articles in different ways, per journal or all at once. You can find the issue of your choice, or pages from it, via the relevant cover page, after which you can download or print them for free. If desired, you can also go directly to a specific volume, article or page. A fascinating experience to be able to search such a large number of magazine issues with equivalent of a Dutch search term, but there are plenty of tools for that nowadays. It often becomes self-explanatory after some practice.

In addition to these magazines, the website also offers access to the Meccano manuals, patents and designs, technical drawings, parts lists and brochures. Most van also be downloaded for free.

Here too you can search by subject via indexes.

The comprehensive way in which all of this is made available makes it unnecessary to do the same thing again for our own MGN Documentation Center. Everything can be found via this ‘Meccano index’ and can then be quickly retrieved in our own Documentation Center on paper. This covers the majority of foreign sources.

Finally, on Timothy’s website, there are references to the websites of The Eastern Meccano Society and The Meccano Society of Scotland. The latter offers many links to other websites.

There are also other sources available on the internet. I will pay further attention to this in the next Meccano Nieuws. It can now be concluded that the vast majority of the MGN Documentation Center is accessible via all these sources. Once it is known where something has been published, it can be found quickly.

In this way, most of the international Meccano world becomes available via the Internet. I will continue my search in the next Meccano Nieuws and will inform you about it.

**Page 24**

**Your voice is heard**

**Vacancies**

Given the many activities, it is advisable to hand over the translation to someone else after 11 years. Every Meccano Nieuws is translated from Dutch into English, to accommodate our foreign connections. If you are interested as a ***translator***, please contact redacteur@meccanogilde.nl.

As stated several times during AGMs and in words, for example, in this MN41.4, it remains difficult to find new locations for the MGN events, especially in the west and south of the Netherlands. If you would like to ***organize an event*** and you do not know how to handle it, or if you would like some more information on this subject, do not hesitate to contact Bert Stiekema via email evenementen@meccanogilde.nl.

The MGN board also wonders whether there is anyone with legal backgrounds among the MGN members. Sometimes situations arise where it is easy to speak to someone who can shed light on a subject. There’s no need to keep reinventing the wheel, right? If you are a lawyer, or do you have a legal background, and are you willing to act as an occasional source of information, please contact the chairman by email voorzitter@meccanogilde.nl.

**Garage sale Kudelstaart, October 7, 2023**

Henk and Ria Verhoef were once again hosts for the CAMN garage sale. It was pleasantly busy and fortunately a lot was sold, which was of course the ultimate goal.

**Calais, the sequel...**

On October 31, a follow-up to the closure of the Meccano factory in Calais was published on both the website www.francebleu.fr and www.francetvinfo.fr.

Three quarters of the employees, namely 23 people, had their last working day on Tuesday, October 31. They were all fired. The emblematic factory has officially ceased operations after more than 50 years. The employees met one last time before leaving the building. Production of Meccano parts has been scaled back for several weeks. It was completely stopped on Thursday, October 26, 2023. The Meccano factory will close its doors permanently at the beginning of next year, in the meantime 11 employees will continue working on the transfer of the machines.

“I thought I would retire here,” and “We were told that the equipment would eventually be kept for production in Hungary.” “It is very difficult.” Are just a few comments.

The future will tell what may still be possible and perhaps even impossible.

***Photo****: Staff planted the crosses in front of the fences of the Meccano factory in Calais on their last day of work.*