**Meccano Nieuws 42.1 – Spring 2024**

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**Photo frontpage**

*Cargo ship loaded with containers, owned by Henri Goovaerts.*

**Page 02**

**From the editor**

Sometimes compiling Meccano Nieuws can suddenly become a lot of stress if your computer stops working. Ultimately, a new SSD drive was installed (during the warranty period), but it also meant almost a month without Meccano programs. Preparing everything could therefore only partly take place on an old computer with other programs, while the deadline was getting closer and was even well exceeded. It was hard work but luckily everything was completed on time.

In this edition you will find a variety of information, a meeting, a harbor crane, carious events and meetings, etc.

I found the article with the failed constructions (who doesn’t recognize this?) particularly interesting. Everyone often buils a model in a number of times, it is almost never successful in one go. If you also have a file with photos of failed projects, please let us know! This of course also applies to your successful constructions. Do you have a ‘technical’ story? Are you overhauling a model? If you demolish something, capture it in a photo. The editors and the reader are interested in all your experiences regarding Meccano. Share is with us!

Hopefully you will enjoy reading this edition of Meccano Nieuws again.

*Your editor,*

*Bea Brouwer*

**Page 05**

**Failed constructions**

*Text & Photos: Karst Quast*

The stories you read in the Maccano magazines are always reports of succcessful Meccano projects, with beautiful photos of the model and its details. But the reality is different, a great idea for a beautiful building sometimes cannot be converted into a functioning model. The unfinished model is placed in a corner of the Meccano room, waiting for new insights and sometimes it is eventually taken apart and stored away. An idea that was not realized, a shame and a disullusionment, but you learned from it and had fun. There are usually no beautiful photos of these failed projects, nor has another Meccano builder ever seen the model under construction at a meeting. I tell you something about failed projects.

**Canoeist**

I regularly sail a canoe, so the idea came to make a Meccano canoist. The model should be able to do the real movements, the paddle stroke, the paddle turn (blades are perpendicalar to each other so that the turn throws the water off the blade and the blade that is above experiences no resistance from the wind) and the hull turn. I thought it shouw be a fairly large model, part of a canoe with a paddler and paddle. It was during the time of Van Steenvoorden’s talking magician, I thought that was a nice basic idea. A large turntable was made, with a free central axis fot the feed control, then a body and two arms. A beautiful paddle from Cruson, a Dutch metal construction kit with the help of cables. A canoeist stretches his arm forward at eye level before starting the paddle stroke. This is where something went wrong, the arms with the paddle bevame much too heavy to operate. Gravity was much stronger than my design.

**Bulldozer**

Later I worked for a while at a sand and gravel company, there were always many tracked vehicles to be seen in the harbor, I wanted to build something like that. Bert Love’s book showed how to easily make a caterpillar track, with flat support beams and small hinges. So quickly collect parts and start building. After some time I had a chassis that could drive a bit, but the further development was too ambitious at the time.

**Dragon**

There are many construction ideas available on YouTube. Under the search term ‘automata’ you will find very nice simple figures that make a simple repetitive movement. Here I saw a beautiful dragon, made of paper and cardboard. The movement was that he opened his mouth with a bend forward. I was able to rereate it very well in Meccano, but Meccano is a lot heavier that cardboard, the result was that the movement was much too heavy, and applying springs did not produce a smooth movement. This model was also not phased out.

Bicycle

In 1986 we were asked to participate in the Velorama, the museum of historic bicycles and cars, in Nijmegen, to exhibit a number of Meccano models. I once worked as a bicycle repairman and even obtained my patron diploma. So I had to know how a bicycle was put together. Soon a reasonable looking bicycle was built for the exhibition. During the exhibition someone asked me why the chain and chainrings were on the wrong side. I did’t have a good answer ready!

Coincidentally, some bad snapshots have been saved from these failed projects and so I am sharing them with you. There are no photos of the other unfinished models and so fortunately I cannot share them with you.

**Page 06-07**

**A Meccano meeting with: Chris Reijmers**

*Text: Bea Brouwer & Photos: Bea Brouwer & Riekie Reijmers*

Alverna turned out to be the ideal location to sit apart in a corner and talk about anything and everything. Chris is now a regular participant in gatherings and he always brings his wife Riekie and usually also his grandson Florian. It is noticeable that he almost always has some kind of marbles, ping pong balls, iron balls, golf balls and the like with him. Intriguing! This requires a deeper question that usual. I am pleased to introduce you to Chris Reijmers.

**Introduction**

Chris was born on December 16, 1944 in Terborg, a small village in the ‘Achterhoek’. About six months after his birth, the family moved to Millingen aan de Rijn because the area around Terborg was flooded during WWII. So he was not born in Millingen aan de Rijn, but he grew up there and still lives there.

He lives here with his wife Riekie. They had a son and a daughter, who raised four grandsons and one granddaughter.

In his working life he had a shoe shop, which also included sports and shoe repair. He sold the business in 2005 and retired. Just in time, in retrospect, because after that time it has become significantly more difficult for small self-employed people. The craftmanship required for shoes was/is exactly as at Meccano, everything must be carried out with perfectionism.

**Millingen aan de Rijn**

This nice municipality is beautifully situated on the water and is a sub-municipality of ‘Berg en Dal’ in Gelderland, with just under 6,000 inhabitants.

We as a guild naturally know this place from the event ‘Historic Transport, Millingen aan de Rijn’ where a gigantic festival was organized in the first weekend of July, including a tour with old vehicles that could also be viewed, and also radio-controlled miniatures, trucks, clowns, cotton candy, stalls with all kinds of thinds, Dorus’ [Dutch character played by Tom Manders, 1921-1972, BB] old Ford, Dinky Toys, music, antique doll carriages pushed by ladies in old-fashioned clothing, acrobats on unicycles, too many to mention.

We as Meccano Guild were also invited and we stayed in the building of the ‘Shooting Society OEV’ on the Heerbaan. Thousands of people walked past our tables here. The very first time MGN was invited to this event in 2015, everything unfortunately had to be canceled due to a heat wave. We were always there in the years that followed (from 2016 to 2019).

Unfortunately, corona came in 2020 and sadly after the corona period there were no more volunteers to organize this gigantic festival.

**Meccano**

As a child he had a toy shop as neighbors with Meccano boxes in this shop. He received his first box with ‘Sinterklaas’. We can almost say: who hasn’t? He could also indulge himself in Nijmegen, where there was a shop that also sold individual parts.

Crhis has been a member of the Meccano Gilde Nederland since 1986. This membership lasted until 2000. However, his life was too busy to be involved with Meccano. He then canceled everything, including membership of the guild, and got rid of everything. Only one box of Meccano in the attic remained of his collection.

Only when he sold the business did he get some free time again. With this retirement he thought ‘I should actually do something with the Meccano’, but only after the arrival of the grandchildren something happened in this area. When he took the box from the attic and showed it to a grandson, Meccano became interesting again.

In 2018 he became a member of our guild again. He built small cars for the grandchildren, who in turn bevame enthusiastic. Nowadays, that enthusiasm is hard to find among the grandchildren, but Chris builds with heart and soul.

Chis is quietly building in the attic and ‘let things go’ and is nobody bothering him. As a perfectionist, Christ once built a shipyard crane, which did not function properly, so it was (partially) dismantled several times and rebuilt for the correct desired result. Nowadays everything is a little easier. “You are basically a little mechanic when you work with Meccano. You don’t have that with Lego and it is also less strong,” says Chris.

**Gatherings**

Only grandchild Florian, now 13 years old, is enthusiastic about Meccano. His education is focused on technology and he aspires to become an architect. He always wants to come along. He is pickes up the night before, grandma cooks something tasty and he stays with grandpa and grandma. The next morning the trip goes to a MGN gathering where Florain helps set up the tables. Florian built a fire hydrant from another brand.

When I asked Chris where the fascination for ball and marble tracks comes from, his answer was: “It has a lot of technology: climning up steps, a magnetic mill, pushed up with a vertical tube, raising a ping pong ball with the lift. All this is beautiful. There is a lot to discover for the spectator (i.e. children). Sometimes the electronics are a hindrance.” Chris has also built a ‘Meccanograph’ 6 times, all different, large and small.

The next project will be a ‘France Knitting Machine’. He bought the last parts for this today [January 13, 2024, ed].

Good luck with building Chris, and we look forward to seeing you at the next gathering. Thank you for your contributiion.

**Page 08-09**

**Genk, November 25 & 26, 2023**

*Text & Photos: Bea Brouwer*

In the last weekend of November, the biennial international ‘Euromodelbouw 2023’ took place in the Limburghallen in Genk [Belgium, BB]. Henri Goovaerts had been drawing our attention to this special fair for years and it finally happened. On Friday there was the possibility of installing everythhing, on Saturday and Sunday the exhibition, and on Monday the possibility of dismanteling.

What a crowd, many thousands of visitors had found their way to this mecca of model making. This includes model trains, windmills, airplanes, ship models, fairgrounds, cars, motorcycles, trucks, tram tracks, dioramas, earthmoving, agricultural vehicles, buses, space travel, doll houses and miniatures, military vehicles, circus, steam models, miniature figures and also Meccano, Lego, Fischertechnik, woodworking, tools, LEDs, electronics, radio control, and so on. It is certainly worth keeping an eye on the next edition of this Euromodelshow.

The photos below only give a small impression of a beautiful fair.

***Photos Page 08:***

***Top Left****: Henri behind the tables over a length of over 20 meters with his many models.*

***Top Right****: Bride of Chucky, she regularly drove by; Chucky himself too, by the way.*

***Bottom Left****: Pim Brouwer spent two leisurely days constructing, with mainly men staying to see how it was going.*

***Bottom Right****: Dollhouses and miniatures.*

***Photos Page 09:***

***Top Left & Right and Middle Top****: Henri garnered a lot of interest for his Blockbuster E-crane.*

***Middle Right****: Jos Jacobs had reserved a spot for his Meccano at the stand of his ‘steam’ friends.*

***Left****: Miniature train track.*

***Bottom Left and Bottom Middle****: ‘RC-modelbouw-vrienden’ (model building friends) drove by regularly.*

***Bottom Right****: Fischertechnik was present with a particularly impressive crane.*

**Page 10-11**

**Buiscar mobile workshop crane**

*Text: Geert Vanhove & Photos: Geert Vanhove & Bea Brouwer*

I found this photo in the Dutch technical book ‘Transport’, 3rd edition from 1957, page 445, image 498. The manually operated crane was designed to stack crates on top of each other.

But you could also use it in a mechanical workshop to lift an engine block, for example. The company Buiscar (1936-2003) from Apeldoorn is the producer.

Internet: <https://www.geheugenvanapeldoorn.nl/bijzonderplaatsen/zuid/buiscar/pointofinterest/detail>

Because the prototype consists of round tubes welded together, I chose CRUSON tubes and connectors with 1/4" hole spacing. Outside diameter 8 mm, inside 7 mm. Bolts and nuts M4. Furthermore, some Eitech axles 4 mm with threaded end M4 and of course also some real Meccano parts.

CRUSON was produced in Breskens between 1980 and 1995.

Internet: <https://meccanoindex.co.uk/Other/Cruson/index.php?Pdesc=Cruson>

Only 2 different sets were released: box 1 and 2, which together formed box 3. The manufacturer also offered to paint its products in yellow and blue. This was an attempt to please Meccano builders, but success was not forthcoming.

After I digitally enlarged the photo, I could better distinguish the hinge points in the crane. Then it became more clear that the crane was foldable. This made the challenge a bit greater.

Within the chosen scale, the CRUSON tubes are proportionately less slender than the real crane. The welded connections of the prototype have been converted to bolted connections in the crane model. And they sometimes want to stich out too far and get in the way.

To allow the jib and counter jib to fold down against the mast, I moved their pivot axle rods a little further apart. A two-piece 1 mm steel cable keept both jibs in a fixed position after raising up. One M4 bolt connects both cable ends together at the top of the counter jib.

The vertical jib is secured at the front with two flat hinges. At the rear, a narrow Meccano bracket fits over the vertical axle rod of the drawbar.

An M4 nut in the bracket keepss the vertical jib in the upright position.

The 4 mm vertical Eitech shaft has M4 threaded ends. At the bottom there is a double corner support screwed to the drawbar with the double wheels.

The lifting drum for the crane hook is located in the base of the crane. The crank is from Eitech and the mechanism is from Temsi which also uses 4 mm shafts.

**Page 12-13**

**Ulvenhout, December 9, 2023**

*Text & Photos: Bea Brouwer*

The ‘Meccano Gilde Nederland’ is always a guest in Ulvenhout during the second weekend of December. This has been organized invariably since 2002, initially by Willem Blauw, but from 2009 by Geert & Jeannette Vanhove. With the help of Jan Bressinck and Erik Bek, among others, the room is set up in the morning, including all tables with chairs in place, as well as the bar that needs to be provided. There are always sandwiches and soup available for exhibitors and visitors. Invariably, a good cause is selected for which money is raised. This year the goals were ‘Tejo’ and ‘Coda’, according to Jeannette.

After 15 years and 13 events (some were unfortunately canceled due to corona), Geert & Jeannette hand over the baton to Andries de Weerd. Fortunately, the guild gathering will continue at this beautiful location.

This gathering was particularly well attended between 11:00 AM and 12:00 PM, including at the bar. And as always, it was super fun. Below is a small impression in the form of some photos.

***Photos Page 12:***

***Top Left:*** *Bea Brouwer brought her Christmas attributes as usual. Upon arrival, everyone was welcomed in a Christmas spirit with a piece of candy for the enthusiast.*

***Top Right & Bottom Left and Right:*** *Bertus Jongste is working on this ‘Liebherr Wheel Loader’, with the hinge point in the middle between the wheels.*

***Photos Page 13:***

***Top Left:*** *At the beginning of 2023 in Alverna, Bertus Jongste only brought the grab, now the hydraulic handling machine is ready and the so-called SGME crane goes home with Jos Buijks. The upper jib slides up and down, and the counterweight slides along with it.*

***Top Right:*** *A crane by Leo van den Herik, with many builders. Son Floris had started, Leo continued, Geert Vanhove tried to finish it but ran out of time, and eventually Erik Beek finished it.*

***Top Left:*** *Distribution station instead of a generator, by André Geerts.*

***Top Right:*** *‘James Watt’s double-acting Beam Steam Engine’ by Eric Callebaut. Main lines came from a design of Alan Esplen. The 6 cylindrical columns are of my own design and consist of polished stainless steel tube of 180 mm with a diameter of 22 mm that fit in 2 flanged wheels (20b), 2 chimney adaptors (164) and 2 pulleys (23b), held together by a 4 mm threaded rod. This whole forms a particularly sturdy construction.*

***Bottom Left and Right:*** *Cable car by Cor Albers, who had thought of many small details.*

**Page 14-15**

**Meccano in Belgium**

*Text & Photos: Gilbert Ghyselbrecht & Patricia Soetaert*

In November 2019, Jan Bressinck decided to stop organizing Meccano Temse after ten years. A few months later, the world came to a complete standstill and gatherings became a thing of the past for a while. It took until 2021 before the organization of some Meccano gatherings was carefully restarted. However, some never restarted due to lack of interest of organizers. On September 3, 2022 we were welcome back to the Toy Museum in Mecahelen. The turnout was as usual for the Belgian branch of the MGN association. After a few years of absence, Harry Mariën made himself heard again. A friend of his came to take some photos of our models and then report to Harry.

As usual, I took photos of the fun day and images for the MGN website. I forwarded the edited video of several minutes to Kees Trommel, the MGN webmaster. His response was: ‘I can’t publish this on the web because – hter are people on it!’. There are thousands of videos with moving Meccano models, but the person behind them is no longer allowed to be shown. Kees agreed with me and contacted the few people who briefly appeared in the picture to ask their permission to use the images. No one objected and so the video is now on the MGn page, enhanced with a quiet piece of music by Kees.

**Mechelen 2023**

Fot the 24th time I went by train to the Meccano gathering, the 33rd already, in the Toy Museum. The train journey from Ostend to Mechelen took longer than the time I spent in the museum, but this is part of it and completes the experience of the day. Meccano, tracks, switches, trains and stations, it is the history of Frank Hornby. Traveling was an experience in itself and nothing compared to those first trips so many years ago. You no longer see anyone with a book or magazine in their hand. Even the card players have disappeared. There is no interest whatsoever in the surroundings or the landscape flashing by, only that tiny screen counts. Almost everyone was out alone, smartphone at the ready.

A gathering in Mechelen has become a tradition that always proceeds in the same way as if time has stood still. The museum’s grand entrance hall was an oasis of silence after the busy traffic outside. A large Meccano model is on display as a preview. The journey to the first floor is via a long slope and I consider myself lucky to have my suitcase on wheels, because Meccano is simply not a light toy to lug around. Members do not have to pay at the cash register, a list of expected guests was provided. From the first floor I took the elevator to the second floor and followed the buzz to the cozy museum café and the space in front of it. Serge Temmermans, the organizer, had provided enough tables, chairs and extension cables for everyone. As always, there were the same enthusiastic Meccano people, but unfortunately no new young people have been joining us for many years, so the age curve continues to rise linearly!

Bea, notepad at the ready, went from table to table and wrote down everything for the report of the day. For those who did not yet have enough parts in stock, there is always a stand with Meccano merchandise and those who were thirsty went to the bar where Marc, sinds 1988, provides the necessary coffee, soft drinks and tasty Mechelen beers.

As compensation for the free admission, we were asked to possibly eat a light meal in the museum cafetaria. We sat at the same table with the same people and ordered what we had already eaten last year. It seemed like the last meeting was yesterday!

There were still new or existing constructions to admire and animated conversations about the problems of getting everything moving and keeping it running.

Another Mechelen tradition is the group photo, at 02:00 PM, in front of the bar of the café. Marc has been a photographer for years with our various cameras because everyone wants to have their picture taken. And then it was over for another year, models were taken down, packed up and around 03:00 PM the hall was deserted again.

**A rotating antenna**

As a member of a radio club in Ostend, I was asked to design an electronic control for the rotating antenna on top of the 25 meter high mast. Of course I could’t take the mast with antenna home to test everything out. That’s why I made a scale model with Meccano.

See Meccano Nieuws 40.4 on page 9, which I showd in 2022 at the gathring in Mechelen.

As a demo, I took my prototype to the radio club and there was a lot of interest in the Meccano construction! As a result, I received two boxes of parts. The Meccano was not rusted but slightly tarnished. To clean the screws and small parts again, I made a washing machine, according to the known principle, with a slowly rotating glass jar. It is imporant that the jar is angular of hexagonal, as in my case. The pot is half filled with fine sand, water and soap or abrasive. Let it run for a few hours, rinse and dry everything and my gift looked a lot better.

For some people Meccano is their only hobby, but for me it is only an occasional return to the toys of my childhood. Still, I enjoy designing and making the models, especially the electronic part. Once back from the gatherings, the whole thing is taken down and the pieces are stored until the preparation of the next gathering.

Meccano is not my whole life but still, occasionally, an important part of it.

**Page 15-17**

**Alverna, January 13, 2024**

*Text & Photos: Bea Brouwer*

Alverna has beenn synonymous with a New Year’s gathering for years. It is nice and busy today, both from MGN members and visitors in general. Everyone talks to everyone and everyone is interested in the models shown. We would like you to enjoy the photos nbelow.

***Photos Page 15:***

***Left:*** *Hans de Graaf brought a steam engine.*

***Right****: Pim Brouwer had taken this container truck with him for the very last time, with the intention of dismantling it after Alverna.*

***Photos Page 16:***

***Top Left:*** *Pim Brouwer also brought this ladder truck, also with the intention of dismantling it after Alverna.*

***Top Right:*** *Steam locomotive from Metallus, made by Pim Brouwer.*

***Middle Left:*** *The rectangular drive was made by Bernard Lennaerts. See also MN17.3, page 47 & MN18.2, page 7. You can watch a video of the working model on the MGN website.*

***Top Right****: A small impression of the crowds at the meeting.*

***Bottom Left:*** *Gerrie Kersten’s radar station.*

***Bottom Middle:*** *Huib van Wijngaarden has built a gigantic crane, but it is too big to get out of the house. Here he shows a photo of the crane in question.*

***Bottom Right:*** *Ben van den Hoogen brought along a whole collection: a forklift, shovel, crane, Formula 1 car, Thumderbirds model no.4.*

***Photos Page 17:***

***Top Left:*** *Ferris Wheel by Henri Goovaerts.*

***Top Middle:*** *Detail of the Ferris wheel.*

***Top Right:*** *Hans Hermsen built this Wiener Ferris wheel with a diameter of 1.5 meters. See also MN39.2, pages 16-19, and MN39.3, pages 18-20, where this ‘Wienerrad’ is discussed. Hans’s version has fewer gondolas and is smaller. He made it from Meccano and Marklin what was present. He made the wooden roofs of the gondolas himsef. The final edit was the dolls; magnets are glued to the bottom to keep them in place.*

***Middle Left:*** *This is a kinetic model (which causes special movements) by Robert Haar. You can watch a video of this on the MGN website.*

***Middle Middle:*** *Roelf Valkema built the Watt’s Balance Machine.*

***Middle Right 2x:*** *Details of the Balance Machine.*

***Bottom Left:*** *Fortunately, the reading table was used again.*

***Bottom Middle and Right:*** *Harrie Meeusen built this rolling crane, with different dimensions. It is slightly larger than the original model and there is a chain on both sides to pull it more smoothly from left to right. He left out the flexible plates in the cabin, this was impossible to create. The detail photo shows that you have to be flexible and have courage to jump into the cabin.*

**Page 18-19**

Harbor Crane model 9.24

*Text: Bea Brouwer & Photos: Gerard Doornekamp*

Gerard Doornekamp has responded to the call to send photos of a model, in this case it concerns the Harbor Crane, model 9.24. The appeal was: if you tear down a model, take photos, because the other way around it is just like building something. This principle can be seen on these two pages. Gerard was actually dismantling this crane, but fortunately we can see from the photos how this crane was constructed. How nice it is to follow such a process from start to finish.

Thanks Gerard for your contribution! Hopefully you can enjoy it just as much!

***Photos Page 18:***

***Left:*** *All parts needed fot the Harbor Crane, model 9.24 from Gerard.*

***Photos Page 19:***

*The result was impressive!!!*

*All parts are now available again for another model.*

**Page 20**

**Information from the Documentation Center**

*Text: Jan de Vries*

As a continuation of my search for sources of information about Meccano, as a tool for searching the MGN documentation center, I have chosen model descriptions this time.

Timothy Edwards’ website (<https://www.meccanoindex.co.uk/>) provides a comprehensice overview of all original Meccano Ltd. Models with indexes for searching in English, as I described in my previous contribution.

Access to the Andreas Konkoly Supermodel Plans is provided on the Runnymede Meccano Guild website (runnymedemeccanoguild.org.uk) with a selection of 100 image descriptions, which can also be ordered there. For a complete overview I refer to the Andreas Konkoly Index of Meccano Models and Literature, which you can download from the New Zealand Federation of Meccano Modellers website (nzfmm.co.nz/literature indexes.html).

Of course, the various websites of Meccano clubs also offer a lot of information about the models of various members. For links to those organizations, for the sake of completeness, it is best to use Johnny’s Meccano Magazine, the issues of which can be found via (https://www.meccanoindex.co.uk/).

The Meccano WebLink also offers a good overview (<https://meccano.;ink/index.html>), which can also be reached via the MGN website (<https://www.meccanogilde.nl/>).

And then of course for the moving images, YouTube with a flood of videos of models from Meccano builders. Just type in the keyword ‘meccano’ and see what you get. Keeping track of everything will undoubtedly eat into the time you ca spend building models yourself.

This leaves plenty to discover for a next article from my side using YouTue, Facebook and other channels.

Finally, perhaps unnecessarily. Once you have found a model description, this provides an entry point to find it in our own documentation center.

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**Your voice is heard**

**Trojan Horse**

Our chairman already said it: Aldophe Mignot’s message about the Trojan Horse (see photo) has been received by the MGN. Of course we would like to share this video with you and it is available for you on our website www.meccanogilde.nl

**Calais, the sequel…**

In mid-February, Pim Brouwer saw a Meccano brochure on the site https://www.nzmeccano.com/image-180191. If you open this link, you can view the 5 pages in PDF of this brochure. This concerns an auction where bids could be placed on the contents of the Meccano factory in Calais until the end of 2023…

No idea, of course, what consequences this will have for further production in cheaper countries, as was said. Time will tell.

**Sales addresses**

The question is quite often asked: “Where can I buy Meccano?”.

Of course you can contact the various salespeople at gatherings. Unfortunately, there is virtually nothing left for sale in physical (toy) stores in the Netherlands and you will have to search online for Meccano (and other brands). The website of our Meccano Guild contains a complete list of sellers, both at home and abroad.

Use it to your advantage!

**Meccano No.126a**

Allard Elgersma responded to the article in MN41.4 regarding Pieter ‘t Hoen’s tilting railway bridge, which he read with pleasure. In his opinion, the translation of no. 126a (flat trunnion) is not entirely correct, although a translation program on the Internet translates the English name (flat) trunnion as tap.

This is actually a misconception, says Allard. The tap is the pin or stub that inserts into the flat trunnion. (Flat) Trunnion is actually a wrongly chosen term. Actually, this part is a flat support and in English Flat Support. With a little good will, when this part is used differently, you could also call it a ‘schetsplaat’ and in Englisch it becomes Sketch Plate.

The editors did not want to withhold this opinion from you. However, we will continue to use the list compiled by Meccano itself in order to be consistant in English and Dutch terms.

**Storage systems**

Herman Nobel had recently thought again about the logical storage of the Meccano.

The bought this chest of drawers with 15 relatively low drawers. His original box 9 is now empty, end the simple, slightly higher box is still in use for the engines and such, which do not fit in this chest of drawers, nor do the long 49-hole angle girders.

Whether this is an improvement will have to be seen in practice.