**Meccano Nieuws 42.3 – Autumn 2024**

**Page 02**

**Photo frontpage**:

*Ewan, in Klazienaveen, 3 years old within 2 weeks, grandson of Andries and Janita de Weerd, thinks it is great to be allowed to ride on Henk Sloots’ train.*

**Page 02**

**From the editor**

The last quarter was an eventful quarter. Of course it was also the summer holiday period, but initially there was not much evidence of that in terms of weather. Fortunately it got better later, and for two weeks I was compiling this Meccano Nieuws, sometimes with temperatures of 30° Celsius plus (!).

At the same time you are (again) confronted with the facts about how finite everything is, a number of people died, someone had a stroke, people who have or had cancer, a few had operations, serious or not…

So my motto here too: ‘seize the day’, because something can happen in the blink of an eye. Don’t make it more difficult for each other than necessary, and help each other where possible.

A good reason to grab the Meccano and get started with strips, plates, bolts, nuts, etc…. The number of models is legion, and if not we can always use our imagination. That is often where the most beautiful models are created.

This Meccano Nieuws has become a versatile MN again, with museums, scan explanations, a beautiful bridge, pin information, reports of gatherings, F1, storage systems, and in between much more other news.

The editors wish you much reading pleasure.

*Your editor-in-chief,*

*Bea Brouwer*

**Page 04**

**Museums and Meccano**

The tekst is difficult to read, even when enlarging the photo, so below is the full text:

A beautifully built crane by Mike Hanssen from Katwijk aan Zee is exhibited in Museum Hengelo. This crane consists of the former Temsi toys. Temsi (Technical Electrical Metal Toys Industry) was a company in Hengelo. It was founded in 1946 by Jan Blom from Hengelo. Temsi had its greatest success in the period 1950-1965. “Together with brother-in-law John van Steijn from Voorhout, we built the largest crane from old Temsi parts from about seventy boxes, which at that time could only be seen at Meccano fairs. So it was a real dream for many children to recreate it. This construction has been temporarily loaned to Museum Hengelo”, the builder says. Interested parties are welcome to come and view this construction in Museum Hengelo.

Gerard Doornekamp came across these disabled bicycles in the ‘Fire Brigade Msueum’ (Brandweermuseum) in Rijssen.

**Page 05**

**Paying by card at CAMN**

*Text Bea Brouwer & Photos: Bea Brouwer & Roelf Valkema*

Since june 2024, it has been possible to pay for your purchases by card at CAMN. How often does it happen that you have your eye on a lot with parts and then you just don’t have enough cash on you… Very often there is no possibility to leave the gathering and get some money anywhere in the neighbourhood. More often, the supermarkets don’t want you to come just to cash some money and the ATMs are rapidly disappearing to just a handful of cash machines in the various cities and towns in the Netherlands. As a solution, I once sent a ‘*tikkie*’ (a WhatsApp from my bank to a person to pay me), who then transferred the money to me, after which I handed my cash to that person. It was all a lot of hassle.

Hierden was the first plave where the first PIN payment was made. Although the first actual pin payment was made by Pim Brouwer, Peter Jonges agreed to officially record this phenomenon and made a modest donation to the CAMN, so that the ‘press photographers’ could indulge themselves. Peter states hereby that “our MGN is also moving with the times, and hopefully many more customers will follow after me”.

**Page 06-07**

**A Meccano meeting with:**

**Cor Albers**

*Text & Photos: Bea Brouwer*

The reason for this visit is something completely different than an interview… Namely, a message came in from him that he had gone through his documentation and wanted to tidy it up. He asked if it was something for the Documentation Centre and if we wanted to pick it up. So we (Pim and I, Bea) set off to pick up some things in a beautiful apartment complex in Oosterhout (province Noord-Brabant), on the 9th floor, but hey, that’s where you have the most beautiful view.

Undoubtedly everyone knows his face, and everyone undoubtedly knows some of his beautiful models. This visit allows us all to get to know our MGN member a little better: Cor Albers.

**Life**

Cor was born in Rotterdam in 1940 and received his first Meccano box from his father in 1946. From that moment on he was sold, and it remained his hobby for the rest of his life. He built his first models in 1946… and if you look at the photo below, the managed to do it quite well at the age of 6!

In 1977 he moved from Rotterdam to Oosterhout with his wife and four children. He used to be a lift mechanic, breakdown mechanic and worked for a few years as a maintenance technician at a power station in Rotterdam. His entire professional life was therefore dedicated to technology. Unfortunately, he is now a widower.

**Volunteer**

In 2002 Cor retired and from ± 2006 he became a volunteer at the Toy Museum Oosterhout (Speelgoed- en Carnavalsmuseum ‘Op Stelten’). He was involved in the technical aspects, but his specialty was Meccano. In the meantime, there is a new team at the museum that is taking care of the technology (see the interview with Jacques Rompa in MN40.4).

**Exhibition**

In 2015, Cor put together an exhibition in the Toy Museum, calles ‘Tour de Meccano’. On Saturday July 4, 2015, the exhibition opened on the day that the ‘Tour de France’ started in Utrecht. Cor spent a year and a half building, with help from his Meccano friend Jan Vissers. All the constructions were related to the ‘Tour de France’ or to cycling in general. In retrospect, it can be said that the exhibition was a great success. He remained a volunteer at the museum until 2 or 3 years ago, after which it was time for others.

**Meccano**

As mentioned, Meccano has always been part of his life since he was 6 years old. In 2015, he became a member of our MGN. Last April in Harderwijk, Cor brought two small photos, in black and white of course. He proudly showed how he built a bridge crane, in 1954 as a 14-year-old, with a motor with which the crane could move back and forth. This was 70 years ago.

The visit to Cor’s home contained a special surprise: when the door of a bedroom opened, your interviewer’s eyes went wide! A complete Valhalla with Meccano models is hidden behind that door. It looks like a museum in itself. His enormous cable car, various fairground attractions, airplanes, wagons, bicycles (still from the museum exhibition in 2015), his sewing machine that participated in the competition in Veldhoven in 2017 during the 35th anniversary of the Meccano Guild Netherlands, and much more. Too many to mention.

**Exhibitor**

Most of us know Cor as an exhibitor in Ulvenhout, where he always reserves a few meters of table to exhibit his models. Cor no longer drives himself, so his daughter brings him and helps with all the Mecccano and picks him up again after a gathering. If she can, she helps.

Cor was also present in Sasssenheim last spring. He brought his sewing machine and musical instruments. He built the drum kit especially for his daughter, because she plays the drums. The technique also comes into play here, because the drummer on the stool really plays the drums. In Ulvenhout, Cor once brought a gray airplane. At some point he had received a batch of home-made parts, and wondered what to build from them… so that became an airplane.

**Hobbies**

In addition to Meccano, he has other hobbies. He likes to read travel stories and his favourite TV programs are always about technology (such as the programs ‘Mega Structures’ and ‘How It’s Made’ on Discovery Channel). Cor also like to cook and his specialty is making paella. In the meantime, he has started on the next Meccano model: a fairground attraction that of course again contains the necessary technology.

His life motto for peers to clear: Keep moving, and make sure you stay busy.

Thank you Cor, for your beautiful stories about your many models.

**Page 08-09**

**Klazienaveen, May 4, 2024**

*Text & Photos: Bea Brouwer*

After a long journey we enter the community building ‘de Molen’ (the mill) in Klazienaveen. Upon entering, on the right hand side, the bar and a few tables, the rest of the room is already set up with tables and some chairs, and the stage can also be used. Andries de Weerd, as regional coordinator of this gathering, warmly welcomes everyone and reports that there has been little or no advertising in the area, so that we can have a gathering ‘amongst ourselves’ again. His wish is that many ideas will be exchanged, much consultation will take place and of course the inevitable discussions about models, techniques, mechanisms, applications and the like.

The exhibitors had done their best to bring the most beautiful models and so there was a variety of model to admire again.

***Photos page 8:***

***Top****: Andries brought this back-and-forth ‘heirloom’ from the hand of Cor Luske; Cor was a magician and wonder man with Meccano. Built from TECC and some Merkur. With a drive mechanism, and always running. A video has been places on the website of the MGN.*

***Left Middle****: Lemniscate crane, built entirely in TECC, by Andries.*

***Right Middle****: At Rinze van Slooten there were nice prizes to be won by estimating the value in the treasure chest.*

***Bottom****: The Rocky Mountain Pioneer is also from Rinze, as are the two Meccano trucks in yellow and blue on the right.*

***Photos page 9:***

***Top Left****: Brown coal digger by Herbert van Schaik. It can easily be transported in parts.*

***Top Right 3x****: The Evers family was present with the collection of their father Gerrit (†). Some 41 models, including many trucks, shone on the table, from the early 80s.*

***Middle Left****: Henk Sloots had brought trains, and actually had passengers today (see front page).*

***Bottom Left****: Arie Ras has spent many hours working on the Eiffel Tower, with 1.200 LED lights in various colours and some 36 metres of cord. That immediately says something about the size.*

***Middle Right****: The tram by Fiebo Vos contains steel and wood, much of it is self-built, but finished with Meccano.*

***Bottom Right****: Pendulum clock (under construction), also by Fiebo.*

**Page 10-13**

**Roller bascule bridge**

*Text and Photos: Pieter ‘t Hoen*

*< The films and images can be found on the website of our Meccano Guild,* [*www.meccanogilde.nl*](http://www.meccanogilde.nl)*, under ‘Work of Members’>*

**Introduction**

In my hometown of Den Helder there was a roller bascule bridge in the road along the North Holland Canal; for the predecessor of that bridge, see photo 1 and 2.

I found the opening of such a bridge fascinating: the toothed quadrant (arrow in photo 1) rolls backwards over a rack in the street – in this case the bridge was opened and moves backwards, for free passage. A famous roller bascule bridge is the Pegasus Bridge near Ouistreham in France – in photo 3 in half-open position.

In the models that I have seen, and that I have found on the Internet, the toothed quadrant and the rack are not made with original Meccano. Often the quadrant and the rack are ordered from a metalworker. During an exhibition I was even told “that won’t work with Meccano” – that was not said to deaf ears – I gladly accept such a challenge. In the end I built a model like the Pegasus Bridge, using original Meccano parts.

**Prototype quadrant and rack**

To try out a few things, I built a prototype of the quadrant and rack, see photo 4. The teeth are seven triangular plates (no.77), screwed at equal distances onto two curved strips stepped (no. 89b) – this creates a 90 degree sector, so a quadrant.

The trolley – here this is an axle with a pulley (no. 22) – is located on the far right of the rail; the bridge deck would be horizontal. If the trolley is modes halfway to the left, the situation as in photo 5 arises, with the bridge at 45 degrees.

When the trolley moves, the successive teeth fall into the rack, here constructed from perforated strips (no. 5) on two long axle rods. The distances between the strips are adjustable by moving the collars (no. 59) on the long axle rods.

After some experimenting, the solution is: for the ‘tooth’ the distance between the strips must be 17.0 mm; the intermediate distance must be 13.3 mm.

**Rack and pinion**

The racks in the model (photo 6 and 7) are made up of 12 fishplates (no. 10), held at a distance on a threaded rod by means of rings – photo 6 shows the view from the outside, photo 7 from the inside. The fishplates are held horizontally by means of the long axle rods.

**Quadrants and bridge deck**

Photo 8 shows the quadrants and the base of the bridge deck as built into the model. The bridge deck is 7 holes wide. Rails will be fitted on the double angle strips (no. 48b).

The electrically conductive middle rail has already been fitted – an electric locomotive will drive back and forth on the bridge (for the locomotive and the electrical connections, see ‘Tilted railway bridge’ in MN41.4).

The bridge deck is screwed at right angles to the two vertical uprights, each made up of two perforated strips (no. 1a), connected to each other by double angle strips (no. 48b).

The axle rod through the pivot point of the quadrants – hereinafter referred to as the ‘central axle’ – is inserted at the top through the 6th hole in the uprights; this leaves 4 holes under the quadrants, which considerably increases the clearance between the central axis and the bridge deck (in most bascule bridges the racks are in the street, which limits the clearance).

A counterweight is normally fitted above the axis.

**Model**

The model, with the bridge slightly raised, can be seen in photo 8. The base is constructed from two angle girders (no. 7), connected by three angle girders (no. 8a).

The side walls of the frame are 25 holes long (angle girders no. 8) and 19 holes high (angle girders no. 8a). The width is slightly more than 12 holes (two angle girders no. 9a, 6 holes overlapping; see the arrow in photo 14).

The fixed bridge section is fitted in the frame. On both sides, a trolley (arrow 1) runs on two pulleys (no. 22) enclosed between the bottom and top rails (angle girders no. 8). These trolleys carry the central axis of the quadrants.

The trolley is moved by a chain (arrow 2) in the longitudinal direction – hereinafter referred to as the ‘horizontal chain’ – running over sprocket wheels (no. 96a) at the ends of the bottom rail.

The chain is connected to the trolley by an M3 bolt – see insert ‘a’ in photo 10. The chain is driven by sprocket wheel (no. 96a), which is firmly connected to the sprocket wheel (no. 95b) – see insert ‘b’ in photo 10.

This connection must be firm, because the force on the chain in so great that these two sprocket wheels would otherwise risk slipping on the axle rod, or a wheel hub could come loose from the chain ring.

This firm connection is made by an angle bracket (no. 12b); the long side is screwed onto the large sprocket wheel, the short side is screwed onto the hub of the small sprocket wheel (the head of the short side must then be filed down to make room for the chain).

Seen from the engine, this fixed combination is driven by (see photo 9): the belt drive per pulley (no. 19b), the chain drive from the pulley axle to the sprocket wheel (no. 95b) on the axle at the bottom of the frame (arrow 3), the chain drive from the sprocket wheel (no. 96a) on this axle to the fixed combination. The axle at the bottom of the frame has the same sprocket wheel (no. 96a) on the other side, which provides the drive for the other trolley. The trolleys therefore run synchronously.

In order to align the bridge deck parallel to the frame – in other words, to align the central axle at right angles – the position of the two sprocket wheels (no. 96a) is adjusted to this axle.

The two racks also need to be adjusted: the quadrants must not get stuck, so the height must be correct over the entire path; and the position in the longitudinal direction must be the same.

Using slotted holes (arrows in photo 11) in the rack structure (arrows in photo 6), these are adjusted in height and position. Photo 11 shows the non-motor side of the frame, with the bridge in the highest position.

More information about the construction and alignment can be seen in photo 13 (front) and photo 14 (back).

**The trolley**

Photo 12 shows a trolley in detail. For the purpose of this image, the top rail has been removed.

The other trolley can be seen on the other side. Both trolleys carry the central axle.

The trolley frame consists of a perforated strip (no. 4) on the outside and an angle girder (no. 9b) on the inside, connected by two double brackets (no. 11a). An angle girder (no. 9f) is attached to perforated strip (no. 4) on the outside of the trolley. This is used to attach the trolley to the chain with a 3M bolt – see arrow.

**Counterweight**

In photo 9 the counterweight can still be seen (arrow 4) – made up of flat plates (no. 72) and triangular plates (no. 76); the weight is 370 grams.

This makes the engine run considerably easier when raising the bridge, but when lowering the bridge the trolleys move somewhat jerkily.

This would occur less with a pinion/rack drive of the trolleys – as is usually used in practice. Such a drive can pull and push – the horizontal chain can only pull to lower the bridge if the chain is under considerable pre-tension. But such pre-tension makes the drive so difficult that it was decided not to give the chain any pre-tension.

Without pro-tension, the tensile stress is therefore always in the part of the chain between the trolley and the rear of the frame. During the lifting of the bridge this goes well, during the lowering with a counterweight less well because the driving force for lowering is too low due to the counterweight to dampen irregularities in the quadrant settlement.

That is why it was ultimately decided to work without a counterweight.

**Movies**

On ‘Werk van leden’ (Work of members) of the MGN website, in addition to the photos, there are also 7 movies:

F1: Operation of bridge + loc

F2: Side view, engine side

F3: Rear view

F4: Top view, seen from behind

F5: Top view, seen from the front

F6: Details of quadrant, rack and trolley

F7: Roller bascule bridge, automated (for the automation, see article ‘Modular electronics…’ in MN41.1)

**Page 14-15**

**Mechelen, May 25, 2024**

*Text & Photos: Bea Brouwer*

This gathering, organized by Serge Temmerman, was for the very last time in the Toy Museum on Nekkerspoelstraat. After many years of rumours, the move is now really final. On September 29, everything will be transferred to the new location through a tight schedule and many hands, according to Mrs. Mieke Dumont, coordinator and head of public relations. The museum will then open on September 30. Indeed, after one day of moving; it will be an exciting day. Now there are four floors of toys to admire, soon only one… But fortunately there is a large depot, so nothing will be lost.

This time, the gathering was not upstairs at the bar and surroundings, but in the restaurant. The tables were all set up next to each other, perpendicular to the windows. Unfortunately, the contributing exhibitors was minimal, but we still had a nice day. We will see what the future will bring for the Toy Museum in collaboration with the Meccano Guild.

***Photos page 14:***

***Top Left****: Gaston Marette brought a beautiful set of Erector No 10 1/2. Not for sale…*

***Top Right****: Of course, this last time the group photo cannot be missed.*

***Bottom Left and Right****: Serge Temmerman built this suspension railway according to his own ideas, but was inspired by the* Wuppertaler Schwäbebahn *(since < 1900). The gondola is one of his first models. Ten years ago he started with Meccano and he always had the idea to make this model. The electrical part is still ‘under construction’. In the future he wants to have the suspension railway ‘float’ around with a bend, which will require an additional 1 m2. The span is now 2 meters and can be transported in 3 parts.*

***Photos page 15:***

***Top Left, Middle Left and Bottom Right****: Gilbert Ghyselbrecht built the Mechanical Integrator. It has been built before, but this is his own design with (additional) electronics in it. It is a type of analogous calculator used to physically calculate the integral of a function. It was used in the 19th and early 20th centuries, mainly in scientific and technological applications where numerical integration was required.*

*Today it is a fascinating piece of history in the development of calculators, designed to solve complex mathematical problems before the advent of the digital computer.*

*Gilbert explains: using mechanics to simulate the machine motion to calculate the distance to be travelled at a given speed. When you turn the wheel, the speed changes, and the distance to be travelled is recalculated.*

***Top****: Left, the iconic model from No. 10, the ‘Lifting Shovel’. On the right: the JCB Backhoe Excavator MP222, where the hydraulics are imitated by steel cables.*

***Left****: Erik Callebaut’s steam engine. In full: Meccano Twin Cylinder Steam Engine, anno 1929, Super Model Leaflet No. 3.*

***Right****: One last round through the museum with a number of ‘vague figures’… and of course past the Meccano.*

**Page 16**

**Meccano setup for scanning documents**

*Text: Bea Brouwer & Photos: Ben van den Hoogen & Bea Brouwer*

Ben van den Hoogen’s hobby is music, and he wanted to scan his music sheets to save them digitally. But in today’s digital world, there are many more documents to think of…

Of course it is possible to scan freehand, but this is somewhat annoying. If you hold the iPad of phone at a slight angle, the image is immediately saved upside down, which requires an extra step to get it straight.

That is why Ben built a scanning setup from Meccano so that he can always make the same scan.

The document to be scanned lies against two reference points (angle girders no. 9f), so that the document is in exactly the right place for a beautiful scan. The iPad lies on top, but not in the middle because the camera is at the top right of the iPad. You can then scan your document to PDF via <Notes> on the iPad. In <Notes>, select <camera>, scan the document and select <automatic>.

Alternatively, you can also scan manually via <Notes> to then crop the document.

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**Tips & Trucs: large tire**

*Text: Bea Brouwer & Photos: Bea Brouwer & Jan de Goede*

The jeep that René Muijen rebuilt in Meccano from a smaller model should have big tires, but unfortunately they are not that easy to come by. So how to solve this? René used the hub disc (no. 118) to create his own wheels. He screwed 2 hub discs together and glued a bicycle tire on top.

The result can be seen below.

**Page 18-19**

**Hierden, June 15, 2024**

*Text: Bea Brouwer & Photos: Bea Brouwer & Jan de Goede*

Hierden had come back into the picture after a long time. As usual, the exhibitors entered the space that is so familiar to many. It was another pleasant day, there was a lot of talking and consulting, many models were viewed and of course there were the necessary sales opportunities. The catering was also well taken care of, so the inner man could be well taken care of. Below are some photos to get a small impression of this beautiful day.

***Photos page 18:***

***Top****: Overview of the location and consultation between Jan van Dijk, Willem Livestroo and Peter Jonges.*

***Top****: Jan de Goede brought his spider.*

***Bottom & Right****: Hans de Graaf built a truck together with Ger Voois from Eitech; Hans in blue and Ger in yellow. It is the Eitech Metal Construction 32.*

***Photos page 19:***

***Top 2x and Left 1x****: The Evers family brought a steam car, where the gearbox is the important piece. Radial actial, the wheels secured with M4 bolts (tapped and threaded, because the wheel kept coming off). It was a design of their own.*

***Left & Top Middle****: Herbert van Schaik’s tractor contains some hidden technology under the bonnet, as can be seen in the photo in the middle.*

***Top Right****: Henk Verhoef shows his aircraft engine, among other things.*

***Left****: The ‘Konkoly centrifugal intermittent motion, Meccano Engineer No. 9 September 1975’, by Roelf Valkema. He did not use knitting needles but the pin from the hinges of the hinged flat plate (no. 198), a piece of wire from his wife Gemmie’s sewing box and an ice cream stick as a ‘bridge’.*

***Bottom Left****: Pulley with a few minis on it, by Erik Beek.*

***Bottom Middle****: Lifting Shovel (crane) by Bert Stiekema, who used the Meccano Leaflet 10.6.*

***Bottom Right****: Geert Vanhove is busy building this ‘*Fahrbarer Dock-Drehkran’*, or gantry crane, as it stood in the* Wilhemshaven *in 1910 at the Nagel & Kämp company.*

**Page 20**

**Information from the Documentation Center**

*Text: Jan de Vries*

**Le Club des Amis du Meccano**

After a meeting of the Documentation working group, I leafed through the latest issue of the French Magazine du Club des Amis du Meccano (CAM), the French equivalent of the MGN. Despite my poor knowledge of the French language, I am impressed by its contents. Even if you don’t understand everything that is written, the included colour images with the various model descriptions alone are sometimes almost enough to understand how it works. Even if it is only for inspiration, looking at this magazine is definitely worth it.

The MGN Documentation Center has most of the issues with a few small gaps here and there. But don’t worry, they can all be viewed up to and including 2017 on the CAM website and can also be downloaded from there. The website is similar in design to that of the MGN and other foreign websites, with the difference being news from a few local French departments. You will find your way around via the menu (after some trial and error).

In addition to the Magazine du CAM, older magazines are also included, such as the French and English Meccano Magazines. Descriptions of super models, in French, are also included.

If, like me, you sometimes browse the internet for inspiration for information about Meccano, this French website is well worth a visit. Models can be viewed by subject, as well as by member. Many models are provided with detailed illustrations in colour, so that language is less of a barrier.

You may remember the impressive models in Meccano of the famous Sagrada Familia in Barcelona and the Notre Dame in Paris. Both are described in detail with pictures as *project d’exception*.

The address on the internet: <https://www.club-amis-meccano.org>

**Page 24**

**Your voice is heard**

**F1 & Meccano**

“Look at the advertisement on the air intake of this Formula 1 car at Spa Francorchamps!!!”, said Rolf Roozeboom. The photo comes from the Facebook group of constructor Méan, and the car is driving in the La Source bend. It concerns a 1994 F1 Lotus 109 of Philip Adams.

[With apologies from the editor for the poor quality of the photo, but too nice not to post.]

**Storage system**

Gerard Doornekamp sent his storage system for Meccano, contents of box 10. He is happy to share this with you all.

**Storage system**

Jan de Goede was a baker in his working life and when he retired the bakery came in handy for his passion Meccano. What could be better than using the breadboards, in addition to a toolbox, to store your Meccano in an organized way?

**Members’ Work**

Sometimes, in addition to photos, videos are also placed on our MGN website.

The story of Peter Duijff and his crane from MN42.2 has had (extra) photos placed after it was published.

Photos and videos are also being placed now regarding the Roller Bascule Bridge by Pieter ‘t Hoen.

So take a look at our website under the heading ‘Werk van Leden’ (Members’ Work).