In Reply

In these columns we reply to suggestions regarding improvements or additions to the Meccano and Hornby Train systems. We receive many hundreds of such suggestions every week, and consequently we are able to publish only ideas that show particular interest or ingenuity. Every idea, however, whether acknowledged in these columns or not, is carefully examined and considered. Practical suggestions that prove to be in popular demand are marked down for adoption at the first available opportunity. It would be of great assistance if readers, when submitting suggestions for consideration, would write them on separate sheets of paper and include their name and address on each sheet used.

Suggested Meccano Improvements

"SUGGESTIONS" ANNUAL.—Thank you for your suggestion that we should publish every year a book containing a selection of articles from the "Suggestions Section." We already have a scheme of this nature in hand, and we hope to make an announcement concerning it before long. (*Reply to Colin Acland, Rockdale, Sydney, Australia*).

IMPROVED CLOCKWORK MOTORS.—We are experimenting with the possibilities of re-designing the Clockwork Motor to conform in shape with the Electric Motors. We note that you consider the new form would be more suitable in model motor-cars and similar models. (*Reply to J. E. Lockett, Manchester; F. Bennell, London, N.W.2; N. C. Aldons, Ipswich; R. P. Cole, Tring, and others*).

SMALL CLOCKWORK MOTOR.—We are not in favour of introducing a Meccano Clockwork Motor of the small size that you suggest, as such a motor would be adaptable to very few models. (*Reply to W. Chisholme, Morley, Nr. Leeds*).

SLOWER CLOCKWORK MOTORS.—We regret we are unable to adopt your suggestion as it is not possible to reduce the speed of the Clockwork Motors without a corresponding loss of power. (*Reply to N. Horton Smith, Oversley, Nr. Alcester*).

Suggested New Meccano Parts

IMPROVED CHANNEL SEGMENTS.—We shall bear in mind your suggestion that the small lug at each end of the Channel Segment should contain two holes instead of one, in order that these parts may be connected together more rigidly. (*Reply to S. D. Cozens, Alberni, B.C.*)

TYRES FOR 3" WHEELS.—Your idea for using up old inner tubes of bicycles to make tyres for the 3" Wheels is very good, and it is possible that other readers may care to adopt it. (*Reply to S. R. Bansal, Delhi, India*).

THREADED STRIP-COUPLINGS—We have experienced very little demand for these parts, but your suggestion has been duly noted. (*Reply to J. A. Grant, York*).

STEERING WHEELS.—We are unable to adopt your suggestion concerning the manufacture of steering wheels for model motor-cars, etc., as the existing parts may be used for this purpose quite easily. (*Reply to D. Davies, Bedford*).

2" RUBBER TYRES.—The question of introducing rubber rings similar to the existing Part No. 142, but of a diameter to fit the 2" Pulley Wheel, has been noted and will be examined carefully. (*Reply to M. Plummer, Guernsey, and H. N. Upward, St. Albans*).

ARCH PLATES.—Your suggested part is very ornamental but would serve no useful purpose. Excellent arches may be made with the existing Curved Strips. (*Reply to B. Manson, Beaconsfield*).

MOTOR-CAR ACCESSORIES.—We are unable to adopt your suggestions regarding the introduction of miniature speedometers and imitation glass windows, etc., for use in connection with model motor-cars. These parts would be only ornamental, and would serve no useful purpose. (*Reply to N. C. Aldous, Ipswich*).

MINIATURE TYPE-FACES.—We are interested in your suggestion that we should introduce a set of miniature type faces, mounted in such a way that they may be screwed to Meccano parts like ordinary nuts and bolts, for use in connection with model printing machines and type-writers. The possibilities of your idea will have very careful consideration, but we fear that it would prove very costly to put into practice. (*Reply to R. de Y. Bateson, Harrogate*).

Suggested Hornby Improvements

STEAM TRAINS.—We regret we are unable to adopt your proposal regarding the introduction of steam-driven locos. Clockwork and electricity are by far the most popular forms of motive power in small model railways. (*Reply to C. Hare, Southport and J. Watson, Liverpool*).

ELECTRIC LOCOS.—We note your suggestions that ordinary Hornby locos should be fitted for electrical working. Meanwhile we would mention that the Hornby Riviera "Blue" Loco may already be obtained equipped in this way. (*Reply to A. Hodgkinson, Fleetwood; J. Archer Rossall Beach and S. Abbott, Lesmahagow*).

ELECTRIFYING LEVEL CROSSINGS.—Your suggestions are receiving careful consideration. (*Reply to A. Hodgkinson, Fleetwood, and C. G. Draffery, Musselburgh*).

SLIP-COACH ATTACHMENT.—The question of slip-coach operation has received attention for some time past. We note your various suggestions. (*Reply to J. P. Bartlett, Cowes; M. Beach, Southampton; and others*).

SINGLE-TRACK LEVEL CROSSING.—We shall consider the advisability of introducing this accessory in addition to the existing crossing. (*Reply to A. V. Strong, Cardiff; F. T. Dyer, Felsted, Essex; C. G. Draffery, Musselburgh; and S. J. Colman, Cardiff*).

COLOURED SMOKEBOXES.—See our remarks on this subject in the May "*M.M.*" (*Reply to J. H. Neville, Darlington, W. Australia*)

SLOW SPEED FOR LOCOS.—See our reply under the heading of "Two-Speed Gear for Locos" in the May "*M.M.*" (*Reply to S. Christopher, Newport*).

HORSE VAN.—We will go carefully into the question of adding to Hornby rolling-stock a special van of the type used for conveying horses by rail. (*Reply to R. Lyle, Hereford; D. H. McNiell, Dunloaghaire, Co. Dublin; E. Watson, Hebden Bridge; K. Thompson, Belper; W. Buckell, Penge, S.E.20; J. Gilchrist, Hemel Hempstead; and others*).

BRAKE ON TURNTABLE.—Your suggestion that the Turntable should be equipped with a brake has been noted for further consideration. (*Reply to N. F. J. Ward, Berkhamstead, and J. P. Bartlett, Cowes*).

TWO-SPEED GEAR FOR LOCOS.—See our reply on this subject in the May "*M.M.*" With reference to your suggestion for vacuum brake pipes we would refer you to the January issue. (*Reply to J. H. Neville, Darlington, W. Australia*).

IMPROVEMENTS IN LEVEL CROSSING.—We shall carefully examine your suggestions, to the effect that the rails on Hornby Level Crossings should be of the standard single-rail length and spaced apart to conform with Parallel Points. (*Reply to A. V. Strong, Cardiff*).

FAIRLIE LOCOMOTIVE.—We regret we are unable to adopt your suggestion regarding the introduction of this type of loco. (*Reply to H. Smith, Weymouth*).

LIVE RAIL FOR CROSSINGS, ETC.—We would point out that in actual practice "live" rails are not laid down on level crossings, owing to the great danger that they would constitute to pedestrians and road traffic using the crossings. The impetus of the train must be relied upon to carry it over this "blind spot" in the track. We shall bear in mind your suggestion re electrified Turntables. (*Reply to L. Ison, Northcote, Victoria*).

2-4-2 AND 4-4-2 LOCOS, ETC.—Your various suggestions regarding alterations and additions to the existing Hornby locos have been noted. It is our opinion, however, that these alterations would not improve to any great extent the general efficiency and appearance of the locos, but they would result in a big increase in the price of same. (*Reply to E. Crilley, Kenilworth; C. Dawe, London, E.17; J. H. Neville, Darlington, W. Australia; A. Machin, Levenshulme, Manchester; Rhodes Laird, Pukekoke, Auckland, N.Z.; and J. Spencer Smith, York*).

EIGHT-COUPLED LOCOS.—Locomotives with eight coupled wheels would be quite unsuitable for Gauge 0 working, as they would be able to negotiate only curves of very large radius. (*Reply to H. A. Trim, Guildford*).

LIFE GUARDS FOR LOCOS.—The advisability of adding life guards in front of the loco wheels, as in actual practice, will be examined carefully. (*Reply to A. J. Young, Sheffield*).

LARGE PETROL TANK WAGON—There appears to be little demand at present for an eight-wheeled (two bogies) petrol tank wagon. (*Reply to H. A. Trim, Guildford*).

CLOCKWORK LORRIES, ETC.—The manufacture of clockwork motor-lorries and model taxis would constitute a departure from our usual practice. We suggest that Meccano models of these accessories should be used in conjunction with Hornby railways. (*Reply to E. L. Chapman, Toronto, N.S.W.*)

VARIABLE SPEED FOR LOCOS.—We doubt whether your suggestion regarding the addition of speed-changing gear in Hornby locos is practicable, although the possibilities of a slow drive for goods locos have engaged our attention for some time. (*Reply to D. R. Heeramaneck, New Gamdevi, Bombay*).

LARGER VIADUCTS.—We do not think that a Viaduct fitted with taller arches would be of much practical use in a Hornby layout, for it would necessitate the provision of steeply-inclined approaches. (*Reply to G. Harvey, Woodford Green*).

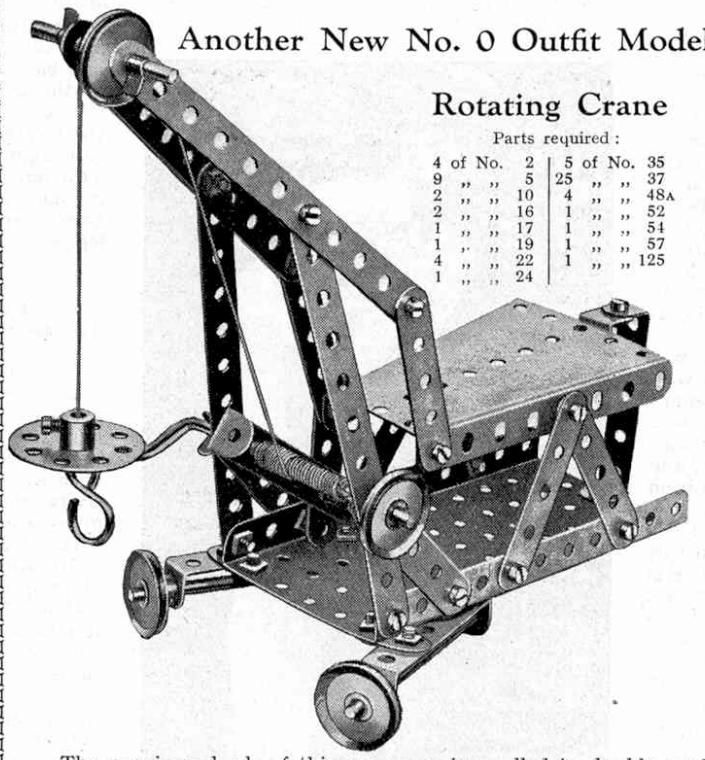
"SOUTHERN COLOURS."—We continue to receive a large number of letters on this subject and shall be pleased to hear from all other readers who are in favour of the introduction of Southern Railway livery to Hornby Trains. See our replies in previous issues. (*Reply to H. G. Bridge, Bournemouth; H. Helliwell, Sheffield; D. F. E. Nash, Sutton; H. Smith, Weymouth; J. Neville, Darlington, W. Australia; and others*).

Another New No. 0 Outfit Model

Rotating Crane

Parts required:

4 of No.	2	5 of No.	35
9 " "	5	25 " "	37
2 " "	10	4 " "	48A
2 " "	16	1 " "	52
1 " "	17	1 " "	54
1 " "	19	1 " "	57
4 " "	22	1 " "	125
1 " "	24		



The running wheels of this crane are journalled in double angle strips bolted to the base plate and secured at an angle by means of flat brackets. The rear of the base plate is supported on a double bracket. The jib is bolted loosely to the supporting $5\frac{1}{2}''$ strips and is connected by $2\frac{1}{2}''$ strips to the sector plate which pivots about its supporting bolts. By moving this sector plate the elevation of the jib may be altered as desired. The movement is controlled by a double angle strip mounted on the crank handle and connected pivotally to the plate by means of a $2\frac{1}{2}''$ strip. A reversed angle bracket bolted to an upright double angle strip in the rear of the model serves to restrict the movement of the sector plate.

This model secured First Prize in the Overseas "No. 0 Outfit" Competition for H. W. Turner, of Hastings, New Zealand.