

GOING UP IN THE WORLD



A history of Simon Engineering, the development of the powered access industry and a lifetime as an engineer, by Denis Ashworth

Ashworth was a keen engineer and from an early age found himself in at the very start of the modern powered access industry.

His book is an unusual combination of autobiography and history of Simon Engineering Dudley, a pioneer of the powered access industry and at one time, the world's largest manufacturer of aerial lifts.

The coffee table sized book, is highly readable and includes around 150 photographs and drawings from the very beginning of the industry. It is a 'must read' for anyone who is interested in powered access, the hydraulic equipment industry or in comparing modern day engineering challenges with those of an entirely different era.

The book is available direct from the publishers at £19.50, plus £4.50 postage and packing.

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Spierings City Boy

The Spierings City Boy is a three axle crane designed for city centre applications and it is capable of being entirely battery electric powered. It also has a single cab used for both the road and crane operation. This model is 1:50 scale and is made by WSI models.

A comprehensive manual provides information about the real machine. It has an illustrated parts list, and many colour photos describe the assembly. This is a complex piece of model engineering and as the manual advises, care is needed when handling it.

The underside of the carrier is very detailed and has independent steering and sprung suspension on each axle. The outriggers have metal beams with sharp chevron graphics. Four metal spreader plates are also included.

The large cab has a detailed interior and a display monitor is clearly visible. It can be raised and lowered up and down the mast using a winch. The seat in the cab can be rotated from the road driving to crane operating positions.

The superstructure has City Boy graphics and there are holes provided

in order to operate the winches with a supplied key. A ladder on the crane superstructure can be folded down. The tower is a telescopic structure. It has a lattice cable rack with a soft cable run, and because of the small scale the cab rail is modelled as separate parts rather than telescopic as on the real machine.

The metal jib is fully triangulated and mechanically complex. The assembly ropes, cables and ties are made to tight tolerances to enable a good looking jib profile. The real crane has a telescopic end section which is provided as a separate part because of the difficulty in modelling a telescopic section in this scale. The jib can be unfolded and either posed horizontal or luffed at an angle just like the real crane.

The trolley is metal, and ropes to move it can be fixed to enhance the accuracy of the appearance although the system is non-functional.

The model poses best fully erected, but it is possible to produce a reasonable transport mode. This type of machine is a real challenge to model in 1:50 scale and WSI have made a very good job of it. There are some inevitable compromises but the focus on high detail has produced a very authentic looking model. It costs €250 direct from the Spierings web shop.

To read the full review of this model visit www.cranesetc.co.uk

Cranes Etc Model Rating

Packaging (max 10)	8
Detail (max 30)	28
Features (max 20)	16
Quality (max 25)	21
Price (max 15)	11
Overall (max 100)	84%



Posed with a luffing jib



On the road



Very detailed cab



Outriggers include spreader plates



Fully erected