

Builder of Titans

In 1999 Sir William Arrol & Company finally closed the doors on its last outpost in Scotland, drawing a line under its 130 year history. A year or two earlier its then owner NEI Thompson had donated its substantial archive of 10,000 photographs, a few drawings and other material to the Royal Commission on the Ancient and Historical Monuments of Scotland. Since then the Commission has been working its way through the archive tracing the history of each photo and drawing. It has published two catalogues on the collection which make for interesting reading by any crane enthusiast. The slimmer volume covers Scottish material while the other is headed 'A Guide to the International Material'.

William Arrol (1839 - 1913) started the business around 1870 and moved to its long term home at the Dalrnock Iron Works in 1872. The company was originally a structural steel company designing and building bridges and other structures. Notable buildings included steel framed power stations such as Battersea and large production plants including the Ransome and Rapier crane plant in Ipswich built in 1898.

Arrol began building cranes in 1907 when it designed and built a large Titan hammerhead crane for John Browns of Clydebank. The company subcontracted Stothert & Pitt of

Bath to provide the crane's running gear including slewing gear, hoists, controls blocks and cables. In 1910 it took over Appleby Crane & Transporter Co of Parkhead, Glasgow to increase its crane production without the need for subcontractors. It went on to produce a wide range of cranes including tower cranes, wharf cranes, floating cranes, electric overhead travelling cranes and Goliath gantry cranes. But it is best known for its Titan hammerhead cranes of which only 14 now survive.

In the 1960's the Industrial Reconstruction Corporation was busy consolidating the UK's crane

builders and Arrol was one of six crane companies placed under the wing of Clark Chapman which then became Northern Engineering Industries (NEI), NEI Thompson and finally Clark Chapman which survives to this day.

If you are at all interested in structural engineering, bridges, early construction or cranes then you will thoroughly enjoy dipping in and out of these books. In addition to almost 100 large photographs from 1898 onwards, it includes a brief but comprehensive history of the company and each photograph is meticulously researched and captioned. The book also contains a

full list of the company's projects by date, as well as a country by country listing of the cranes delivered and projects carried out. The Scottish book has a good deal less information than the International catalogue. If your budget will stretch to it, buy both catalogues, if only one then the International book is without question the one to go for.

The catalogues can be ordered on line at www.reahms.gov.uk or call the secretary on 0131662 1456 price: £8.00 for the International and £3:00 for the Scottish. Or via booksellers - ISBN 1-902419-22-7



Towable scale

The number of mass produced scale models of trailer lifts are extremely rare, and JLG is the only major company that we are aware of that has commissioned such a model.

Built in its more recent 1/32 scale the T-350 model is extremely well executed and detailed. Unlike some of the company's larger models it is very much a scale model for collectors and not at all suitable for



Detail is excellent



Ready for the road



Boom raised...



...and extended

children. The dedication to accuracy makes for a great model but it does mean that it is extremely delicate. As a result it needs careful handling when setting up.

All of the hydraulic cylinders and joints are nicely tight enabling it to be set up in any configuration without boom or basket dropping. This includes the outriggers which work well as well as being faithful to the original. All in all a very good and desirable model.

The T-350 model can be purchased from JLG dealers or online at www.jlg.com for £39.99 plus tax.

Towering Potain

Model collectors have waited a long time for a 1:50 scale tower crane to become available and at Bauma 2007 prototypes of two models were shown. The first to be available is the Potain MDT 178 topless tower crane from the Manitowoc Crane Group, made by TWH in China.

As befits the model it comes in a very large box over 1.1 metres long and this is because the model is supplied largely made up, with little assembly needed. It even has all of its reeving done, so this is an easy model for the non-expert and a clear



Trolley and hook

The operator's cab has opening doors and windscreen wipers on the windows. Electrical cabinets have realistic cabling which connects to the various motors and really enhances the quality feel of this model. The Potain MDT 178 has distinctive styling and the scale model copies this perfectly with the counter jib and counterweights being just like the original. The main jib is an excellent piece of model engineering being true and straight over its one metre length.



Detailed cab area



Excellent mast sections

instruction guide makes the building required very easy.

Size is not substituted for detail and this model is top notch in this regard. The mast sections are excellent and are complete with platforms and ladders and the ladders are even fitted with safety cages.

A model to look up to



A small metal key is provided with the model and this can be used to operate the hoist and the trolley mechanism. There is also a working service derrick and an operational concrete skip provides a load. The crane can be displayed at different heights up to 1.4m tall depending on the number of sections used in the mast. An optional climbing frame will be available for the crane soon and this will enhance the model further.

This is a high quality scale model which has excellent detailing and is made extremely well. Even with a price of around €400 it is very good value for money.

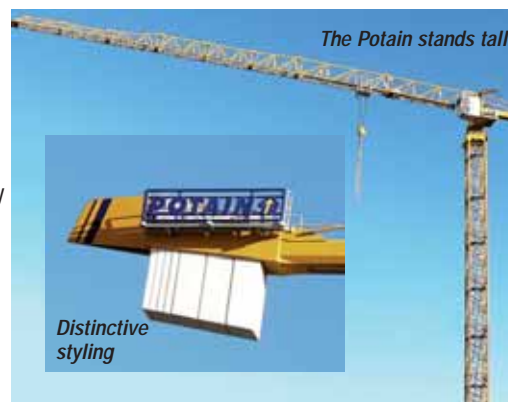
This is the first large tower crane model in this scale. TWH has done an exceptionally fine job combining top class model engineering with excellent detailing. Its size is such that anyone who sees it cannot fail but to be

impressed. It is first class and fully deserves to be a Cranes Etc Top Ten Model.

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

Cranes Etc Model Rating

Packaging (max 10)	9
Detail (max 30)	27
Features (max 20)	17
Quality (max 25)	23
Price (max 15)	12
Overall (max 100)	88%



The Potain stands tall

Distinctive styling

Battery book



The Trojan battery maintenance guide is a handy publication no matter what batteries are fitted to your aerial lifts.

Trojan Batteries has published a handy pocket sized book on the maintenance of deep cycle batteries. The booklet takes a very simple straightforward approach to looking after the batteries that are used on most aerial lifts.

The content is clearly structured, with no waffle and a clean, clear layout and good quality diagrams where necessary. Subject matter includes: A simple step by step checklist for routine inspection; Torque settings for different types of battery connectors; How to carry out specific gravity testing; Open circuit voltage testing; How and

when to top up with water; check points on cleaning, storage and charging; How to equalise wet batteries and connect them up for different power outputs and finally a glossary of battery terminology and a few lined pages at the back are left blank for notes.

Make no mistake this is not a bedtime read no matter how passionate you might be about deep cycle batteries. It is though a tremendously useful and helpful day to day guide for anyone who is responsible for looking after battery powered lifts of cranes.

Copies can be obtained from Trojan battery or from your local master distributor.

www.trojanbattery.com