

of the Contrate are double tapped, so probably all the bosses are.

- The Gearwheel and Pinion mesh at two hole spacing and their teeth look coarser than MECCANO. From the illustrations they appear to have about 33 and 17 teeth respectively and if that is correct their module would be 0.8. In one model the Gear is shown with six spokes instead of four.
- All the parts except those made of brass are said in the Manual to have a black metallic finish.

SUMMARY OF MANUAL. #Name: MODELLO. #Details of maker: none but logo with crossed keys and 'J B' on front cover. #Dates &/or

Ref Nos: none. #Page size: Approx. 290x200mm deep. #No of pages: 40 + covers. #Language: English. #Printing: B&W line drawings. The cover is shown in MCS, Part 5. #Page Nos of Parts List & highest PN: 3,36. #Page Nos. of Set Contents & highest PN: 38,37. #Sets covered: 1-6. #No. of models for each set: 40,40,25,20,15,10. #Name, Model No., Page No. of first & last model of each set: 1: Sawing jack,1,4; Handcart, 40,6. 2: Stool,41,7; Water wheel,80,12. 3: Chair,81,13; Portable bridge crane,105,17. 4: Swing crane,106,18; Log saw,125,23. 5:Overhead crane,126,24; Pit head,140,29. 6: Hauling Gear,141,30; Large lift bridge, 150,36-7. #Other notes: all particulars were taken from a photocopy.

COZZONE *Builds a thousand Toys, Brings a thousand Joys* - ah, me! That's the slogan in the illustration opposite of the #500 COZZONE Construction Set, which Richard Symonds spotted in a 1992 issue of Collecting Toys (#6). The top half is the lid of the Set, and although it won't be very clear, you may be able to make out a Ferris Wheel in the background and a Jeep type vehicle that the boy is working on. It's essentially a framework of rods, or more likely tubes, with some panels with formed ends that slide over or clip onto them. Some unions can be seen and may apparently be located anywhere along the tubes, perhaps the latter have threaded ends and screw into the unions.

The lower half shows the set itself, with some tubes and panels of different lengths, and 4 wheels with tyres, like those on the Jeep. It's not absolutely clear but I think the ruler at the top is 12" long, and in that case the diameter of the tubes might be about 1/4" and the wheels 3", and the longest tubes and panels, 10 or 12". Although it can't be seen an electric motor was included in the set.



A Mr Lawrence Giancola supplied some historical details that accompanied the illustration and a letter from him appeared in The Southern California Club N/L for July 1990. In it he gave more details that he had obtained from contacts with the children of the original Mr Cozzone. Putting these two accounts together it seems that The Cozzone Corporation was founded by John A. Cozzone during the 1930s and was located at 18 Nuttman Street in Newark, NJ. Originally they made fishing reels and during the war, parts for incendiary bombs. Afterwards it was decided to develop a constructional toy and the Set #500 was manufactured around 1948 and 1949. There were other Outfits shown in their catalogue but they were never actually produced. The machined parts were costly to make and the

sets were probably too expensive to sell well; \$12.99 was found crayoned on one surviving Set. Most were sold by mail order as few stores carried them. As late as the mid 50s one member of the family remembers there being 40 or 50 sets unsold.

The Company never made any other toys; John Cozzone died in 1968 and his son Tom took over - the firm's name was changed to the Tomrette Corp.

The piece in the S. Cal N/L gives the impression that there had been mention in a previous issue of a set that Mr Giancola had found, but I haven't been able to find an earlier reference.

DER KLEINE KONSTRUKTEUR? Ignore the question mark for the moment, DER KLEINE KONSTRUKTEUR (DKK, say) is covered well in MCS and is a small 1950s East German system that has quite a few parts that rather resemble STABIL, but the Flanged Plates are extra wide like those of KONSTRUKTION. The hole spacing is given as 12mm and the question mark is because Richard Symonds has come across some parts that look virtually identical to those shown in MCS but have 10mm spacing.

A mistake in MCS? Possibly, but trying to use the information in MCS didn't provide a positive answer. And if the pitch is really 12mm there's another system, as yet unknown, which looks very like DKK, only smaller.

Richard's find didn't include any circular parts, N&B, and fittings, but most of the other items shown in MCS were

there, including 2h Strips and normal Fishplates. He kindly sent over samples of many of the parts and a photo of the rest. All are nickel plated but rather dull looking, and the only differences from the MCS illustrations is that the slot-holes have large radius (BRAL-like) ends, and are all about 9 1/2mm long, and the ends of the Strips are not fully rounded - at 6.4mm radius they are more like those shown for the Fishplate. Holes are all 4.3mm dia (except 4.2mm in the one 11h A/G he sent) and the parts are accurately made except that the hole pitch in that A/G is 10.1mm.

While discussing DKK, I noticed when looking at MCS, that the FB p7 shows the #2 Set and that on its box lid it is called ELEKTROBAUKASTEN. It is said to be an add on outfit and it probably contains a motor and some gears, but whether any new (electrical?) parts are included isn't clear.

ITEMS FROM LETTERS

1. Numerous points of interest from Jeannot Buteux. • A Swedish set called **LEKSAKSSAMLARMARKNAD** that he saw at a Toy Fair in Helsingborg, Sweden.

- An unknown **aluminium system** with an unusual pattern of Braced Girders, but unfortunately too expensive to buy.
- A plastic set called **TEX** but also, according to one source, a metal set with the same name.

• An early 1916 version of the French **CONSTRUCTOR** system with parts similar to those in MCS but black, and up to twice the size.

• **DELOUTAX**, another translation of the Japanese name for DELTAX/DERUTAXE, see 11/288.

• Another recently discovered Scandinavian system, **DVS INGENIØR**.

• A manual for Danish **TEKNO** dated 1931, which is several years before previously known dates. [TEKNO has TRIX-style parts but a much larger range including more gears and circular parts. The Manual's date is only just after the original German Patent of September 1930 and it would be of interest to know the range of parts in the 1931 Manual.]

• News of a new Dutch set called **MECHATRONICA**. It seems to be intended for industrial use and is composed of a selection of TEMSI red and green parts, including the Temsi version of the 6-speed Richard motor, plus special parts, probably mostly electr(on?)ic. Shown in the brochure is an automatic beer pump which fills a glass placed on a stand in the machine. [The ultimate exhibition model?] The Set costs f 295 (plus tax) and the address of the manufacturer is BTC-Metaal, Postbus 2600, 3430 Nieuwegein, Fax 03402-53188. [I understand that this Outfit has been on sale for 2 or 3 years but is no longer available.]

• **Temsi** (11/292) has licensed production to various firms including **ESCHO-PLAST**.

• On **A.W.S.** (11/294), it appeared in about 1947 and one set known was marked by its purchaser as being bought at Baden-Baden in Sept 1952. [The reason I think the Manual in OSN 11 was from the 1930s is that the highest prize mentioned in it was parts to the value of RM5 - a sum that would have bought a MÄRKLIN No.0 set, say, in the 30s, but very little, I suppose, postwar.]

• Other colours for some **ÉCÉPÉ** and **MÉCANIC** parts (12/314) were tried, green for example and grey Wheels. The brackets around the Sets E and D bis mean that they were not available until towards the end of the ÉCÉPÉ period.

• On **MECHANIKUS** (12/321), a HELLER-MÉCANICUS set was bought [new?] in Belgium in about 1980 and enquiries made it clear that it was not connected with the French toy firm Heller. A town Schmalkalden was mentioned several times in the Manual and it turned out that it was in what was East Germany.

• **BURGSTÄDTER** (12/324) has also been sold under the names **PLASTICART** and **PLASTIKART**.

• A bridge made from the **LILIENTHAL** parts (11/295) is on display at the Deutsches Museum in Munich.

• **TUBA** was also made in Berlin and it appears to be the same as the UK version shown in MCS. The Plates were available in gold, yellow, green, red, and blue, and were also sold as special kits.

• Two different versions are known of **FIX**, **HOHA**, **GLOBUS** and **IMPERATOR**.

• On **METEOR** (12/302), its period was from the 1930s to at least the 1950s, and a nickel finish was used before painted parts were introduced. Parts from a 1950s set were brass plated.

• On **MIGNON** (10/262), one Angle Girder has been found which is made of steel, nickel plated.

• There were actually 10 'Groupes' in **MULTIMOTEUR** (12/304), the 10th being 'Traction Électrique'. Each Groupe is composed of several sets with a total number of between 70 and 100. From Groupe P (Prospection), sets P6, P8, P11, P12, and P13 are known but there were others, though not all were necessarily on sale at the same time. There was only one manual with the P13. Other examples are the '1^{er} Cycle' with 25 sets from C10 to C34, and 'Mécanique' from M80 to M99. Members of Constructorama possess many sets, some 20 manuals, and in particular the 6th edition (undated) of the 'documentation général'.

• **COZZONE** (12/313) was mentioned in a Dutch book, and the date given for a set shown in it was 1952.

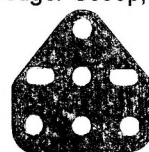
• A **Märklin** catalogue of display models for dealers, some of which are 3 or 4m long.

• And a couple more new names, **MAKKO** and a German system called **FERROX**.

2. From Richard Symonds. • The ad (below) showing a photo of the box lid (or manual cover) of a second-hand **GILBERT RIDE-IT ERECTOR** set. That's a new name to me. The main illustration is of a fairly modern looking boy in the driving seat of a Jeep type vehicle. The only printing on it that I can read is 'First Life Size Erector' and 'Build any of 5 different vehicles you actually ride and steer'. Apart from the Jeep, the 4 other vehicles are probably shown in the white circles, but only one, a 3-Wheel Scooter, can be clearly seen.



• A photo of some yellow and green parts that were all in one lot from a Toy Fair. Some are **THE ENGINEER**, see 12/328, and others seem compatible, including a 47.5mm dia Pulley with no holes in its face, a small Dredger Scoop, and a Flat Trunnion with 7 holes, 2 of them elongated (opposite). Some of the other parts might be for a road grader or snow plough, and are painted the same green and have the same hole size. Finally a canvas belt, 2" wide and 36" long with 10 nickeled Scoops, 1" by 2" wide, clipped to it, and some wooden rollers, 1" dia x 2 1/8" long, with Axles, 4"x3/16" dia through them.



• A copy of an American fortnightly advertising paper called **Toy Shop**. Over 200 pages full of small ads but only 6 classified for OS, including 3 wanted and 2 for current spares, and I didn't spot any OS in a quick look at the dealers' lists. Full details on request.

3. David Hobson sent one or two items on **Gilbert** in the UK. The 1921 GPO London Trades Directory lists The A. C. Gilbert Co. as a manufacturer of Gilbert toys, and scientific and educational toys, at 125 High Holborn, WC1. In a local South London paper (The Blackheath Guide and District Advertiser), Gilbert toys and ERECTOR were prominent for the first time in the 1921 pre-Xmas ads. They included: • Dubois of Lewisham who advertised various sets from 7/6, and the No.6 'includes a powerful motor which will operate any ERECTOR model'; also 'The New Wheel Toy' which made 12 models, 32/6 [see 8/198]. • John H. Bailey of Blackheath had, as well as the full range of MECCANO and PRIMUS outfits, **Gilbert sets**, including the Hydraulic and Pressure Set, the Light Set, the Gilbert Air-Kraft, Mysto Magic, etc. Mr. Bailey also announced, 'I have procured at low price a number of the Gilbert Machine Guns (B654). These I am offering at the absurdly low price of 5/11 each. These Machine Guns have a steel barrel and fire a wooden

COZZONE: SETS 300 & 500 This post-WW2 American system was mentioned in 12/313 but only now have parts come to light, in the shape of two sets, a No. 300 and a No.500, the latter hitherto thought the only size actually produced. Neither is quite complete but both have the (same) manual. They belong to Kendrick Bisset and what follows is based on the material he kindly sent.

THE PARTS The manual has a price list of parts and full-size illustrations of all of them except the Motor. They are shown opposite at ¾-scale except that only one each of the Swivel Rod, Stud, & Plate illustrations is included.

The **Swivel Rod** is aluminium bar, 4.78mm (¾") Ø, with each end turned down to form a spigot. Each spigot is fitted with a union, retained by the end of the spigot being peened over. The union is in effect a hexagon bolt (6.4mm A/F) with a 10-32 (about ¾"o.d.) thread, bored out to slide over the spigot. It is shinier than the rod, and is probably nicked brass. The spigot's peening is such as to allow the union to rotate, but with minimal longitudinal play. Thus a Rod is just free to turn when a union is tightened into a Coupling and is not quite 'solid' with it.

The **Studs** too are solid aluminum, the same diameter as the Swivel Rod, and with one end threaded.

The **Hexagon Coupling** is tapped through from all faces, and the inside seems to have been machined out to some extent, with no sharp edges where the tapped holes intersect. (As Kendrick wrote, this must have been an interesting tool!) The finish is like the Swivel Rod union. The **Square Coupling** has not been seen.

The **2" Wheel** is made of hard rubber, and reminds one of those in GIRDER BILT and other cheap post-war aluminium sets. Its centre however has a spindle embedded in it, which looks as if it is a short length from one end of a Swivel Rod, but with straight knurling along it. The union is on the Wheel's inner face of course, with about ⅛" of the rod showing between the union and the wheel. On the outside the end of the rod is peened over to hold a steel hub cap in place.

The **1" Wheel**, called a Steering Wheel, has not been seen but looks as if it may be a push fit on a Stud or a Swivel Rod union. (Most of the wheeled 300/500 set manual models call for 'Wheels W1' but the Wheels on the models look to be the 2" size, as found in the sets, so W1 may have been an earlier designation of the 2" version.)

The **Plates** are of 0.26 mm thick tin, painted either red, near white, or a pale cream on one side. The back is a yellow coating, with overspray of the paint in some instances. To use them the manual says 'hook the two-fingered end around the first rod, and snap the single finger around the other rod'.

The **Track Holders**, T1, are said in the manual to snap onto the Rods and then toy train track can be laid on them.

The **Spanner, Constructorule, & Motor** have not been seen. The Motor looks like the early version of the one in THE CONSTRUCTIONEER (see 9/206).

Certain other parts, not in the price list or the illustrated parts, are needed for some of the Motor-driven, non-outfit fairground models in the manual. They are a **Pulley P1**, a **3-**

Part No. R9, Swivel Rod.....	18¢ each
Part No. R8, Swivel Rod.....	17¢ each
Part No. R7½, Swivel Rod.....	17¢ each
Part No. R7, Swivel Rod.....	16¢ each
Part No. R6, Swivel Rod.....	16¢ each
Part No. R5½, Swivel Rod.....	15¢ each
Part No. R5, Swivel Rod.....	15¢ each
Part No. R4, Swivel Rod.....	14¢ each
Part No. R3, Swivel Rod.....	14¢ each
Part No. R2½, Swivel Rod.....	13¢ each
Part No. R2, Swivel Rod.....	13¢ each
Part No. R1½, Swivel Rod.....	12¢ each
Part No. R1, Swivel Rod.....	12¢ each

Part No. S1¾, Stud 1¾-inches.....	3¢ each
Part No. S1½, Stud 1½-inches.....	3¢ each
Part No. S1¼, Stud 1¼-inches.....	3¢ each
Part No. S1, Stud 1-inch.....	3¢ each

Part No. X1, Hexagon Coupling (8 holes).....	12¢ each
Part No. Q1, Square Coupling (6 holes).....	12¢ each

Part No. P2, Plate 2-inches.....	4¢ each
Part No. P3, Plate 3-inches.....	5¢ each
Part No. P4, Plate 4-inches.....	6¢ each

Part No. T1, Track Holder.....	6¢ each
Part No. WR1, Wrench.....	15¢ each
Part No. RU1, Cozzone Constructorule*.....	15¢ each

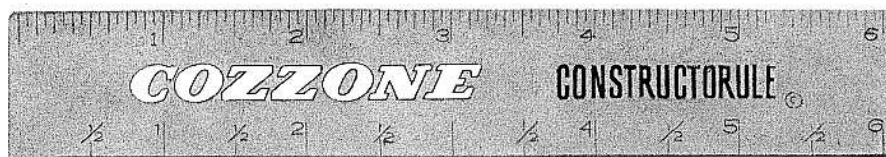
Part No. WH2, Wheel 2-inch diameter.....	15¢ each
Part No. WH1, Steering Wheel 1-inch diameter.....	5¢ each

Part No. M1, Cozzone Cyclone* Electric Motor.....	\$3.95 each
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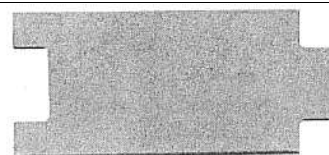
*Registered



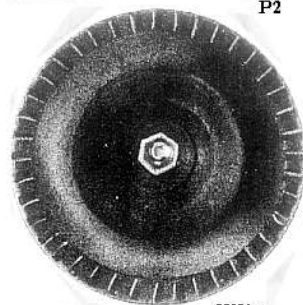
WR1



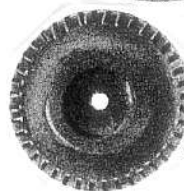
RU1



P2



WH2



WH1



X1



Q1



T1

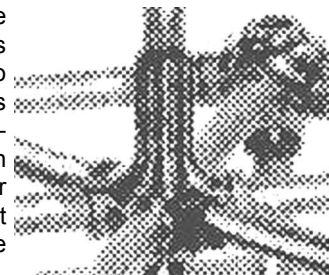


S1¾



R2

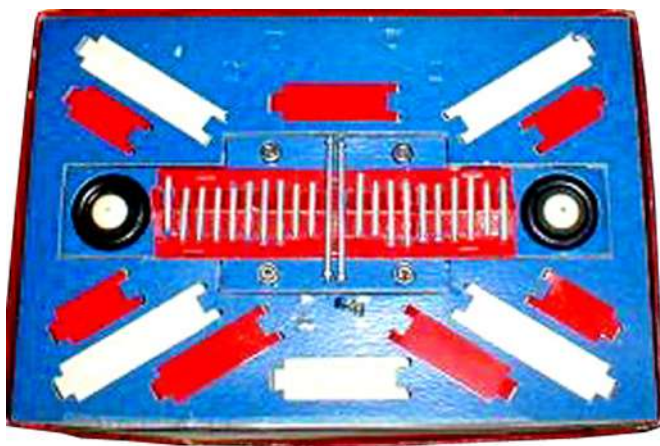
step Pulley U1, a Rubber Belt RB1, a Special Bearing B1, & a long Center Rod, CR1. The Pulley is used in a Ferris Wheel and looks to be 1" or so in diameter. All the other parts are used in the Aeroplane-Whirl shown later, and right, an enlarged view of its upper Special Bearing – it looks at least 1" long with a base tapped to accept 6 Rods.



THE SETS The 300 box is 11*16*1"; the 500, 12½*18½*1". The aprons are red, and both lids are similar, with the 300 shown below right. The parts clip/push into cards made up from 3 sections for the 300 and 4 for the 500. The open 300 box is shown atop the next column with the Rods & Studs as found, and not all of the correct length. The Rule & the Spanner would have been at the top. The 500 is just like the (poor) OSN 12 illustration – it can be seen a bit more clearly on the OSN web site or the MCS extra page.

No official inventories are available for the sets but the





likely contents are given below for the 300 & 500, based on the parts found, & those needed for the models in the manual. There are the not unusual anomalies and the numbers in curly brackets are the total of the parts found in the two sets.

Contents R2: 2,2 {0}. R3: 2,6 {6}. R4: 2,2 {3}. R6: 0,2 {0}. S1: 8,8 {0}. S1¼: 4,4 {17}. S1½: 4,4 {10}. X1: 4,4 {4}. Q1: 0,4 {0}. P2: 4,6 {10}. P3: 4,6 {10}. P4: 4,6 {10}. T1: 0,4 {4}. WR1: 1,1 {0}. RU1: 1,1 {0}. WH1: 0,0 {0}. WH2: 2,4 {2}.

As can be seen from the Price List, many of the Rods, and one of the Studs were not included in the sets.

THE MANUAL It has 12 unnumbered pages, 278*207mm, plus covers. The front is shown below; the oval bottom left has



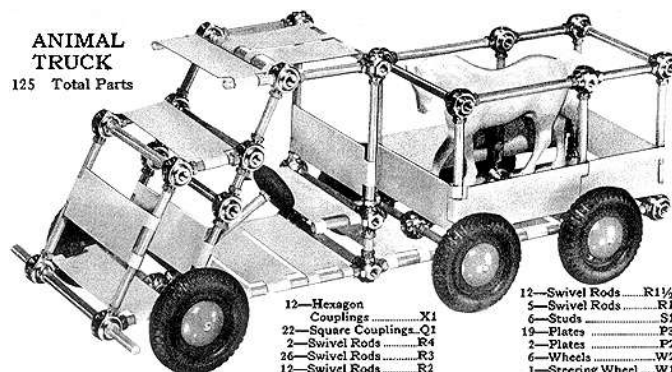
'ANOTHER COZZONE PRECISION PRODUCT' in it, and the blue one on the right: 'Sold exclusively BY CARROM Industries, Inc. LUDINGTON - MICHIGAN'. The other pages are printed black on white, with white on red panels. The non-model pages are: Instructions on C2; illustrated parts on p1; & list of parts with prices on C4. Also on C4 the full address: COZZONE CORPORATION / 18 Nuttman St., Newark 1, N.J.

No set numbers are mentioned anywhere but the 19 smallest models are numbered 301 (HOUSE BENCH on p2) to 319 (COUNTRY CHAIR on p4), and the 14 next slightly larger ones 501 (BED on p5) to 514 (BOARDWALK CHAIR on p6). After that 12 somewhat more ambitious models, which need extra parts - they are not numbered, but are named (COACH on p7 to MERRY-GO-ROUND on C3). A parts list is included for all the models.

Both the 300 and the 500 are quite small sets and the models are modest though reasonably realistic. They are mostly simple Seats & Tables, with a few Carts, 2/4-wheeled for the 300/500. Highlights are a Bench Saw for the 300, and a Bicycle for the 500, though it has 4 Wheels, no pedals, and the saddle is a Coupling. The non-outfit models are generally better and include a Girder Bridge about 30" long, 3 Motor-driven fairground models, the OSN 12 Jeep, and an Animal Truck. The latter is shown below, and also one of the two

Roundabouts (both about 50% full-size). Noticeably absent from the manual are Cranes or any crank-operated motion, and it would be difficult to model mechanical features. Vehicle steering might be possible but would be rather clumsy.

ANIMAL TRUCK
125 Total Parts



HISTORY There is little to add to the OSN 12 account. It is not surprising that COZZONE did not sell very well, the sets were only large enough to allow quite small, fairly uninteresting model to be made, and if the \$12.99 mentioned in OSN 12 was correct, they were by no means cheap. As a comparison an ERECTOR No.6A, a decent set with a mains Motor, cost \$10 in the 1948 Sears catalogue, and \$12.95 in 1952, both post paid. And the best models in the COZZONE manual need many additional parts over those in the No.500 outfit - the Bridge for example requires 62 more Couplings, and the total cost of all the extra parts for it would have been over \$26.

COZZONE would have been costly to produce because of the machining and accurate assembly needed for some of the parts. The 'Another COZZONE Precision Product' on the box was no doubt a proud claim and a good slogan but one that would have been more appropriate to a 'professional' system such as FAC or AUTOMAT. Both of those used frameworks made of Rods or Tubes, but they were sold to customers who could afford to pay for a precision product. Even then such structures were not very versatile for general model building.

In fairness, the use of the unions to attach the Rods made model building easier than with other comparable (and equally unsuccessful) systems such as SPEDICON (17/470) and TECHNICAL TRAINER (23/658 & earlier), and the Couplings were certainly neater than in the latter.

It is claimed in the manual that the provision of the unions, called swivel nuts, on the Swivel Rods was a patented feature but Kendrick has searched the US Patent & Trademark Offices for Cozzone & found nothing relevant.

