DELTA-X, DELTAX, D-180, ET AL In 3/42 Don Redmond noted that the parts shown in MCS for D-180 look identical to those of DELTA-X, [and their PNs correspond], but that similar parts he owned had a hole pitch of 14.0mm against the 14.2 in MCS for DELTA-X and the 12.7 for D-180. Soon after Keith Sketchley kindly sent a D-40 Set from Canada, plus a selection of kindred parts. All with very minor exceptions looked like those in MCS and all had a pitch of 14.0mm. Then recently Don sent notes on some parts he had found which were definitely DELTA-X and had 14.0mm spacing.

So it looked as if both systems were from the same maker and the D-40 box (above) added to this notion. It's all in Japanese except for 'PAT. P.', and ' ISO' on the side, but a friend of my daughter who's a professional translator, very kindly came up with the English equivalent. The 3 lines of text at the top left read 'Epoch Company's | DELTAX | Steel Construction Kit'. Elsewhere is a Tokyo address for Epoch Co. Ltd., and a list of the other sets in the series: D-80, D-100, D-150, D-200, D-300, D-400, D-500. There's also a panel on the back of the box which reads 'ST| Passed Toy Safety Standard | D0032920 | Japan Toy Association | 3-14-11, Minami, Daito-ku, Tokyo'. And the ISO noted above refers to the use of standard N&B.

Compare the details above with the name and company given on p6 of the MCS/FB entry - 'DELTA-X | steel construction kit | EPOCH PLAYTHNGS, SCARSDALE, N.Y.' - and you can see why I'm satisfied that D-180 and DELTA-X are both from the same family. It would have been tidier if D-180 had been included in the list of sets on the box but no doubt it was part of the range at one time.

THE PARTS The colour scheme is BZP Strips, DAS, A/Gs, and Brackets; plastic Plates in yellow or blue, or for some, both; Flanged Plates blue (3x5h) and red (5x10h); yellow Trunnions; black plastic Wheels and Pulleys; and iridescent metal Pulleys, Bush Wheel and N&B. Quite a few parts haven't been seen, notably the 56mm Pulley; the Braced Girder, S-012; and the Plates S-038 and S-061. Incidentally PNs beginning with 'P' are used for plastic parts, and 'S' indicates metal, usually steel. Electrical items start with 'E' and 'M' probably stands for Miscellaneous. The parts are accurately made and well finished: notes on them, particularly where they differ from the illustrations in MCS, and exceptions to the colour scheme, follow:

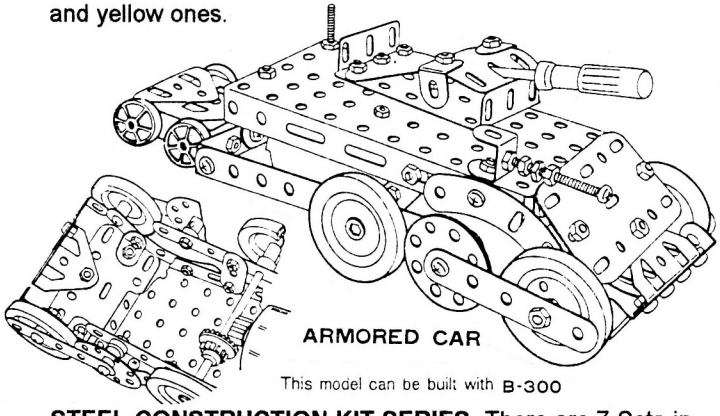
- The motor and gears of the Motor Unit E-004 are inside a red plastic casing which can't be taken apart. There's room in the top of it for 2 AA batteries in series, with an adjacent On/Off switch. The output shaft extends through both sides of the casing; it's made of black plastic and is stepped, with the smaller dia taking the standard boss.
- The Strips are 14.0mm wide and are as shown in MCS except that the 5-hole size also has the slightly elongated end holes shown for the others. Holes are 4.4mm dia but in other parts, the A/Gs for instance, they are no bigger than 4.3mm.
- The lugs of the DAS are at 90° even if they look at 45° in MCS. The holes in them are slightly elongated. Likewise the S-060, Double Bracket - the S-019 style with slotted side holes, has not been seen.
- The 14h A/G has elongated end holes as shown, but every other hole between is elongated crosswise (ie MECCANO-wise). A round hole in one flange corresponds to an elongated hole in the other, and this can complicate matters when using 2 A/Gs as a handed pair. In the 5h Girder all holes are alternately round or elongated crosswise, with again a round hole opposite an elongated one.
- The Flexible Plates are made of a polythene type plastic about 50 thou thick.
- Axles are 4.04mm dia and as well as the lengths shown in MCS, one 40mm long was found among the DELTAX parts.
- The thread used is M4. The Nuts are the standard 6.9mm A/F; the Bolts have pan heads of the same dia and are slotted straight/crosshead. [Is there a name for this combination?]
- The Plastic Small Wheel, P-006, is 20mm dia and is a tight push fit on the Axles. The 28mm Pulley and the 38mm Bush Wheel have double tapped bosses that appear to made of a zinc alloy (iridescent finished). Their o/d is 8.0mm and the bore, 4.34mm.They are easy to spot because they are crimped in with an 8-prong tool which leaves a 'splined' look inside the end of the boss.
- The nylon Gears are a push fit on the Axles and the tooth pitch corresponds to Mod 1.
- The 6-spoke Flywheel is a zinc casting: its diameter is 45mm and it has a rounded outer face.
- There are two types of Hook, the cast one shown in MCS under DELTA-X, and a sheet metal version with a similar outline, but with the hole in it enlarged enough to take an Axle.

DURATAXE This system appeared in MCS part 5, with just the manual cover being shown, and the comment that it is probably the same as DELTAX. The parts that can be seen on the cover look identical and more conclusively the Japanese characters for the name and manufacturer of the system are identical to those on the D-40 box. It isn't stated in MCS where the name DURATAXE came from but it may be that it's a corruption of DELTAX, or perhaps the Japanese characters can be rendered into English in more than one way.

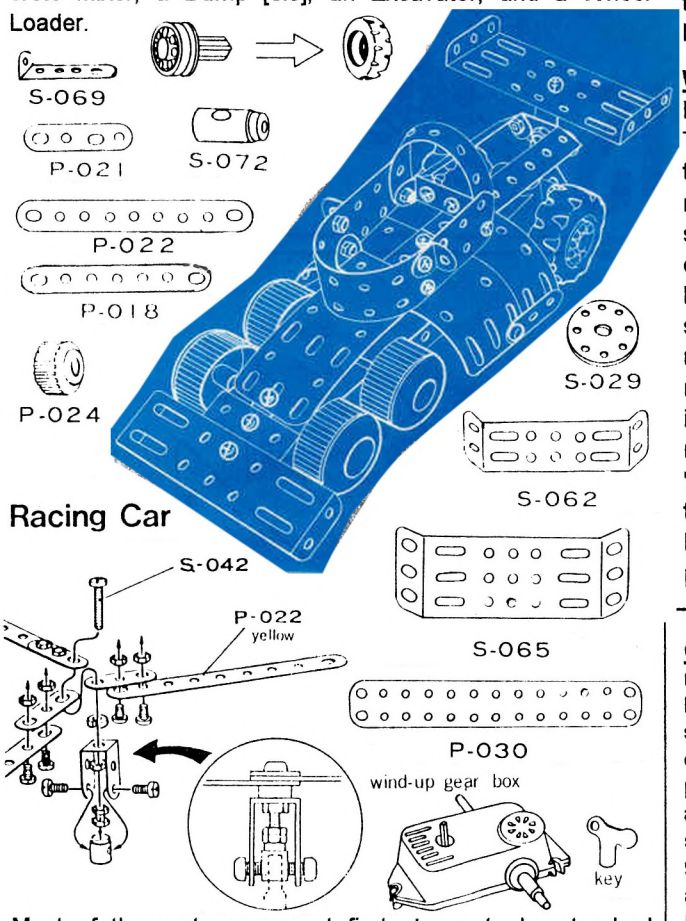
BUILD-X From Richard Symonds a copy of the box lid and manual for this 'new' system. On the lid is: BUILD-X | steel construction kit | Sears | B-200 | Made in Japan | Imported by Leisure Dynamics of Canada Ltd., Don Mills, Ontario M3A 1C6. In the Manual '1315 Lawrence Ave. E.' is added to that address. Apart from names and addresses, the MCS pages for DELTA-X are virtually identical to their BUILD-X equivalents. The Illustrated Parts page has been rearranged but the PNs are the same and so are the parts except for one addition, the D-180 5x2h Plate, S-038, and one change - the Screw Driver is shown with a cruciform tip instead of a flat blade. The only other change is that the Model No. of the Sailing Yacht model has a 'B' prefix instead of 'D', and errors in its Parts List have been corrected. This last probably mean that BUILD-X came after DELTA-X.

The sets in the range show the addition of a small set B-060 to the DELTA-X line up, and one of the models shown for it is the Mini Car shown on the D-40 box. There

are 18 models in the 8 page manual and by far the best for me is the Yacht in MCS. There's another good vessel, a Steamer, and of the rest the Armored Car below is a fair example. From the models it seems that B-200 included the E-004 geared motor unit, and the larger sets had the E-002 Motor and separate Gears, P-003/5. Richard mentioned that the Set came in a yellow plastic box with a colourful label, and that there were red Plastic Plates as well as blue and yellow ones.



STEEL CONSTRUCTION KIT SERIES There are 7 Sets in the Series and each is intended to make a particular model. One, a Steam-Engine Train (actually a loco), is in Part 5, and details of two others, a Helicopter and a Racing Car (below), are available. Each has a Model Leaflet with step by step instructions illustrated by blue on white line drawings, and the Set Contents are given with similar illustrations of the parts. All three models are powered by a geared clockwork motor in a plastic casing: the one in the Car is black with a red plastic key. The other outfits are for a Concrete Mixer, a Dump [sic], an Excavator, and a Wheel Loader.



Most of the parts appear at first glance to be standard DELTAX and the PNs are the same, but there are some differences:

- The holes are smaller at 4.2mm - except for those in the 10-hole Strip which are nearly 4.7mm.
- The Axles (at least in the Racing Car Set) are hexagonal in cross section, 4.00mm A/F.
- The Plastic Plates are much thinner, .4mm instead of 1.2.
- The ends of all slotted holes except those in Plastic Plates and the long ones of the Flanged Plates S-062 and 065 (see below), are large radiused, like BRAL.
- The parts are not quite so well finished with slight burr detectable around some of the holes.

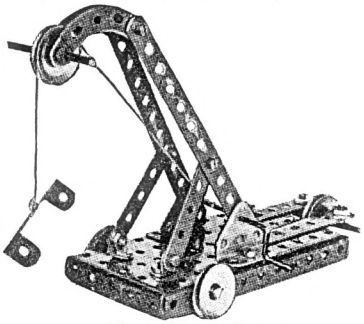
There are also a handful of new parts, the main ones are shown around the Racing Car. The plastic Strips, including the double width P-030, are very flexible. All the Wheels for the Car push onto the Axles; the rear ones (no PN given) have 'W.S.C' moulded into their black plastic tyres, and have red centres: the front centres are chrome. The Coupling S-072, as shown in the inset, is used to connect the motor to the rotor in the Helicopter.

Metal parts are BZP; the colour of plastic parts varies from kit to kit, with combinations of red, light blue, yellow and white. All known details are given in an Extra MCS Sheet.

Don kindly sent me one of the Racing Car Kits. The box measures 7x5½x1½", and shows the model in full colour on the top, and again on the underside, together with black line drawings of all the parts. On each side is 'Racing Car | Wind-Up Motor Makes Train Go'. When made up the model is quite attractive, although it would have looked more realistic if a seat and steering wheel had been represented. I'm told that the prototype was a 1975 Tyrrell P34. On a smooth surface it runs for more than 20' on one winding, with a good turn of speed. The hexagonal Axles for the front wheels 'click' round well enough, though the wheels are so tight on them that it was very difficult to push them fully home.

WHERE AND WHEN The date in MCS for D-180 and DELTA-X is the 1970s; the country for D-180 is given as Taiwan but quite apart from the wording on the D-40 box, the thick DELTAX Plastic Plates have 'Made in Japan' moulded into them. It's just possible of course that at some stage the parts were made in Taiwan but there's nothing to corroborate this in MCS. As already mentioned BUILD-X has 'Made in Japan' on the box lid, and may have appeared somewhat after DELTAX. The STEEL KITS were on the Canadian market for a year around 1989, and on the box (and moulded into the motor) is 'Made in Korea'. As a matter of interest the self-adhesive transfers in the Racing Car Kit are mostly of products like 'Elf' and 'GoodYear', but there's also 'Australia' and an Australian flag. On the car on the box though is a Union Jack. Whether production in Korea was by the original Epoch Company is not known, but as some parts have changed slightly, perhaps not.

QUERIES 18. Having some parts without a manual is not uncommon but now I've got a Model Leaflet without any parts, and it doesn't have the name of the system on it, just 'All these models may be constructed with this set'. With one or two exceptions the parts look like MECCANO and the following can be seen: 2, 5, 12, 22a, 48a, 52, 90a, 126. Also Axles, about 2" and 3", a Crank Handle, hex Nuts and CH Bolts, and small rubber Collars. There are no holes in the face of the Pulleys, and the Trunnions are the 7 hole sort with no cut-outs. Any ideas?



Travelling Crane

A.C.Gilberts's First ERECTOR Patent

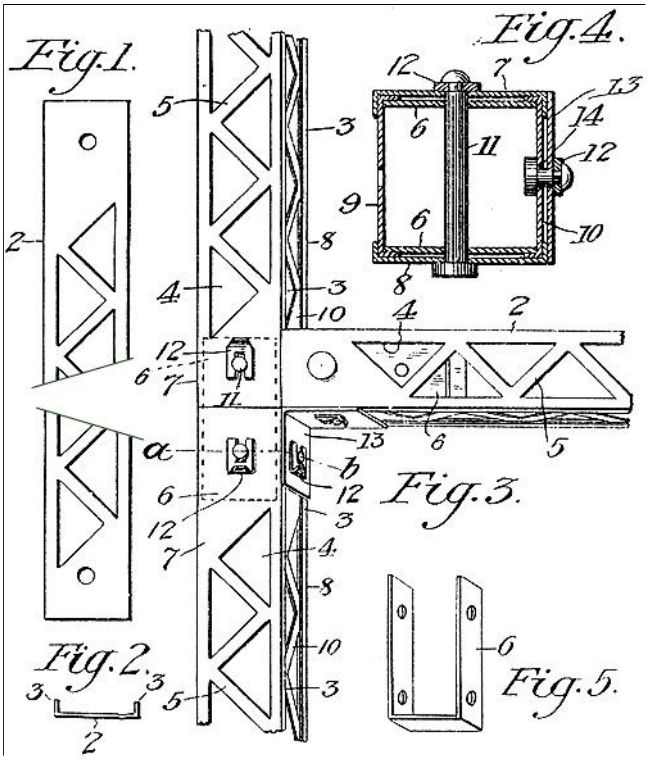
by David Hobson

Gilbert's first ERECTOR patent seems to have been US 1,066,809 of 8 July 1913, and is entitled 'Toy Construction Blocks'. Its specification is quite brief, and outlines how to make his famous box girder units from 4 strips having simple flanged edges, using U-shaped coupling pieces. (Strip is the term used in the patent for the ERECTOR 'braced' Girder.) This version was only marketed for the 1913-14 season, and Gilbert does not seem to have made application for an equivalent UK patent. For the next year the Girders were redesigned to have the familiar V-section channels along their edges, and four could then be made into a box girder without the use of a U-shaped coupling piece. This version was covered by US 1,231,728 issued in 1917, the application having been made on 26 Jan. 1914. The equivalent UK specification is No.1259 of 1915.

The figures from the patent (actually from a clearer, revised version described later) are shown right. The U-shaped coupling piece, 6, acts to hold the side strips 9 & 10 out against the lips of the other side strips 7 & 8, while the bolt, 11, presses 7 & 8 down onto the lips of 9 & 10. As shown the bolt 11 is a smooth pin with a groove near the end for a U-shaped retaining clip 12, but in the text is also '…or the bolt may be threaded and a nut applied thereto.'

In contemplating using the pin and clip method instead of bolts Gilbert may have thought it would be cheaper and offer an advantage over his competitors already established in the market – MECCANO, AMERICAN MODEL BUILDER, & STRUKTIRON. However the length of the pin had to be quite specific for the combination of strips & couplings to be joined and it could not be tightened to make a really firm joint. Packing washers might have helped in both cases but are not mentioned in the patent. Gilbert seems to have abandoned the idea of using this method of fastening and ordinary nuts & bolts were supplied in the 1913 sets. Bolts with nuts are shown holding the redesigned strips in US 1,231,728.

As already mentioned the first patent was quite brief, running to only 1 page of text. It seems to have been badly drafted, and included some obvious mistakes in the drawings. Although Gilbert soon abandoned the principles it covered, it was redrafted for some reason, with 3 pages of



text, and with the drawings amended to clarify the invention. This version was published as US Reissued Patent 14,250 of 16 Jan. 1917, the application for reissue having been filed on 29 Jan. 1914. Interestingly, although the U-shaped clip method of securing the pins is mentioned in the text as before, and is illustrated in the drawings, it is omitted from the Claims Section. By Jan. 1914 Gilbert must have abandoned the simple flanged strips covered by the patent, and had indeed just filed for patent protection of his redesigned version. Presumably therefore the reissue was for legal reasons, either at the instigation of the US Patent Office to correct mistakes, or because there might be a need to establish proper priority of the original patent in case it were to be used later, or in case of any disputes which might arise.

ITEMS FROM LETTERS

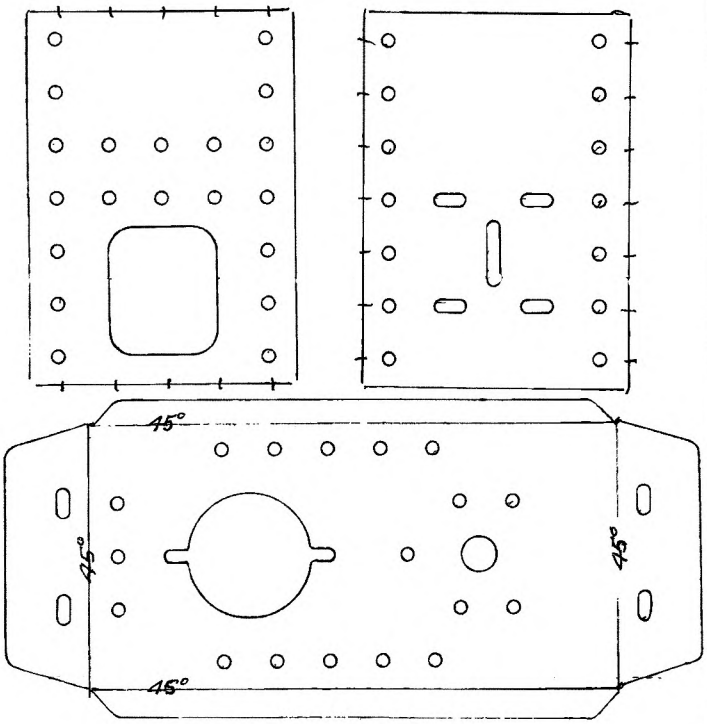
1. From Thomas Morzinck. 'Tobias Mey has told me that he is going to start a **toy museum** in the town of Calw [between Baden-Baden & Stuttgart] in which all his priceless originals will be shown in special exhibitions in 2003 & the following years. There will be special interest exhibitions for metal sets like Märklin, wooden sets like Record, stone sets like Anker and much more.'

2. From Werner Sticht. 'Bad news from Switzerland, the production & storage areas of **STOKYS** Littau factory burnt down in last March.' Werner also mentioned that he now has a web site, www.stabilbaukasten.de.vu, for STABIL and other Walther products. It's in German but much is easy to follow and the pictures often speak for themselves. As well as STABIL there are sections on MINIATUR, WALTHER'S INGENIEUR, and the wooden sets. Also notes on the pioneers including Lilienthal, Hornby & Korbuly.

3. From Don Redmond. • All the Semi-circular Plates found in two strung **VOGUE** No.1 sets are the type with 2 extra holes, illustrated in 15/421. The extra holes are not shown anywhere in the manuals for the Sets. [Since Don wrote a No.2 set has been sold on eBay, boxed but not strung, and of the 6 Semi-circular Plates that should have been in the Set, 5 could be seen, and all were the type with the 2 extra holes. The Set was in no other way remarkable: the manual cover was identical to the one shown in 17/466, and the lid label similar, with SET No.2 (STANDARD) at bottom left, just as expected.]

• On the Chinese **MECHANIC** (17/471 & 22/640) I can confirm that the No.190 exists, and that the 190-192 series is not progressive. No maker's name is given on the 190, the only source information is on the (Canadian) bilingual box: 'Imported by/importé par DMD Group, Misssisauga (Ontario) L5T 1R2'. There is no French on the model sheet but a copyright date of 1993. The English model names are a little strange, Sailer for a sailboat for instance. Nice try though.

• 3 white Flanged Plates not seen before are sketched 50% full-size in the next column, and all the holes in them are indicated. The large cutout in the one top left is 30*35mm, and it has flanges on its short sides, with 5 holes in each. The top right one has 7h flanges on its long sides. The bottom Plate is 7*14cm and its flanges are at 45°. The long ones are unperforated and only 7mm wide; at the ends they are 20mm wide with 2 slotted holes in each as shown. The large holes on top are 10 & 33mm diameter. The clues to their probable identity came from their unusual hole pitch of 14mm, and the various labels stuck to them - most are 'space' but one is 'Delta-X'. So no doubt the parts are from a **DELTA-X Space Set**, not listed in MCS. [DELTA-X was the name used for the Japanese DELTAX sets when they were sold in the United States, see 11/288.]



[**Editorial** continued from front cover] single-sided each page will be able to be read from the right after it has been turned from portrait to landscape. Single-sided will also allow short pieces to be cut from the OSN page and included in MCS by gluing to a backing sheet or using transparent pockets (it is thought too extravagant to simply have short pieces on individual sheets). If this sounds a rather untidy procedure one obvious alternative would be to simply add references in MCS to OSN articles, which I know some do already. For me though the advantage of having as much material as possible in MCS is to avoid hunting through perhaps several Newsletters to find all that has appeared on a subject. Non-MCS material - small ads, mystery parts, etc – will be grouped together, and items now put into 'Letters' may be kept on hand until a suitable opportunity allows their use. Don't stop writing though!

Lastly, the work in producing OSN will be reduced as far as possible. Some of the ways of achieving this have already been mentioned, but in addition the layout of the Newsletter will be simplified as much as proves practical.

The proposals outlined above are not yet hard & fast, so comments, criticisms, & suggestions will be welcome.

There are two downsides that have not yet been mentioned. First, the Newsletter will have to cost more. An increase would have soon been needed anyway to cover increased costs since the current price was set in 1993, but the main increase will come from the use of colour. How much that will be is hard to say so I propose to leave the subscription unchanged for the next two issues, and by then it should be possible to work out a new rate. At that time I'll also take into account the additional mailing cost of using slightly thicker single-sided sheets. At current prices this will amount to £0.21 per issue for the UK, £0.40 for Europe, & £0.95 for America, or £0.38 by surface. A cheaper way of distributing OSN would be to put files for all the pages on a CD. I haven't tried this yet but it sounds straightforward so please let me know if you might be interested. I use Windows 98SE & Word 2000, and for anyone without these, I'm told that Word Viewer, which allows printing, can be downloaded free from Microsoft.

The other thing is that with the larger illustrations, somewhat less ground will be covered within the present 32 sides of the Newsletter. Depending on how much time the new arrangements save, it might be possible to increase the number of pages a little. This aspect will also be considered after the next two issues but again, comments would be welcome.

One other change, this time to the OSN web site. It is nearly full and as new features, the pictures from this issue, & those from OSN 12-16 are added, the existing pictures will gradually be removed. This will start when the OSN 27 pictures are added in November. A CD with all the pictures on it can be made later if there is a demand for it.

Finally I would like to draw attention to the small ad elsewhere in this issue for the MCS volumes that are still available. There are no plans at the moment to produce more copies and even if, as is hoped, this eventually becomes possible, it is likely to be some way off.

EXTRA MCS SHEETS Each Sheet costs 15p + postage if the whole batch as listed in each Issue of OSN is ordered at the same time. That makes £2.10 for the 14 below, plus postage. For all other purchases each Sheet costs 20p + postage if copied double-sided like the originals, but 7½p per side + postage if copied single-sided. All back Sheets can be supplied.

MCS Amendments, List No.11 [1 Sheet]
BOYCRAFT: X1.1,24/6 [1 Sheet]
CONSTRUÇÕES MECANICAS: X1.1,7,7a [2 Sheets]
FERMO: X1.1,2/3/4,4a,5,6/7 [3 Sheets]
LIL'N-GINEER: X1.1,2/4/6,5 [2 Sheets]
MERKUR (B1): X2.3a/4b,6a,6b,6c [2 Sheets]
MERKUR ELEKTRO E1: X1.1,2,3,4,4a,5 [3 Sheets]

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OTHER SYSTEMS NEWSLETTER

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OSN 29 OCTOBER 2003

EDITORIAL A record 25% or so of subscribers sent comments on the 'new' OSN, and reactions were mixed. Nearly all liked the colour & the better quality B&W photos, but over half strongly regretted the passing of the folded, double-sided, stapled sheets. To them I can only say 'me too', but I'm afraid that single-sided A4 is the only practical way I can see of continuing to produce the N/L. No one men-tioned the increased price, the new rates are given overleaf.

One point of detail. For my convenience all the pages of the last N/L were collated face up so the wide margins were to the left & right on successive sheets. The idea was that the recipient would turn over every other sheet so two printed sides could be seen at a time with the wide margins innermost (and then two blank sides, etc). This seemed a good idea but not everyone thought so, and I have found myself that more often than not I open to blank pages and then have to turn over a page to see a page number (Sod is alive & well). It would be easy to have the wide margin on the left on all pages and if you feel strongly about this, one way or the other, please let me know.

On another matter, several readers have reminded me that my OS Database is now very out of date. Perhaps I'll be able to produce a new version in 2004 and I'd be glad to hear if anyone has thoughts about improvements to it. Bear in mind though that new material will increase its present 44 pages considerably.

FROM READERS

1. From Don Redmond. On **THE CONSTRUCTIONEER** (9/206, 26/779), the hole spacing between the 2 centre lengthwise rows of holes in the Plates is ½" instead of the standard $^{7}/_{16}$".

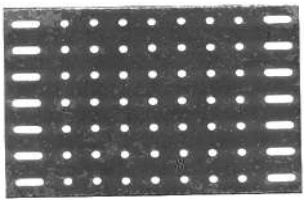
THE CONSTRUCTIONEER: S1 [29/845]

2. From Don Redmond, some additional notes on **Phase 2 MODELIT** (see 15/186) from a recently found Set E. The Gear does have 50 teeth and meshes with the 16t Pinion at 2h centres, giving a DP of 38, as in Phase 1. There are no Sprockets in Set E, but a 45" length of Chain was found in it which appears to fit over every other tooth of the Gear. Its pitch is .18". Strips are 10.5mm wide. Both arms of the A/G are 14.5mm and in each the holes are toward the edge. Some Crank Handles have a hole 1½" from the bend (like the Phase 1 parts, see 8/186) but others, if they are genuine, don't.

MODELIT (b): S1 [29/845]

3. David Hobson showed me a French **CONSTRUCTOR** lot of parts, and they seemed to fall into two groups. The first correspond to those for the 'Early to Mid 1920s' shown in 24/701, and the Strip parts are 8.0-8.1mm wide, very near the 8.2mm of Period B.

In the second the Strip parts are 10.1mm wide and so are nearest to the 9.8mm of Group D. They generally correspond to those described for 'About 1930' in OSN 24 except for the Flanged Plate. It has the usual feet at the corners but is 9h long instead of the later (presumably) 11h type, and its ends, and end holes, are extended by about 6mm. Below a plan view – the length overall is 112mm (120mm for the 11h type) and the slots are 10.6mm long. The flanges are similar to the 11h type but the end slots match those on top and the depth along the sides is a little less, typically 9½ against 10mm. Of the Lozenge parts only some ½-Lozenges were present and these, and the Flanged Plate are dark red (like late 1920s MECCANO). The Strip parts, the 12h Wheel Disc, the A/B, and the flat Hook (as in MCS, 17.6mm long with a 2.7mm hole) are nickel. The brass parts are the Pinion (#25 in MCS, with 19t, Mod. 0.6), the Flanged & Grooved Wheel (#27, 32mm o.d., turned with a slightly tapered integral boss), and the Loose Pulley (#31, again turned, 22mm o.d., and 3mm thick).



3 Nuts found with the parts are brass, square, 5.6mm A/F, and 1.8mm thick.

CONSTRUCTOR [1]: S1 [29/845]

4. Another lot courtesy David Hobson, this time the model leaflet and parts from a **MASTER BUILDER** No.25 set, complete except for 2 A/Bs, & a few Nuts. The Strips have the large radius ends noted in 16/450 & 19/554, and the thread of the N&B is 8-32; otherwise the parts are as described in OSN 16, but the following details may be of interest: • The holes are 4.3mm except in the A/B. • The end radius of the Strips is about $^{7}/_{16}$" and there is only 3mm of metal outside the end holes. • The 4h Wheel Discs are 24.0mm Ø and the holes are on a $^{5}/_{8}$" pcd (if the o.d. had been a little larger to accommodate a .7" pcd, the part could also have served as a corner bracket). • The A/B, typically 12.4*12.6mm, is 12.4mm wide. It has a 4.5mm hole in one arm and a slotted hole 4.9mm wide & 7.2mm long in the other, both with only about 2mm of metal outside them. • The N&B are nickeled, the Nut is square, 8.8mm A/F & 3mm thick, the Bolt has a roundhead, 7.6mm Ø, & is 6.6mm u/h.

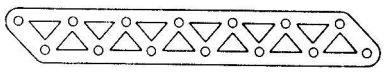
The Model Leaflet is one sheet 203*490mm folded into 4, & is nearly identical to the Wetzel one described in 16/451. The Intro, which couldn't be seen clearly before, speaks of 16 successive sets which build 95 models using 58 separate parts, & the address under it is 468 B'way, N.Y.City. It is identical to the one in the No.10 Leaflet in 16/451. The signi-ficant differences are that the front has no Acorn logos (on either side of 'THE' at the top), and has been rubber stamped 'REMOVED TO BUSH TERMINAL, BUILDING No.6, BROOKLYN. N.Y. Notes on the addresses & logo were given in 18/495.

MASTER BUILDER: S1 [29/845]

5. Notes from Don Redmond on **BUILD-X & DELTA-X** (see 11/288), and David Hobson lent me some of his parts. In OSN 11 I missed the fact that the bosses of some at least of the plastic circular parts have **'D' section bores**. Those seen are the 21mm Wheel, P-006, & the Compound Gears, P-003-5. The 19mm Pulley, P-008, has a normal circular bore though. The round Axles with my parts are most likely

not original as Don's & David's are larger in diameter (to fit the metal bosses) and with a flat for the D bores. The diameters found vary from 4.20 to 4.23mm, and the depth to the flat from 3.69 to 3.74mm. In passing, the corresponding figures from a handful of Gabriel ERECTOR Flatted Axles are 4.03-4.06 & 3.38-3.63.

Other points on the parts. The **Gear P-005** has an o.d. of 20mm, and combines an 18t contrate with a 13t pinion (15.0mm o.d.). At Mod.1, the teeth are fairly coarse. The unusual **Braced Girder S-012,** (below) has, as might be expected, its length-ways holes at 28.0mm pitch, and the 2 lines of holes at 14mm centres. The plastic **Flexible Plates** have 'MADE IN JAPAN', moulded into them. The drum-shaped **Motor, E-002**, has a red plastic case with the 2 parts of the housing joined by the band in the middle; there are 2 screw terminals on the back, and a black pinion pressed onto the shaft.



Don also mentioned a **yellow plastic case**, above, about 28*18*5½cm, with a snap catch lid, and a BUILD-X label on it. These boxes were used to house the parts in both BUILD-X & DELTA-X sets, from at least #200 upwards. Various labels have been seen, all in colour, some featuring a model from the set in question, and others a selection parts from the Set. Some labels have no Set No. on them and these at least would have been packed inside a cardboard box. One such box for the B-400 set is shown in the last column with its contents below it: a yellow case and a plastic block containing the E-002 Motor & E-001 Controller/Battery Box. The Motor appears to have a pulley on its shaft, though a pinion is shown in the instructions for the Crane. The blue plastic box on the left is M-002 for the N&B, etc. The B-500 set contains 2 of the yellow boxes. All the BUILD-X labels seen carry the Sears name.

BUILD-X: S1 & DELTA-X: S1 [29/845-6]

6. **MERKUR** sets were offered in an ad last Spring from Merkur, P.O.Box 25, Melton Mowbray, Leicestershire, LE13 1ZG, tel. 01664 485029.

MERKUR: S1 [29/846]

7. One of the 'goodies' on Werner's web site (see Web Sites below) is a full account of the **KNIRPS** sets, adding to the notes in 11/272, 24/714, & 25/743. Some of the details follow. The No.1 was launched in 1932 to compete with TRIX, and at the same price, .50 Mark, The contents were quite similar too and, updating the estimates in OSN 11 & 25, comprised: 2,4,2,2 of 3,5,7,9h Strips; 2x 1*3*1 DAS; 4 Wheel Discs; 3 Screwed Rods; 8 Bolts & 16 Nuts; a Span'driver, and a Crank Pin.

The parts were packed in an envelope and every part in the Set was shown on the front of it. The envelope was in a large box (like TRIX), 18*12*1.5cm, with a label similar to the No.48 manual cover in OSN 25, but without the words along the top, and with KNIRPS Nr.1 in the diamond bottom right.

The **Crank Pin** (Kurbelbolzen), right, is 17mm long, and about 2mm diameter, to pass through the small holes in the Wheel Disc. The shoulder near the end is like the ULOX part and would allow the Pin to be held between 2 Wheel Discs, though its use isn't made clear in the KNIRPS model leaflet.

Some details of the latter were given in OSN 25 but all of it is shown on the web site.

Another point of interest is the No.1a linking set. It was also priced at .50 Mark to compete with TRIX and the No.2 cost 1 Mark. But the No.2 didn't include all the parts in the No.1, the Wheel Discs for example, and so buying a No.1 & a No.1a, at .50 Mark each, gave appreciably more parts than buying a No.2 at 1 Mark.

KNIRPS: S1 [29/846]

8. Good news from Werner Sticht. Urs Flammer has told him that **Stokys** has new owners, Mr Herbert Schulthess & Mr Mauro Matesco, and they will continue to produce STOKYS parts & sets. The address of Stokys AG is now Wihelstrasse 9, Walchwil, Switzerland, CH 6318.

STOKYS: S1 [29/846]

9. Kendrick Bisset has discovered that the **thread used in U.S. produced MECCANO** is the American 7-32 instead of

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