

#No Set Contents provided #Sets covered: No.111 & 222 #No of models for each set: 25,47 #Name, Model No, Page No of first & last model of each set: 111: GUTTER BRUSH,110,8; ELEVATING LADDER,112,14. 222: FOLDING STEP LADDER, 202,15; BRIDGE SPAN,203,30. #Other notes: photos of Sets 333 & 444 are shown on



p31.
SUMMARY OF MANUAL. #Name, Maker, Dates, Language, Contents: as above. #Pages: 64 plus covers, 306x214mm deep. #Printing: Line drawings of 111/222 models; half tone for rest. Cover is yellow with

red, & black & white lettering #Page No of Parts List & highest PN: 60,T2 #Sets covered: 111, 222,333,444 #No of models for each set: 25,47,17,19 #Name, Model No, Page No of first & last model of each set: 111; 222: as above. 333: LETTER SCALE, 301,26; EXCAVATING SHOVEL, 317,40. 444: BRIDGE, 401,41; WINDMILL,419,59. #Other notes: no set no. is shown for the 111 & 222 models.

On the front cover a sticker says that all models can be made with Kit No. 454.



In OSN 10 I asked for details of the Knirps sets and Werner Sticht sent the following, with copies of pages of his manuals from which I've chosen the illustrations.

STABIL: The smallest Outfits - Knirps Nr.1, Knirps Nr.2, and the Knirps Motor

In Berlin, Walther & Co. produced MCS under the trademark STABIL. These were so popular that the name 'STABIL-Baukasten' became a synonym for any MCS in Germany even if it was produced by Märklin, Meccano, or anybody else.

The standard STABIL outfits were numbered 49 to 55: this numbering is unusual but if you look at the numbering of the parts you can see that there are none with those numbers. Obviously they were reserved for the outfits. When Walther & Co. introduced the the smaller sets 46 to 48, the former parts 45 to 48 were renumbered 145 to 148. I don't have any information about an outfit 45 but from the numbering scheme you can suppose that it was planned, perhaps as a K1 set but with better quality parts. K1 is an abbreviation for the 'Knirps-Baukasten Nr.1' The word 'Knirps' in this context means a little boy.

Perhaps to compete with TRIX and Märklin's MARBI, Walthers introduced the K1 and K2 outfits; a small C/W motor with the name 'Knirps' was produced too. In my manuals for 1929 this motor wasn't mentioned, but in manuals from 1936 to 1968 there were models for sets 49M and 50M, and sometimes even for 51M, that were powered by a Knirps motor.

As it was sold until 1968 when Walther & Co. closed, you can assume that the Knirps motor was a total success. No reversing mechanism was included. In 1960 the price for a Knirps motor was 10 DM, and a TRIX electric motor was 4.50 DM.

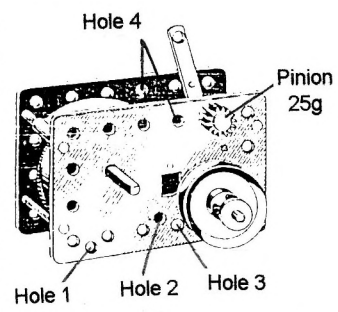
The Knirps motor was advertised as the 'kleine Bergsteiger' (little mountaineer); it climbed a 30° when put in a self-contained tractor model. The Knirps I have at home is more powerful, but if you incline the plane more steeply, the centre of gravity lies behind the rear axle, and the front wheels rise, and the tractor topples backwards.

The output shaft cannot be removed and is only 2.5mm dia. Two special pulleys with set screws were supplied with the motor and can be fastened to this shaft. One is a double pulley and the second groove is of small diameter. The tyre, 84b, can be put on these special pulleys.

Also supplied was the special pinion, 25g, with 14 teeth, 4mm in length. It can be fastened to a threaded rod, and if

the rod is located in either Holes 1 or 2 the pinion meshes with the internal gear wheel on the main shaft that carries the spring; in Holes 3 or 4 it meshes with the gear on the second shaft. You can thus obtain four different speeds: slow with the pinion 25g in Holes

1 or 2; medium with it in Holes 3 or 4; fast or very fast when using the two grooves of the double pulley.



A leaflet was packed with with the Knirps motor and I think that the 16 models in it (some are shown opposite) were never changed from the time it was first printed. Most of them could be made with one or more Knirps outfits but some needed other small STABIL sets or additional parts. The leaflet I have is from 1957 and outfits K1, K2, and 46KM are mentioned in it, but I have never heard that these sets were offered after WW2.

K1 and K2 were special small outfits from Walther & Co. I have a manual for a K2 from 1935, but for the K1 I only have the information from my Knirps motor leaflet. From this the contents of the K1 can be reconstructed as: 3x3-hole Strips; 2x5-hole Strips; 2x7-hole Strips; 2x9-hole Strips; no Angle Brackets; 3 Nr.4, Screwed Rods, 50mm; 2 Nr.18b, DAS 3 holes; 4 Wheel Discs.

The K1 does not really fit in the system of standard STABIL outfits; it was put together to sell as a very cheap outfit. If you compare the contents of the K1 with the TRIX 1 set [called 'Unit A' in the UK postwar], you will find that they are very much alike.

Once I saw a 3-hole DAS and a Wheel Disc from a K1. They were plain steel, not nickered, and the DAS didn't have the normal STABIL elongated holes at the ends. All the holes were smaller than normal, a threaded rod could be screwed in but it couldn't turn freely when the part was new, although it might after some wear had occurred. The Wheel Disc was specially produced for the K1, and had 9 holes in it; 4 were so small that no bolt or axle would pass through, but they could be used for cord, as in the Big Wheel.

From my manual for the K2 you can see that it is nearly identical to the STABIL Nr.46. The only difference is that 4 Auto Tyres, Nr.84b, were included in the 46. The K2 contained: 3x3h, 4x5h, 2x11h Strips; 4 Angle Brackets; 2 Flat Brackets; 12 Bolts; 20 Nuts; 1x50mm and 2x90mm Screwed Rods; 4 26mm Pulleys without Boss, 5c; 1 Spanner, 10b; and 2 each of 5 and 3-hole DAS. It says in the manual that 'the parts are nicked as the parts of the STABIL outfit are', and that the flat strips may also be used as screwdrivers. The special parts introduced for the K2 set were the pulley 5c, the spanner 10b, and the 3h DAS, 18b:

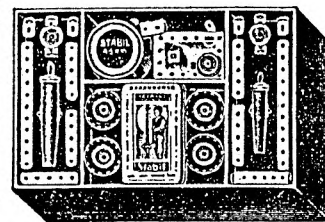
- There are no holes in the face of the pulley 5c and its two halves are only rivetted at the centre hole. This gives the disadvantage that they wobble when used as loose pulleys, but when locked between nuts on a rod or bolt, they take up less space than the normal pulleys with a bulge at the centre. The pulley 5c was included in outfits 46KM, 47KM, 48M and 49M instead of Pulley Nr.5.
- The spanner 10b may have been included in the K1 set too.
- The 3-hole DAS 18b was also included in the 47KM, 48M, 49M, and 50M sets. It was not added to the standard STABIL outfits.

There was never a Knirps outfit which included the motor but for some years there was a conversion set, K1a, to upgrade the K1 to the K2. All of the Knirps parts fit standard STABIL parts.

The manual for the K2 is a special one for this and the 46 outfit, and it contains 150 models for these sets (see Fig A). It is of poor quality and the covers are dark blue with the

look of the covers of an old school exercise book. The page size is 13.3x20mm long.

Other Small Outfits The Nr.46 has already been described; the sets with suffix M contained the Knirps motor in addition to the normal parts with, in some cases, one or two other minor changes such as the use of the different pulleys Nr.5c already mentioned. The Nr.46KM was called the 'Kanonenbaukasten', and over and above the Nr.46 outfit a Knirps motor, a seat for the driver, two little gun barrels of different lengths (suffix K for Kanonen), two pulleys 5c, and some collars, Nr.7, were added. The seat was a rather complicated part with the bottom of the bracket formed into a hook, see Models 14 and 15 below. There was also a 47KM set but I've no details of it.



STABIL Nr. 46 KM
KANONENBAUKASTEN

I have seen two conversion sets listed: in 1936 a 46a which would make either a 46 or a 47 up to a 48; and in 1939 a 'K2-46a', to convert the K2, 46 or 47 into the 48.

The Nr.48 was the smallest outfit after WW2 and it included a 5x11h flanged plate and two 9cm threaded rods; also a special manual for that set alone which contained 205 models.

Nr. 7 Radschaukel

gebaut aus 2 Knirps Nr. 1
und 1 Knirps Nr. 2

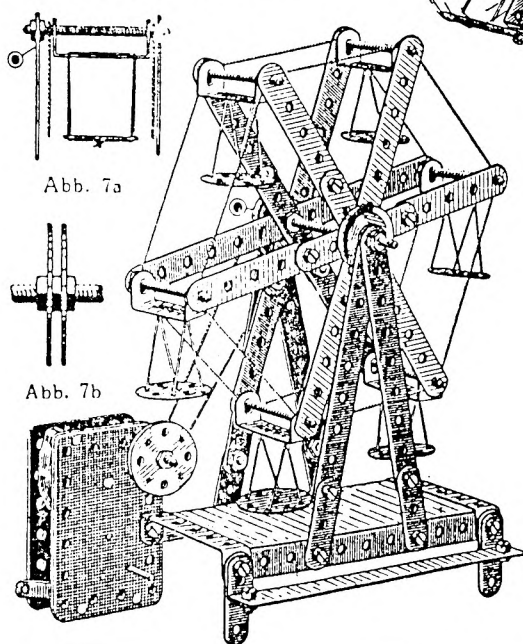


Abb. 7a

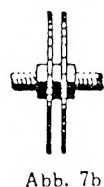
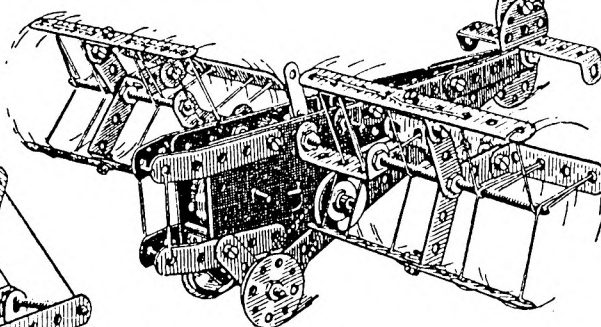
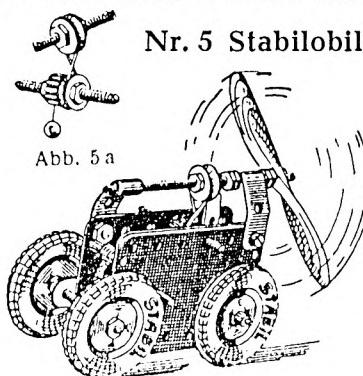


Abb. 7b



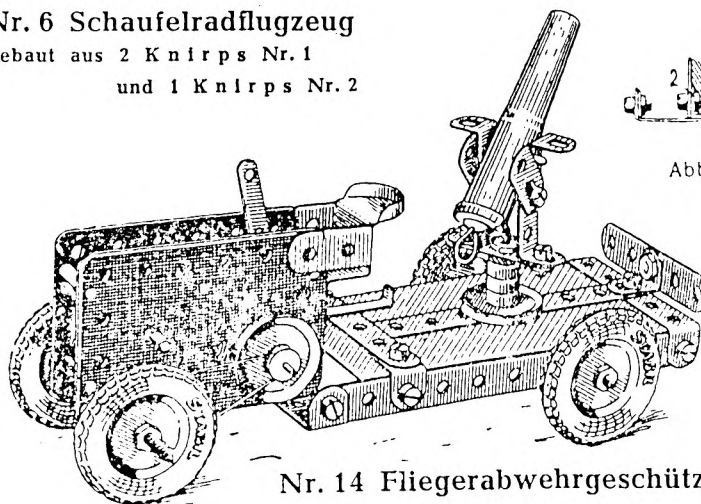
Nr. 6 Schaufelradflugzeug

gebaut aus 2 Knirps Nr. 1
und 1 Knirps Nr. 2



Nr. 5 Stabilobil

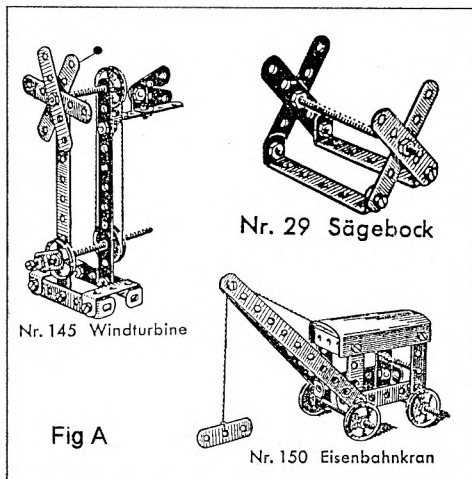
Abb. 5a



Nr. 14 Fliegerabwehrgeschütz



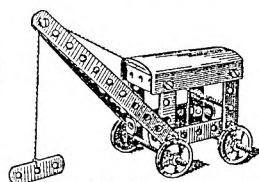
Abb. 14a



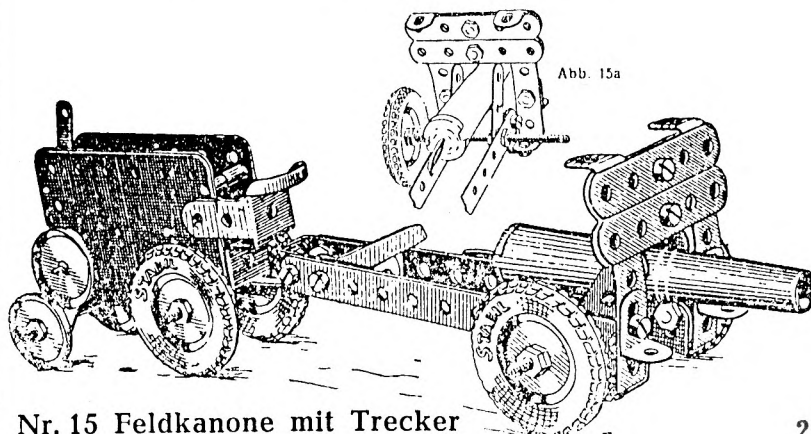
Nr. 29 Sägebock

Nr. 145 Windturbine

Fig A



Nr. 150 Eisenbahnkran



Nr. 15 Feldkanone mit Trecker

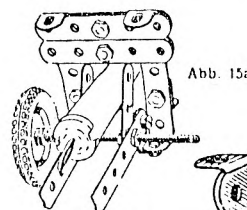


Abb. 15a

Corrections • The page numbering of OSN 23 should read 23/xxx instead of 22/xxx. • In the MCS Database 2000, the 'SM' in 'Codes C' on p44 should read 'SH'.

ITEMS FROM LETTERS

1. From Don Redmond. • John Wapshott recently found a **CASTLE BUILDER** box (22*11½*2½") with no set number on it, and the bulk of the contents turned out to be most of a **STRUCTOMODE** No.6 Set. No manual or other 'paper' was with it. Characteristic **STRUCTOMODE** parts found included the Windmill Sails with large round holes, Braced Girders with semicircular cutouts, & a Little Hustler motor. Also present were Flanged Plates, whereas **CASTLE BUILDER** had Perforated Plates & A/Gs instead. The two Propeller Blades of the No.6 were found but they are 'sickle' shaped (as sketched left, ½-full-size)



instead of the broad, early **MECCANO** type shown in **STRUCTOMODE** manuals. The parts nicely filled the compartments in the box, with the Motor fitting into a full-depth section, and raised level packaging in the other sections.

As noted in 16/458, **CASTLE BUILDER** was made in Toronto by the Castle Mfg. Co., probably from 1917 to 1918/19. Canadian Toys Ltd. of Hamilton, the makers of **STRUCTOMODE**, were listed in the Hamilton directory for 1921-22 (after that the manager, R.H.White, appeared until 1925). Is it possible that Canadian Toys acquired and made use of some **CASTLE BUILDER** boxes?

Points of interest concerning the (supposed) **STRUCTOMODE** parts found are: • ½" & ¾" Loose Pulleys made of tin discs eyeleted together; • the early **MECCANO** pattern Pawl is made of ordinary not spring steel, and is nickel plated; • the 5*11h Flanged Plate is as shown in the manual with the flange holes near the bend; • the Motor is as the manual but without the wooden base. (The type was illustrated in 19/551 with 'KNAPP' on the base.)

No Trunnions (see 23/681) were in the box.

• The 1924 **ERECTOR Car Truck** had the top hole raised compared to the **STEEL ENGINEERING** pattern (see 23/666), and then in 1926 the original hole was restored giving 2 holes at the top. [Referring to *Greenberg*, this last pattern was shown in the Illustrated parts (Fig.1) for 1924-



Fig.1



Fig.2



Fig.3



Fig.4

26, and then changed to Fig.2 in 1927 (with a single hole at the top and the side holes elongated). In 1928 & 1929 the Fig.3 type is shown, and no later illustrations are provided. But these changes may not represent the (whole) truth of the matter because where the Car Truck can be seen in the photos of sets, it is the Fig.2 type in 1924, 1928, 1929, & 1933 (all in nickel). It is said that the extra hole was added in 1935 (Fig.4) and this part, painted red, is shown in a 1935 outfit and in later sets. *Greenberg* also has a photo of a set, said to be a 1920 No.1, which clearly shows 4 of the Fig.3 parts. Said part isn't listed in the 1920 Parts List or Set Contents, so was this an early trial set, or has it been mislabelled/badly restored? Figs.1-4 above have been copied from *Al Sternagle's Erector Parts Illustrated*.]

• Re the **ERECTOR 24t Gear** (23/666), the standard pattern prior to 1924 was plain with no face holes. My 2-hole version has a 7mm centre hole and no boss. [My mistake over the standard Gear, the 2-hole version was listed from 1914 through 1920 and was never included in any sets. I wonder if Don's example was a disc that 'got away' before it was 'bossed'. It's true that in some brochure illustrations it doesn't appear to have one but it always cost 15c against 10c for the unpierced one with boss.]

• Were the **STEEL ENGINEERING** Curved Girders the same curvature as the equivalent **ERECTOR** parts D & E?

• Colin Hinz has a pretty Russian set with the transliterated name of **VOENNAYA TEKHNKA** (Military Engineering), which was apparently made in St. Petersburg in 1999. It is packed in a transparent plastic box and the parts resemble **KONSTRUKTOR** [3] (see 22/648), but are steel rather than aluminium. The 16 models in the manual are chiefly army units, & vehicles.

• The 2000 Database lacks some figures for **NECOBO**. The following are from a batch of parts including Mod.1 Gears (see 7/147): bosses are 4.1mm bore & double-tapped 5/32" BSW; Axles are probably 4.06mm Ø, though some with the parts were 4.02mm. Other points: the bore of the Cone Pulley, #176, is less than 4.06mm; the nicked boss of the Face Plate (#83 but with 2 rings of 8 holes) is single-tapped; the tapping of the Handle Crank, #124, appears to be 1/8" BSW & the Set Screw is machined brass with a cheese head; the 16/60t Gears run freely at 1½" centres; the 20mm Bevel has 20 teeth and meshes nicely with **MECCANO** #30.

2. Details of an 11th Edition **C.I.G.E.A. manual** were given in 23/657. Luciano Luppi wrote that his 11th Edition is dated 'X 54'. He also sent some details of a 4th Edition from 1946, as follows. •Name: LA MECCANICA per ragazzi. •Maker: C.I.G.E.A., Milano, Via Nino Bixio, 15. •Date: XII 46, Quarta Edizione 50000 (could be the number of copies printed). •Page size: 246*170 mm deep. •64 pages + covers. Paper quality is much better than in the 11th ed. •Printing: half tones of models; cover is green with off white, grey, black inset. The inset is the same as the lid cover on 23/656. The 'something else' on it is a steam locomotive. •Language: Italian plus French/English/Spanish/German Introduction. •Sets covered A,B,C,D,E. •No. of models for each set: 23,20,21,10,10.

3. From Werner Sticht. • On **Korbuly's MATADOR patent** (22/623 & 23/682), the Austrian patent can be seen at http://members.xoom.com/oelli/matador/Patente/Nr.11515/Seite_1.gif & /Seite_2.gif). It is similar to the German one but also includes a vehicle with wheels, the Cart right. [On dates,

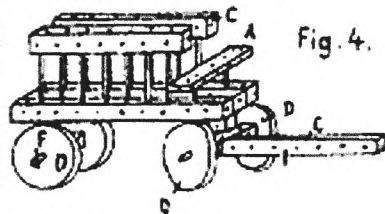


Fig. 4.

it was applied for on 2 Nov. 1901 and was granted (Beginn der Patentdauer) on 1 Dec. 1902. Hornby applied for his patent on 9 Jan. 1901, added to his application on 9 Oct. 1901, and his patent was granted on 30 Nov. 1901. The 1 Nov. date mentioned in OSN 23 is the application date for the UK patent, which was granted on 6 Feb. 1902. No application date is given on the German patent.]

• Due to a typing error the **5 STABIL DRGM numbers** given in 22/650 (248034-8) were incorrect – they are really 248934-8, as stated in OSN 13/348. [Due to another typing error the numbers from OSN 13 in OSN 22 were incorrectly given as 249934-8.]

• News from Jürgen Kahlfeldt: • Confirmation of the 1933 date for the introduction of **STABILA** given in 13/343. It is said in an ad leaflet dated 5/33 that it would be launched soon, and in one dated 11/33, Sets 1 & 2 are advertised as being 'new'. • The first known ad for the **KNIRPS** Motor (see 11/272) is from early 1933, and also listed at that time were the **KNIRPS** Conversion Sets 1a & 2a. The Nr.1a was mentioned in 11/273; the 2a was to make the Nr.2 into the **STABIL** Nr.48, & the same Set was also available as Nr.46a, to make the **STABIL** Nr.46 into the Nr.48. • A **Walther's Maschinenbaukasten** with manual has been found [it was mentioned in 13/348, and has mostly wooden parts].

• As would be expected nothing of **MÄRKLIN METALL**, **TEMSEI** or **TRIX** at the **Nürnberg Toy Fair** in February, but **AMI-LAC** had a stand, and so did **Eitech**. The latter showed a Lorry-mounted Mobile Crane which stood about 3m high. Also present, the firm **Dickie-Schuco**, who use the old **Schuco** trade mark, and have started to sell a system which looks like repackaged **MERKUR**. [It is hoped to have more

KNIRPS & STABIL Set 46 & 48 Manuals Werner Sticht has kindly passed on some information supplied to him by Jürgen Kahlfeldt. First about a **KNIRPS Nr.1** manual, dated March 1932, not previously known, and very probably the first edition. It is a single sheet printed in black, and folded into 6 to give A5-size portrait format. At the top of the front is a boy with 3 models, as on the 1966 Nr.48 shown below, with the name underneath, and some text including assurances that KNIRPS parts could be used with STABIL. No parts list is provided but it is said that the contents are shown on the envelope the set was packed in. The contents were given provisionally in 11/272 but from the models it seems that there were 4x 5h Strips, 16 Nuts, 8 Bolts, and the Screwed Rods would need to be 55mm long. Also in the Set, a Spanner & a Crank Pin. The latter has never been seen but is sub-standard in diameter to fit the small holes in the Wheel Discs. It can be seen in the models, as in the Crane below, but it isn't clear how it is held in place. Such a Pin,



with a flange near one end, is used in ULOX (see 10/253) with the flange clamped between 2 Discs, but in the KNIRPS models only one Disc can be seen. The 93 models shown start with the numerals 0-9 and all the alphabet except 'J' (Das Knirps-ABC). After these, the first is Nr.36 Leiter & the last Nr.93 Segelboot. Also on the back are 3 slightly larger models, 101-103, which need more than one Set.

A **KNIRPS Nr.2 / STABIL Nr.46** manual from March 1932 is also known, and again it is likely to be the first edition. Once more it is a sheet folded to A5 size, but this time with 8 'pages'. The front has the same illustration as the No.1 and the title is 'Instructions & Models for 'Knirps-Baukasten Nr.2 u. Stabil-Baukasten Nr.46'. In the text underneath it is explained that the only difference between the two Sets is that there are 4 Tyres in the Nr.46. 131 models are shown starting with the Knirps-ABC (but smaller letters than the Nr.1 ones), followed by Nr.26 Fußtritt to Nr.131 Segelschlitten.

The KNIRPS Nr.2 / STABIL Nr.46 manual in its final form was issued in October 1932. The cover, now in landscape, has a large inset of 2 boys, a train on a Bridge, a Flying Boat, & a Tower Crane (it is shown on KNIRPS: X1.2 in MCS). It was printed in black on paper of different colours in different years - blue in 1935 & 1936, and green in 1939 are known. 150 models are illustrated, starting, after the Knirps-ABC, with Nr.26 Barren, and finishing with Nr.150 Eisenbahnkran (shown in 11/273).

Finally the **Set Nr.48** manuals. The models were never changed from the time the Set was introduced in 1931, but the ads on the back cover varied and 4 different front covers, all A5 landscape, were used. The first was similar to the 1966 one below but was printed in B&W. An example of the Danish edition dated May 1931 is known. The second, at the top of the next column, was in full colour, with the boy wearing a red top, the Bridge against a yellow backdrop, and various small models on the blue floor. It was probably used only in 1932 and the example known is from October of that year. After that the first design was used: up until WW2 the illustrations were printed in brown & the text in red, but postwar both were brown. All



these manuals have 16 pages including covers, and the models go from Nr.48/1 Gabel on p2 to Nr.48/205 Stichtsäge on p15.

More SCHEFFLERS & METALLBAUKASTEN Dates

After the account of these two systems in 23/662, Clive Weston kindly lent me two manuals. The first was a **SCHEFFLERS**, probably from 1962 (PR III-10-6 Ke 60-62 13000), and it is very similar to the 1966 one in OSN 23. The size & number of pages, parts, set contents, & models are identical although the text has mostly been reset. The covers are the same colour but are of thicker, with a light, embossed pattern, and **METALLBAUKASTEN** under *Schefflers* has a hyphen (cf top right of 23/662). The scatter of loose parts has been slightly rearranged too, but the big difference is that the sets are the early ones, as in the MCS/NZ.

Photos of all the old-style sets are also shown inside, & opposite is the label from a 1/2 linking outfit. If the dates assumed are right, the lid label & packaging changed between 1962 & 1966.

The PR of the second manual, a **METALLBAUKASTEN** one, indicates a 1974 date, & so it is within the OSN 23 range of dates. As would be expected the models are as in the SCHEFFLERS manual, with the same text, reset, & photos of all the M-B sets except the Elektro-mechanischer. No doubt its inside pages are identical, or virtually so, to those in the OSN 23 Freeman one. However the covers of the two are not identical though they have the same PR (III-8-9 KI 654 73 1502 on C3) - the coloured band across Clive's is turquoise instead of blue, and there are other small changes. Also there's a second PR, III-8-9 KI 61/74 2476, on 'p63' (it's not numbered), so the inside is apparently a year later than the covers.

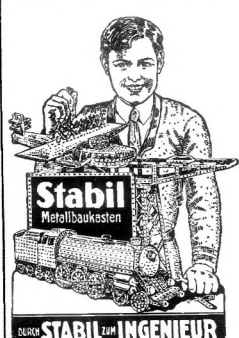
In passing the front cover looks identical to the one in the SCHEFFLERS entry in MCS/FB, and the 'p63' with its PR can also be seen in the /FB SCHEFFLERS, on p6.



SMALL ADS

For Sale: **CONSTRUCTION:** Sets C07 (two), C12, C13, C14, plus spares (mainly gears) and 1 motor. **ERECTOR:** Fair quantity in original red metal boxes (2) plus genuine Erector motor. **TRIX:** Modest quantity with several motors. More details from Bill Charleson, tel: 01924 493413, or email: charlesonb@aol.com. (Space needed! so open to any reasonable offers.)

Building Toys List. Update of 1997 database now listing brief details of 900+ building/construction toys, mostly not covered in MCS/OSN. UK £3.50; Europe £4/\$6; elsewhere £4.50/\$7, including postage. Overseas payments in either UK currency, U.S. dollar bills, or into Editor's PayPal account (please see Editorial, p 717). David Hobson, 'Woodington', Edford Green, Holcombe, Bath, BA3 5DB, England.



STABIL

Metallbaukasten

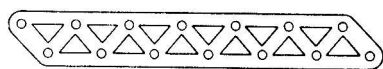
*Fabrik technischer
Beschäftigungsspiele*

Walther & Co.
BERLIN-NEUKÖLLN

Vorlagen
zum
Baukasten
48

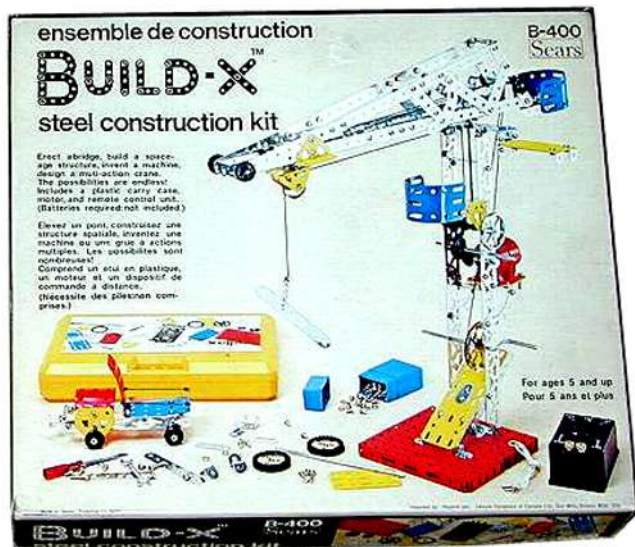
not original as Don's & David's are larger in diameter (to fit the metal bosses) and with a flat for the D bores. The diameters found vary from 4.20 to 4.23mm, and the depth to the flat from 3.69 to 3.74mm. In passing, the corresponding figures from a handful of Gabriel ERECTOR Flatted Axles are 4.03-4.06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

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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.

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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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