

MARKLIN IN 1990. The following is taken from a recent brochure. The main series of sets are designated M30 (342 parts), M50 (458 parts) and M60 (664 parts) and these are linked by extension sets E30 and E50. The catalogue numbers for these are 1004, 1005, 1006, 1016 and 1017 respectively. Then there are two special sets, a Robotics Construction Set, ROBOT (1007) with 676 parts, which makes up into a robot with 4 movements powered by 4 motors; and a Solar Construction Set, SOLAR (1008) with 215 parts including a special 1.5v motor and a solar panel, and with instructions for 5 models. Next there are 3 "Gift Sets", 1034 (96 parts) to make a 3 wheel Motorcycle, 1035 (141 parts) for a Cable Car, and 1037 (113 parts) for a Helicopter.

Finally in terms of sets there are, to mark 75 years of Marklin Metall, 3 Nostalgic Sets. The first, 1075, has the contents of a 1927 No 3 set in a period box with a manual for sets 1-6 of that time, showing over 200 models. Also included is an illustrated brochure about the historical development of the Metall sets from the first years to the present. The second, 1076, is a replica of a prewar set to make the Mercedes 1936 racing car, complete with clockwork motor. The third is a set with 4100 parts to build an Eiffel Tower over 6ft high, and it says that the model is designed to allow an elevator to be added later on. All these 3 sets will be manufactured the brochure says as a one-time limited run in 1989 only, to be sold in 1990 presumably.

Two motors are shown, the 1073 (AC/DC), maximum 16 volts with built in on/off and reverse, and with built in reduction ratios of approximately 37:1 and 9:1 giving speeds of 190 and 750rpm. The second motor, 1018, is a new, small unit, again AC or DC, using a 6 volt DC motor with what appears to be a remote rectifier unit incorporating a forward, stop and reverse lever. Again there are 2 gear ratios of 22 and 6.3:1 (giving 210 and 760rpm) and these are obtained by inserting the output shaft into one of the two locations provided. There is built in overload protection so that a stalled motor will not burn out.

Another new product is a power screwdriver (1020) with a built in rechargeable battery; it can take a normal screwdriver bit or a hexagonal shaft for Allen screws, and can also be fitted with a chuck for drills up to 6mm diameter.

Last but not least there is a list of individual parts available. Comparison with a 1983 list shows that most of the parts introduced for earlier special sets have been deleted as well as the 3 parts incorporating dog clutches, that is the 1" Pulley and the 19 and 25 tooth Pinions. Also gone are the Electrical Coil, the Bulb Holder and the Tension Spring. As well as individual parts there are 7 packs available, 1040 (nuts and bolts), 1041 (strips, brackets), 1042 (angle girders), 1043 (plates), 1044 (wheels, tyres, axles), 1045 (gears, axles, collars), and 1047 (sprockets, chain, axles, collars).

1089

Deluxe Eiffel Tower construction set. 4,100 metal parts in a sturdy wooden box with a total weight of approximately 16 kg (approx. 35 lb.). Detailed instructions for building the 185 cm (72-7/8") high model with interesting information about the original. The model is designed for adding an elevator later on. This construction set will be manufactured in a one-time series in 1989 only.



1075

Nostalgic Metall construction set with the contents of Construction Set No. 3 from the year 1927. Reprint of the large historic instruction booklet Nr. 71 for Construction Sets Nr. 1-6 with plans for over 200 models. Illustrated brochure about the historical development of the Metall construction sets from the first years to the present. This construction set will be manufactured in a one-time series in 1989 only.



1076

Replica construction set with all of the necessary parts for a 27.5 cm (10-7/8") model of the legendary, supercharged Mercedes Benz race car of 1936. Powerful windup motor for good acceleration. Reprint of the historic instructions with illustrations of the original. This construction set will be manufactured in a one-time series in 1989 only.

ITEMS FROM LETTERS

1. Brian Rowe notes that the last CONSTRUCTION Helicopter set that he bought is marked "Set No 20" instead of the C 20 of earlier ones. He may still be able to buy this set and CO 1 locally and for anyone interested his address is 23 Courtenay Park, Newton Abbot, Devon. TQ12 2HB, Tel 52188. He has also received from a friend in Holland some Gear Packs which include the large Bevel in black plastic, and metal, nickel plated Worms. They are packed in plastic bags with an orange card stapled on bearing the legend "Construction B-317 Kd Nr 297780 Hergestellt in der DDR". He says that these may be from old stock because of the metal Worms. Also Brian can supply some TEMSI parts and hopes to have supplies of the new, longer green Girders shortly. TEMSI Axle Rods come in a range of lengths and fit CONSTRUCTION bosses.

2. Gaston Marette says that MARKLIN chain is a very good substitute for TRIX chain. [This arose because I advertised for TRIX chain in OSN 2, I actually wanted it to run on CONSTRUCTION gear wheels, engaging every second tooth, because CONSTRUCTION lacks sprockets and chain. After experimenting I found that the MARKLIN chain seemed if anything a better fit on TRIX gears than the original, but that whereas the TRIX would run on CONSTRUCTION gears the MARKLIN, with only a very slightly different pitch, would not - Ed]

3. Jeannot Buteux sent some interesting notes on how the group CONSTRUCTORAMA record details of OS in France. One tip from him for illustrating flat parts is to rub over with pencil, thin (airmail) paper placed on top of them. He sent some examples where it can actually be seen where the paint is chipped off. My attempts haven't been quite so successful so far but it is obviously a good way for showing suitable Mystery Parts, etc.

4. From Ashok Banerjee: "With regards to the MARKLIN Solar Set, your readers may be interested to know that the Solar Panel and Motor are available separately as Item No 14260."

5. J.L.Figureau writes that he owns a TRIX Moto Sable (see OSN 2) which he found with other TRIX items in a shop in the 1950's, so it may have been made postwar. [I have a leaflet in French from a TRIX 1a set which shows the Moto Sable and, judging by the poor quality of the paper used, could well be postwar - Ed] He also mentions that he bought a MERKUR set at a very reasonable price in Bilbao, Spain (from JADO-JARDIN, Colon de Larreatequi 37, Plaza de Jado, Bilbao 9. Tel 424 2565.

6. From Don Redmond

Dear Meccanisti:

(After seeing that this is the plural noun the Gruppo Amatori Modellismo Meccanico use for the amateurs of construction systems, I think it solves the feminist gripe about "Meccanomen", and is vaguely reminiscent of other borrowings such as "cognoscenti".)

Page 15 of OSN 2 has Keith's note about ELEKTRISKAIS KONSTRUKTORIS. MCS already lists a related system, which was in error listed as "ONBITOB" and which I have already written to Frank should be listed as "ELEKTROMECHANISKAIS KONSTRUKTORIS/yelektromekhanicheskii Konstruktor". I said erroneously that it was from Yugoslavia, not the USSR; but comparing the parts list with Mario Pei, The World's Chief Languages, it is evident from the alphabet that it is in Lettish (from Latvia) and Russian---not Serbian/Croatian. I suspected Lettish from Keith's word for "screwdriver", as the -is ending is very frequent in Lettish. So the system Keith reports is almost certainly also Lettish/Russian and as we know from recent news reports there is a strong (immigrant) Russian minority in Latvia. The key clues in the Lettish alphabet are cedillas under k, l, n, r, and long marks over four vowels ā, ē, ī, ū, and inverted circumflex over c, s, z. Evidently from the fact Keith's set was on the market in Poland (which was what made me suspect Yugoslavia), it has been a Latvian export.

Other notes from OSN 2: Mystery Parts: I had already written to Tony that I have a sample of #1. In my box of what-is-its I've found Construct-o-Craft, D-180 (note: pitch of this appears to be 14mm not 12.7; anyone verify?) etc. D-180 and Delta-X appear to be identical.

DISTLER: I have a Distler clockwork motor key 33x42mm, nicely nicked, cast, with a different glob logo, having DISTLER in caps curved (concave upward) across the equator (rubbing in margin).

HISTORY OF MARKLIN CONSTRUCTIONAL SETS In 1989 MARKLIN issued a 12 page booklet entitled *Die Geschichte des Marklin-Metallbaukastens*, to mark the 75th anniversary of their metal constructional sets. Dennis Higginson lent his copy and thanks are due to Mrs Chris Marien for her invaluable help with translation. Part 1 below is a selection of the facts and figures from it, and Part 2 (which will be in OSN 5) is comment and some amplification using MARKLIN manuals and other literature.

PART 1. MARKLIN started making constructional sets 75 years ago. Before WW1 they had been the sole representative for MECCANO on the continent and after 1912 they had produced 60,000 clockwork motors a year for them. In 1914 the MECCANO property in Berlin was confiscated by the German government and in August 1917 MARKLIN officially acquired all MECCANO assets and rights. In February 1918 they registered patents covering MECCANO parts. The name MARKLIN Metal Construction Outfits (Metall-Baukasten Marklin) was used for the first time in the 1919 catalogue and there were 7 sets (0 to 6) with conversion sets 0a to 5a. The parts were black and the sets were packed in strong cardboard boxes, although sets 5 and 6 were also available in walnut coloured wooden boxes with lock and key, as sets 5H and 6H. Set 0 had 88 parts and set 6, 1380. There were 2 clockwork motors (Nos 201 and 202), 2 electric mains motors (301 and 302), and 2 steam engines (401 and 402), both of which could be set up with the boiler either horizontal or vertical. There was also an electro-magnetic crane grab, No 300.

In 1929 coloured parts were introduced, green for strips and girders, blue for round plates and wheels, red for plates and flanged wheels, black for brackets, etc. Nuts and bolts, and gears were in their natural brass colour. 'Black' sets were produced in parallel with coloured ones, both with the same contents as earlier sets; the black sets had the suffix S after the set number, with F for the coloured ones. At this time set 5A was available in two parts, 5AA and 5AB. In 1939/40 the production of 'black' sets (and black parts as an alternative to coloured ones) ceased.

In 1930 set 6 contained 700 more parts than 10 years earlier and over 250 different parts were listed in the 1930 catalogue. During the 1930's certain supplementary sets (Zusatzkasten) were introduced which were to be used with standard sets to make models on particular themes. Examples are 101/1 and 101/2 for 'Transport', 105/1 and 105/2 for Bridges and Machinery, and 102 for clocks, using the 202 clockwork motor.

In 1931/32 ELEX was added (sets 501 and 502 with a connecting set 501A) and these continued until 1962. MARBI came in 1933/34 (sets 601 and 601A) with parts identical to standard MARKLIN but unpainted, and continued until the beginning of WW2. Production of MINEX started in 1939/40 with parts that were half the size of standard pieces, many of them being made of unpainted aluminium alloy. In the larger sets there were electrical parts, red 'composition' wheels and yellow and red painted, thin steel plates. There were 3 sets (01, 02 and 03 with 957 parts), 2 connecting sets (01A and 02A) and an electric motor, 301G. Production ceased in 1945.

After the war shortage of materials prevented production until 1947 when new parts and revised sets based on the prewar standard sets were introduced. The numbering of both parts and sets was changed and the basic sets were now 99 to 105 with linking sets 99A to 105A. Special sets Z99 to Z105 were available during 1947-49 to convert prewar sets to the new standard. The new parts were flexible plates made of light alloy finished in blue/aluminium and red/ivory, and these and a selection of motor tyres were included in the new sets, together with some electrical parts in sets 102A upwards.

The numbering system changed again in 1957 with basic sets 1009 to 1015 and connecting sets 1029 to 1036 (1035 and 1036 both adding to 1015). The electrical sets became 1052 and 1053, connected by 1063, and the motors were 1070 (clockwork), 1071 (electric) and 1072 (universal electric).

In 1962 production of the electrical sets ceased as well as sets 1035 and 1036. The largest basic set 1015 was dropped in 1963 and in 1971 the small sets 1009 and 1029 were deleted. In 1973 parts were made available in 10 different packs 1040 to 1049 as well as individually.

The remaining sets which were still essentially based on the prewar ones, continued until 1975/76 when a completely new range was introduced under the name MARKLIN METALL. There were 3 basic sets A, B and C (1051-1053) with connecting sets E1 and E2 (1061, 1062), and 2 motors 1072 and 1073. The new manuals had colour photos on a grey background. In 1978 an add-on set E3 (1063) was introduced and also (for 2 years only) 3 special sets, 1001 to 1003, sold in black finished wooden boxes, each of which allowed a railway locomotive to be made. 1001 was an 'E-Lok der BR 160', 1002 the 'Adler', 1003 a 'Güterzuglok BR 050'.

In 1980 3 theme sets were launched, 1054 for Farm Machinery, 1055 for Excavation Machinery, and 1056 for Lorries. The parts in these sets which would have normally been red and green, were painted orange, and there were also new black and white plastic parts included. A Cable Car Set (1057) was added to the range in 1981.

In 1987 the 'orange' sets were dropped and the basic sets were revised and renumbered. This gave m30

(No 1004, 343 parts), m50 (1005, 458 parts) and m60 (1006, 664 parts), with linking sets E30 (1016) and E50 (1017). There followed packs of extra parts (1040-1047), a Robot set (1007, 649 parts including 4 motors), a Solar set (1008, 215 parts with a solar panel which would work from a 60 watt light bulb), and 3 smaller special sets to make a Motorcycle (1034, 96 parts), Cable Car (1035, 141 parts) and a Helicopter (1037, 113 parts). The 16 volt 1073 motor was discontinued and a new 6 volt d.c. with 4 speed gearbox (1018) added, also a new pattern of screw head was adopted which combined a hexagonal recess with the conventional screwdriver slot. An electric screwdriver was added to the range.

In 1989 there was a new special set to make a model of the Eiffel Tower, 185 cm high. It contained 4000 parts, weighed 16 kg and was supplied in a wooden case.

In order to make Part 2 as complete as possible if anyone has details of the contents of the sets listed below I would be grateful to have details -

Sets through No 6 for any year about 1930.

Set 105A (1947-57).

Sets 1035 and 1036 (1957-62).

Sets A, B, C and E3 (1976-86).

Sets m30, m50 and m60 (1987 onwards).

REVIEW

BRITISH TIN TOYS by Marguerite Fawdry, New Cavendish Books, £25. (240 pp)

Marguerite Fawdry has had a lifelong love of British toys of all kinds and is the founder of Pollock's Toy Museum off the Tottenham Court Road in London. Over the last forty years she has amassed a tremendous collection of original source material on British toys. In particular she owns a complete collection of the major toy trade journal 'Games and Toys' from 1914 until its demise in the late 60's. From this material she and her assistants have built up an unrivalled, cross-referenced set of records on British toys and their manufacturers.

Drawing on these records Mrs Fawdry has already written books on English dolls and rocking horses and has now moved on to British Tin Toys. In fact the title is misleading in that the book deals with all manner of metal toys and not just those made from tinplate. This includes metal constructional toys and hence the importance of the book to readers of this journal.

The book begins with a brief history of tinplate manufacture in Britain and its use in toy making but then launches into its most important section, an 'A-Z of British-Made Metal Toys'. Included in this are famous and not so famous brand names and the toys produced under them. Also listed are manufacturers of metal toys and sections on special interests such as Guns, Musical Toys, Trains and Constructional Toys. These latter sections are largely a cross-referencing exercise directing the reader to all the manufacturers of such toys to be found elsewhere in the directory, but are none-the-less a very useful device when researching a particular topic.

Under Constructional Toys we find the well known firms such as Meccano, Juneero and Trix but we also discover Gray and Nicholls who in 1919 were making a constructional kit called Framus and we find Paton, Calvert Ltd who in 1915 were making a tubular construction toy called Happynak. Both these latter firms were based in Liverpool, in fact Paton, Calvert was in Binns Rd opposite Meccano Ltd, yet neither appear (yet) in MCS. And there are several more obscure manufacturers listed which fact alone makes this book of great interest to readers of OSN. But beyond this we also learn a lot more about the background to more well known constructional toys. For instance, there is an interesting section on William Bailey Ltd of Birmingham, who made both Kliptiko and Wenebrik, which provides dates of manufacture, patent numbers and significant events in the history of the firm.

The book is completed by a series of appendices which consist of reproductions of original advertising literature. The seventh of these is entitled 'Lesser Known Constructional Outfit Makers' and has material relating to Juneero, Presticon, Pioneer and Kliptiko.

The book is lavishly illustrated throughout with original advertising literature, good black and white photographs and superb colour ones from the New Cavendish archive. This does mean that those who own books in the Hornby Companion Series will have seen some of the colour pictures before but there should be plenty of new snaps to keep such people happy.

I have to admit that since acquiring a copy of this book it has become an essential reference to me and I find myself reaching for it whenever I come across a new obscure item I need further information on. Seldom has it let me down.

Malcolm Hanson

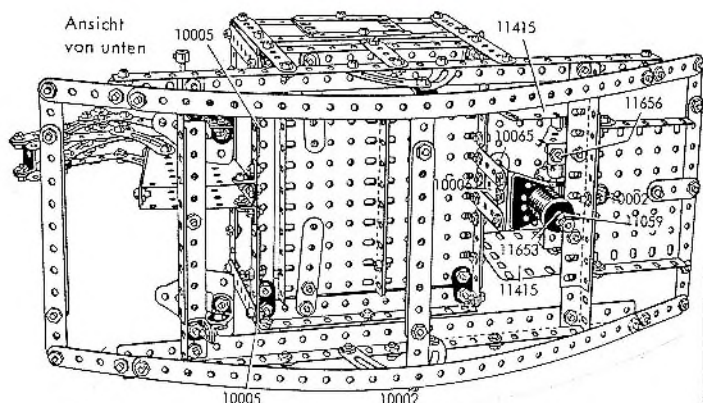
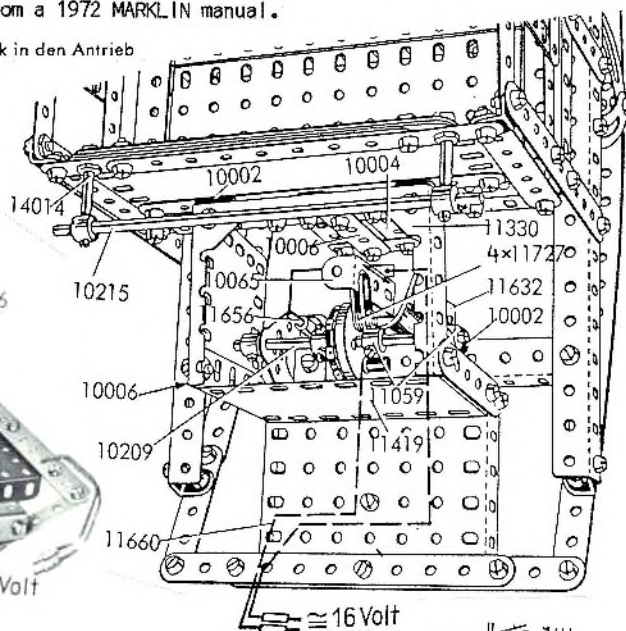
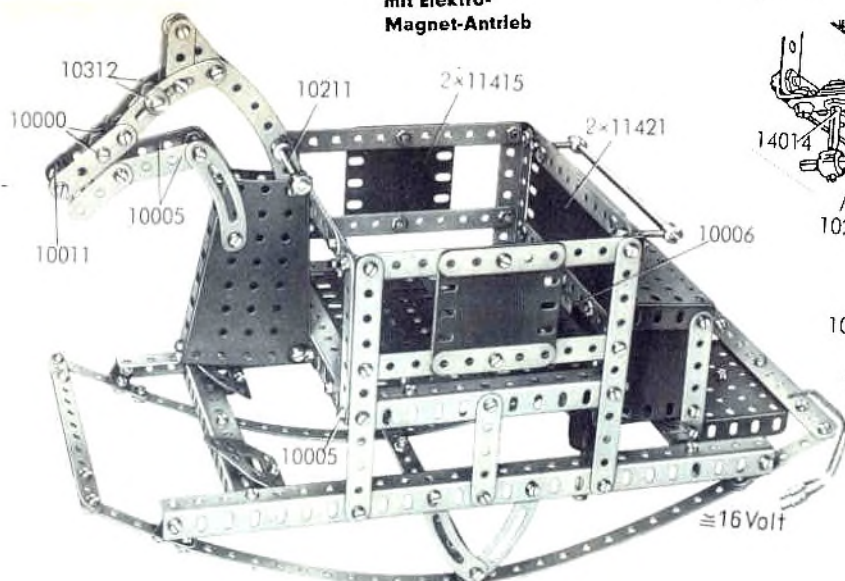
Gebaut mit MARKLIN-Metallbaukasten Nr. 1014 (1013 + 1033)

Nr. 1014 - 104

Schaukelpferd
mit Elektro-
Magnet-Antrieb

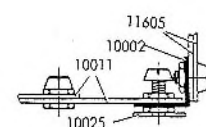
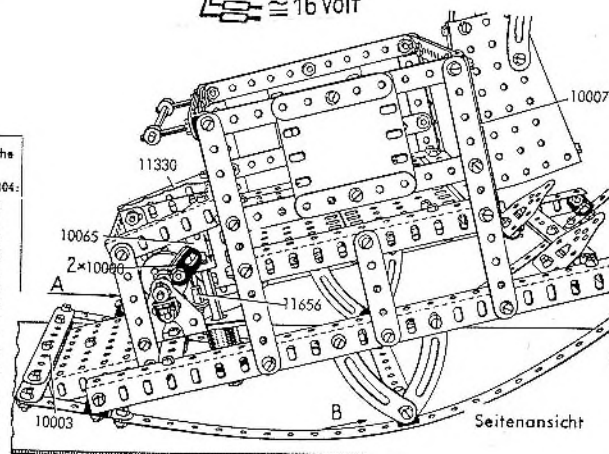
This model from a 1972 MARKLIN manual.

Blick in den Antrieb

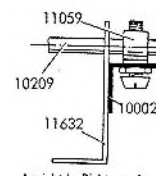


Erforderliche
Teile
zu Nr. 1014-104:

- | |
|-------------|
| 8 - 10000 |
| 1 - 10001 |
| 22 - 10002 |
| 7 - 10003 |
| 4 - 10004 |
| 18 - 10005 |
| 3 - 10006 |
| 4 - 10007 |
| 21 - 10011 |
| 2 - 10025 |
| 1 - 10065 |
| 7 - 10111 |
| 2 - 10125 |
| 1 - 10209 |
| 1 - 10211 |
| 1 - 10215 |
| 2 - 10312 |
| 10 - 11059 |
| 2 - 11320 |
| 2 - 11330 |
| 2 - 11340 |
| 6 - 11415 |
| 1 - 11419 |
| 2 - 11421 |
| 8 - 11605 |
| 2 - 11607 |
| 2 - 11631 |
| 2 - 11632 |
| 1 - 11640 |
| 1 - 11653 |
| 1 - 11656 |
| 1 - 11660 |
| 1 - 11665 |
| 2 - 11727 |
| 5 - 14010 |
| 157 - 14013 |
| 2 - 14014 |



Ansicht in Richtung B



Ansicht in Richtung A

Stromverlauf: Vom Trafo zur Spule, von dort nach 11656 und 11632 (Farbe entfernen). Durch das Modell, zu dem einen Feld von 11665, welches mit der Masseschraube verbunden ist. Berührt die Kohlenbürste von 11665 dieses Feld, so fließt der Strom von der Kohlenbürstenkappe zum Trafo zurück.

Wirkungsweise: Das Schaukelpferd ist auf eine glatte Holzunterlage zu stellen. Ist der Stromkreis geschlossen, so wird die Spule 11640 magnetisch und diese zieht den Eisenkern (11651 und 11653) an. Dadurch wird das Schaukelpferd nach vorne gedrückt. Der Verbindungsbügel 10065 (zwischen 2 x 10000) dreht die Bürstenbrücke von 11665 so weit, daß die Kohlenbürste das stromführende Feld verläßt. Die Spule wird stromlos und das Schaukelpferd kann zurückschauen. Bei dieser Bewegung wird die Kohlenbürste wieder auf das stromführende Feld geschoben und das Spiel beginnt von neuem.

Zur Beachtung: Damit die eine Hälfte von 11665, welche die Kohlenbürste enthält, sich nicht zu leicht auf der Welle 10209 bewegt, ist die Mutter 14010, die die beiden Teile Nr. 10000 festhält, gegen den Stellring 11059 zu klemmen.

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CONTRIBUTIONS. If possible please type these, single spaced, on one side of the page only, within a width of 6½" (170mm).

REVIEW

CONSTRUCTIONAL TOYS by Basil Harley, Shire Publications Ltd, £1.95. (32pp)

This is a book of modest dimensions and ambitions, but also of a correspondingly modest price. Books in the Shire Album series are to be found in almost all museum shops in this country and aim to give the reader a brief and cheap introduction to some quite specific areas of the antique and collecting worlds. For instance, other titles include "Buttonhooks and Shoehorns" and "Old Telephones". Basil Harley already has two books in the series on "Toy Boats" and "Optical Toys" and also writes regularly in modelling magazines, especially on the subject of steam engines.

Given the editorial constraints he was working under Harley's major problem in writing this book was not in getting enough information to include but in deciding what to leave out. As we all know the field of constructional toys is vast so how has he narrowed it down to 32 pages?

His chosen chapter headings are Building Blocks, Meccano, Limited Variety Outfits, Imitation Meccano and Lego. The obvious omission is of constructional systems that are not Meccano-like in nature, but otherwise the choice is a reasonable one.

The Building Blocks chapter deals with the origins of constructional toys which are to be found with building blocks made by Bavarian craftsmen in the 18th century. But it goes on to consider a large number of building toys in a variety of media, such as rubber Minibrix, wooden Matador, plastic Bayco and many others about which very little has previously been published.

The Meccano chapter mostly covers familiar ground, with quite a comprehensive and accurate account of the development of the system before the war. However, Harley is very dismissive of developments post-war which he characterizes in terms of a steady decline into oblivion. This section ignores several technical developments and contains certain errors of fact. For instance, he describes the Calais factory as existing to "produce plastic Meccano kits for the European mainland" and does not seem to know that the factory still produces the full range of parts for world-wide sale.

The chapter on Limited Variety Outfits is very brief but none-the-less considers a good range of products including Meccano aeroplane and car sets, Marklin and Schuco car sets and Bowman steam outfits. The equally short section on Imitation Meccano again encompasses a wide range including Marklin, Erector, Primus, Juneero, Masterbuilder and modern foreign alternatives. The details here are brief but substantially correct.

The Lego section is longer and quite comprehensive although the fact that the original Lego bricks were the invention of an Englishman, namely Hilary Page of Kiddicraft fame, is not mentioned. The engineering limitations of Lego in comparison to Meccano are recognised although in other respects Harley is clearly quite taken with the system, claiming at one point that "Lego can be used to make cars and ships, robots and space stations far more realistic than those made by the old bolt-together metal outfits", an opinion with which I, and I suspect many readers of this journal, would wish to take issue.

Despite its brevity over half the space in this book is taken up with illustrations in the forms of both photographs and reproductions of original literature. At this point I have to declare an interest in that a large number of the photographs are of items in my own collection. However I think I can fairly say that the illustrations are of good quality and complement the text nicely.

This book is far from being a magnum opus on the subject of constructional toys, but then it does not pretend to be, and within its limitations provides a useful introduction to the subject. It is broad in scope, well written and attempts to place the toys it mentions in their social context.

Malcolm Hanson

NEW SYSTEM - FALCO A reference was recently seen to this construction set, it was Italian and was said to date from the interwar period. A colour photo of a model, made in 1937, showed it to be of the Dinky Builder type with red, blue and silver plates.

MARKLIN 1990-91 Along with the latest copy of Infos from JEAN ESTEVE OBJETS was a 1990-91 MARKLIN brochure in English, French and Dutch. Compared with 1989-90 (see OSN 2, p16) all the sets are continued except that of the three Nostalgia Sets only 1075 (the prewar No 3) is listed. Both the Motors and the Power Screwdriver continue and so do the 7 Packs of Parts (1040 - 1047). The individual Parts available have also remained unchanged.

HISTORY OF MARKLIN CONSTRUCTIONAL SETS - PART 2 The 1920 Illustrated List of Parts in MCS shows that MARKLIN had retained nearly all the MECCANO parts current in 1914, including the rather unsatisfactory Ship's Funnel, PN 64. By this time though, some important additions had been made, notably the circular parts 66 - 68, the 1" Pulley with Dog Clutch, PN 76, the Braced Girders, 81/1 to 81/5 and the Spoked Wheel. The latter at this stage, like the MECCANO equivalent when first introduced, had no boss - it also did not then have provision for a handle to be attached. Most of these parts were well designed but the Braced Girders cannot perhaps be considered ideal as a multipurpose part although they often look attractive when used in models. The finish of the steel parts was black metallic except that the Ship's Funnel was painted red and the Spoked Wheels, a lightish green.

The sets at this time, 0 to 6 were obviously based on MECCANO ones but had some extra parts, including the new ones. Through Set 4 the number of Nuts and Bolts was identical to those in 1919 MECCANO sets but in Set 5 there were 200 instead of 175 and in Set 6, 630 instead of 465. Overall, excluding Nuts, Bolts, Washers and Paper Clips, the No 6 from MARKLIN contained 1071 parts, against 644 in the MECCANO outfit. In 1922 of course MECCANO introduced the No 7 and while there was never a MARKLIN equivalent it was stated in Part 1 that the contents of the No 6 had increased by 700 parts in 1930 compared with 10 years earlier. There is some doubt about this though, no contents list is available for 1930 but Dennis Higginson sent one from a 1931 manual and this shows 2467 parts for the No 6 compared with my count of 1982 for the contents given in the 1920 manual. Well, getting on for 700 perhaps but the trouble is that the increase comes about in the main by a Nut and Bolt being listed and counted as two parts in 1931, whereas earlier a N&B was but one item. If manuals, nuts and bolts, washers and paperclips are all ignored the 1071 parts in the 1920 No 6 increased to 1124 in 1931. In the next manual available, for 1939, the contents of all the sets remained unchanged and details are in MCS(FB).

Between 1920 and 1939 the number of different parts in Set 6 rose from 68 to 98 but the number of parts available had risen from 74 to about 240 (excluding electrical parts). The 1931 list shows of course many, many additions compared with 1920 but many of them are extra lengths of Strips, Angle Girders and Flat Girders, all then available with 2,3,4,5,6,7,8,9,10,11,13,15,17,19,21,23 and 25 holes, and the many and various Brackets and Gearbox parts for which MARKLIN is well known. There are points of interest though, the large Gear Wheel No 31 had 96 teeth and there was a special sprocket chain link shaped I suppose so that part of it was proud of the run of the chain and could engage other parts. In the same vein PN 48a was a Strip that could be linked into the chain. Neither of these chain parts was listed in 1939 so maybe they weren't popular, for whatever reason. Part 50 wasn't in the 1939 list either and seems to be a holder for Flaschenbecher. What are Flaschenbecher? See Part 78. Parts 77 - 80a were not listed in 1939. One part that had been redesigned by 1931 was the Single Arm Crank, No 62 but I'm sure it was more versatile in its original MECCANO guise, and the redesigned part was not included in the 1931 or 1939 sets. Another part to be seen in 1931 was the "pastry cutter" type gear ring in different sizes (parts 89/21 to 89/96). This to me is MARKLIN's finest idea, a simple, elegant, cheap way of turning any ring into a gear, much better for a toy, even an adult toy, than MECCANO's 167a etc. I've mentioned all the parts that were deleted in 1939, the main ones added were 66b, 132, 133 and Tyres 209/20, 209/22. The whole range of parts available in 1939 are in the 1949 Illustrated Parts List included in MCS(FB), except for the Ship's Funnel, PN 64, which had finally disappeared by then, and 22a, the 1" Pulley without Boss.

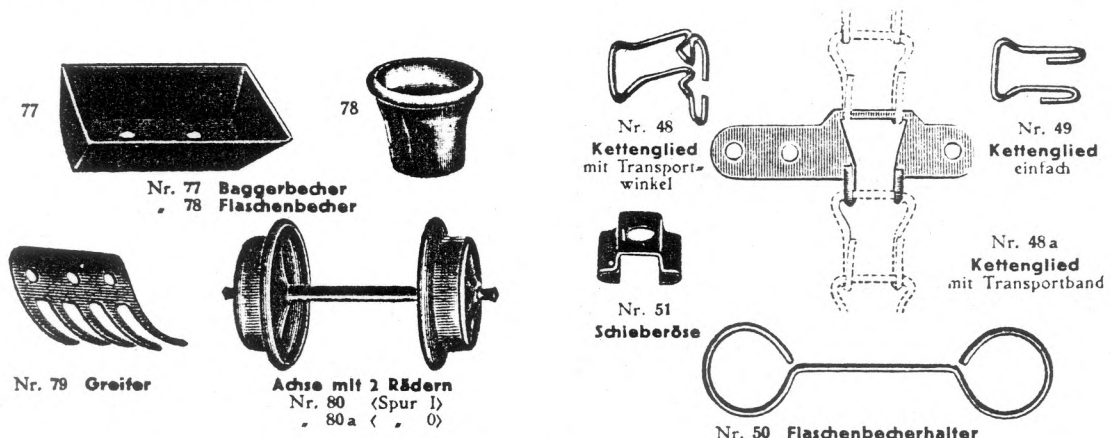
The main additions in 1949 compared with prewar were the Gear Wheels 31/75, 31/95, 31/120 and the Flexible Plates, 163 - 180. This list contained over 250 parts (ex electrical ones), more than in any other list seen. By 1957 the only changes were the addition of the Universal Gear (14 teeth and similar to the MECCANO 27f of 1970) and the deletion of the 2-hole Strip, but by 1959 over 40 more parts had gone, mainly various lengths of Girders and Strips but also a few mechanical parts including the 46 tooth Sprocket. In the next list available, for 1970, many other parts had been deleted with, again excluding electrical parts, less than 190 parts included. The list in MCS under MARKLIN C is very similar but slightly earlier with 11611 still included. By 1978 the total was less than 160 including the new Circular Front Plate for Loco Boilers (14022), and 6 new lengths of Axle Rod. Some new parts were introduced for the Theme Sets of the 1980's and the 1983/84 list (included in MCS in MARKLIN D) shows over 190 parts but by 1989/90 most of these had been deleted and there were less than 160 parts again. For the first time the Pinions and Pulley with integral dog clutch were not listed, nor the Paperclip (14110).

Returning to the sets, the range 99 to 105 introduced in 1947 equated roughly to the prewar 00-5 but with the addition of the new Flexible Plates, Tyres and a few other parts. Each set had, neglecting 'fastenings', roughly 25% more parts than its prewar counterpart and for the 105 the increase was even more, from 581 to 936 parts, with in addition 550 Nuts and Bolts, against 225 in the No 5. The 105 wasn't quite a No 6 but it wasn't far short and the new Flexible Plates made

up in many ways for the fewer Strips, Angle Brackets, etc. And then on top was the 105A but unfortunately no details of this are available. A manual dated 10/47 doesn't show it so it was probably introduced at a later date than the other sets. The contents of sets 99-105 for this period are in MCS(FB), and so are those for sets 1009 to 1014 and 1034 which replaced the 99-105 series in 1957. The new sets were almost identical to those they replaced but again no details are available of the add-on sets 1035 and 1036, and it is not known whether these were the 105A split up into two or whether 1035 replaced 105A and 1036 was a further extension.

The next stage, in 1975/76, was the A, B, C sets, and later the E3, and Dennis Higginson has again sent details of the contents. These sets were said to be a new departure but in fact A is very like the old 1010, and B and C very like 1011 and 1012. E3 is not so near to 1032 but bears it some resemblance. The Set Contents are given overleaf with MECCANO style names for the parts and omitting the connecting sets E1 and E2. No details are to hand of the current M30, M50 and M60 sets except that they are quoted as having 342, 458 and 664 parts compared with 181, 267, 444, and 230 for the A, B, C and E3.

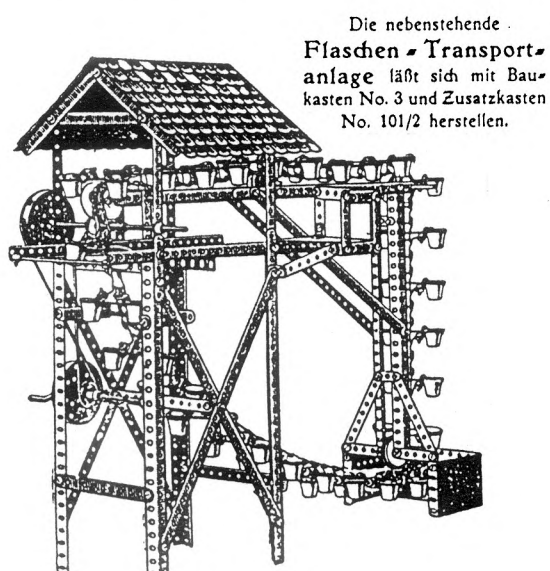
Finally MCS gives the hole spacing of MARBI as 6.35mm and says that it was displaced by MINEX. From Part 1 it is clear that MARBI had the same hole pitch as standard MARKLIN and both it and MINEX continued until WW2.



From the Illustrated List of Parts in the 1931 Manual.

FOOTNOTE. Since the above was written I have received more information from André Barbe and Georges Spinner. A Parts List from a 1922 manual shows that the parts available had not changed since 1920, nor had the set contents. The contents of the No 6 set in 1927 showed some changes, the most important of which were the inclusion of 5 sizes of the Gear Ring, PN 89, and the replacement of 2 x 1" Pulleys, 2 x 25t and 1 x 19t Pinions by the appropriate 'k' variant with integral dog clutch. Other additions were the Eye Piece with Boss (PN 56), while retaining the original version, and the Brackets 65, 65a and 88.

Going back to the 1922 material all is not always what it seems at first glance, the Parts List certainly contains no more parts than that of 1920 but there are two more manuals listed. These are for 'Transportanlagen' and 'Uhren' (Clocks) and must I think be for the Zusatzkasten mentioned in Part 1. In fact the photocopied material I have from the 1922 manual includes an ad



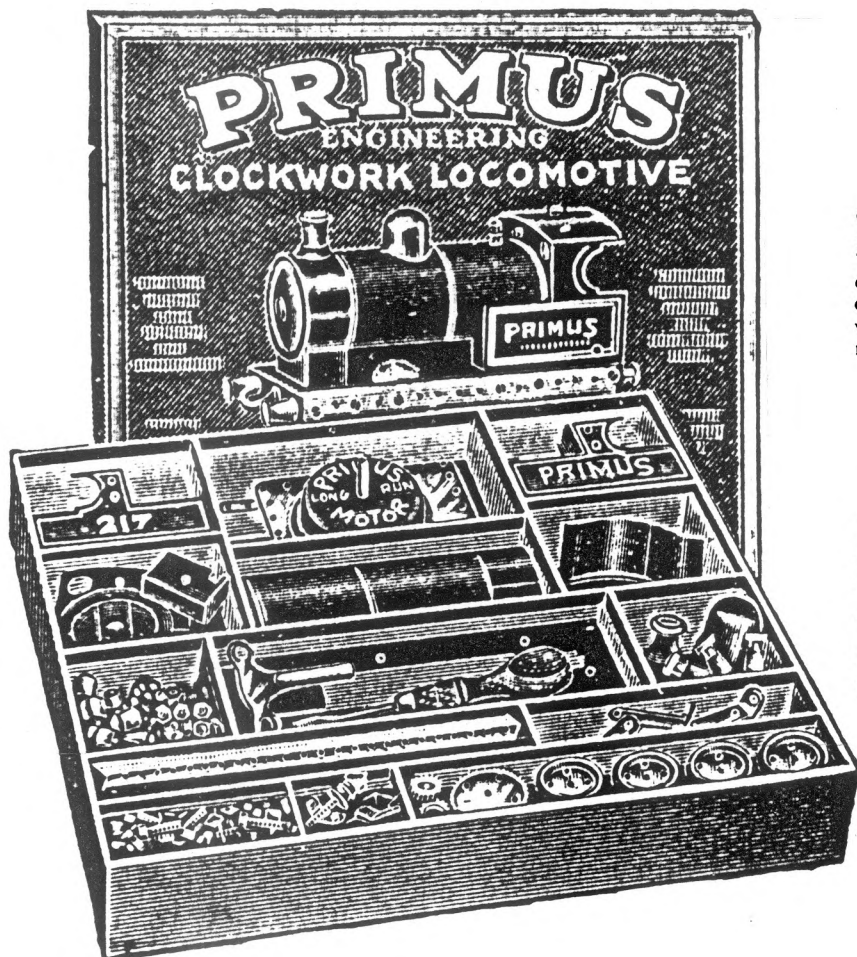
for the Transportanlagen Zusatzkasten Nos 101/1 and 101/2. Two points arise, first some Zusatzkasten existed as early as 1922 and were not introduced in the 1930's as stated in Part 1 (this was an error on my part). Secondly the picture of the 1922 Zusatzkasten clearly shows a number of parts not shown in the Parts List, including Axle Sets (PN 80) and lots of PN 50, Flaschenbecherhalter, their PNs are of course as given in later Lists. Another point of interest is the model opposite which shows how the Flaschenbecherhalter were used, they were attached to a Sprocket Chain (using PN 48 no doubt) and each carried a Flaschenbecher on each side. I can hardly resist the temptation to try to make some parts to see how well it all worked in practice.

[A List of Contents for the M sets is now to hand and will be included in OSN 6]

CONTENTS OF MARKLIN SETS A, B, C, E3

PN	Description	Set:	A	B	C	E3	PN	Description	Set:	A	B	C	E3	PN	Description	Set:	A	B	C	E3
10000	Fishplate	4	4	4	-	-	10312	Pulley, n/b, 12mm	1	1	1	-	-	11500	Cord	1	1	2	-	-
10001	Double Bracket, $\frac{1}{2}$ "	-	1	4	-	-	10325	" 25mm	2	4	4	-	-	11515	Spring Cord, 150mm	-	1	1	-	-
10002	Angle Bracket, $\frac{1}{2}$ "	10	14	16	20	-	10336	Flgd Pulley, 36mm	-	-	4	-	-	11605	Curved Strip, 5 h	2	2	4	-	-
10003	Strip, 3 hole	-	2	2	4	-	10338	Pulley, 38mm	-	-	-	1	-	11631	Flat Trunnion	-	2	2	-	-
10004	" 4 "	-	-	-	2	-	10365	Flgd Wheel, 65mm	-	2	4	-	-	11632	Trunnion	2	2	2	-	-
10005	" 5 "	6	7	12	-	-	10395	Hub Disc, 95mm	-	-	-	1	-	11700	Spanner	2	2	2	-	-
10006	" 6 "	-	-	-	4	-	10450	Gear Wheel, 50t	-	-	-	1	-	11713	Hook	1	1	1	-	-
10007	" 7 "	-	2	2	4	-	10457	" " 57t	-	-	-	1	-	11716	Crank	1	1	1	2	-
10009	" 9 "	-	-	2	2	-	10595	" " 95t	-	-	-	1	-	11718	Coupling	-	-	-	1	-
10011	" 11 "	4	6	16	2	-	10719	Pinion 19t	-	-	-	3	-	11720	Worm Housing	-	-	-	1	-
10025	" 25 "	-	4	10	-	-	10725	" 25t	-	-	-	1	-	11727	Washer	-	10	10	10	-
10040	Rev Ang Brkt, $\frac{1}{2}$ "	-	2	2	2	-	10901	Pawl	-	-	-	3	-	11731	Special Bracket	-	-	-	2	-
10044	Dble Brkt, 3x1x3 h	1	1	1	-	-	10910	Worm	-	-	-	1	-	11745	Hanger	-	-	-	1	-
10045	Double Bent Strip	-	-	1	-	-	10914	Universal Gear 14t	2	2	2	-	-	11765	Special Bracket	-	-	-	2	-
10046	DAS, 2x7x2 holes	-	-	-	1	-	10918	Gear Ring, 18t	-	1	1	-	-	11793	Universal Coupling	-	-	-	1	-
10055	Str 5h, oval end h	-	-	-	2	-	10940	" " 40t	-	1	1	-	-	11800	Parts Box	1	1	1	1	-
10059	Strip 9-hx $\frac{1}{2}$ " pitch	2	2	2	-	-	10957	" " 57t	-	-	-	1	-	11810	Parts Tray	1	1	2	1	-
10067	DAS, 1x5x1 holes	2	4	6	-	-	11015	Hub Disc, 150mm	-	-	-	1	-	12400	Plastic Axle Clip	8	8	12	10	-
10105	Ang Girder, 5 hole	-	-	-	2	-	11036	Bush Wheel, 36mm	1	1	1	-	-	14000	Screwdriver	1	1	1	-	-
10107	" " 7 "	-	-	-	2	-	11059	Collar	-	2	4	6	-	14002	Screw, 8.5mm	35	50	85	75	-
10111	" " 11 "	-	-	-	6	-	11320	Flgd Plate, 5x11 h	1	1	1	1	-	14003	" 12mm	15	20	35	25	-
10125	" " 25 "	-	-	4	4	-	11330	" " 5x7 h	-	-	-	3	-	14004	" 25mm	1	1	1	-	-
10203	Axle, 30mm	-	-	-	3	-	11340	" Sector Plate	1	2	2	-	-	14010	Nut	55	75	130	100	-
10205	" 50mm	2	2	2	3	-	11405	Flex Plate, 3x5 h	2	2	6	-	-	14025	Tyre for 10325/914	4	4	4	-	-
10209	" 90mm	-	-	2	3	-	11415	" " 5x5 h	2	4	6	-	-	14036	" " 10336	-	-	4	-	-
10211	" 115mm	3	3	4	-	-	11419	" " 5x9 h	-	-	4	-	-	14900	Manual, German	1	1	1	-	-
10213	" 130mm	-	1	3	1	-	11421	" " 5x11 h	2	4	6	5	-	14902	" "	-	-	-	1	-

NOTE: Sets E1 and E2 convert A into B, and B into C. They contain exactly the parts necessary to do so.



PRIMUS LOCOMOTIVE OUTFIT

Contains 109 separate parts which are required to construct the Locomotive. The finished model is one of the best examples of constructional toys ever offered. Complete with Primus Clockwork Motor, fitted with control levers and reversing gear.

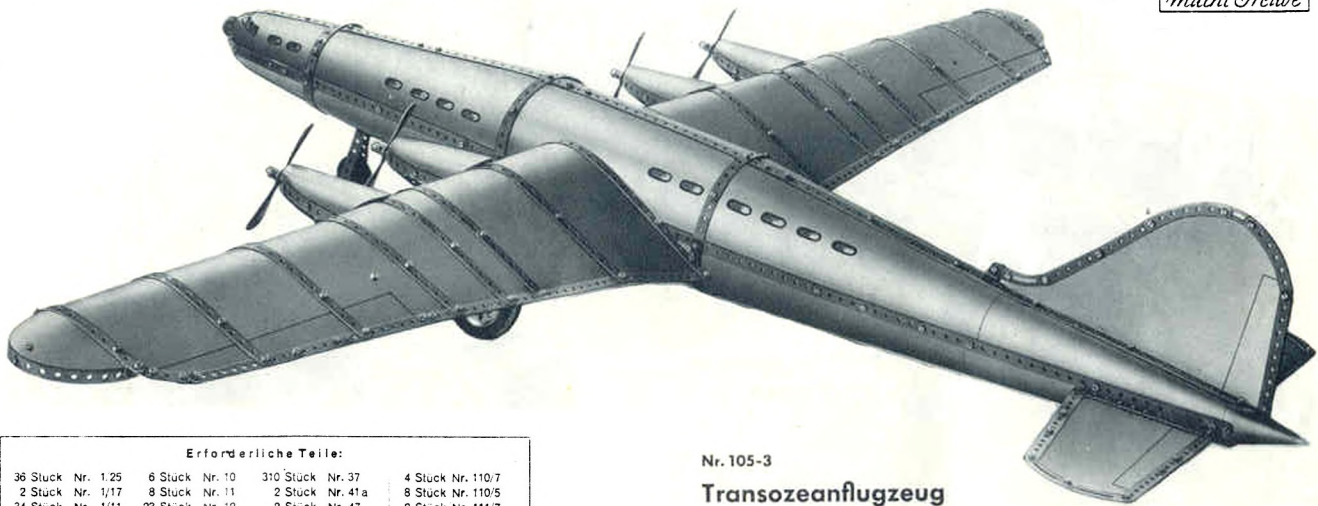
Price (including Instruction Book)

37/6

This set makes one locomotive and the superstructure is nicely made and finished. The wheels though are standard PRIMUS Flanged Wheels and they run in standard Trunnions, and somehow to me they don't marry happily with the top part. A rare item this and the ad, from a Bassett-Lowke catalogue of probably 1926 or 1928, came from Mick Burgess.

Mit **MARKLIN**-Metallbaukasten Nr.105 (104+104 A) gebaut

MARKLIN
macht Freude



Nr. 105-3

Transoceanflugzeug

Spannweite 70 Meter
Höhe 15 Meter
Rumpflänge 53 Meter
Gesamtwicht bei Höchstbelastung etwa 130 Tonnen
Höchstgeschwindigkeit 500 Kilometer in der Stunde

Im geräumigen Flugzeugrumpf befinden sich: Pilotenstand, Navigationsraum und der Raum für den Kapitän. Dann folgen die Wasch- und Toiletten-Kabine, ein komfortabler Aufenthaltsraum mit Bar, eine Küche, ein großer Speisesaal und ein zweiter Aufenthaltsraum, in dem nachts die Passagiere in bequemen Betten schlafen können. Die Fracht- und Gepäckräume, sowie die Unterkunft für die Flugzeugbesatzung sind in den Rumpfboden untergebracht. Dieses Riesflugzeug wird für Langstreckenflüge über die Ozeane eingesetzt. Flugzeit: LONDON—NEW YORK etwa 15 STUNDEN.

Erforderliche Teile:											
36 Stück	Nr. 1/25	6 Stück	Nr. 10	310 Stück	Nr. 37	4 Stück	Nr. 110/7				
2 Stück	Nr. 1/17	8 Stück	Nr. 11	2 Stück	Nr. 41a	8 Stück	Nr. 110/5				
34 Stück	Nr. 1/11	23 Stück	Nr. 12	2 Stück	Nr. 47	2 Stück	Nr. 111/7				
12 Stück	Nr. 1/9	1 Stück	Nr. 13/30	21 Stück	Nr. 59	4 Stück	Nr. 111/5				
10 Stück	Nr. 1/7	4 Stück	Nr. 13/9	2 Stück	Nr. 60/9	1 Stück	Nr. 209/21a				
2 Stück	Nr. 1/5	1 Stück	Nr. 13/5	2 Stück	Nr. 60/7	31 Stück	Nr. 180				
2 Stück	Nr. 1/4	1 Stück	Nr. 13/3	8 Stück	Nr. 66/9,5	2 Stück	Nr. 41a				
2 Stück	Nr. 1/3	4 Stück	Nr. 21a	3 Stück	Nr. 66/9,5						
13 Stück	Nr. 8/25	2 Stück	Nr. 22	1 Stück	Nr. 38						
2 Stück	Nr. 8/17	5 Stück	Nr. 23	2 Stück	Nr. 94						
12 Stück	Nr. 8/11	1 Stück	Nr. 24	2 Stück	Nr. 96						

Verkleidungsplatten Nr. 180 (31 Stück) sowie 2 Propeller Nr. 41a sind im Baukasten Nr. 105 nicht enthalten und müssen hinzugekauft werden.

Alle Abbildungen sind so deutlich und leicht verständlich gehalten, daß beim Bauen keine großen Schwierigkeiten entstehen. Die Modelle sehen oft komplizierter aus, als sie tatsächlich sind.

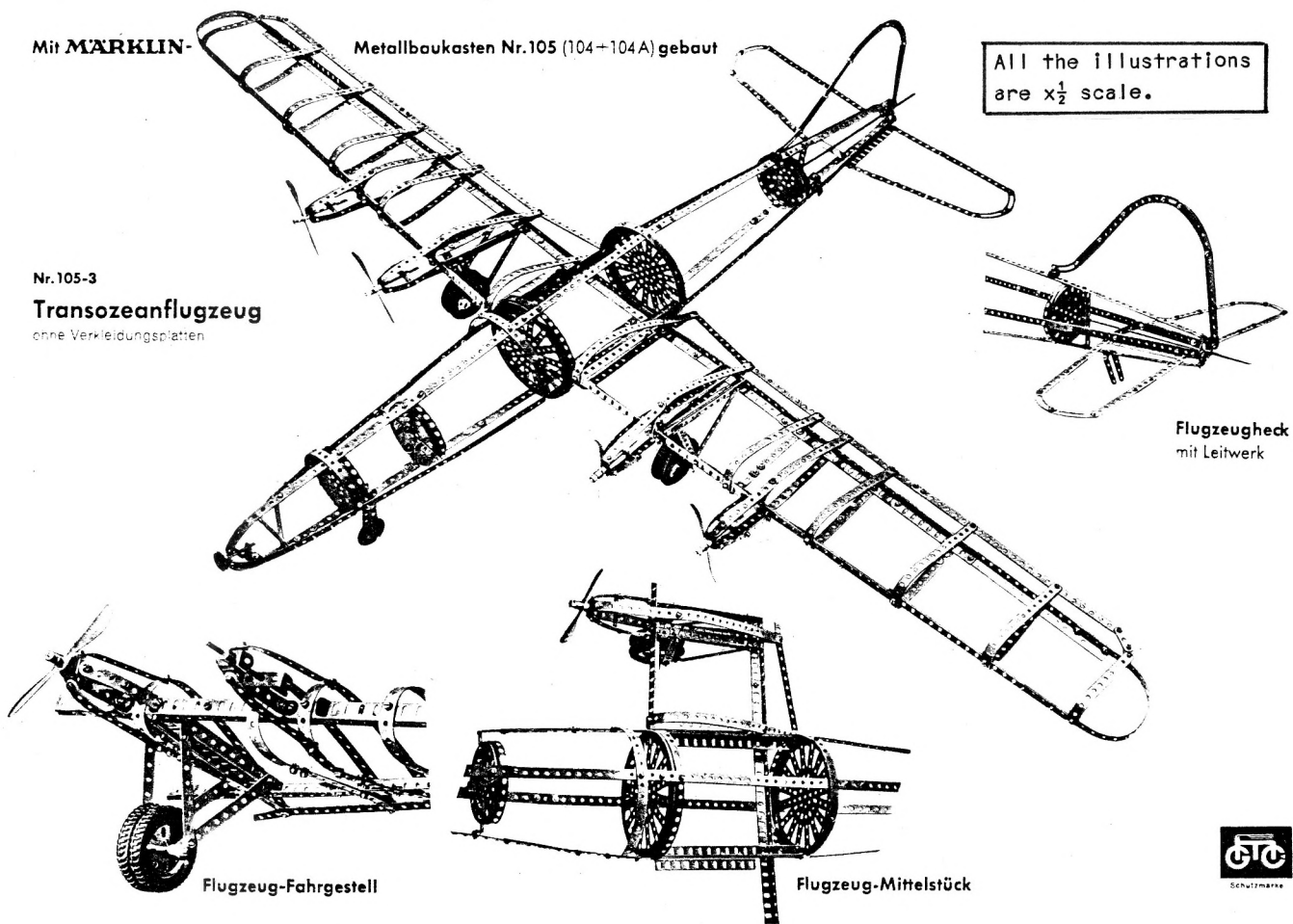
Mit **MARKLIN**-Metallbaukasten Nr.105 (104+104 A) gebaut

All the illustrations are $\times \frac{1}{2}$ scale.

Nr. 105-3

Transoceanflugzeug

ohne Verkleidungsplatten



Flugzeug-Fahrgestell

Flugzeug-Mittelstück

Flugzeugheck
mit Leitwerk



This model is shown in a 1947 Manual 71z (Ref: AN 1047 b) which introduces the new sets 99 to 105 and the new Flexible Plates. The skin of the Airliner requires 31 of PN 180, a Flexible Plate, Unperforated, and said in a later Parts List in English, to measure $12\frac{1}{4} \times 5\frac{3}{8}$ ". It is explained that none of these are included in Set 105 and in fact the part is not mentioned elsewhere in the manual, including the list of Flexible Plates shown as new parts at the beginning of it. There are no instructions (I think) on how to make the model (it merely says that all will be clear from the illustrations, and that the model looks more complicated than it really is), and there is no mention of how to shape or make holes in PN 180, although it was presumably of aluminium so not too difficult to work.

BEAVER/KONSTRUKTA At Skegex last July some parts and the remnants of a manual were on sale and were first taken for BEAVER, based on the illustration of the parts in MCS. There was no obvious name on the pages of the manual but in the instructions for one of the models a 'Konstrukta 12 volt electric motor' is mentioned. In MCS the range and description of KONSTRUKTA parts is very similar but not identical to that for BEAVER, but all the parts seen could certainly have been KONSTRUKTA. The TRACTION ENGINE illustrated under BEAVER in MCS is included in the 'Skegex' manual but the title is STEAM TRACTION ENGINE. So it looks as if BEAVER and KONSTRUKTA were closely related in some way. Neither of them turn up very frequently and KONSTRUKTA sets in particular are very rarely seen.

The parts in question look exactly as would be expected from the MCS BEAVER entry, the Strips and Angle Girders are painted a medium/dark green, the Flanged Plates, Trunnions and Bush Wheel a medium red, the 1½" dia balloon type Road Wheel is medium blue, the 3" Pulley glossy black, and the 1" pulleys are brass plated steel. Bosses are of brass, single tapped 5/32 BSW, 3/8" dia for the 1" and ½" dia for the 3" Pulley. The Gear Wheel has been pressed from rather thin material and has 57 teeth, not the 53 shown for both BEAVER and KONSTRUKTA in the MCS lists. (The Pinion looks quite MECCANO like at a glance and has 19 teeth)

In a BEAVER Set No 1 (details from Alf Reeve and Geoff Wright) the design of the parts appears identical but the colours are different. The Road Wheels are glossy black, the red parts are slightly darker and the green ones slightly lighter. The colours of the parts in Frank Beadle's No 1 KONSTRUKTA set are very similar to those of the parts which were on offer.

CONTENTS OF MÄRKLIN 'm' SETS Georges Spinnier has sent a copy of the Set Contents of these sets taken from a manual, and to save space I have typed the details, and also added MECCANO style names against the PNs. The m sets do not bear any marked resemblance to the previous A,B,C,E series (see OSN 5, p100); they are considerably larger than Sets A,B,C (in round numbers the m30 contains 100% more parts than the A, and the m60, 50% more than the C), but the m60 is smaller than the C with its add-on E. The number of different parts used to make up the new sets is about the same as before, but it is a rather different selection with no couplings or fine toothed gears. The Collar #11060 is illustrated in the list - it looks as if it is made of plastic with one side deepened to take the grub screw. The Collar was originally #11059, of conventional shape and made of brass; in the A-C list PN 11060 was used but the illustration was of the old style part.

PN	Description	Set: m30	m50	m60	PN	Description	Set: m30	m50	m60	PN	Description	Set: m30	m50	m60
10000	Fishplate	8	8	8	10205	" 50mm	3	3	3	11419	" " 5x9 h	-	-	2
10001	Double Bracket, ½"	4	4	4	10207	" 70mm	2	2	2	11421	" " 5x11 h	2	4	9
10002	Angle Bracket, ½"	16	16	16	10209	" 90mm	-	2	2	11501	Cord, 4m	1	1	1
10003	Strip, 3 hole	3	3	3	10210	" 101mm	2	2	2	11515	Spring Cord, 150mm	-	1	1
10004	" 4 "	6	6	6	10211	" 115mm	2	3	3	11605	Curved Strip, 5 h	2	2	4
10005	" 5 "	8	8	8	10213	" 130mm	1	1	2	11631	Flat Trunnion	2	2	2
10006	" 6 "	-	2	4	10215	" 150mm	-	-	2	11632	Trunnion	2	2	2
10007	" 7 "	10	10	10	10220	" 200mm	-	-	1	11713	Hook	1	1	1
10009	" 9 "	6	6	6	10312	Pulley, n/b, 12mm	1	1	1	11717	Crank Handle	2	2	2
10011	" 11 "	10	12	12	10325	" 25mm	5	5	5	11727	Washer	5	10	10
10017	" 17 "	-	-	4	10336	Flgd Pulley, 36-m	-	-	6	11728	Spacer, 3mm	3	4	4
10025	" 25 "	2	4	8	10350	Pulley, 50mm	-	2	2	11800	Parts Box	1	1	1
10040	Rev Ang Brkt, ½"	1	2	2	10365	Flgd Wheel, 65mm	1	2	2	12400	Plastic Axle Clip	16	16	16
10042	" " " 1"	-	1	1	10914	Universal Gear, 14t	2	2	2	14006	Allen Key	1	1	1
10044	Dble Brkt, 3x1x3 h	1	1	1	10918	Gear Ring, 18t	-	-	1	14007	Spanner	2	2	2
10045	Dble Bent Strip	-	-	1	10940	" " 40t	-	-	1	14010	Nut	90	120	190
10047	" " " 3h ctr	-	-	2	11036	Bush Wheel, 36mm	1	1	1	14025	Tyre for 10325,10914	5	5	5
10055	Strip 5h, oval end h	2	2	2	11060	Collar	3	5	5	14036	" " 10336	-	-	6
10059	Strip 9hx½" pitch	-	2	2	11138	Seat	-	1	1	14050	" " 10350	-	2	2
10065	DAS, 1x3x1 holes	4	4	5	11148	Steering Wheel, 36mm	-	1	1	14200	Allen Hd Screwdriver	1	1	1
10067	DAS, 1x5x1 holes	7	7	7	11320	Flgd Plate, 5x11 h	1	1	1	14202	Bolt, 8.5mm	60	90	160
10069	DAS, 1x7x1 holes	-	-	1	11340	" Sector Plate	-	2	2	14203	" 12mm	26	30	30
10105	Ang Girder, 5 hole	-	-	2	11352	Perf Plate, 5x9 h	-	-	1	14204	" 25mm	2	3	3
10111	" " 11 "	-	-	4	11405	Flex Plate, 3x5 h	3	3	4	14223	Grub Screw	14	20	20
10125	" " 25 "	-	-	4	11415	" " 5x5 h	2	4	4					
10203	Axle, 30mm	3	3	3	11417	" " 5x7 h	2	2	2					

NOTE: Sets E30 and E50 convert m30 into m50, and m50 into m60; they contain exactly the parts needed except that there is a #11800 in each conversion set.

ITEMS FROM LETTERS

1. On the subject of MÄRKLIN Zusatzkasten (OSN 5 p99), Georges Spinnier wrote that they were introduced in 1919.
2. In OSN 5 p101, I asked what might be the purpose of the Screws and Nuts included in the larger KLIPTIKO sets. Roger Baker wrote that they were used to bolt the WHEEL #9, which is a pulley, to the large Wheel 10, so that for example, the spokes of a Big Wheel can be attached to a 10, with a cord drive onto the 9. Further points:
 - INGENIEUR FRANCAIS, illustrated on p101 of OSN 5, looks very much like X series MECCANO.
 - CONSTRUMENTS. Enclosed is a photocopy of the Hamley's advert from the Feb 1934 Meccano Magazine showing 4 models together with a boxed set, presumably a No 100. Note that only 3 sets are listed (10, 20, 100) but it may have been that they were the only ones stocked by the shop.
3. Derek Strickland sent details of the parts he now has available, primarily intended for use with MECCANO. Those associated with his 3/8" dia Axles have been reviewed in CQ, some of the others (they'll turn up as Mystery Parts one day) are: Coupling, 3/8" bore x 1/2" long; Gear Ring, 132 external teeth; 38t Gear Wheel, 1/8" face, single tapped, solid brass; Dredger Bucket, the description of it makes it sound like the AMI LAC part; Spring Buffer, solid brass, similar to MECCANO original; Cone Pulley, solid brass, 3/8" dia boss; Worm Housing, equivalent to MÄrklin #11720, BRAL 215; Wide Double Bent Strip, equivalent to MÄRKLIN 10047.
4. George Wetzel sent his new sales list of nearly 100 items, virtually all of them sets. Quite a few are ERECTOR but there are many others including 'building block' and 'architectural' sets. From the rest new names to me were:
 - #2 Gilbert clock set, 1925, sold under KLAX TOY label. Makes an operating pendulum clock using ERECTOR gears, rods and chain.
 - Various '100 TOYS IN ONE' sets from #1 1/2 to 6 1/2. [I'm not sure whether these are ERECTOR under a different name]
 - BUILDER BOY, #1, by Norwood Co., Chicago. 1949. Boltless metal construction set.
 - TECHNICAL TRAINER, metal construction set made by Tucker Toys, N.Y. 1940's.
 - LANKY LINKS, late metal and plastic ERECTOR variation. 1961. Simple linking 'girders' and nuts and bolts.
 - CLIP CRAFT. Metal construction set, postwar, Yonkers, New York. Small tube box. Boltless aluminium rods and clip fasteners.
 - Marx 'Matchbox' Construction Set, 1930's. 2 1/4 x 1 1/2 x 3/4".

George's address is 221 Hickory Street, Park Forest, Illinois 60466. USA.

5. Some remarks from Don Redmond:
 - YUN'II or YUNYI? (OSN 5 p97). It all depends on which system of transliteration is used. [Since it is readily available to readers, and for uniformity, I suggest that the one in OSN 4 p70, contributed by Don, should be the 'OS standard']
 - There is an error in OSN 5 p82, the longest STOKYS parts have 78 holes and not 80.
 - On BAUFIX etc, BATIFIX is the literal translation into French of BAUFIX (bâtir=bauen=to build, houses, etc). I assume they are identical? CREME ECLIPSE is the name of a household polish, and no doubt was given away as premiums. All the details including packaging, colour, etc are the same as BAUFIX. [BATIFIX is not in (my copy of) MCS; I have a photocopy of the lid of a set (from Harry Mariën) which shows an Aeroplane similar to but not exactly the same as the BAUFIX one in MCS. The parts in this set are identical to some I have, and which I had assumed to be BAUFIX, though I have never seen a BAUFIX set. But since making the comparison I've acquired other similar parts from several sources and there are some differences in hole size between them. Of the Strips 11 have end holes of about .140" dia, and in 15 they are between .145 and .150. The large holes in 2 Discs are .140", in 2 they are .150, in 12, .160 and in 2, .165. Some of the larger ones may have been drilled out but most looked genuine.]
 - At least one shop of a [Canadian] hobby chain (Leisure World) had WISDOM sets 0 to 5 at Christmas, the #5 was \$21.99 (£11). The nuts and bolts are nicely finished, though the nuts are rather thick. The thread seems to be M4, I suspect they are plated after cutting, an M4 tap is tight in the nuts.

MEKANIK [1] The parts are illustrated in MCS and the Pinion #Z18 is interesting because it has a square section bore and slides on the special Rods AV6 or AV9 (6, 9cm long), which have normal ends but a raised square section centre portion. There is a Double Fork X13 to move the Pinion along the Rod. I suppose that these parts are intended for use in gearboxes, the name of each part is prefaced by Schalt and one meaning of the verb Schalten is 'to change gear'. As far as I know no other system has this feature; has anyone any first hand knowledge of these parts?

ITEMS FROM LETTERS

1. Ashok Banerjee has been in touch with the firm who used to manufacture PLANO who said that there might be some old stock left but it would be of very poor quality and finish, because the dies, after 30 years of use, had worn out. But it was hoped to bring out a new series of metal construction outfits in a couple of months using new tooling. [Ashok wrote in February and will send more details when they become available.] From a later letter "I visited Calcutta recently and the Australian set in the toy shop there was a BUILD-A-KIT Outfit No 4. It was in a dark red MECCANO-like cardboard box, about the size of a MECCANO No 2 of the fifties. The parts were similar to MECCANO strips, plates, trunnions, DA strips, and flanged sector plates. The box was in poor shape, and the parts badly affected by rust, though still strung. Unfortunately I didn't have your list with me, so seeing the condition of the set, I didn't buy it. But now I realise that I should have because it is not listed in MCS!".

2. From Don Redmond, "I hope someone will tackle the identity of the producers of those Korean and (mainland) Chinese systems.

Re STRUCTATOR joint pieces, if they are zinc-based the breakage is almost surely due to alloy deterioration, triggered to an open break by mechanical stress. It's very common in old cast toys.

In the summary presentation of the MCS Database LEICHMETAL is almost certainly misspelled. Leiche means corpse/funeral, whereas 'leicht' means light, and Leichtmetall, light alloy, i.e. aluminium and the like. [The name was taken (accurately) from a MCS list, NZ I think, of MCS known by name but for which no details were available. I shall change the entry to LEICHTMETALL until something more definite turns up.]

I wish someone would attack the matter of strip lengths, and odd-number-of-holes vs. even number, as mentioned in regard to META BUILD, and characteristic of STOKYS. Also re META BUILD, I wonder how they got away with using 'Tinker toys', even as two words; TINKERTOY has been a recognized trade name at least in N. America for more years than I've been around.

Matchbox sets (OSN 6, p130-1): I had one as a child before WW2, probably in the USA, but I don't remember what name or label it had. Note that the cover design of boy, train and gun is identical in all. It seems likely to me that MACON came not from Spain but from Latin America (Mexico?); cf, the reference to Texas and 'Toyland Mechanic'; Spanish is common in SW USA. The CLOU set was probably made in Germany for export, with both 'D.R.P.a' (German patent applied for) and 'U.S.A.pend' (US patent pending) on it.

YESTERDAZE TOYS ceased publication about Nov 1991; The parent publication DAZE deals only with china and glass collecting."

3. Gaston Marette: "For the system presented on pp134-135 of OSN 6, the name BUCO derives from Bucherer & Compagnie. BUCO-INGENIEUR must be relatively recent as the page size of the manual is A4. About the countries in the list of systems, please replace HO Holland by NL The Netherlands." [Delete HO, insert NL, will do. There is more on BUCO dates in this Issue but it's interesting about A4, when was it introduced on the Continent? From memory it was not in common use in the UK until the mid 1960s.]

And "Continental TRIx bolts are very similar to MECCANO [dome headed] bolts. However their shank diameter is slightly lower and their length is slightly longer. In a lot of replated MECCANO 'dome' headed bolts from Arthur Clapp (Warminster, Wilts), I discovered a shining TRIx bolt!"

4. Ed Furness kindly sent a photocopy of the Instruction Manual (English/French/German text) for the RIGI Cable Car, a rather attractive looking LEHMANN toy made in 1981. Its probably outside the scope of this Newsletter but I can send details to anyone who is interested. In similar vein I have a couple of Manuals from plastic constructional sets. One is called BOLT 'N BUILD and shows models made from perforated strips and plates; the other is JUNIOR ENGINEER and contains some quite elaborate motorised models using parts that look rather like PLASTIC MECCANO.

MÄRKLIN 1957 SERIES SETS. In OSN 5, p99, no details could be given of the add-on sets 1035 and 1036; the Contents Lists of some manuals now to hand solve the puzzle. The earliest dated April 1959 (#171b) shows both the old and the new set numbering, and that the sets 99-105 were replaced by 1009 to 1015. There was no mention of a Set 1015 in the MÄRKLIN history. 1034 was the conversion set from 1014 to 1015, but it could also be bought in two bites, 1035 and 1036. The equivalent obsolete numbers for these sets were 104A/1 and 104A/2, the two together making 104A of course. No mention anywhere of the 105A Set.

The next manual of June 1959 (#14920) shows exactly the same except that the old numbers aren't given. The third manual (#14930/A) from 1965 lists the 1009-1014 sets, and the 1034, but not the 1015, nor the 1035 and 1036.

it does allow detailed notes on some of the rarer parts, for example the early special chassis parts of the White truck, and the Gilbert MECCANO ship parts.

The book has 160 near A4 size pages and is packed with excellent photos, in colour unless the original was B&W; the colour is accurate as far as I can tell and the text is well written, with no padding. The love that has gone into the book does show a little in the perhaps slightly eulogistic account of ACG and his doings, but that can easily be forgiven. The way the book has been arranged, into history, sets and special models, is good if you want an overview of the whole scene but it can mean digging into each part if you want everything on a particular subject, and there is no index to help. But never mind, for a book which to be attractive to enough Americans has to be primarily concerned with more or less expensive sets, the authors have done a very good job in including detail on parts, manuals, motors, colour schemes, etc. I would have loved to see more but I'm grateful for what is provided, and I've started saving up for Volume 2.

You will shortly be able to buy this book from MW models, or it can be ordered from Kalmbach Publishing Co., Dept. 90136, P.O.Box 986, Waukesha, WI 53187-0986. U.S.A.

DATAFILES 1 • MINIBRIX by Malcolm Hanson. OSN doesn't usually stray into brickfields but I'm reviewing this book because it's the first in a new series, and because it's really comprehensive, and I know many readers will be interested. DATAFILES have come about to meet the need for authoritative works on specialised MECCANO matters and allied subjects, which can never be met by major books from New Cavendish, etc. Other volumes are in preparation and Geoff Wright of M.W.Models will be pleased to consider ideas for future projects. This one has 32 A4 pages; it is well photocopied and includes 8 pages of B&W photos on art paper. It's crammed with just about everything on Minibrix - origins, history, parts, sets and contents over the years, parts that were never marketed, everything. And if you want to know why the bricks were frozen, or what Maxibrix were, the answers are there. £8.30 from M.W.Models, 4 Greys Road, Henley-on-Thames. RG9 1RY.

MÄRKLIN SETS FOR 1993. Dennis Higginson sent a copy of details of new MÄRKLIN sets for 1993. There is a new, small starter set m10 (#1003, 208 parts, 10 models), and a linking set E10 (#1015) to convert the m10 into the existing m30. From 6/129 the m30 has 329 parts. #1010 is another new starter set called M-Start, see below: it seems to be independent of the other sets and with 537 parts it is rather larger than the m50 basic set. There is no indication of the number of parts in the #1062 'Mechanics' (below), or which motor is included, the last 16 volt I know is the 1073. The slogan on all the boxes is Technik mit Köpfchen: what does that mean, Engineering for small Heads (=Kids)?

There is also a new nostalgia set, a reproduction of the Tanker Lorry sold in the 1930s, and I think into the late 40s. It is illustrated in MCS and is said to have a C/W motor, steering, working headlights, and doors that open. It is 40cm long and is finished in the original livery, that of the Standard Oil Co., a red and blue body on a black chassis.

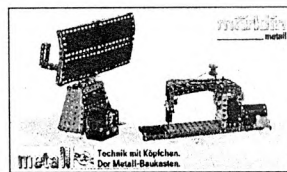
Since the Eiffel Tower 'supermodel' mentioned in 2/16 there has been another of the Dornier Do.X flying boat (I haven't any details or an illustration of it), and in the Winter 1993 issue of The Southern Californian Newsletter there are some details of the newest set, #1082. It is to make a 47" long Mississippi Steamboat and contains 4,700 parts. It's a nice looking model and has two working gangplanks, movable rudders, and 18 doors that open; the stern paddlewheel can be driven by a #1018 motor. Price of the Set which doesn't include the motor, \$1365.



1003 Basic Set m 10.

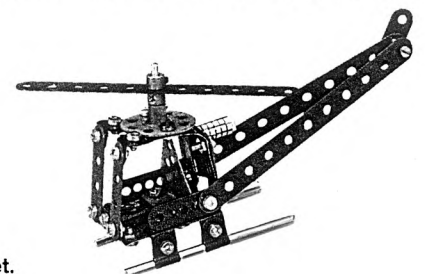


1015 Extension Set E 10.

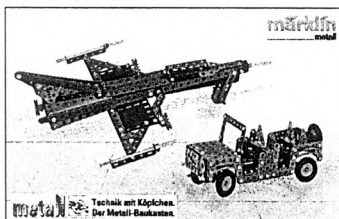


1062 "Mechanics" Extension Set.

This extension set contains a powerful motor as well as a selection of gear wheels, worm gears, and other mechanical parts for building challenging mechanical models. The contents of this set make it ideal for use with the M-Start (1010), m 50 (1005) or m 60 (1006) basic sets. The motor can be operated with 16 volts from any Märklin transformer (example: 6627/6631).



1037 "Helicopter" Gift Set. An old favorite brought back, the "Helicopter". Model with rotating main and tail rotors. 113 parts. Model length 18.5 cm (7-1/4").

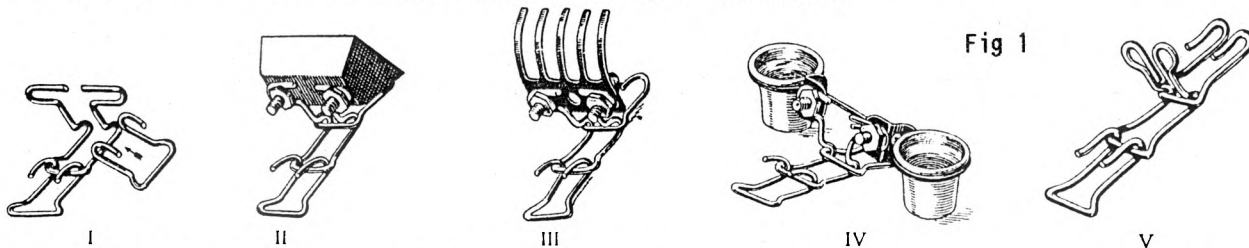


1010 Basic Set M-Start. Large basic set with complete instructions for building different models such as airplanes, cars, trucks, etc. 537 pieces.

MÄRKLIN MISCELLANY. What follows is based on copies of a 1934 Price List, O 0434 r, from Frank Beadle; a 1929 Illustrated Parts List, 125 05 29, from Thomas Keel; a 1922 Manual #73 for Sets 101/1 and 2 (in French); and a 1929 Manual #76 for Sets 101/1 and 2, and 105/1 and 2. The last two came from Gaston Murette, and my thanks to him, Frank and Thomas.

The ZUSATZKASTEN. These were sets to be used with standard sets to make models of particular types. There were 101/1 and /2 for Transportanlagen, with models of railway wagons and conveyors using buckets, etc attached to chains (see 5/99); 102, 103 and maybe 104 for clocks driven by the C/W or electric motor; and 105/1 and /2 for machines and bridges. The /1 sets were to be used with standard sets 1-3, and the /2 with 4-6. #102 was for use with sets 3-6; 103 needed 4-6.

1922 SETS 101/1 and /2. From the List of Contents they both contain the same parts, but more of them of course in the /2 Set. There are 7 models for the /1 set (#601-7) and 3 for the /2 (621-3). The model shown in 5/99 is one of them and all are essentially chains carrying one or other of the buckets, etc, I to IV, in Fig 1 (actually from the later manual): all are hand operated. The Railway Wheels, #80, are in the Sets but are not used in any of the models.



1929 SETS 101/1 and /2. The Sets had changed hardly at all, only a few Washers and some Paperclips had been added, plus two more Sprockets in /2. Those two meant that apart from there being 13 Washers in /2 and 6 in /1, the larger Set contained exactly twice as many of each part as the /1. Neither set contained #80a (0 Gauge Wheels) or #48a, the Chain element with the Strip on either side. The models from 1922 were all shown, virtually unchanged but renumbered as 661-667 and 681-3. But also at the front are 4 Railway Wagons 651 and 654-6; one is shown as Fig 2 - the roof, sides and little hut are to be made from card. And at the end is Model 686, a splendid figure-8 Roller Coaster using model railway track and wagons, and with an electric motor to power the chain truck lift. This uses chain elements as shown at V in Fig 1, these apparently are not a special part but, if I've understood aright, have to be made by bending #48. There is no room to show the model here but I'll try to put it on the back page of the next Issue.

No. 654 Zweifelsger, bedeckter Güterwagen mit Bremshäuschen

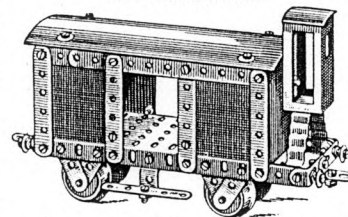


Fig 2

1929 SETS 105/1 and /2. The smaller of these Sets contained 150 parts and the /2, 300, with again twice the number of each part in the /2. Some 70 different parts are included, of all sorts but with a good selection of Gears (including the large tooth Gear Rings and the Racks for them), Sprockets, and Lead Screws of different lengths. 16 models are shown, 8 for each Set; big gaps occur in their numbering, 751-771 for /1 and 773-786 for /2. There are a wide variety of 'machines' but only 2 Bridges. Of the former 4 are machine tools and saws, and 5 are vehicles of one sort or another, from

No. 776. Drehbank.

(Gebaut mit Grundkasten No. 6 und Zusatzkasten No. 105/2.)

Erforderliche Teile:	
4 Stück No. 1	
16	2a
5	3
2	4
2	6
9	7
2	8
1	10
2	11
14	12
1	13
1	14
1	15
2	16
1	16a
2	17
1	20
1	21
1	22
1	24
1	25
2	25a
1	27
2	27a
3	27b
1	31

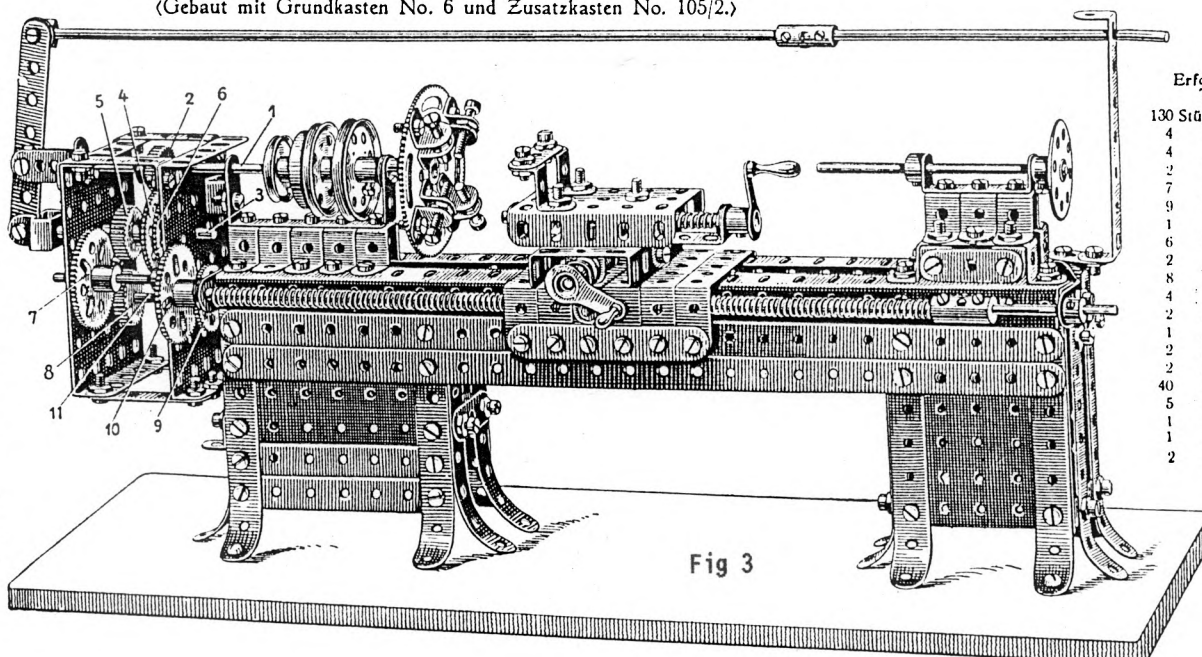


Fig 3

Erforderliche Teile:	
130 Stück No. 37	
4	38
4	45
2	45a
7	46
9	47
1	47a
6	53
2	53a
8	59
4	60/7
2	60/5
1	60/9
2	62
2	63
40	87
5	88
1	94
1	98/13
2	98/16

a Steam Tractor to a Fire Engine; that leaves a couple of Cranes, a Ship, a small Sewing Machine, and a Mobile Bucket Loaded Conveyor which needs Set 101/1 as well as 105/2. Many of them are attractive designs with varying degrees of mechanical sophistication, although one really needs to be able to read the German instructions to fully appreciate all the details. I've chosen a Lathe (Fig 3) as an example to show the Lead Screw in use. The most complex model though is a Floating Crane. It is powered by a 1301 electric motor with gear/chain drives to (at least some of) its movements, and the current is taken to the motor via 2x#305 (see later) bearing on slip rings, though the latter have to be home made. One small mystery is a little deck house (Fig 4), I can't identify what part is used for the roof, more card perhaps. The Ship is interesting too, it's a waterline model but it is suggested that it could be mounted on a solid wooden hull so that it would float. A sketch of this hull is shown with the large C/W motor mounted on it, driving a propellor, though how the latter is made is not explained in detail.

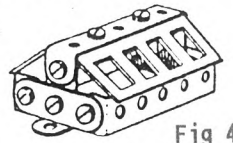


Fig 4

The CLOCK SETS. In the beginning of the 1922 Manual there is a list of the current manuals and #74 is for Sets 102 and 104, for clocks powered by electricity (No. 102 et 104 pour horloges actionnées par électricité). Later 102 is for C/W clocks so perhaps the reference to electricity in that sentence relates only to Set 104. So far I haven't found any later mention of Set 104, the electric clock set was 103. In a similar list in the 1929 Manual, #74 is for Set 102, for C/W clocks, no mention of any electric ones. Likewise in ad pages from a 1931 manual (thanks to Dennis Higginson): two clocks are shown there, a wall clock (see Fig 5) and the same movement and dial fitted into a skeletal longcase - the standard #6 Set was needed to make that. These clocks are stated to run for 4 hours on a winding. In the 1934 List the two Sets shown in MCS/FB are listed, 102 for C/W and 103 for electric. Assuming that Set 104 did exist, it might have used the first electric (mains) motor (#301), and then the 103 Set number might have been used for the 20v 1301 motor version. But then why wasn't the 103 number used in the first place, or was there once another 103 Set? Any thoughts would be welcome, also how did the electric clock work, were the hands geared to the motor, did the motor rewind a weight??

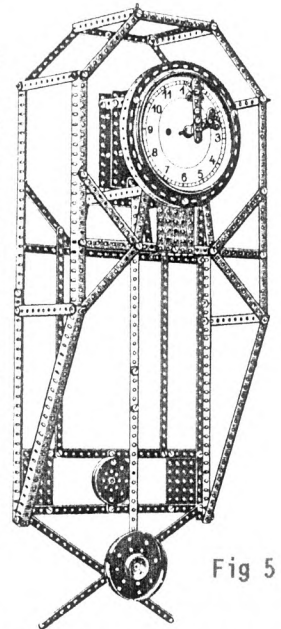


Fig 5

The CLOCK (and early ELECTRICAL) PARTS. The special Clock Parts were listed in the 1934 List and illustrated in the 1929 one. They are shown as Fig 6 and also included are the pre-ELEX Electrical Parts from the same source, because they are not in MCS either. #222 is stated not to have a Setscrew and appears to have a square bore, could it fit onto the winding shaft of the motor I wonder, and is it the scape wheel? #223 is shown as having 10/36 teeth and the bore looks smaller

Einzelteile für elektrische Anlagen – 20 Volt – (Motoren, Hebemagnete usw.)



No. 304 Schalttafel mit zwei Drehschaltern



No. 305 Schleifkontakt



No. 306 Kontaktmuffe für Schleifkontakt 305 usw. zum Aufsetzen an die Stecker des Motors



No. 307 Doppelschleife für Drehkontakte unter Verwendung von zwei Schleifkontakten No. 305



No. 308 Isolierplatte zum Befestigen der Schleifkontakte 305 an die Modelle usw.



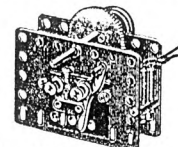
No. 309 Anschlussstecker mit Mutter zur Ueberleitung des Stromes an den Modellkörper



No. 310 Anschlussmuffe mit Mutter zur Ueberleitung des Stromes an den Modellkörper



No. 1300 M Elektro-Hebemagnet 20 Volt, ohne Zubehör



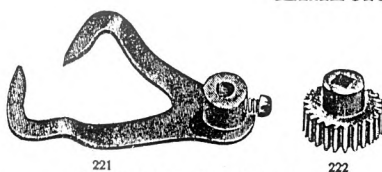
No. 1301 M Elektro-Motor 20 Volt, ohne Zubehör

No. 1303 Beleuchtungskörper Fassung 10 mm, ohne Glühlämpchen
No. 1328 Glühlämpchen, 20 Volt passend zu Beleuchtungskörper 1303

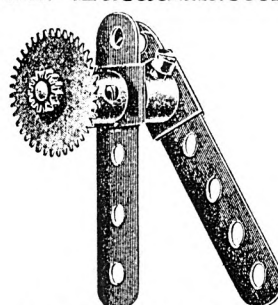
No. 1315 Abzweigmuffe

Kabel mit 2 Anschlüssen, Leitungsschnur 1- oder 2adrig je 0,5 mm² Querschnitt, 2 mal umspinnen
No. 1316 2 Meter lang, 2adrig
: 1317 1 : 2 :
: 1318 1 : 1 :
: 1319 0,5 : 1 :

Einzelteile der Zusatzkasten für Uhren

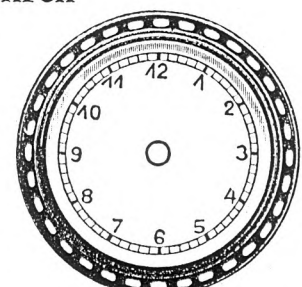
No. 221 Anker mit Stellschraube
No. 222 Antrieb ohne "

No. 223 Wechselrad mit 7 Lohdband



No. 224 Wechselrad mit Zeigerrohr

Fig 6

No. 68/225 Großer Ring mit Zifferblatt
" 225 Zifferblatt ohne Metallring

than standard; the 224 is no doubt a concentric drive to the hour hand and appears to have 13/40 teeth. The 10 and 40 could make a useful 4:1 but how the rest of the train would have been arranged I leave as an interesting exercise for the reader.

VEHICLE PARTS. The 1934 List contains a complete list of all the Chassis parts, and those for the 5 bodies that could be fitted to it -the Standard Tanker and the Mercedes Racing Car came later. This list, in German, isn't perhaps hot news but if anyone needs it please ask. In passing there are 48 Chassis parts (C1-C50) and the bodies typically have rather less than 20 each.

FOOTNOTES. • In the '29 List is #44a which I don't remember seeing before, its the 2 hole high Double Bracket, #44, similar to MECCANO #11a, with a boss on the bottom. • The contents of the Zusatzkasten will need to go into MCS together with other material that has appeared in previous OSNs.

INVICTA. At Henley last year José Bernal Moreno kindly brought over an INVICTA Set to show me, such outfits were on sale in Barcelona in the early 1940s. This system is called INVICTA 0 in MCS but the '0' is thought to be an error, the box lid has INVICTA on it but no '0'. Under the name is a ring with Modelo in it and a blank space underneath for the Set No; it is similar to the one on p2 of GOLIATH (a related system) in MCS/FB. There is a number in the INVICTA ring, it might be a 0 but it's too faint to be sure.

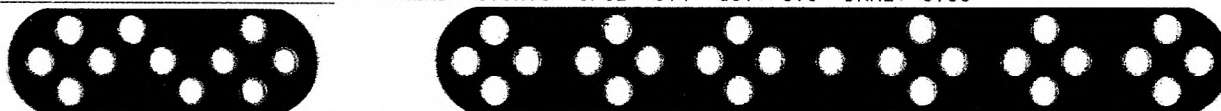
There was no Manual with the Set and it was not complete, but there was at least one of nearly all the parts that can be seen in the models in MCS. The most noticeable thing was the Strips: compared to those seen in MCS the 5 and 9 hole ones had an extra hole in each end (the shorter of them is shown below), and the 13 hole had the same extra holes but in addition the remaining holes were arranged differently (below). The holes in the DAS and the Angle Bracket were as in MCS. So were all the parts originally from this Set? All that can be said is that the finish is similar throughout and that their dimensions are consistent. Now a few comments on the parts:

- The average pitch of the holes in the Strips is 8.1mm, for comparison TRIX is 7.8. There are slight variations of up to .03mm between the 2 shorter Strips and along the length of the longer ones. Strips are .553" wide and .030" thick. The holes in the 26.5mm dia Disc have a pitch of 8.9 or 9.0mm. The dia of all holes is .154" except for the .142" dia centre hole in the 10 and 16mm dia Washers.
- The thread is 3.5x.8mm and so the Washers are a good fit on it but the Discs, with their .154" centre hole, are sloppy. Nuts are hexagonal, .252" A/F; the Bolts are 5mm u/h and have .200" dia tapered cheese heads. Only one size of Screwed Rod was present, 55mm in length.
- All the parts are steel with the screwed parts brass plated. The other parts were generally quite bright in appearance but it was hard to decide whether they had been plated or not, possibly they had a very thin coating of nickel. One side of one Disc looked rather brassy.

José provided some sketches of the parts as well as photocopies of the Strips and these are included in an Extra MCS Sheet. On the reverse side I've put the rather attractive box lid, it shows a small child with golden, curly hair, holding the Monoplane shown in MCS.

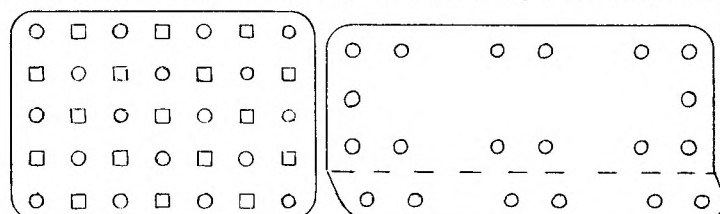
AMENDMENTS TO MCS (as necessary, depending on version): HOLE DIAMETER: 3.9mm. HOLE SPACING: 8.1mm. COLOUR: Unpainted steel or possibly nickel plated. PERIOD: add 'Also known from early 1940s.' COMMENTS: replace by: Parts similar to TRIX but with some holes omitted and slightly different hole spacing. See also GOLIATH. MATERIAL SUPPLIED BY: add: and José Bernal Moreno.

AMENDMENTS TO INDEX IN OSN 6: THREAD: 3.5x.8 SPCE: 8.1 dST: 3.9 DAXL: 3.58

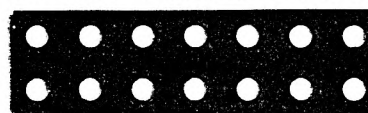


MYSTERY PART No.19. A heavy, nickel plated Flat Plate with alternate holes and squares, traced by Richard Symonds and shown here x.5. The actual pitch of the holes is probably exactly 7/16".

MYSTERY PART No.20. Another from Richard, a Flanged Plate 4x1½" with one ½" flange, again shown ½ scale. Of the 3 found, 2 were painted dark maroon and the third was unpainted. Don Redmond also sent some photos of an identical looking part, this one nickel plated. Since Richard lives on one side of Canada and Don on the other, this part may hail from Canada, or at least North America.



MYSTERY PART No.21. From Peter Kessler, a 2x7 hole steel Plate with 3.0mm holes at 7.0mm pitch, plated dull grey. Photocopied full size.



ITEMS FROM LETTERS.

1. Peter Kessler sent a comment on the MÄRKLIN Seilbahn (Aerial Cable Car) Set that was on the market a few years ago. Toby Haffter and a fellow AMS member made a very much elaborated and improved version with a true-to-life intermediate pylon, but found that MÄRKLIN $\frac{1}{2}$ " Pulleys skipped off the cable; so did the STOKYS version and the groove in the MECCANO 23 was too deep to pass the centre pylon. The solution was to turn down the 23's and machine the V groove into a U shape.

Writing last summer Peter added that the quality of the STOKYS parts with bosses tapped M4 [see 7/166] is inferior to the earlier versions, and that many parts were out of stock at the factory, with Electric Motors difficult to obtain and up by 30% in price.

2. Richard Symonds sent (from Canada) a copy of a Feb 1937 ad for a FROG constructional kit of a non-flying Blackburn Shark biplane. The parts are probably mostly of wood and all are said to be correctly shaped. Details to anyone interested. In a later letter he sent photos of 3 plastic systems. • The lid of the FASTECH box shows 5 small vehicles made from perforated Strips and Plates, and longer Beams of perhaps U section, and Wheels of course, two sorts, Road Wheels and what appear to be smaller spoked Wheels; the parts are white, red and black and are held together by some form of rivet - to quote the box, 'Includes the unique, fast and fun Fastech™ tool, many Fastech™ fasteners, ...'. The name Schaper is on the lid, no doubt the manufacturer. • The second box lid is CAPSELA 400 and again carries several vehicle models, but this time they are very stylised, being basically red Wheels fitted to combinations of spherical, transparent capsules which contain various forms of gearing, and plug into one another. The only other parts are yellow spheres which are used to 'improve' some of the models. 22 motorized models can be made and the motor runs off 1 AA battery. The lid in the photo is in both French and English, as it would be if sold in Canada, but it's not clear where the Set is made; it was on sale in the UK quite recently and in a 1991 toy catalogue Sets #200, 400 and 1000 are listed. Also shown on the model illustrated in the catalogue are red Sprocket Wheels connected by black, metal or plastic Chain. • The final photo shows the lid from a Gabriel YOUNG ERECTOR Set with 4 varied models on it - a Lifting Bridge, a Car, a Crane and a skeletal House. They are all attractive looking models and all look considerably larger than normal ERECTOR models would in relation to the youngster shown by each of them, but that may be the photography. The parts are coloured red, white and blue with black N&B, and all look quite similar to normal metal parts, with Strips, DAS, Plates, a Flanged Plate, Trunnions, etc. The Wheels can be fitted with Tyres but are not grooved like pulleys but instead have gear teeth; only one size can be seen and none of the models show these Gears meshing but there is something about gears on the lid and I can't read what it says. • Going back to the CAPSELA, I've just noticed that there's a sixth model on the lid, a Tanker, the ship sort because the name in french is Bateau Pétrolier. Again it's basically several Capsules joined together but at each end there are 2 of the yellow spheres and they look as if they give enough buoyancy to make the model float; the Motor is above the waterline and drives a Propeller under the water. All rather fun, and maybe my grandson ought to have a set for his next birthday! • Again please ask if you would like more information on any of these sets.

Richard also sent a correction on HUSTLER ACTION TOY, the wooden Wheels mentioned in 9/228 have rubber inserts in their centres.

3. Jeannot Buteux sent a postcard from Denmark and mentioned that he'd come across several OS there including DEN DANSKE INGENIØR, c1935. In a later letter he included some details of an exhibition of MECCANO and Other Systems held in the Municipal Library at Saint Julien Les Villas for 2 weeks last December. The group CONSTRUCTORAMA showed over 130 OS Sets there with as many again represented by a display of parts or literature. Quite a show. Jeannot also sent a list of OS which are not included in MCS and I hope to include this in OSN 11. On the subject of the name of the GILBERT NEW WHEEL TOY (OSN 8/198 and 9/219), he notes that it was shown in a La Samaritaine department store catalogue of about 1920, under the name JOUET DÉMONTABLE GILBERT [Gilbert Constructional Toy]; and on ERECTOR, it is known that it was on sale in Belgium around 1920 with a manual in French.

4. Roy Zuehlke from Wisconsin wrote that as well as MECCANO he sells MÄRKLIN sets and parts, and TEMSI sets - he didn't say if he had their parts separately. Also when he wrote, last autumn, he was on the point of importing a range of some 200 different EXACTO parts. His address: Valley Transport Inc., P.O.Box 148, Plymouth, Wisconsin 53073. U.S.A. Tel/Fax: (414) 528-7197/7404.

5. I was rather far out in my translation of the MÄRKLIN slogan Technik mit Köpfchen (9/209), Geoff Davison kindly pointed out that it really means Technology with Brains; Köpfchen does mean little head but is also a slang or humorous word for brains.

6. Donald Bock has been trying to track down sources of MERKUR parts/sets and after some difficulty discovered the telephone number of the factory in the Czech Republic (447 21901); but when he rang no-one there spoke English. He had more success with Inter Toy in Holland (Tel: 206 115151) where a lady called Karina Appledorn spoke English and was very helpful. It's not certain though whether they

No. 686. Kleine Achterbahn.

(Gebaut mit Grundkasten No. 6 und Zusatzkasten No. 101/2.)

Dieses Modell stellt eine Achter- oder Schleifenbahn dar, wie man sie häufig auf Vergnügungsplätzen sieht. Durch Einbau eines Elektromotors gewinnt das Modell besonders an Reiz. Die Fahrbahn ist aus normalen Eisenbahnschienen Spur 0 hergestellt, welche unter der Nummer 1650 zu haben sind und zwar werden folgende Schienen benötigt:

15 gebogene Schienen 1650 A $\frac{1}{4}$, 3 gebogene Schienen 1650 A $\frac{1}{4}$.

5 gerade Schienen 1650 D $\frac{1}{4}$, 4 gerade Schienen 1650 D $\frac{1}{2}$, 2 gerade Schienen 1650 D $\frac{1}{4}$.

Außerdem ist es zweckmäßig, den ganzen Wagen oder aber mindestens die Messing-Laufräder für den Wagen zu beziehen.

Das für Elektromotorenantrieb benötigte zweite große Zahnrad ist unter der Nummer 31 zu haben.

Model from the 1929 MÄRKLIN Manual No. 76, for Zusatzkasten 101/1 and 101/2. See OSN 9/220.

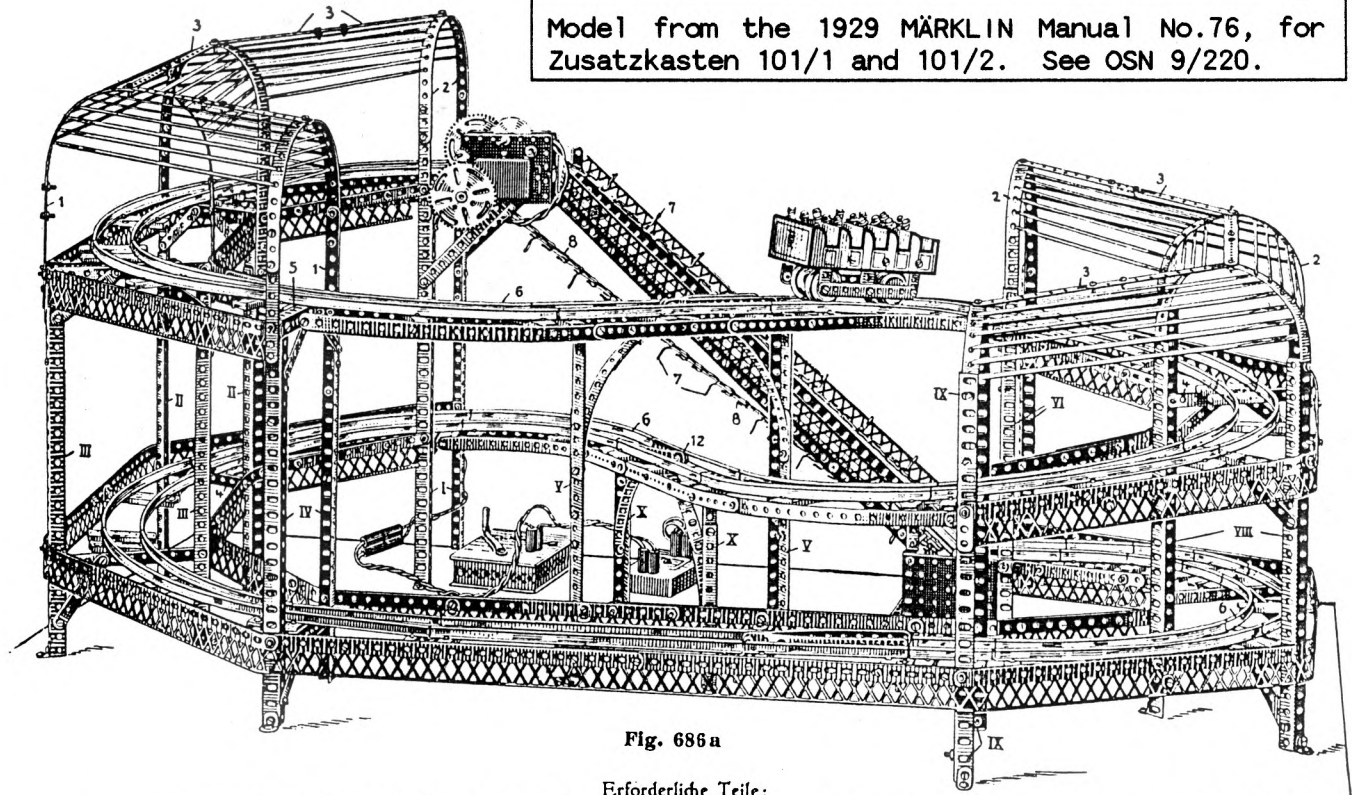


Fig. 686a

Erforderliche Teile:

30 Stück No. 1	24 Stück No. 4	24 Stück No. 8	1 Stück No. 13a	2 Stück No. 24	2 Stück No. 31	23 Stück No. 48	6 Stück No. 59	10 Stück No. 81/5
56 " " 2	6 " " 5	16 " " 9	1 " " 15	1 " " 25	382 " " 37	46 " " 49	12 " " 60/7	4 " " 88 1
19 " " 2a	1 " " 6	1 " " 10	1 " " 16	1 " " 26	3 " " 46	1 " " 52	20 " " 81/1	
6 " " 3	16 " " 7	52 " " 12	1 " " 23	2 " " 30	4 " " 47	2 " " 53	10 " " 81/2	

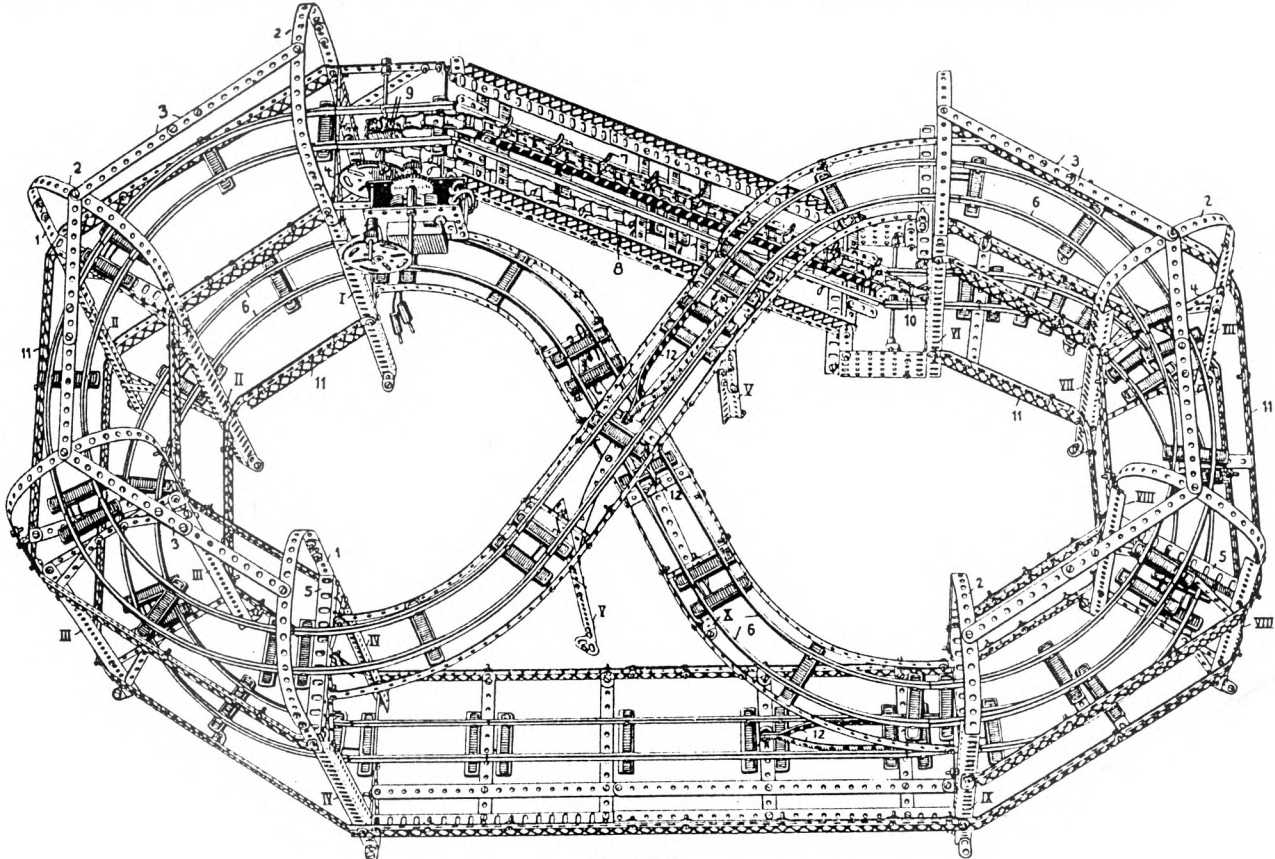
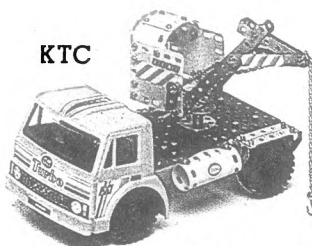


Fig. 686b



KTC

a dozer blade mounted at the front. The illustration on the box shows a spare wheel on top of the digger's cabin.

The parts in all but the Camionkit look to be in standard BRAL colours, and are predominantly red and nickel. A few parts may be nonstandard, such as a black Flexible Plate as the driver's seat in the Racing Car. The cab of the Camionkit looks an orangy yellow and the Plates in it are either yellow or black.

René also sent a list of BRAL parts and this shows no changes since those noted in OSN 9/227. Part 3011 bis is an 8-hole Wheel Disc but with an 8mm central hole. The A2000 motor (described in 8/190) is still current.

MÄRKLIN FOR 1994

Ernst Leuthold, Werner Sticht and Geoff Davison were all good enough to send catalogue pages showing the new Sets introduced for 1994. The main change is a new, large Outfit, m100 (ref 1080), and the E60 (1081) which converts the existing m60 into the m100. With 1454 parts in it, the m100 is a good size, about the same as a pre-1970 No.9 MECCANO. Few details are given but the two models shown (bottom right) include chain drives and a pair of bevel gears; two 'multipurpose' gears are also used in the Beam Engine as a 'sun and planet' linkage between the crankshaft and the connecting rod. No mention is made of a motor being included in the Set and there's no sign of one in the models. The counterweight of the fairground ride seems to consist of 8 thick, brass coloured solid discs of about 1½" diameter.

There are two other new sets for 1994. #1083 is a 'Unimog' theme set with 860 parts, and as well as the lorry opposite, 4 other models of the same basic type can be made, with two versions of each possible. I'm not quite sure what that means but the other lorry shown in the catalogue doesn't have the snowplough blades on the front. All the models have steering and some include a tipping mechanism. Again no mention of motorisation. The Tyres may be new, they fit onto the 2" Pulley.

#1060 is a 'Solar' add-on set for use with Outfits m50 upwards. It includes a new solar motor, 2 solar cells, and a propeller. The small model roundabout in the catalogue (centre right) is similar to the one that used to be shown for the obsolete #1008 Outfit, you may be able to just see the cells behind the model.

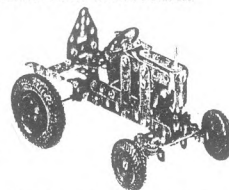
Also new are 4 packs of parts, 1067 to 1070. They contain respectively: • Axles, Collars, etc, • DAS and brackets. • 'mechanical' parts (pulleys, 2 pinions, pawls, etc), • pulleys, flanged discs, 4 large toothed Gear Rings (18 to 57 teeth), and 2 Tractor Tyres.

MÄRKLIN SETS IN 1991/92 Geoff Davison also sent copies from a '91/92 MÄRKLIN catalogue (in English and Italian) and this fits between the 90/91 range (OSN 5/83) and the 1993 additions (9/209). In 91/92 all the 90/91 sets were continued except the #1075 No.3

Nostalgia Outfit; likewise the 2 Motors and the Power Screw-driver. There were 4 new small sets, #1030, 1031, 1033 and 1077, see below. The pages Geoff sent made no mention of the packs of parts which had been available, or of individual extra parts. Other points of interest: • It won't be clear in the illustration but the rear mudguards of the Trac are made from special 3h Strips which are ready bent to shape. • The 1018 motor is said to be protected against electrical overload.

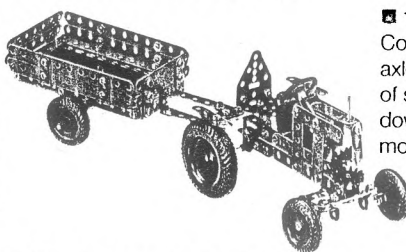
■ 1030 "Tractor" Gift Set.

Construction set for a tractor with working steering which is operated from the steering wheel. 167 parts. Length of the model 17,0 cm (6-11/16"). Models to supplement this one can be made with other Märklin Metall construction sets.

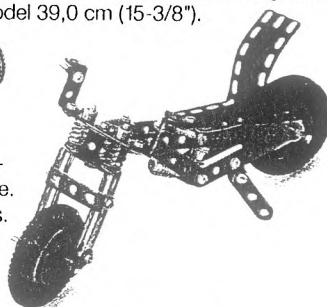


■ 1031 "Tractor with Trailer" Gift Set.

Construction set for a tractor with a single-axle trailer. Tractor is the same model as that of set 1030. Gate on trailer can be swung down for loading. 315 parts. Length of the model 39,0 cm (15-3/8").

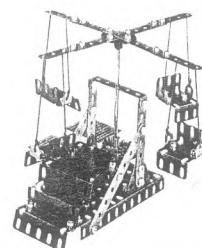
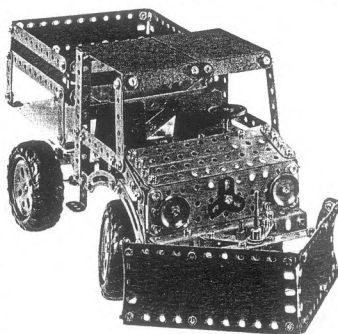
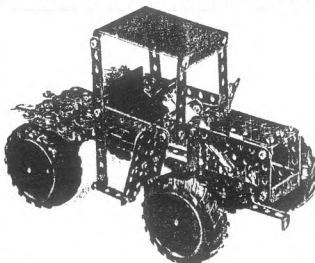


■ 1033 "Chopper" Gift Set. Construction set for a chopper motorcycle. Working steering and sprung suspension on the front axle. Simulated 2 cylinder V-type motor. 117 parts. Length of the model 27,0 cm (10-5/8").



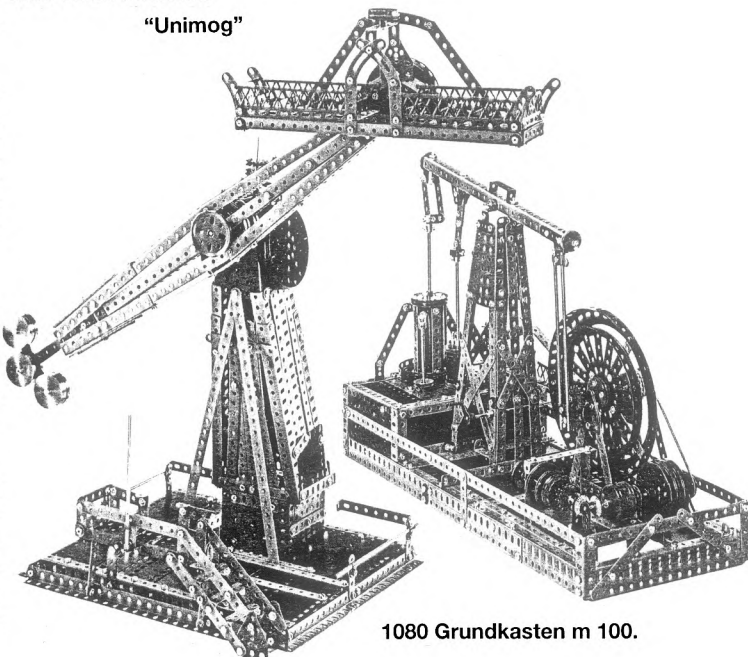
■ 1077 "Märklin Trac" Theme Set.

Construction set for a modern tractor. Scale about 1:16. New hollow tires with special profile. Working front axle with steering and independent suspension assures that all of the wheels are in contact with the ground even on rough terrain. 400 parts. Length of the model 27,5 cm (10-7/8").



1060 Ergänzungskasten "Solar"

1083 Themenkasten
"Unimog"



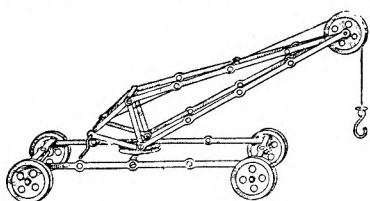
1080 Grundkasten m 100.

MORE from KINCOLAND

The details given in 14/372, essentially those in MCS, are only part of the Kinco story. David Hobson kindly sent copies of the ads he found in *Games & Toys* which give the details. Kincoland by the way, was the telegraphic address, and the trading name used by British Metal (Kingston) Ltd. for all Kinco toy products after about mid-1920. Their trademark is shown opposite.



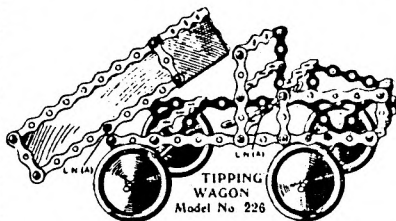
The first ad was in March 1920 and announced Set No.1 of **KINCO MECHANICAL ENGINEER** at 6/- retail, to make over 200 different models. Several were shown including the Crane below, and the parts are the ones in MCS and OSN 14. In May **KINCO ENGINEERING** Sets 1-4 were advertised (6/6 to 26/-) plus Accessory Outfits 1a-3a at 6/6 each. G&T noted that a sample set 'is much better finished than hitherto'. A different selection of models



was shown using the same sort of parts. Similar ads continued through May 1922, with different models in some including a few larger ones. A Note in February 1921 ad said 'Strips - finished nickel. Pulleys, Nuts, Bolts - finished brass.'

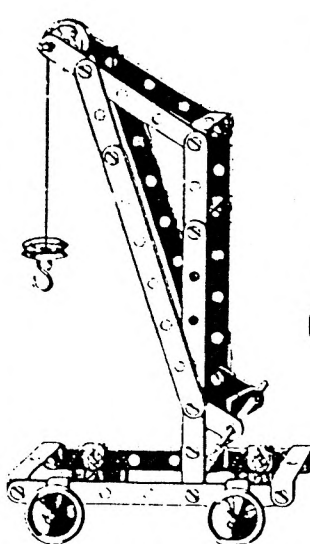
Then in October the ad referred to **KINCO ENGINEER**, with Sets 1-4 at 3/6 to 14/- and Accessory Outfits at 3/6. Two models were shown including the Wagon below (what the two LN(A) labels mean isn't known). The main difference is that the Strips no longer have their holes in 'islands', but have a regular wavy edge. They are very similar to the ones in the second Greenwald patent for 'economy' strips (14/372). The ad also includes the words 'Interchangeable with all other well-known makes', presumably including MECCANO. In that case the hole spacing might be 1/2" and the holes a little larger than before to admit MECCANO Bolts. None of these parts are known, nor is a manual - scaling the parts shown in the models in the ad gives either a rather longer pitch or smaller holes, but that of course isn't conclusive.

Editorial notes in the October and later issues refer to 'Kinco Engineering' rather than 'Kinco Engineer', so it's possible that both names were used. The ads continued regularly until January 1924, after which no further references were found.

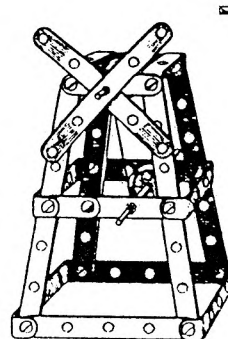


BILDO This was another Kinco constructional outfit from the 1920-23 period. The first mention was a short note in the December 1920 G&T headed, 'A Rank and File Engineering Outfit' - 'latest comer among all metal construction toys is BILDO, the only 1/6 Engineering Outfit in the world (so far as we know!) ... price astonishing ... thoroughly workmanlike ... sturdy ... well made ... skilful invention ... 60-100 models, etc. Kincoland, Kingston-on-Thames, have a limited number for immediate delivery.'

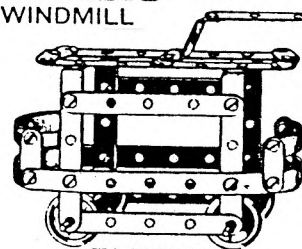
The next mention was an ad in June 1922 for BILDO at 1/6 retail, in which the Crane at the top of the next column was shown, and it was stated that over 150 models could be made. This ad was repeated in the next 3 issues, and then in October, a general Kincoland ad included 'Kinco' BILDO. To quote, 'Builds over 150 models. Each box con-



TRAVELLING CRANE



WINDMILL



TRAMCAR

'KINCO' BILDO. Price 12/- doz.

contains 150 illustrations, 36 Strips, 5 Rods, 4 Motor Wheels, 2 Pulleys, 42 Clips and 2 Bending Tools. Price 12/- doz.' 6 models were shown, among them the two above next to the Crane.

That was the last reference to BILDO except that in February 1923, a list of exhibitors at the BIF included Kincoland, 'makers of KINCO ENGINEERING and BILDO'.

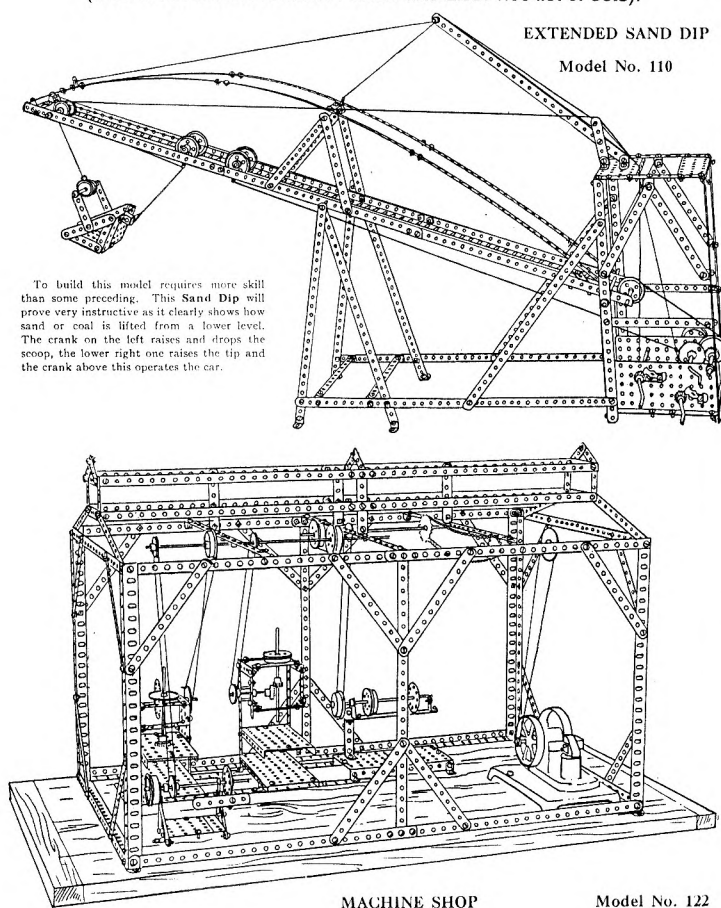
The BILDO models show 2, 3, 5, & 7-hole Strips, straight or bent into Brackets or DAS, perhaps using one of the Bending Tools. There's nothing to indicate the size of the holes or their pitch. The parts were no doubt held together by the Clips and they were most likely thin metal 'rivets' with mushroom-shaped heads, that could be bent over on either side of the parts to be joined. The heads can be seen in the models. Now for some thoughts from David. In the Crane and in another of the models in the ad, the main upright member is held by just the one Clip on either side at the bottom, and there's apparently nothing to keep it from toppling. But if the holes in the Strips were those star-shaped ones mentioned in 13/363, all would be well. In fact the model Lorry shown in the Greenwald star-shaped hole Patent (167244) in OSN 13 looks as if it could easily have been made from BILDO parts, and this was the M.Greenwald who held the Patent for the wavy Strips, and may thus have had that connection with Kinco as well. I think that when someone finds some BILDO Strips, they will have star shaped holes in them. And that would explain the 'skilful invention' phrase in the G&T 1920 write-up.

QUERIES 23. When I bought some **MÄRKLIN** parts in the early 1970s the **Flexible Plates** were made of aluminium and were painted a rich deep blue on one side and silver on the other. Incidentally the paint stayed on very well even when a sharp bend was made and then straightened. Are these Plates still aluminium and is one side still silver? When were any changes made? Also they were said to be new parts in a 1947 manual 71z, and were shown as blue/silver in the models that are shown in colour in the main part of the book, but on the cover some are red and some green. In the Märklin history (4/50) it was said that they were either blue/silver or red/ivory. What colours were actually produced and when?

the larger ones. It's not easy to check thoroughly whether the models are similar to those in other systems but my impression is that, although a quite a few look familiar, including Frank Hornby's favourite Crane, most don't seem to owe much beyond the basic idea, to earlier models. Many of the smaller ones are rather ordinary and the Angle Plates are mostly used in pairs as conventional Flanged Plates. The larger models are generally more interesting and better use is made of the Plates. None are very adventurous mechanically, but some use is made of the Gears including a hand-operated reversing gearbox using 2 Contrates and a Pinion. Some of the No.5 & 6 models are driven by the Motor, which usually stands alone connected by a Cord driving band. The Sand Dip below is a No.5 model and the Machine Shop a No.6. If a No.7 manual ever turns up it will be interesting to see the largest STERLING models.

DATES The only date known for STERLING is the 1915 Playthings ad and that doesn't give the impression that it is announcing a new toy. The AMB swinging Pawl was probably introduced early in 1914 and assuming that Hill copied it (and not the other way around), then perhaps STERLING appeared before the end of 1914.

SUMMARY OF MANUAL •Name: The STERLING TOY BUILDER •Details of maker: THE N.N.HILL BRASS CO., East Hampton, Conn., U.S.A. •Dates &/or Ref Nos: none. •Page size: 254*171mm deep. •No. of pages: 48+covers. •Language: English. •Printing: line drgs of models; cover as in MCS with black Bridge with Signals, boy, toy trains, on red/cream ground. •Page Nos. of Parts List/Illustrations & highest PN: 47/46,64. •No Set Contents. •Sets covered: 0-6. •No. of models for each set: 12,25,10,10,5,5,5. •Name, Model No., Page No. of first & last model of each set: 0: ALPHABET,-,3 then BOX TRUCK,1,4; WEATHER-VANE,12,6 1: EMERY WHEEL,15,7; RAILWAY SIGNAL,39,16. 2: ELEVATOR,50,17; INCLINED RAILWAY,59,21. 3: REVOLVING EXTENSION LADDER,75,22; ICE HOUSE AND CHUTE,84,26. 4: ELEVATOR AND SWINGING CRANE,100,27; YARD DERRICK,104,31. 5: EXTENDED SAND DIP,110,32; MERRY-GO-ROUND,114,36. 6: RAILWAY SIGNAL,120,37; FERRIS WHEEL,124,42. •Other notes: Ad for motor #200 & transo on p43, & a gear demo model on p44. Details from a photocopy; the cover and pages 1 & 2 are missing & are assumed as those in the INSTRUCTION BOOK No.1. This is as above with p1 the title page, p2 an intro, pp3-12 the No.1 models 15-39, pp13-16 as pp45-48 above (how to use Base Plates/III. Parts/Parts List/Price list of sets).



To build this model requires more skill than some preceding. This Sand Dip will prove very instructive as it clearly shows how sand or coal is lifted from a lower level. The crank on the left raises and drops the scoop, the lower right one raises the tip and the crank above this operates the car.

QUERIES 23. From 15/402. My thanks to Geoff Davison, John Hanby, Ernst Leuthold and Charlie Pack who responded to the question of **MÄRKLIN Flexible Plates**. They were introduced in 1947 and have always been made of aluminium: until 1987 they were stamped from ready painted sheets leaving bare aluminium edges. From the start all the holes were slotted lengthwise.

No one has actually seen the red/ivory ones and they were almost certainly never included in sets, but are thought to have been available as spare parts, perhaps to special order, up to around 1956.

The blue/silver ones were shown in catalogues until the range of sets was changed in 1976 but plates painted blue on both sides are known from as early as 1970 (in a 1014/1034 outfit) and may have been widely used before 1976. Blue/blue ones were certainly included in all the regular sets from 1976.

All the blue/silver ones I have seen have been painted silver on one side, but Charlie wrote that his, in sets from 1949, 1957 and 1966, are only painted on the blue side and are bare aluminium on the other. I know that some of mine were bought in 1972 and so there may have been a definite period in which the silver paint was used. In passing Charlie also mentioned that his 1949 No.103 set contains many aluminium parts in addition to the Flexible Plates, perhaps due to a shortage of steel at that time.

For the theme sets between 1980 and 1987 there were also some Flexible Plates painted orange on both sides and some black both sides. [I have some black ones with glossy paint of as good quality as the blue, but also some others which are in a duller black paint that had been applied over the original blue. The paint on those comes off rather easily, but they were bought from a spares cabinet in a German toy shop, and are presumably genuine.]

From 1987 onwards a different blue paint was used, and Ernst kindly sent a sample. The edges are covered and it is less glossy with a slight orange-peel look. It's presumably powder paint and gives the impression of being very durable. (some John bought new last summer had bare edges, but it's impossible to say of course, when they were actually made.)

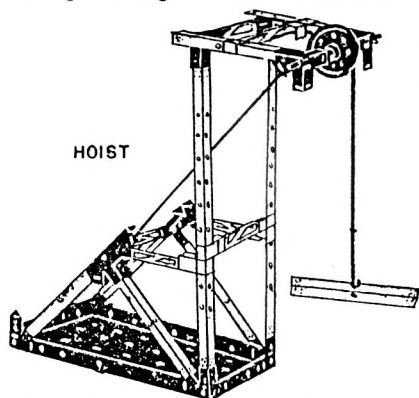
On other changes to MÄRKLIN parts, Charlie pointed out that from some point in the early 1970s the **Flanged Wheel** was made of red plastic instead of metal, and that at about the same time **bosses and Collars** ceased to be double-tapped. [At some stage, perhaps at the same time, the diameter of bosses was reduced from 10.0mm to 9.0mm. I checked the parts I own and the earliest, from soon after WW1, have single-tapped bosses, and nearly all are 10.0mm Ø (the standard MECCANO 3/8" is 9.53mm). The exceptions are 9.4mm for the 19 & 25t Pinions, and anywhere between 9.4 and 10.0 for the steel bosses fitted to the 65mm Flanged Pulley. The Collar and Coupling are both 9.0mm Ø and they too are single-tapped.

Later parts, many of them bought new in 1972, are a mixture 9 and 10mm, with all the 9mm ones, except the Coupling, single-tapped, and most of the 10mm, double-tapped. The 9mm ones were quite likely new stock in 1972. Quite a few 10mm bosses, including some on Gears and Pinions, are single-tapped. On Couplings, has anyone seen a later pattern one (see 5/106) single-tapped? The only odd size bosses I have are 11.6mm Ø (d/t) on Large Bevels. All my Collars are 9.0mm (s/t) -were there ever larger diameter Collars? In checking through I noticed that most, though not all, painted and nickel bosses are steel.

The one thing that has stayed the same over the years is the general shape of the **peening of the bosses**, with a tapered recess up to 2mm deep and a diameter at the bottom of the recess of, typically, 6mm. Of course the same type of peening is found on parts from several other systems, and a couple of my parts look just like ones known to be MÄRKLIN, except for a 4-point cross indentation on the lip of the peening. Has anyone seen this feature on known MÄRKLIN parts?

THAT WAS A GOOD IDEA

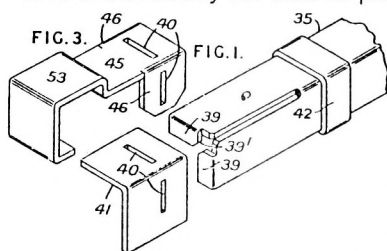
In the notes in 11/290 on MORECRAFT I mentioned in passing that braced structures using the Angles and Connectors are reasonably rigid - but



many of the manual models rely on un-braced Angles, as at the top of the Hoist opposite, and there is considerable play in the joints.

David Hobson has kindly passed me a copy of the UK patent for MORECRAFT and it is interesting to see in the Fig.1

(below) that a means was envisaged for locking the joint using the sliding keeper-sleeve, 42. This part was never used commercially but another part in the Patent, Fig.3, described as a modified



keeper, was produced as part C-O. It is used, as can be seen in the Hoist, to allow cross members to be located at any point along the Angles.

I made up the model and the C-Os gripped the Angles well provided that they hadn't become out of shape. As expected the top members carrying the Pulley were unsatisfactorily floppy and it occurred to me that since the 'keep' part of C-O was in effect the Fig.1 part, I ought to be able to use extra C-Os to lock the joints at the top. This worked like magic and the model was transformed.

So why was the sliding keep never used? Perhaps it was felt that it would unduly complicate what was meant to be a simple system. And a practical point, if a keep is pushed home hard it can be difficult to slide back, particularly if the joint moves slightly as other parts are added to the model.

The UK patent is No.462379 and, as for the U.S. equivalent (No.2042353 mentioned in OSN 11), is in the name of T.B. Morehouse.

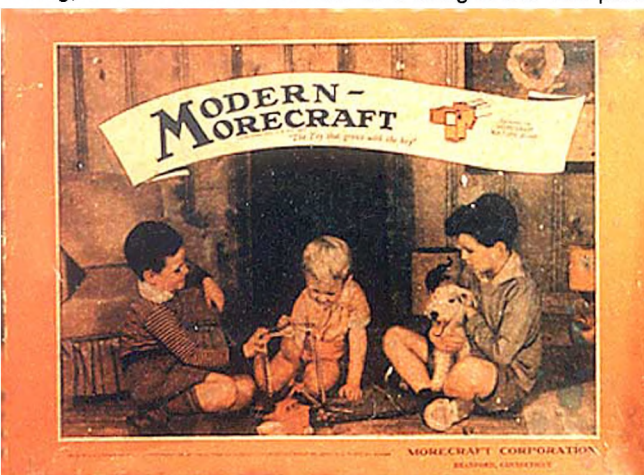
More on MORECRAFT A couple of other points while on the subject. In OSN 11 I should have mentioned that a new Connector was included in the 1946 Morecraft Corporation Parts List - it is #C-U (right) and it is used to provide a pivot at the end of an Angle, as shown in MCS/FB, p6.



Richard Symonds has kindly sent more photos/details of his unused MODERN-MORECRAFT set from the Morecraft Corp. of Branford, Conn., which was mentioned in 13/357. Despite the Morecraft Corp. name on the lid, there is also in small print 'Copyright 1937 by the Skipper Toy Company'. The same copyright wording appears on the cover of the manual and the Skipper name is on the Illustrated Parts page, with no mention of the Morecraft Corp. in either case.

The set is packed in a box 12*8*2 3/4" and the contents, at least as far as the main parts that can be seen are concerned, look as though they are similar to the © 1946 New London set discussed in OSN 11. (I can't see the Connector C-180-D that is in the 1946 set, and it may well have not been included, because it isn't needed in any of the Craftsman models in either the 1946 manual or in a 1937 Skipper Toy manual.) The colours of the parts are the same in both outfits. As with the 1946 set there's nothing to say which it is, but both are probably Craftsman Size. The most notice-

able differences are that the 1937 box is smaller in plan but has 2 layers of parts, and the illustrations on the lids are completely different. The 1946 looks much like the manual cover shown in OSN 11 and is brightly coloured; the 1937 (below) is in attractively sombre colours and shows 3 boys, a dog, and a model on the floor of a living room. The parts

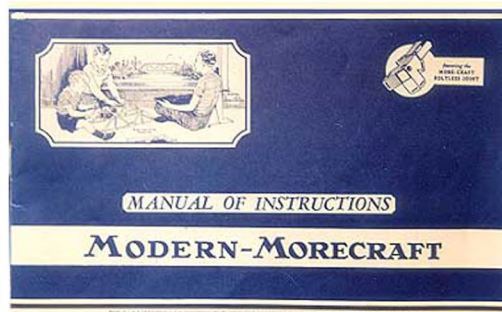


in the box are displayed in much the same way, with many of the Connectors and Angles already assembled into 2 bridge side trusses, but the remaining Angles are laid out side by side in the later box instead of being bundled up together.

The other important difference is that the wheels are the #W-2 1 1/2" Pulleys which are shown in the MECCANO-MORECRAFT and Skipper Toy MODERN-MORECRAFT Parts Lists. Referring to the Morecraft History in 13/357, the use of these Pulleys in 1937 means that the changes to the range of parts did not take place, or at least not all of them, with the advent of the Morecraft Corp. in 1937.

The cover of the manual with the 1937 set (below) is a darkish blue and its design is very similar to the one shown for MECCANO-MORECRAFT in MCS.

Going back to dates, the Patent application date was November 1934 and so I wonder if the starting date of 1932 that is given in MCS for



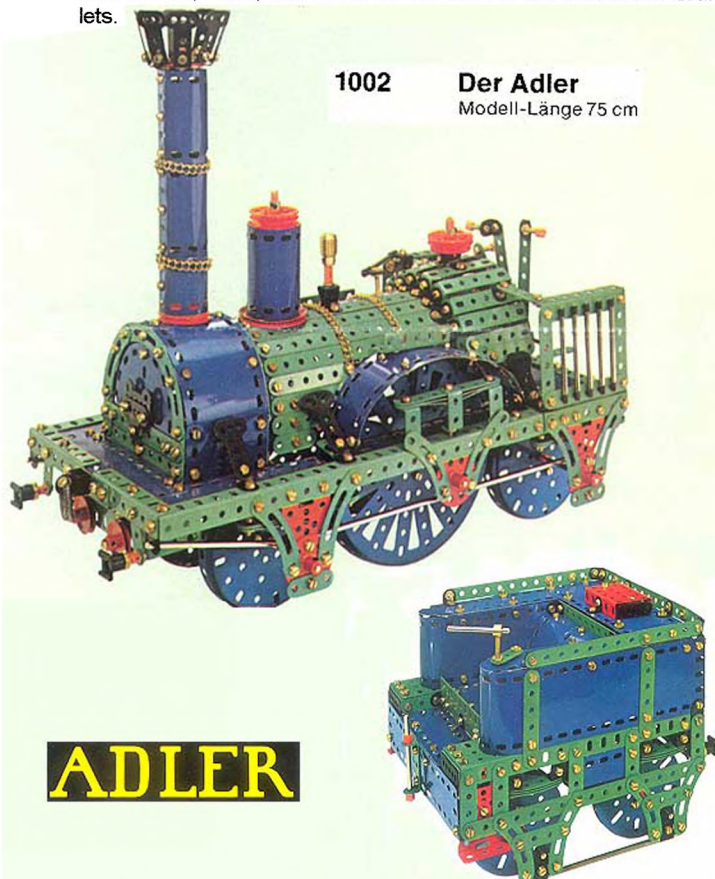
MECCANO-MORECRAFT is correct. Several sources give 1935 as the first date for Skipper Toy and MODERN-MORECRAFT but reproduced in MJ 31 is an ad for MECCANO-MORECRAFT which is said to be from *Popular Mechanic* of Nov. 1936. Any evidence for the existence of either MECCANO- or MODERN-MORECRAFT from 1932 through 1936 would be very welcome. And another question - did sets with 'Skipper Toy Co.' as the main company name on them ever exist?

A New MÄRKLIN LOCO

As an advertisement to promote their constructional sets, Märklin have had a Swiss electric loco painted up to make it look as if it is made of MÄRKLIN parts. The sides and ends are framed with Strips and Plates and the centre of each side is very eye catching with a jumble of red, gold and blue gears, sprockets, couplings, etc. A model of it, H0 scale, was scheduled to be available from mid-1996, price about £170. This information courtesy of Ernst Leuthold.

MÄRKLIN SUPER SETS That's my name for the series of very large outfits, each intended to make a single model, and each only available for a limited period, that Märklin have produced since 1978. That was 3 years after they had abandoned their large sets in favour of the small A, B and C outfits. The best illustrations I have of the models are shown on the back cover and, for the Adler loco, below.

The first three appeared in 1978 and were all locomotives. Item #1001 was a 72cm long model of an electric loco, '**E-Lok BR 160**', built by AEG between 1927 and 1934. The #1002, '**Der Adler**' was a 75cm reproduction of the first loco used in Germany, in 1835, and had been built by Robert Stephenson in Newcastle. The third, #1003, was a model of a 2-10-0 steam loco, '**Güterzuglok BR 050**', 165cm in length including the tender. The names above are as shown in catalogues; they are abbreviated to E60, Adler, and BR50 on the front of the Instruction Leaflets.



All the models are striking in appearance with good external detailing, and of course the illustrations of them here don't do them justice. Nevertheless some aspects are a little disappointing. There are few working features, with non-adjustable valve gear on the BR50, and none of the wheels are sprung (although some imitation springs are fitted). There's no motor in the Adler and the others have a #1073 with a chain drive to only one axle. (These motors and some other associated parts are not included in the Sets.) As far as I can see the models sit on the A/G track provided and so perhaps they are meant to be able to run along under power, a commendable feature if that is the case. The wheels don't have flanges but all except the large pair on the Adler are grooved. Another surprise is the lack of detail in the cab of the BR50, with no 'controls', or even a proper bulkhead, although probably not much of it would be visible with the tender attached.

There is a huge full colour Instruction Sheet for each of the models, some 21" x 58" for the BR50, which folds up to about A4 size. One side is completely filled with a very nice picture of the finished model, and on the other are step-by-step instructions which an experienced modeller could follow without too much difficulty. The boiler on the BR50 might not be easy to make neatly: it is 25" long and is made from overlapping Strip Plates edged at the bottom of each side by Strips, with between the ends, two 'frames' made by bending 25h Strips to shape. In the Instructions for each model some of the Flexible Plates are shown being trimmed to shape with scissors, easily enough done with MÄRKLIN aluminium Plates. Getting the shape right would be tricky for the cylindrical

parts which join onto the boiler of the BR 050, because although the general shape is shown, no exact template is provided. Only one special part was introduced for these models, a 132mm Ø Domed Plate #14022, used as the front of the BR50 smokebox. One other part isn't in the Sets, the sleepers for the track - the dimensions are given and it is suggested that they should be obtained from a sawmill. One other point of interest - in several areas Rods are held in a Spring Clip against a flat surface, with both wings of the Clip (narrow like the original MECCANO pattern) passing through a round or slotted hole in a Strip or A/G. That's neat I thought but I couldn't do it with MECCANO Clips because the wings broke when bent enough to go through the hole. Later I obtained some MÄRKLIN Clips and they were of softer, less springy steel and worked perfectly.

These Sets were packed in black wooden boxes, with layers of black trays inside to hold the parts. To give an idea of size, the BR50 set contained 1059 parts + 2240 N/B/W, against a 1970 MECCANO No.10 with 1410 + 1495 N/B/W. In 1978 a No.10 cost £300 and the Watford Mail Order price for the #1003 (in 1980) was £224. It's not really a good comparison though because the German Set contained no gears and little brassware. The parts count for the Adler is 588 + 1237 N/B/W; and for the E60, 493 + 1031 N/B/W. The Instruction Sheets were sold separately as Items #14941-3.

These three Loco sets were available in 1980 but were not in the Watford list for 1981 or in a 1982 Märklin brochure.

The next super set was the #1089 **Eiffel Tower** listed only for the 1989-90 season. I haven't seen the Instructions and the details given in the catalogue were reproduced in 2/16.

There followed the #1079 to make a model of the well known 1929 '**Dornier Do-X**' flying boat. Again I haven't seen the Instructions but I have seen a made up model and the brochure photo of it. The wing span is about 4ft and the model is mostly made from Strips and some Perforated Plates, with very few Flexible Plates. Another striking model but with, I think it's true to say, no working features - it would have been nice to have had those 12 props turning. I've read that this outfit was available in 1992.

Outfit #1082, a '**Mississippi-Dampfer**', was on sale in 1993. It's about 45" long, over 18" high, and is made from 1384 parts plus 3285 N/B/W. 50 photos in the 36 page, A4 size Manual, (PR 64 408 Ta 07 92 au), show the different stages of construction. The only text is an Introduction, in German, English, French and Dutch, which says in effect that it isn't really a model for beginners and that the Set contains more small parts than are needed so don't worry if there are some left over when the model is complete. The model looks solidly built, mostly from Strips (over 380 of them), 130 Angle and Flat Girders, and 46 rigid Plates. There is quite a bit of detail and some moving parts: the two lifeboats and two gangways can be raised and lowered; 18 cabin doors open; the twin rudders are linked and are free to move but don't seem to be connected to the wheel on the bridge; and the stern paddlewheel can be driven by a #1018 motor (an extra), through a worm drive and a connecting rod at either side. In building it the only tricky part might be making neat looking funnels - each is to be made by cutting a Strip Plate to the right length and then curving it round a broom handle.

Finally mention of an American ad for a **Ju 52 Set**, to be 'available only in 1996', price \$895 plus #35 shipping, from Arts & Toys, Ostwall/P.O.Box 201, 47798 Krefeld, Germany, phone/fax: 49-2150-911625/2151-631531. It is said to be a '3-prop-all-tin-replica-model', with 'wind-up motor' and a 22" wingspan. This is perhaps based on the prewar Set #1152 which is shown in MCS, and had the same wingspan. The ad is rather blurry but the model looks as if it is made entirely of special parts. This isn't a super set, more like the Racing Car Set shown in 2/16, which incidentally, was reviewed in detail in CQ 21.

Most of the information above has come from material that Werner Sticht lent me, but thanks also to Ernst Leuthold and Richard Symonds for some items.

In a later letter Ernst mentioned a new super model for 1997, the Vienna Prater **Big Wheel**, which is 100 years old this year. As usual the set will be packed in a large wooden box, and I understand that the wheel will be some 50" in diameter. The cars, there were 30 on the original, will be made of special parts.

The MÄRKLIN Unimog and m100 Outfits These sets were mentioned briefly in 11/297: now more details are available from their manuals that Werner Sticht has kindly lent me.

The **Unimog** manual has 36 A4 size pages including the covers. The latter are bright red with a model from the set on the front, and another on the back, together with a PR - 65 844 Ok 1194 se. The text, limited to an index, introduction, and the names of the models, is in German, English, French and Dutch.

The Set Contents in the Manual shows 286 parts plus 544 N/B/VV, with a fair selection considering that this is a theme set, although there's only one rigid Plate, 5*5h. Two parts new to me are #10013, a 3h Strip with the last ½" formed at an angle, used as the top bearing for the steering column, and #14026, a hollow Tyre with a deep tread whose inner and outer walls sit on 2" Pulleys. These parts were used in the 'Trac' theme set (11/297), with in that case, the Angled Strips forming the ends of the mudguards. Three of the black plastic parts that were used in the 'orange' theme sets from around 1980 are included: #11134, 5½*2½" Plate, for the rear load platform; #11141, 3½*2½" Flanged Plate, for the cab roof; and the seats (#11138).

There is only one gear, a Pinion which is used as a ratchet wheel. The only other 'brassware', apart from 6 Collars and a ½" Pulley, are 2 of Märklin's neat Universal Couplings. The PNs of some parts have been changed. The Pinion was 10725 and is now 10726; the current standard Bolts with the combined recessed/slotted heads are 14202,3,4 instead of 14002,3,4; the Grub Screw is 14223 against 14020. The Collar, Cord and Crank Handle, which were 11059, 11500, 11716, are now 11060, 11501, 11717.

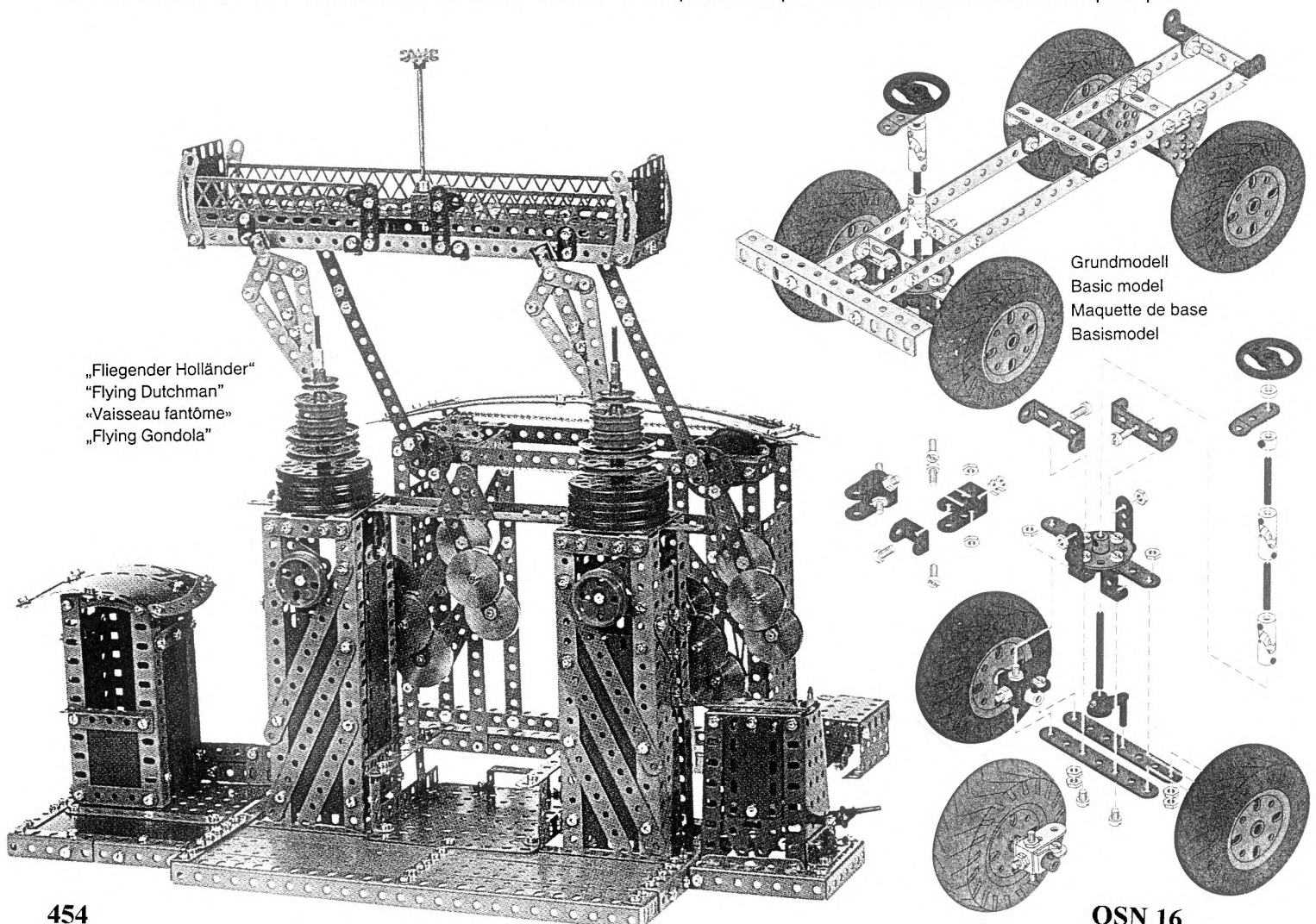
The step-by-step instructions include a new feature, at each step the parts of the model already completed are shown in various shades of grey, and the new parts are in full colour. Sometimes it's a help but for complicated structures it isn't always easy to distinguish between the different grey parts. The small size of the illustrations doesn't help, and it's particularly irritating when with a little more care, much larger ones could have been fitted onto the same pages.

Five models are shown, all with the same chassis and cab but

with different back ends. In fact 10 models can be made - with, as noted in OSN 11, two versions of each, one with the normal closed cab, and the other without the top of the cab, and with a different back to it. The chassis is quite simple and is provided with the steering (below) as its only mechanical feature. Peter Kessler told me that it is far too direct for the weight of the vehicle. In the drawings the steering column looks vertical but the top is actually offset sideways by 3 holes, hence the need for the 2 Universals. The chassis plus whichever cab has been chosen can then be fitted with: a load platform with low sides, that tips by hand; a wrecker crane that can slew and has a seat for the operator; an inspection platform on a cord operated scissors mount; the snow plough shown in OSN 12; or a forestry truck with a cord operated lifting platform at the front of the chassis, and a winch at the back. There's nothing about fitting a motor to the models and although all the MÄRKLIN sets are listed on the inside back cover, motors and other accessories aren't mentioned, even though the opposite page is completely blank.

The **m100** manual has similar red covers but the model on the front extends over onto the back cover. Of its 68 pages, 62-65 are blank. Text is again in the 4 Unimog languages. The PR on the back cover is 65866 M 11/94 au. Each of the step-by-step photographs show the model as it will be when that stage is complete, in full colour, using the parts shown alongside, with no exploded views, but with a few words of explanation when necessary. I found this rather easier to follow, although again some of the pictures could have been larger to advantage.

The m100 is a large outfit with a good selection of parts. Up to the mid 1970s the largest MÄRKLIN set was the #1014, with an add-on #1034 of about equal size. The 1014 had 432 parts + 528 N/B/VV, and the m100 has 532 + 900 N/B/VV. It's nice to see all those N&B. Apart from those, the m100 has more parts in nearly all departments, although the useful handfull of electrical parts that were in the 1014 are absent. But there are more Gears; more Tyres; Braced Girders, which weren't in the 1014; a few extra brassware parts; and more of the MÄRKLIN special Brackets. As a comparison the pre-1970 MECCANO No.9 had 686 parts plus



Most of the parts in the Set are standard MÄRKLIN. Points of interest are: • Two of the Unimog Tyres 14026 are included plus two standard 2" Tyres, 14050. In addition there are 6 each of the standard 1" and 1½" sizes. • The 1½" brass coloured counterweight Discs mentioned in OSN 11 are #11034 and appear to be about 6mm thick. • All the changed PN's noted for the Unimog parts apply, and as well the Coupling that was #11718 is now 11719; the 19t & 30t Pinions are 10720 & 10731 instead of 10719 & 10730; the small bevel is now 10831 against 10830; and the Worm, which was 10910, is 10911. As far as is known none of these changes represent changes to the parts themselves. For the Gears the last 2 digits used to denote the number of teeth but current lists still show the old number of teeth against the new PN's. I'm told that many MÄRKLIN parts are now sourced from Hungary, so that just might be an explanation for the changes.

10 models are shown in the Manual, 2 cranes, 3 fairground models,

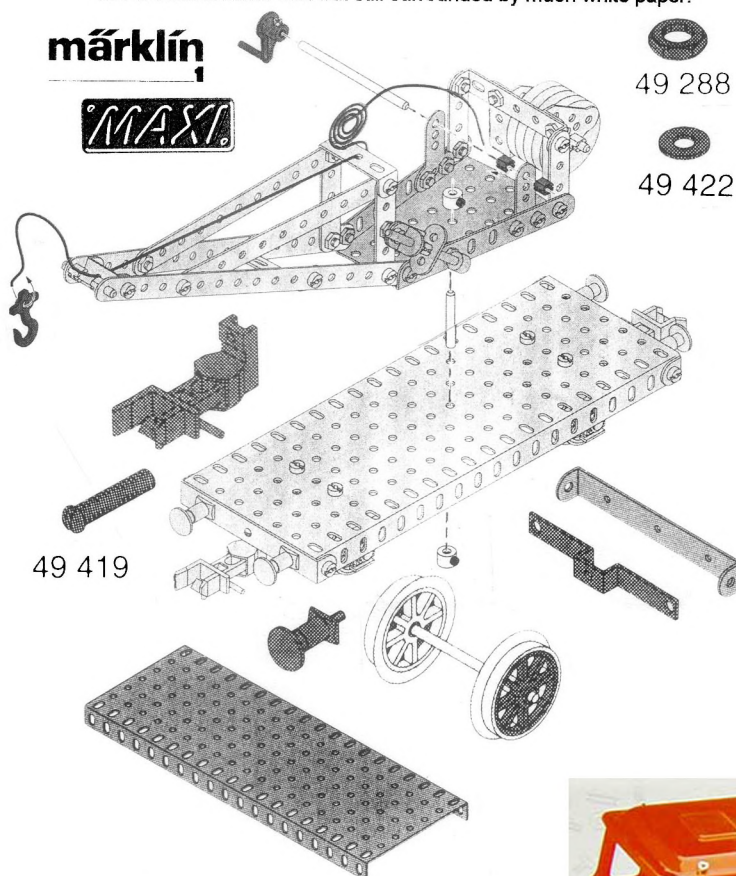
And 3 New Sets for 1995/96 Geoff Davison, Peter Kessler and Ernst Leuthold have kindly sent information on 2 sets that are intended for use with Märklin Maxi Gauge 1 trains, and a Lorry theme set with a cab based on a MAN design. The 'train' sets are #5629, Brücke, to build a simple Bridge 64cm long, and #1511, Spur 1 - Güterwagen, from which any one of four wagons, 28cm long, can be built.



5629 Geschenkpackung "Brücke".

BRÜCKE The Set contains 4x25h A/Gs, 48 Strips, and 80 N&B in standard colours, to make the straightforward Bridge above. 2 lengths of standard track are clamped in place, end to end, with 3h Strips. The 12 page A4 manual (#5629, PR 67144 O 01 95 se) also shows another Bridge with the bracing underneath. The step-by-step illustrations are of a reasonable size but still surrounded by much white paper.

märklin
MAXI



GÜTERWAGEN This set includes about 37 Strips, 6 short A/G, 16 Flexible Plates, 3 Flanged Plates, and about 100 N&B, with all the parts in their normal colours. New parts (shown around the Crane above) are a red Flanged Plate, like the 11*5 pattern, but 19h long and 7h wide - it forms the base of all 4 models; red DAS Buffer Beams,

2 heavy presses/punches, a lighthouse, a double-basculer bridge, and a beam engine. Most are fair models but intentionally or otherwise they have a rather (pleasant) old-fashioned (retro?) look to them. This is largely due to the limited use of plating, but also perhaps to the traditional red/green/blue Märklin colours. There are no vehicles among the models despite the 16 Tyres in the Set. No motor is included so nearly all the motions in the models are operated through Crank Handles. All the drives are straightforward with no mechanical complexity, and of the 17 Gears or Gear Rings provided, my count gives an average of 5 used per model, with a maximum of 8. In general few models, by the look of them, make use of the full potential of the Outfit and some look distinctly underdeveloped - the very rudimentary Thames Bridge is the worst, where of the over 500 major parts available, less than 200 are actually used. The 'Flying Carpet' fairground model shown here, and on the cover of the manual, is my favourite.

9h long but with only 3 holes pierced; Wheel Sets with 8-spoked Flanged Wheels, pairs of Axle Boxes; backing Double Bent Strips for the Buffer Beams; Buffers; and Couplings. All apart from the red parts are shown black and most are probably plastic. Also in the Illustrated Parts are a black RH Bolt (#49419), perhaps ¾" long, which is used to hold the Coupling to the Buffer Beam, and 2 parts that look like a large Washer (#49422) and a large thin Nut (#49288). Both are black and 6 of each are in the set, but I can't spot them in the models.

The manual, again A4, has 24 pages with a photo of one of the models, the Crane Car (truck) on the cover. The others are an Elevating Platform Car, a Hinged Cover Car, and a Snow Plow. All are simple but passable models and despite the tiny step-by-step illustrations (which typically occupy no more than 20% of the each page), look easily built. 4 introductory pages have large diagrams, mainly showing how to use parts that aren't in the set. The only novel feature is in the Crane which can be luffed by rotating the jib by hand, against the resistance of an Axle Rod sliding through 2 of the orange plastic MÄRKLIN Axle Stops. The counterweight (4 of the large Brass Discs, 11034) isn't shown on the manual cover or in some of the advertising material. The manual (PR 68 3820 Oy 08 95 ma) is item #1511, and like the Bridge manual, the text is in German, English, French & Dutch.

1085 Themenkasten LASTWAGEN As well as an ad & some notes on this set, I've also drawn on a detailed review of it by Charlie Pack in the Oct. 1996 S. California Club N/L. Unfortunately I'll have to reduce the picture & little detail will be visible. The main new feature is the Cab which is made from red painted metal pressings that bolt together, with a MAN logo on the radiator grille. The front bumper & mudguards, & the seats in the cab, are black plastic mouldings. The chassis side members are black 35h A/Gs, a new part of course. Wheels consist of new Tyres mounted on the standard red plastic 36mm Flanged & Grooved Pulleys at the rear and special Front Hubs. Steering is provided, with special Brackets to support the king pins, and leaf-type Springs are fitted front and rear, with simulated shock absorbers at the front. The back of the lorry seems to be made of standard parts in standard colours, and is raised by a Threaded Rod of about 6mm Ø, turned down to 4mm at each end, which runs in a Rectangular Coupling. Said Coupling is a ⅝" side cube tapped for the 6mm thread one way and the standard ⅝"BSW at 90°. The Threaded Rod is apparently not the old Lead Screw that was listed into the 1960s. The model below is about 50cm long, and in addition instructions are provided for an optional Snowplow or a Dump Truck. Charlie's main criticisms were that the cab lacks detail with no windshield for example; there's no gear reduction to the steering wheel; & the rear axles are not split. The Model isn't motorised. Märklin have announced a new No.10851 Truck Extension Set which will allow a wider range of models to be made. In the U.S. the 1085 costs \$278 and the 10851, \$179.



Some of the
MÄRKLIN
'super' models.
See Page 433.

1001 E-Lok BR 160
Modell-Länge 72 cm

1003 Güterzuglok BR 050
Modell-Länge 165 cm

Großbaukasten
„Do-X“

1079

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COMING
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□ märklin Ju 52

Großbaukasten
„Mississippi-Dampfer“

with a narrow longitudinal slot, but some were not grooved at all. #145* is a 115mm **Crank Handle**.

• #147 is an **Axle Coupling**. #149*, 150*, & 151* are **Spring Clips** used to lock Wheels/Pulleys onto Axles. They can be used in different ways, as shown below. One way uses the Clip 149 ('B'), and when there is no slot in the face the U-Clip 150 ('C') as well. Alternatively the Small Clip 151 can be used for any Wheel/Pulley.

• #154* & 155 are **Rivets** to join 2 & 3 thicknesses of material, and one of them, probably the longer one, is about 3½mm long o/a, with a head diameter of 6.8mm. The shanks of some of Rivets seen have crinkly ends. Of the handful available all are aluminium except for one brass one in Jeannot's parts. With it is a 13mm Ø steel washer, brass plated, with a circumferential ridge impressed in its face near the outside - this might be the **Washer #1**, but what looks like a Washer in MCS is much smaller in diameter.

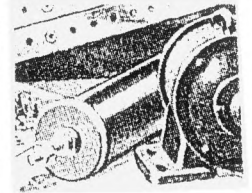
• #156 is a **Nut**, and #157-159 are **Bolts** (shown with cheeseheads), 5, 10 & 20mm long. #165* is a **Spanner**. No screwdriver was provided, instead it was suggested that the end of a Strip be used.

• #166* is a **Spring** for the **Riveting Tool**, and #167* the Tool itself. As well as being used for riveting, it could also

be used to clamp a Strip between 2 other Strips, at 90° to them, so that a bend between 2 holes could be made in the first one.

• Shown opposite are what look like a small Motor and half a larger one, taken from one of the **CAM** illustrations.

• The parts seem to be quite well made and the slight burr around a few of the holes isn't sharp. The corners of most of the Plates and Brackets are fully radiused, or nearly so, but the rounding on a few, though of the same radius, isn't so deep. The steel parts aren't treated in any way and are often somewhat rusty when found; some of the plain aluminium ones look anodised, and in the later years red, green, blue and yellow anodised parts were produced. As far as is known no parts were ever painted.

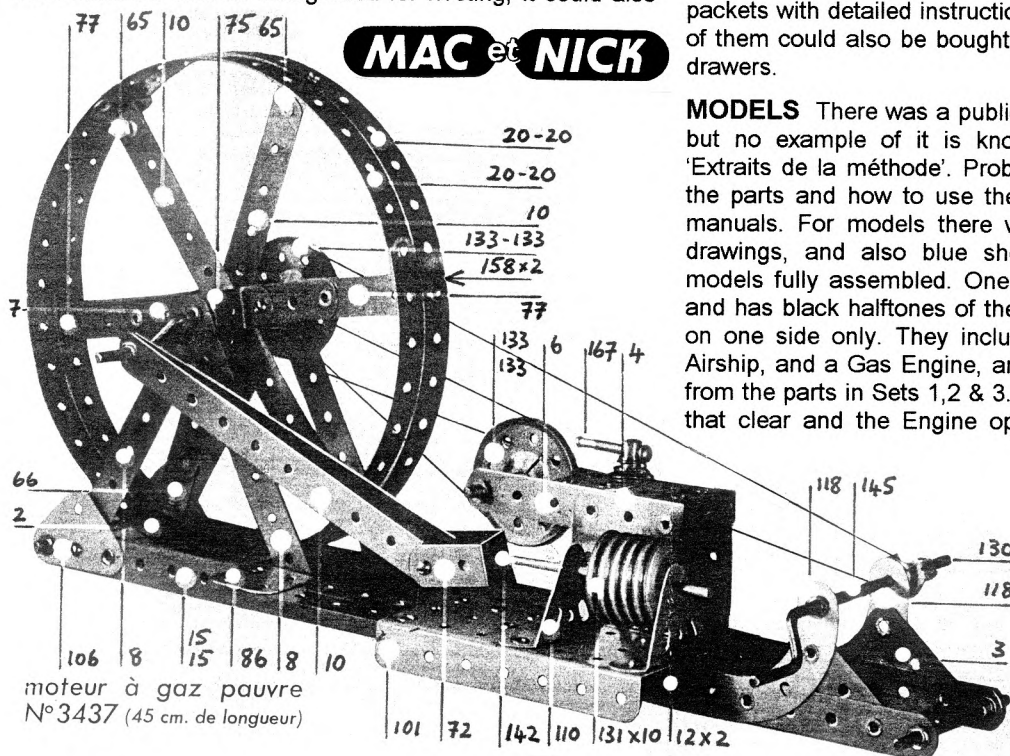


The SETS MCS gives the contents of Sets 1 to 4. #1 was the basic outfit with the Tool in it; #2 was an add-on set; #3 & 4 contained mainly extra long and extra short parts respectively. Each set had Rivets (80 in Nos.1 & 2, 100 in Nos.3 & 4), and 8 or less N&B. A Set 5 for Pulleys & Plates was available later, and a #6 for special parts, but their contents aren't known in detail.

As well as these there were theme sets Nos.1-4, including a Loco, a Roundabout, and (#4) a Twin-Engined Combat Aircraft. Individually these were packed in long packets with detailed instructions, but various combinations of them could also be bought packed in boxes with sliding drawers.

MODELS There was a publication 'La méthode complète' but no example of it is known, only a brochure called 'Extraits de la méthode'. Probably both were mainly about the parts and how to use them, rather than being normal manuals. For models there were plans with step-by-step drawings, and also blue sheets showing (fairly simple) models fully assembled. One of these measures 21½" x 17" and has black halftones of the models on the blue ground, on one side only. They include a Suspension Bridge, an Airship, and a Gas Engine, and any of them can be made from the parts in Sets 1, 2 & 3. The detail in the photos isn't that clear and the Engine opposite has copied the best.

Most of the models look quite attractive, on paper at least, and they are quite large too - a Submarine is just the longest at 87cm. Mechanically they're quite simple with cord drives on the working models, but the wheels on a Fighter do fold up under the wings (by hand).



QUERIES 23. On the question of red/ivory MÄRKLIN Flexible Plates (15/402, 16/431), Thomas Morzinck, writing from Germany, points out that all the colour pictures inside the 1947 manual show blue/silver Flexible Plates - only the picture, seemingly a painting, that was used for the cover, and box lids, shows red and green (!) Plates. There are other anomalies in the painting, and he feels that red Plates probably never existed.

On the aluminium parts in the 1949 No.103 Outfit, Werner Sticht wrote that from the beginning of WW2 until the beginning of the 1950s, Flanged Wheels, Gears, Pinions, & Worms were commonly made of aluminium, and even Strips were sometimes of that material.

Werner also mentioned that the changes of PN (see 16/454) are not new but seem to have occurred in 1982. He has a 1981 #14902 manual for the E3 Set which shows the old numbers, and a 1982 #14900 for Sets A, B, C in which the new ones are used.

As far as he can tell the changes don't reflect any changes to the parts, except for the Small Bevel. On the other hand Part 10860, the Large Bevel, has been changed (as seen in the m100 Set) but the PN remains the same. It is now turned from solid brass instead of having a boss riveted on, and the cone angle of the teeth is greater than 45°. It's still double tapped. The Small Bevel is no longer cone-shaped but matches the design of the large one, with a tooth face of only about 3mm, against the former 6mm.

And on the Coupling (#11718/9), the cross tappings in the 1960s were at 90° to one another, but in examples from the 1980s that angle can be anything up to 10° out. Those in his m100 Set are not as bad.

Don Redmond too has some blue Flexible Plates which are untreated aluminium on the other side, but their date isn't known. He also has 11*5 & 7*5h Flanged Plates in bright nickel plate and asks if such a finish is unusual.

ITEMS FROM LETTERS

1. From Kendrick Bisset: A photo of a **JUNIOR MECHANIC** No.101 Set (see 13/361), courtesy of George Wetzel. The lid is similar to the that of the 201 described in 12/327, but the 6 models on it are different. The packaging and parts, including Strips with chamfered corners, look the same as those of the 201. The Set appears to be complete and the main parts are 2,4,6 of 16,8,4h Strips; 6 Angle Brackets; 4 Wheels; 2 & 1 of the 2h & 8h long Flanged Plates; and 1 Crank Handle. The interesting thing is that



there's a manual with the Set. It covers both the 101 & 201 sets and the cover (opposite) scales at 8 3/4" wide. The top half is blue with white lettering; the bottom half is white with Manual of Instructions and the maker's name and address in blue.



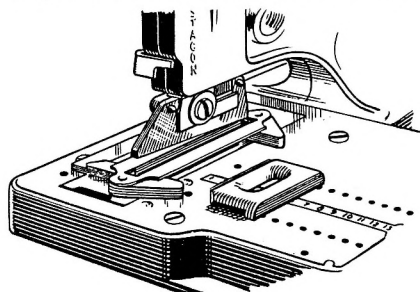
2. From David Hobson. • The **GILBERT NEW WHEEL TOY** was available in Britain well before 1921 (see 13/360): it is the subject of full page Gilbert ads in the Dec. 1919 and March 1920 Boys' Own Paper. [3 sets were mentioned, at £1.19.6, £3.7.6, & £5.5.0. The middle outfit had 'gears and pinions', and the largest 'also makes a small sleigh and racer with runners'. The model left, one of 3 shown, isn't in the manual summarised in 8/199. Both ads contained a coupon which was to be sent to Mr. A. C. Gilbert

(Dept.27), 125, High Holborn, London, W.C.1.]

• The **MANUFAX** Sets 0-4 were advertised (by B&T) before the Sept.1932 date given in 7/155. They are in an Oct.1931 BOP ad at the prices given in OSN 7. It's odd because this ad predates the Dec.1931 Supplement ad which lists only the Nos.1 & 2 outfits.

• A Nov.1956 ad from Claude Rye Ltd. (in the Children's Newspaper) probably marks the end of **JUNEERO** in the UK. It offers Sets 0, 1A & 2A at less than half price, with a further reduction for large quantities. No doubt the manufacturer's stock was being sold off. **JUNEERO** was on sale in Holland in 1962, see 14/395.

• An article in the October 1920 *The Toyshop & Fancy Goods Journal* advises that the **PRIMUS** Motor Chassis Outfit, and an Electric Motor for use with the standard sets, would be available before Xmas. **PRIMUS** vertical Steam Engines to drive models are also mentioned.



• A Guillotine attachment (left) for the **PRESTACON** Tool (9/217) was advertised in *The Toy Trader & Exporter* for July 1948, by L.Rees & Co. Ltd - a *Cyldon* Product. The claim was that it would

cut the 1/2, 1, & 2" Strips into any length from 3/4 to 12".

• A system called **DORFAN**, or DUFAN, was in an MCS lists of possibles: nothing definite is known of a normal constructional set of that name but in *The Toy Trader* of April 1927 there's an ad for a constructional electric railway engine called the **DORFAN** Loco-BUILDER. From the illustration, the motor and gearing had to be assembled and fitted to a body made up of 2 pressed sides joined together. The name on the box is The Dorfman Co., Newark, NJ, and there's NYC 51 on the sides of the loco.

• In the July 1921 issue of *The Toyshop & Fancy Goods Journal*, a review of the range sold by the toy factor Bedington, Liddiatt & Co. included **PYFYLY** (see 14/365) as a new constructional toy.

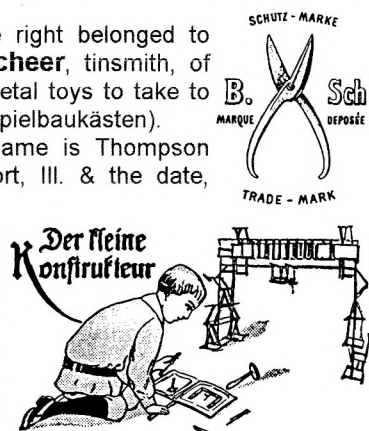
Some of the 30 or so relevant trade marks shown in *Toys & Automata Marks & Labels* by Gwen White, are of interest, and for each a name and date (of registration presumably) are given.

• For **BANGAROO** (see 9/235) they are Alfred James Bartlett of Gloucester, and 1908 (although a later entry shows 1922). The toy is described as 'detached pieces to join together'.

• The 1900 mark to the right belonged to **Bernhard Karl Emil Scheer**, tinsmith, of Burgstädt, and was for 'metal toys to take to pieces' (Zerlegbare Metallspielbaukästen).

• For **STRUCTO** the name is Thompson Manufacturing Co, Freeport, Ill. & the date, 1912.

• The illustration opposite is that of **DER KLEINE KONSTRUKTEUR**, by Hermann Tietz of Berlin, in 1913. No indication is given of the material used. The name was used again in the 1950s, see 12/313.



• **HAPPYNAK** (4/72 & later in MCS) is from The Matchless Metal Polish Co, Old Swan, Liverpool in 1915 - not the name in MCS but both were at Old Swan.

3. Richard Symonds sent a photo of a **CONSTRUCT-O-CRAFT** Model 100 set, which is packed in a tube with a screw top, 3 1/8" Ø by 9 5/8" long. The main point of interest is the 'Manufactured exclusively by Hedge Tool & Mfg. Co.' on the tube. The only address is Chicago, which is also that of the Boxar Tool & Mfg. Co., the maker given in MCS. Hedge came after Boxar because a Boxar manual, like the one the MCS material came from, is © 1946, and this tube carries © 1948 HT&MC. The photo of the boy and model shown on the tube is identical to the one on the Boxar manual. There was no manual in the tube; the few remaining parts in it are the same as those in a #500 Boxar set. Were the two companies one and the same with just a change of name? In case anyone wants a starting point, Boxar's full address in the manual is 2240 W. Ogden Ave., Chicago 12.

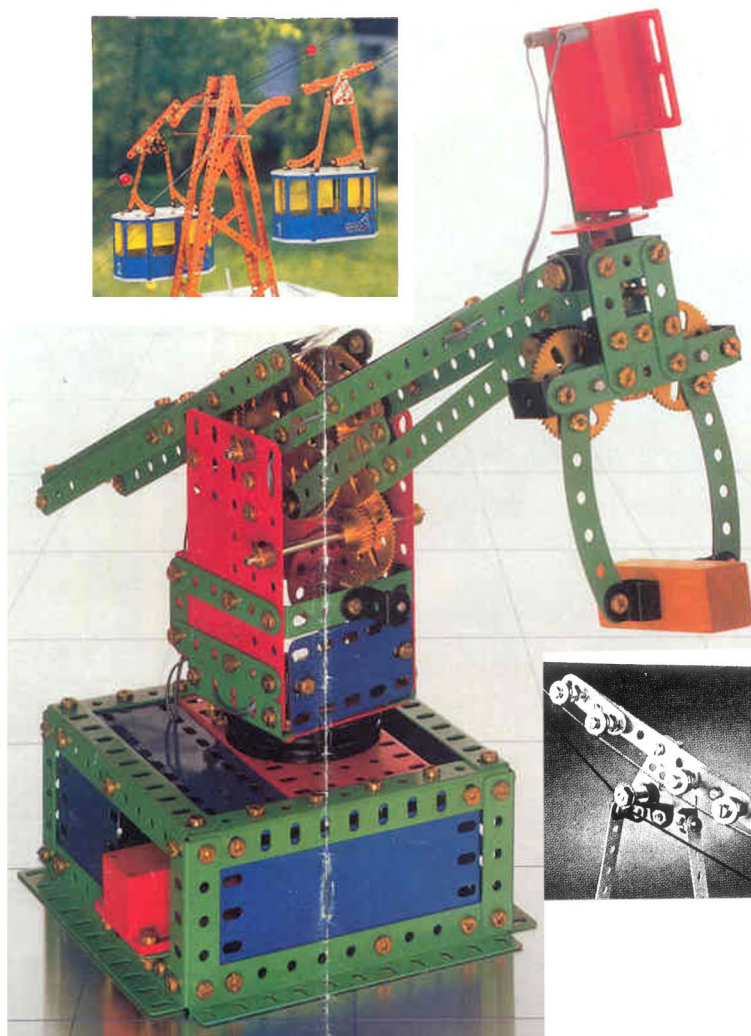
4. Thomas Morzinck wrote that **ebbs** metal construction sets are being made in The Czech Republic for the German company **Ebert & Schön** of Munich, and are sold only by the firm Manufactum, of Marl (near Essen). A leaflet gives a few details - the parts are said to be 50% larger than those of comparable outfits, and all metal ones are nickeled. 8 small sets are available, each making one simple model - a Windmill, Carousel, Biplane, Cross Country Car, Fire Engine, Big Wheel, Tractor & Trailer, and Timber Lorry. The latter is over 70cm long with Road Wheels that look in proportion. A larger outfit with 228 parts makes a nice looking Wind Turbine, apparently driven by clockwork. There's a blurry photo, that won't reproduce, of each model. The address given for further information is Handelskontor Ebert, Aidenbacher Strasse 108, 81379 München, phone/fax 089 788111/788118. This sounds as if it's the same as the E.B.S. mentioned in 17/491.

5. Roger Baker sent a photo of an unused No.3 **MAC ET NICK** set. The lid is covered by a colourful picture of a man & a boy behind a large model Submarine, with a Crane in the background. The 'blueprint' with the set (in French) looks about the same size as the one described in OSN 17 but is in portrait format, and the 10 models on it are different with a Monoplane top right and a Warship bottom left.

6. From Michael Grace: • 'On the **MÄRKLIN** Robot Set from a few years ago, I found it rather 'fiddly' to make up - some of the clearances were tight and there was a good deal of play in the various movements. Overall it was a bit

disappointing for a set that cost so much, though it does contain 4 motors (albeit 6v).'

• 'I also have the **Cable Car Set** and it makes up into a very attractive model that works quite well, and follows real practice in some respects, with steel cable, well articulated pulleys that move nicely over the saddle on the intermediate tower, etc.' [The Robot Set, #1007 was mentioned in 2/16, and the Cable Car, #1057, from the mid-1980s, in 10/266. In neither case was there an illustration but the ones below



will give an idea. The Car is made from special parts, and the body is shown blue with a white roof, and yellow tinted

windows; all the Strips and Girders are orange.

7. From Don Redmond. • The **EZY-BILT** Contrate is distinctive with a very rounded edge ($\frac{1}{8}$ " rad.) and the teeth actually cut into the curvature. It is nickel with a brass boss.

• On **DÖCO** (15/413), it was displayed in a 1920 Canadian Centre for Architecture exhibition at Montréal, and the catalogue describes it as 'a wood and metal system; split-pin rivet assembly; includes design book; box 10.5*37*24.9cm; parts: bars 24.7*0.8cm, clamps 0.8cm, discs 6.8cm; punch press 8*34.3*13.9cm.'

• The **STRUCTO** Worm (see 15/424) is a rather crude looking item of the same alloy (zinc?) as the Gears, and with noticeable flash and mold marks. The teeth look rather chewed but it has probably had much use.

• In a mixed lot, a yellow plastic Wheel, with a square-section rubber Tire, 1.5" o.d., marked **BILDIT**. That's a new name but was it a constructional system? The bore appears to have been drilled out to about $\frac{3}{16}$ ".

8. From Jeannot Buteux. • The French patent for **SPEDICON** (see 17/470) is No.923760, and it was granted in 1947.

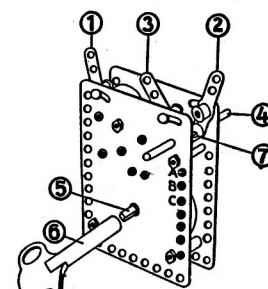
• **MAC et NICK** (17/472) was also patented, by a M.Cosneau in 1948, No.936145. [No equivalent UK patent is known.]

• Manuals in French have turned up for **STRUCTATOR** and **KLIPTIKO**.

• A **PYGMÉE** (16/448) set has been found for the first time: it's in a metal box and includes a complete manual.

9. Following the notes on the **MÄRKLIN** Chassis in 17/482, Josep Bernal sent a photocopy of a 4-page Leaflet in French (Refs: Ta 07 33 m & F. M446) showing the parts in the Nr.1105L **Motor Truck Body** Set, and how to assemble them onto the Chassis. The details of the parts have been included in an Extra MCS Sheet.

10. Thomas Keel sent a photocopy of the Instruction Leaflet, in German, for the **MIGNON C/W Motor** Nr. 250 (right), which was described in 10/262. The holes A,B,C in the side-plates allow a 12t Pinion on the output shaft, 4, to mesh with the other 3 Gears in the system, or their positions can be reversed for higher speeds.



Nr. 1 = Schnell- und Langsamgang
Nr. 2 = Abstellhebel
Nr. 3 = Vor- und Rückwärtsgang
Nr. 4 = Arbeitswelle
Nr. 5 = Aufzugschraube
Nr. 6 = Aufzugsschlüssel
Nr. 7 = Arbeitswellenrad mit Gewindestift.

EXTRA MCS SHEETS The Sheets listed here are available at 15p per Sheet plus postage. That makes £4.65 for all 31 Sheets.

MCS Amendments, List No.6 [1]

AKRON: X1.1,2/6,5,5a [2]

ENGINEERO: X1.2,4,5,6 [2]

E.Z.: X1.1,2,4,5 [2]

FAC: X1.1, [1]

FAC [a]: X1.3/4,3a/4a,5 [2]

FAC [b]: X1.6,6a [1]

FAC [c]: X1.2,3,4-4l,5-5b,5c/6,6a,6b [9]

INSTRUCTO: X1.1,2,4,5 [2]

KONSTUKTOR [10]: X1.1,2,4,5 [2]

KONSTUKTOR-MEKHANIKA [2]: X1.1,4/6,4a/6a/7,5 [2]

KONSTUKTOR SHKOL'NIK: X1.1,2,4/6,4a/6a,5 [3]

MAKUMAL: X1.1,5 [1]

MÄRKLIN: X2.3a/4b,5 [1]

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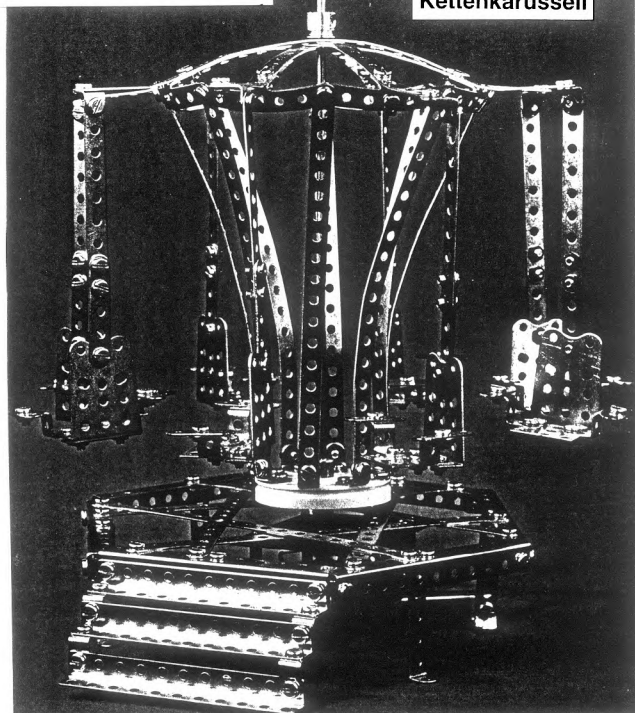
SMALL ADS Up to about 150 words free for each subscriber in each Issue; above that by arrangement. Insertion guaranteed in OSN 19 if ads reach the Editor by the end of July 1998.

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all the 3 & 4 Set models, often with a pulley drive, but in many cases it looks as if it has been added as something of an afterthought. Several fairground models are shown for the EMB3 and one of the Roundabouts (right) is rather attractive. The Motor is in the base. The EMB4 Cable Car is the most elaborate and striking model, with both the upper & lower stations made of frameworks covered with realistic roof & wall panels. These look as if they are made of thin card or plastic; they won't copy but part of the upper station may be visible on the right at the bottom of the Manual cover.

plasticon

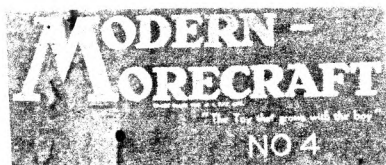
4
Kettenkarussell



A MODERN-MORECRAFT 'Mystery' The mystery is an unusual outfit belonging to Chris Freeman, who kindly sent photos of it. Unusual not because of its contents, which are very similar to the prewar '1937' and postwar '1946' sets described in 16/432 & 11/290, but because, unlike all other reported MODERN-MORECRAFT (M-R) sets, it is a numbered outfit.

The earlier MECCANO-MORECRAFT (M-M) sets were known by a letter and a name, for example B - Beginner's Size, or D - Designer Size, and the M-R ones by just the name. In neither the '37 or '46 sets is the name actually on the box, but has to be deduced by comparing the parts in the set with those needed for the manual models, each of which is labelled with the set needed to make it.

But on the red lid of this box is NO 4 in yellow, with above it MODERN-MORECRAFT; the slogan "The Toy that grows with the boy"; and TRADE MARK REG U.S. PAT. OFF in tiny letters. At the bottom left is MORECRAFT horizontally and POWER vertically, with the 'O' common to both, and diagonally *Equipped*. The two blocks of wording are shown below, though they may not copy well.



The base of the box is blue and the parts are strung to, or push into, natural colour card sheets. On raised side areas are the assembled trusses seen in the other sets (although without the horizontal top members), and in the middle are all the other Angles, the Axles, & the U-shaped Connectors. A tray which sits over this centre part contains the Base Plate, the 4 Wheels (the 8-hole W-16 type as in the '46 set), and the other Connectors, all but two of which, along with the small parts, are in a small card box.

With the possible exception of one of the small U Connectors (C-180-DS), which may be hidden in the box on the tray, the quantities of the main parts are exactly as in the '46 outfit. The only difference is that all but the C-O Connectors were painted red in the '46, but all in this set are nickel plated. So the only colour is from the blue Base Plate. There's no motor in the set to justify the Power Equipped on the lid, but there might be room for a flat C/W one in an unused part of the tray.

So what was the date of the No.4? The manual might have helped but is unfortunately missing. It seems certain that it is from after 1937 because the '37 set had © 1937 on it, and the comprehensive Illustrated Parts in its manual doesn't list the W-16 Wheels. But is it before or after the '46? Patents are referred to on the '37 & '46 boxes, but not on this one - the 1934 patent would have expired in 1954. The box, and particularly the inside of it, looks rather drab compared with either the colourful '46 presentation, or the general appearance of the '37. Perhaps economies were being made towards the end of the MORECRAFT era.

FOOTNOTE Several readers were good enough to send copies of the long list of sets that George Wetzel had for sale on the Internet (as one lot). Included in it were most of the named MODERN-MORECRAFT sets, but also a #6 Super Designer Set, and a #20 "Power-Equipped", marked as the largest set of its time. There was a Designer and a Designer Special originally but no Super Designer. So possibly there were numbered sets with names, followed by a Power Equipped series with just numbers. Numbers may have been in use earlier though because also in the List is one MECCANO-MORECRAFT outfit, a #4 Designer Set.

QUERY 24 It was said in 4/50 that MÄRKLIN sets were available up to WW2 with all the parts black, or including the coloured parts introduced in 1929. But in a 1939 manual (#71a, Nr.1-3, AN 1039 i), there is no mention of the black sets - they were however in the next earliest list available, for 1934/35. Likewise all the strip, girder, and plate parts were shown as available in black or coloured in '34/35 (by an asterisk by them), but in the 1939 manual many fewer had the asterisk, and there was no explanation of what the asterisk meant. So the Query (basically from Don Redmond) is when did the sets and the various parts cease to be available in black.

QUERY 25 From David Hobson. "When was the boss of the ERECTOR P8 1 1/8" Ø Pulley a hollow, domed pressing, fixed with 3 lugs peened over after passing through the face? And was this type of boss ever used on other parts? I couldn't find this style of boss mentioned in *Greenberg* but the 1914 Pulley shown on p52 appears to be of that type, as do some of those in the 1914 No.7 Set on the same page. In 1913 a completely different (detachable) boss was used and none of the photos of later parts/sets show the domed sort. So perhaps this was Gilbert's first fixed boss. Meccano used a rather similar U boss with 2 lugs, for the Crank & 1" Pulley, during WW1."

A CONSTRUCTION TRUCK Outfit David Hobson kindly sent details of this set that he had been able to examine briefly. It was in a fold down box similar to the CONSTRUCTION JEEP one described in 17/469, The box top was labelled MINIATURE CONSTRUCTION SET TRUCK TRAILER, with an illustration of the Truck. Also on the box: 'Made in Japan', and the KK & DAIYA logos, as for TRUCK Set described in 14/373. The grey Cab was displayed in the bottom of the box together with the Chassis and the Flanged Plate. The latter was, as would be expected, the small type painted red, with the large elongated centre hole. The small parts, see OSN 14, were fixed to the yellow fold down top & side panels, as in the JEEP Set, and the Strips & DAS were nickel plated, and not the familiar blue. The Screwdriver was nickel and the Spanner black.

An illustration on the box shows the Flanged Plate with, seemingly, an upright moulded Towing Pin through the centre hole. The Bucket made from the pair of red Triangular Plates (see OSN 14), is shown mounted on the front of the Truck using 2 Strips, and can then swing back over the top of the Cab to deposit its contents in the Truck. The Instructions are on a single sheet.

Another MÄRKLIN Super Model The latest large kit, for the Wiener Riesenrad (Vienna Ferris Wheel), was mentioned briefly in 16/433, and now Thomas Morzinck has very kindly sent me a copy of the manual. It's A4 size with 32 pages including the covers, and on the front is the Item No., 10821, and the picture of the finished model that is shown on the back cover of this Issue. It's all in colour of course and the parts are in standard MÄRKLIN red, green and blue. The PR is 60 1144 11 96 na, and the (limited) text is in German, English, French & Dutch.

The step-by-step presentation is similar to that in some other recent manuals and Thomas wrote 'Surprisingly the quality is poor, the pictures are far too small and look somehow out of focus. The use of a magnifying glass is unavoidable.' The details on the back cover are natural size, but the Manual does contain a full-page photo of the finished model.

The two rings on each side that form the rim of the wheel are each made of 30 A/Gs, 9h long in the outer and 7h in the inner, joined end to end by various types of flat Brackets. They are spaced apart radially by Strips which extend outwards to carry the cabins, and across by frames made of more Strips. The hub is made from pairs of Flanged Discs on either side spaced apart by Strips, and attached to an Axle with Bush Wheels. Couplings and Spacers are used on the Axle between the Discs to reinforce it.

The rim is joined to the hub by Strips, which are removed after the numerous lengths of Cord that form the permanent spokes have been added. The ends of each of these are held between Nuts and Washers on long Bolts inside the Discs, and each runs from one pair of Discs, up through holes in Brackets at the rim, and down to the Discs on the opposite side. The bearings for the Axle are 3 Flat Trunnions bolted together at the top of each tower.

The structure around the towers includes steps, covered walkways and a loading platform at each end. The cabins are made from special parts, a dark coloured Floor, red Sides and Ends, and a ribbed white or silver Roof. I don't know whether these parts are metal or plastic. Each cabin is free to rotate on an Axle which is held to the radial arms of the wheel by a Slide Pieces at each side.

The wheel is driven by a cord running in Double Brackets around the rim on either side, and under Pulleys at each end of the base. The pair at one end are driven by a Motor (included in the Set) through 2 Worm/Pinion stages.

Statistics. The wheel is just under 50" diameter, and the set contains over 5500 parts. These include 422 Strips, 232 A/Gs, over 550 Brackets, various, over 1600 N&B, and 80m of Cord, though that includes 20m for the decorative stringing around the rim, and the driving cords.

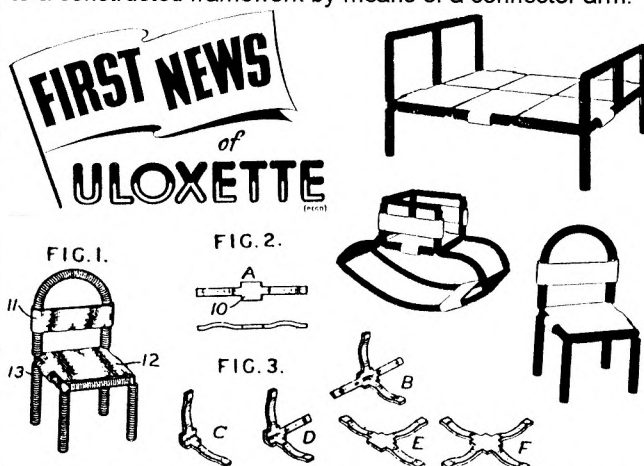
Apart from the new parts already mentioned there's a powerful looking Motor that I think is new (PN 643640), and a Bracket (411100) to mount it on. Also 180 Nuts & 240 Bolts (494200 & 492880) that I don't recall seeing before. From the quantities they may be used to join the car parts together. All the PNs are 6-figured: apparently the old ones with a nought at the end.

So, a splendid looking model, and a novel use of cord for the spokes. I wonder how easy it is to get the wheel to run truly, but perhaps a little eccentricity wouldn't really notice. It would be interesting to know what type of Cord is used. Of the prototype Thomas wrote that it was built by an English engineer, Walter B. Basset, in 1896/97 and had 30 cabins originally, but 15 were removed in 1944.

A word for anyone who happens on a set. Charlie Pack wrote in the July S.Cal. N/L that though the contents of his set more or less matches the parts shown in the Set Contents, the total of the quantities of parts called up for the different building steps exceeds this by some 100 Strips, 40 A/Gs and few other parts. To rectify matters Märklin have made available, through their dealers, a kit of additional parts.

'New' System - ULOXETTE David Hobson has kindly sent copies of an ad for this little system, and of the relevant patent. It consists of lengths of spring curtain wire which push onto to metal connectors, with sheet metal panels that clip over the spring members.

The patent, 660321, was applied for in May 1949, and is in the name of Hommade Ltd. & C.D. Harwood. Hommade was of course the company that patented ULOX in 1929 (see 10/254 & 12/330). The illustrations from the patent are shown below: Fig.2 is a 2-prong Connector, specially shaped so the Springs grip it; Fig.3 other Connectors; and Fig.1 a completed model with Panels forming the seat & back. It is also stated that 'wheels with apertures of the same diameter as the bores of the springs may be attached to a constructed framework by means of a connector arm.'



ULOXETTE was announced by Hommade (from their 1929 Acton address) in the Sept & Oct 1952 issues of *The Toy Trader & Exporter*. 6 simple models were shown including the Chair in the patent, and none have wheels. Three are reproduced above and in the coloured original it can be seen that the frameworks are made of Springs. No details of the parts or set(s) are given but there is a reference to ULOX - 'ULOXETTE is a new constructional toy which will make many models ranging from simple objects like tables and chairs to trucks and bridges in the more advanced ULOX sets.' Does that imply that ULOX was still available in 1952?

As mentioned in OSN 10 Woolworths sold ULOX and there was a Woolworths ad for TAUT curtain rod in the ULOX Magazine. This rod seems to be have been based on spring curtain wire, so perhaps Hommade made this wire and the TAUT rod. Did Woolworths ever sell ULOXETTE? It is marked 'Export Only' in the ads, so it's possible that it was never sold in the UK, but by 1952, or certainly soon after, no such restrictions were needed.

Another early postwar, patented UK system to use springs was CLIFFIX, but in that case frameworks were made of Rods joined by pushing their ends into Springs.

Greenberg's Guide to GILBERT ERECTOR Sets. Volume 2, 1933-1992 by William M. Bean

Some 5 years after Vol.1 (see 9/208), this welcome volume completes the story of ERECTOR until it was radically redesigned for 1963. It has 189 of the same size pages as Vol.1, & the photos are to the same high standard. The presentation has been improved in that there is no overview, just a year by year account of the history, sets and parts. A useful addition is a note of new, deleted, & modified parts at the end of each year. An account is given in a separate chapter of the 'wholesale' sets sold by Sears, Roebuck & Company. There's still no index and much subsequent time can be saved by making one's own on the first read through.

The publishers are Kalmbach Publishing Co., 21027 Crossroads Circle, Waukesha, WI 53187, U.S.A., and the book can be ordered from them, price \$59.95 plus postage.

Wheel or Spool which acted as a multi-way connector for square section Rods. BILDIT was patented in several countries and was on sale in the UK in the 1950s & early 1960s.

4. Tony Press has suggested, and I'm sure he's right, that it is the packet the parts were in that is under the French **MECCANO X1s** box in 16/446, and not a Model Leaflet as stated. He also mentioned that he has a similar style British MECCANO X box (with the light diagonal stripe), and I've noticed that a 1932 (or '33) UK catalogue shows both the X1 & X2 in the same style of box.

5. On the **STEEL TEC Corvette** (18/496), Keith Cameron wrote that there is a switch for the headlights. It's built into the console between the seats.

6. From Werner Sticht. • On the **MÄRKLIN nickel 5*11h Flanged Plate** in 17/473, such a part, #11321, of nickel plated brass, was included in their ELEX Sets, but I don't know of a corresponding 5*7h one.

• **VEB (K) Schmerbach** (reference SONNEBERGER in 18/504) was probably at the village of Schmerbach between Eisenach and Limenau; there's another Schmerbach near Meiningen but it's only a few houses without a proper road to it. CONSTRUCTION was also made at Schmerbach.

• Werner is in touch with **Karl Debik**, a collector of metal constructional systems from the former GDR. He knew practically all the manufacturers there and is preparing a history of the subject. He would welcome contact with other collectors (in German or in English) - his address is Nordshäuser Str. 25b, D-34132 Kassel, Germany.

7. From Kendrick Bisset. • On **ENGINEERO** (18/520), there was a 7-32 A.S.M.E. thread listed in the 1914 Edition of the *American Machinists Handbook*, together with 7-30, and the standard 7-36 (see 8/203). Haber Bros. were listed in the *Thomas Register* as toy manufacturers at 878 Broadway, New York City in 1917 & 1918, and later at 91 5th Avenue.

• Another **GIRDER BILT** Set (see 17/467). Again it has some parts missing, but the contents are broadly the same. The 15 of both the 4h Strips & Angle Bends in it probably indicate 16 of each originally. Again it contains one of the unusual 6*4h 'Plates'. The Wheels are the same diameter but thicker, more sharply detailed, and a dull red colour. The Screws are 4-40 (a much more suitable size), steel with countersunk heads, and 3/8" & 1" long. The hex Nuts are aluminium, .253" A/F & .095" thick. The Screwdriver & (different shaped) Spanner are 2 5/8" & 2 3/8" long respectively, and are shown below. There was a Model Leaflet with this

Set, the one used in MCS, 15 1/2*8 1/4", folded into 3. Its 18 models (plus 0-9 & 8 Letters) start with Rake and finish with an unnamed framework, 8*8*16h, with on the front, a cross or 4-bladed propeller made of 2x 8h Strips. All the models on the OSN 17 container are included but the Letters are different and use only 4 & 8h Strips.



8. Alan Partridge mentioned **MAKE-AND-KNOW**, a small set with MECCANO-like parts that was bought in India, probably in 1979.

9. Harry Mariën recalls being given a set called **MECANO** in the 1950s, as a child in Belgium. The parts were not copies of MECCANO.

10. Roger Baker writes of **ALCON**, see 8/199 & 9/224. In a 'Junto' Set the wood parts are match stick sized in various colours, and are cut to length according to the 'number' shown for each Stick on the model plan. A scale is provided with the length for each 'number' marked on it. He added that it is extremely fiddly to use, the Brackets are easily bent/broken, and the end result is a small, very flimsy, skeletal model.

11. On **Richter's Metal Sets** (10/260), Jacques Pitrat wrote, 'I have a third Richter set which includes only metal parts. It is a bridge set, but unfortunately not the 1895 one! This is **Set #10 Eisenbrücken**, an accessory set to be used with a normal ANKER set to build the piers, and from the style of the picture on the lid it dates from before WW1. There are 2 kinds of girder. The first is like the one at the bottom of 10/261 except that it has 6 bays instead of 4. Its length is 156mm and it is 34mm high; there are 4 in the Set. The other 6 girders are larger, also with latticed sides but the upper member is arch shaped. They are 205mm long, 34mm deep at the ends and 67mm in the middle. There are corresponding roadway parts, both 62mm wide: two 156mm long, and three 205mm. No N&B are used in assembling the parts, the girders slide onto the arms of a U-shaped strip, one at each end, with the roadway sitting on the base of the U. The girders are painted blue-grey and the roadways brown. In *Eisenzeit* it is indicated that these parts appeared in 1901 and that they were originally nickel plated.' [An illustration of the parts is on p54 of *Bauklötze Staunen*, but the parallel girder shown has only 4 bays. The German patent discussed in 10/261 is Nr. 133728.]

EXTRA MCS SHEETS The Sheets listed here are available at 15p per Sheet plus postage. That makes £3.30 for all 22 Sheets.

KONSTRUKTOR K:115: X1.1,2,3/4/6,5 [2]

LYNX: X2.6a [1]

MALY INZYNIER: X1.1,2,3/4/6,5 [2]

METEOR: X2.3d/4d,3e/4e,5a/6b [2]

MÖWE: X2.6/7a [1]

PLASTICON: X2.3/4/6,3a/4a/6a,3b/4b/6b,5,5a [3]

PONTIFEX: X1.1,2/3/6,4,5,5a,5b [3]

TECHNICAL TRAINER: X1.1,2,3/6,5 [2]

TOY PLANNER: X1.1,2,4,7 [2]

ULOXETTE: X1.1,7 [1]

WALTHER'S INGENIEUR: X2.3a/4a/6a [1]

WEYCO: X1.1,7,7a [2]

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15 x

30 x

30 x

15 x



Turn to p.553
for more details
of this Märklin
'Super Model'

Themenkasten „Riesenrad“
Theme set "Giant wheel"
Coffret à thème «Grande roue»
Themadoos „Reuzenrad“

2 x

2 x

1 x 70 mm

1 x

1 x

1 x

1 x

2 x

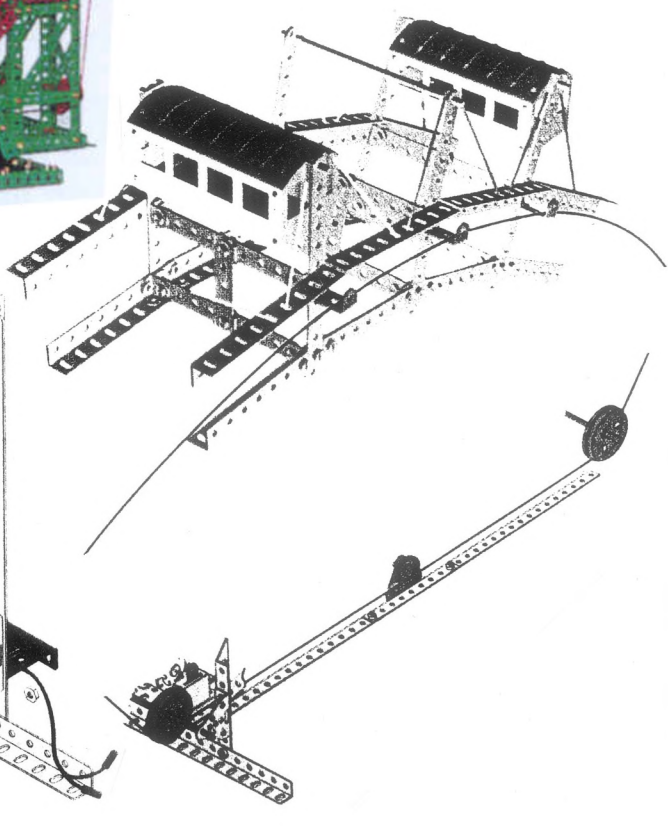
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OSN 19/556



FIX Some notes on this small German system with the unusual 'linked' Strips were given in 15/413. Now a few more details are available from a photocopy of a manual that Thomas Morzinck has kindly sent.

SUMMARY OF MANUAL •Name: FIX MODELLSCHAU •Details of maker: MECHANISCHE WERKSTÄTTEN KITZINGEN/MAIN - K.WOELK \ ABTEILUNG "FIX". •Dates &/or Ref Nos: N/1051 6.48 10000 on BC. •Page size: 207*146mm deep. •No. of pages: 28 unnumbered inc covers. •Language: German.



•Printing: Line drgs of models; red covers. •Page No. of Parts List & highest PN: 3,U6. •Page No. of Set Contents & highest PN: 2,U6. •Sets covered: I,II. •No. of models for each set: not stated but 1-26 probably for #I, some of rest need #I+II. •Name, Model No., Page No. of

first & last model of each set: I: Stern,1,5; Kreissäge,26,11. II or I+II: Semaphor,28,12; Löffel-Bagger,48,26. •Other notes: std constructions on p4; a larger Karussell also labelled Model 48 on p27. Details from p/c.

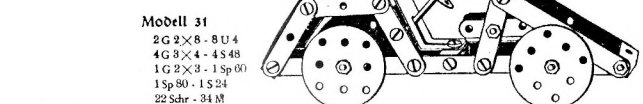
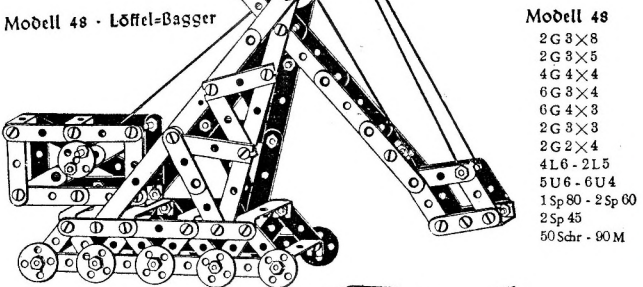
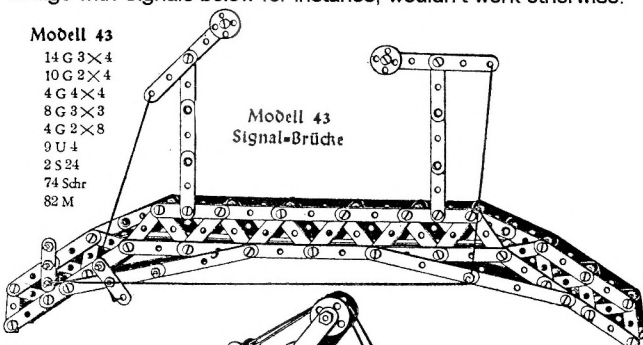
On the **parts**: • The numbers (3,4,5,8) associated with the elements in the **Linked Strips** are their lengths in centimeters. • As can be seen in the Racing Car below, the 48mm Ø **Disc** has 8 holes in a square pattern; the 24mm Disc with 4 holes, and the plain 16mm one, can be seen in the OSN 15 model. The **12-sided Disc** is 12mm across and its only use in the models is to be placed between larger Discs to make pulleys. So, 12 sides to give more grip? • The **Axles** are threaded along their full length.

There were 2 **sets**, Nos.I & II. Each had some of all the 29 parts in the system, but with more of each in No.II, including 58 Linked Strips, 43 Strips & DAS, 26 Discs, 40 Bolts, & 70 Nuts.

The PR of **Manual** is 'N/1051 6.48 10000', hence perhaps the 1948 date given in OSN 15. The letters DRPh on the cover may concern a patent, but I haven't found their exact meaning.

Clear line drawings of 48 little models are included, with a good selection including cranes, bridges, vehicles, & domestic items, each with a not always reliable Parts List. It was suggested that card be used, as in the Racing Car below, to enhance the models. No indication is given of which Set is needed for any model and about 8 seem to require more parts than were in the No.II. One, No.48 below, needs 90 Nuts, & is the model on the box in *Eisenzeit*. The last model, also No.48, a Chair-O-Planes Roundabout, needs 'several' No.II Sets - it will be in an Extra MCS Sheet.

The joints in the Linked Strips must be quite tight, because some parts in certain models, the uprights and signal arms of the Bridge with Signals below for instance, wouldn't work otherwise.



OSN 20/564

MÄRKLIN in 1996/97 & 1997/98 This account is based on a 1996/97 Dealers Catalogue, courtesy Ivor Ellard, a 1997/98 Catalogue (170070-0997 kl) in German, and the French edition of it, 170072-0997 kl, kindly sent by Werner Sticht, and the Swiss AMS Club, respectively.

1996/97 The **Sets** are:

- The Ju 52 Set (see 16/460), marked 'Produced only in 1996'
- The basic sets m10, m30, m50, m60, m100, and linking sets E10, E30, E50, E60, as before: see 11/297 & 16/454.
- The M-Start (1010) & E MECH (1062) sets, see 9/209.
- The Unimog set (11/297), the Lorry set, 1085, and the add-on 10851 (see 16/455).
- The small sets for the Tractor, Tractor with Trailer, Chopper, and Helicopter (11/297 & 9/209).
- The Bridge and Güterwagen Sets (16/455).
- The 1060 Solar Set (1060) - the featured model is a Monoplane which uses the Propeller in the Set.

The only **Motor** listed is the 1022, with separate Switch, as used in the Ferris Wheel, see 19/556.

The **7 Packs of Parts** 1040 to 1047 (described in 2/16) continue, plus the 4 (1067 - 1070) in 11/297.

Compared with 1990/91 (2/16) the changes to the List of **Individual Parts** are the deletion of the three that made up the black 64mm Ø Ball Bearing (11754/55/58), and the addition of the Counterweight Disc (110340, see 16/454), the Unimog Tyre (140260, see 16/454), and an Allen Key (140180). None of the special Lorry Set parts are listed.

The other change is to the **Manuals** with 6 in '90/91 (60832-7) for the m30+m50, Robot (1007), Solar (1008), Motorcycle (1034), Cable Car (1035), & Helicopter (1037) Sets, and 2 in '96/97 (657420, 658660) for the m10+30+50+60, & E60+m100.

1997/98 One **Outfit** has been added, another Lorry Set, and the M-Start (1010), & the Ju52 of course, deleted.



The **new Lorry Set**, 10852, has the same cab as the first Set (16/455) but painted white, and makes up into the 2-axle Lorry above, with a loading crane behind the cab, which is said to rotate and be telescopic. Compared with the original it has 761 parts against 1030. The sides of the load platform are made of Strips rather than Flexible Plates.

Some details are given of the **add-on Set 10851**: it has 205 parts and allows changes to make the Lorry into a Breakdown Truck for instance, or the model below, in which the skip can be swung up and down.

The **Motor**, **Individual Parts**, & **Manuals** remain the same as in the previous year; however the **Packs** with Gears, & Sprockets/Chain (1045,1047) are no longer listed. Some details of the Motor are given: the voltage range is 9-16 a.c.; at 12v the no load speed is 7000 rpm, reducing to 6000 under load; and the maximum current is .96 amp.

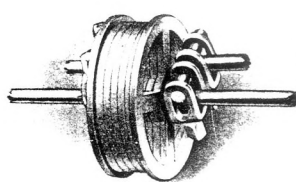
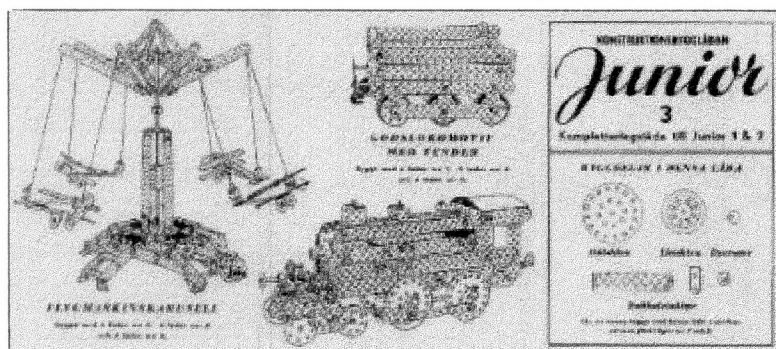
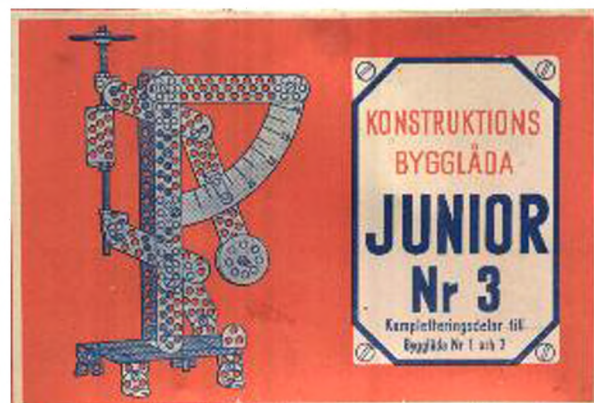
In the intro a Strip is shown with labels indicating that it is finished by galvanising and then with powder paint. It is also said that the N&B are made of brass.



And More from Sweden Since this piece was written Staffan has added two more systems to his web site (<http://home1.swipnet.se/~w-14485/meccano/>). The first is about **Konstruktionslådan** (building set) **X**, which is in MCS as KONSTRUKTOR, (but I list it as simply X). It's a small system but includes Rubber Belts for use in Conveyors and the like. No parts are known but an empty tin box has been found, 330*205*25mm, with 8 partitions inside and a hinged lid. The latter (below) is mainly blue with the name in red, and you may be able to see a boy (the same one as on the manual cover in MCS) with a Crane, and another boy and a real marine diesel in the smaller windows. X was made in Nybro, in the south of Sweden.

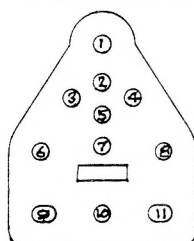
The other is a 'new' system called **JUNIOR**, with parts like TRIX but chrome plated, and with smaller, 3mm, holes

at a slightly greater pitch of 8mm (or conceivably $\frac{5}{16}$ "). The thread is $\frac{1}{8}$ " Ø, with a small hex Nut and what looks like a round or mushroom Bolt. There were 3 boxes, Nr 1, 2 & 3, and the range of parts seems to include all those in the UK Units A, B & C. The Nr 3 box lid, mainly red, is shown below, with underneath a photo of the various parts, and part of a Model Leaflet. Among the parts the Spanner has no holes in the handle, and the Hook has an extra hole above the centre five. Also, as well as the expected 25 & 55mm threaded Axles, there are 4 others: 76 & 87mm with the centre 45 & 15mm respectively smooth; and 52 & 95mm, smooth with no thread. I wonder if they are all JUNIOR parts. The models are copies of prewar TRIX manual models, and the Roundabout needs 6 each of Sets 1 & 2, plus 2 of Nr 3. The printing on all the items is in Swedish but it isn't entirely certain that the system was Swedish in origin.



QUERY 15 About the MOBIOL Wheels (8/199), Jacques Pitrat has explained that the 2 sizes are needed to make Pulleys, with 2 or more of the 30mm Ø between a pair of 33mm. The illustration opposite is from the Manual.

QUERY 25 About ERECTOR bosses, see 19/537, Don Redmond wrote that the $1\frac{1}{8}$ " Pulleys in his 1916 No.5 Electrical Set have the domed boss, but the Gear & Crown Wheels have the normal solid type.



QUERY 26 Don Redmond asks about the MÄRKLIN Trunnion/ Flat Trunnion and why its holes are as they are. He notes that holes 1,3,4 & 1,6,8 form 60° triangles; hole 7 is not in line with 6,8, nor is it $\frac{1}{2}$ " from 3,4; and holes 2,5,7 are $\frac{1}{4}$ " apart but are not $\frac{1}{2}$ " from 1,10. The slot isn't $\frac{1}{2}$ " wide and isn't in quite the same position in the two parts. So why are the holes as they are, and what is the purpose of the slot? [Don surmised that the non-standard spacing might be to allow meshing of unusual combinations of Gears, but I couldn't find mention of this in the Basic Constructions sections of the manuals to hand.]

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The MÄRKLIN Ferris Wheel Peter Kessler & Thomas Morzinck have commented on their friends' experience of building the 'super' model described in 19/553. Both had found the main axle inadequate and replaced it by a non-MÄRKLIN 8mm Shaft, & related parts. In one case the bearings were changed to the open-topped type, again using non-standard material, to allow the wheel to be easily removed for transportation.

The other problem was in attaching the cords, and tightening them to get the wheel to run true. Thomas said this was a 'REAL problem', and it took weeks to get the model right. Peter mentioned that more than one person was required to do it, and it is thought that even wives may have been needed to help.

Conclusions: 'Altogether a fine and impressive model, taking much time and even more patience to construct', and 'But when finished the model is a winner'.

Other points: the motor is the standard No.1022; the cabin parts are held together by small, 6 BA size, Bolts which screw into pretapped holes. Peter enclosed a hank of Cord, actually from a Güterwagen Set. It's a darkish orange-red colour, closely woven, about 1mm Ø, probably synthetic, and very strong.

Peter also made the interesting point that most of the Märklin super sets contain a large number of parts, a typical set weighs about 25kg, and enthusiasts often buy them just for the parts, which work out at about a quarter of the list price for extra parts. One man bought 2 of the Ferris Wheel Outfits, to ultimately increase his stock of parts, but in the meantime he was able to fit 30 cabins to his Wheel, as per the original before 15 were removed in the 1940s.

'New' System - SKY-SCRAPER

News of another little U.S. system thanks to Kendrick Bisset who has sent details of two incomplete sets that he has found. They are in the usual type cardboard tubular container, about 3½" Ø & 7½" high, light blue & white in colour, with a metal lid. On it is the name, followed by 'BUILDING SET', and then 'Ames Mfg. Co. Inc., Rossmor Bldg., St. Paul, Minnesota'. Also shown are two building workers, and 5 models around the bottom. Opposite the front on the Instruction Sheet with similar graphics but in B&W, & the company's address on it is: 1569 Selby Ave., Saint Paul 4, Minnesota. Kendrick also sent a photo of another Set from the ebay.com auction site; the box is probably identical, except that the label is red & light yellow.

The Parts • DATA (in mm) **STRIP**: •hole pitch/dia, 12.7/3.5; •width, 9.5; thickness, 1.04; •ends semi-radiused. **BOSS**: not seen. **THREAD**: 6-32. **AXLE DIA**: not seen. **DP (Mod)**: N/A. **NUT**: square & hex, 8.0 A/F; **BOLT**: roundhead 6.1 Ø; both plain steel.

So the holes are at the normal ½" pitch but are smaller than usual, to match the narrower Strips. Some notes on the parts follow and all are aluminium unless otherwise stated. The quantities in curly brackets are the number found in the Set, or those needed for the models in the Instruction Leaflet, whichever is greater.

- The **Strips** are ¾" wide with 4,6,10,11 holes {9,2,7,4}. Both 10 & 11h Strips are used in the R.R. Crossing Sign below, and in at least one other model. The **Angle Bracket** is the same width and end radius, with a round hole in each arm {4}.

- The other major parts are 5 **Plates**, all with square corners. One is a Perforated Flat Plate 6*2h, and two, 7*4 & 4*2h, are flanged on their short sides. The others are what I'll call Channel Plates, 4*2 & 2*2h, with 2h deep flanges on their 2h sides. So the 2*2h would be made by bending up the 6*2h Flat Plate. {2,1,3,2,1}.

- Kendrick's parts include two types of hard, black rubber **Wheel**, both about 1¼" Ø. One has tread around the tyre part {4}, while the other looks smooth and has 8 raised 'spokes' in the recess between the hub & tyre. No detail can be seen of the Wheels on the Instruction Sheet models; they run on long Bolts, although an Axle is used as a pivot in a Teeter-Totter (See-Saw), with an ERECTOR-style 'U' **Collar** at each end. In the models on the box the Wheels are of a different type with 6 holes in their face (as below in the Buggy), and are mounted on **Axles**, retained by U Collars. Perhaps they are Pulleys because in the Windmill on the box a similar looking **Pulley Wheel** is used. In the

SKY-SCRAPER

BUILDING SET
INSTRUCTION SHEET

BUILD WITH METAL!



• CHAIRS
• BRIDGES
• WAGONS
• PLATES
• TRUCKS
• BOATS
• CARS



ebay photo an Axle can be seen among the parts and also a **Crank Handle** of about the same length. No Axle, Crank Handle or Collar was among Kendrick's parts.

- **Bolts** of both ¼" & ½" u/h are included in the Sets; in one the **Nuts** are square and in the other hexagonal.

The **Instruction Sheet**, 8¾"×15", folded in two, has small line drawings of 27 models, all very simple but perhaps a little above average for a system like this. Most of the different parts can be seen in the ones shown here. 4 of

the 5 models on the container are on the Sheet, apart from the different Wheels, but the Windmill isn't, and is the only model to have a cord drive.

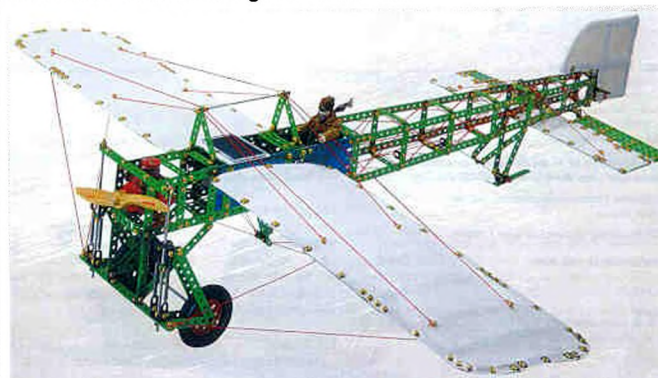
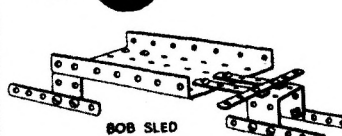
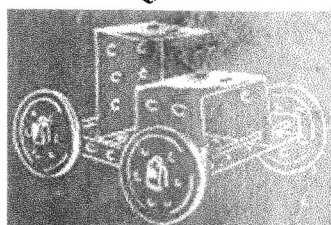
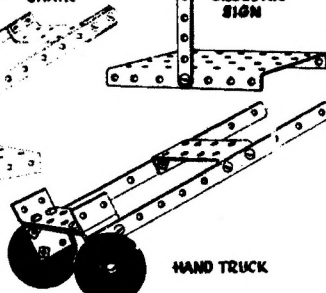
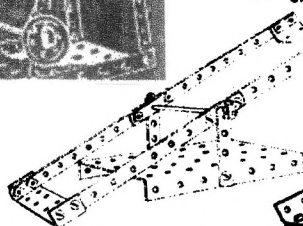
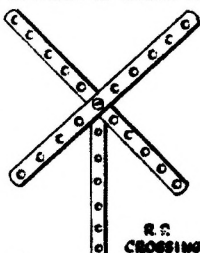
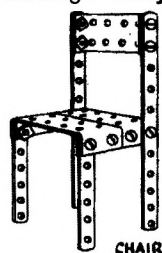
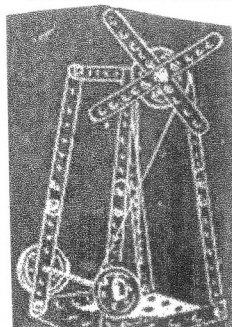
There's no indication of when SKY-SCRAPER was on sale but very likely it was soon after WW2, before ERECTOR had got fully into its postwar stride. Or were there always such small sets in America throughout the period when constructional toys were top of the pops?

MÄRKLIN News

This year's new 'super' set from Märklin, No.10861, is to make a model of the Bleriot mono-plane, 'La Manche', that made the first crossing of the English Channel 90 years ago. It is announced as a special model for Märklin's 140th anniversary, and is 106cm long with a span of 108cm. From an ad the framework of the model is made from green Strips, with what look like whitish, translucent plastic mouldings as coverings for the flying surfaces. The rudder and elevators are hinged and can be operated from the cockpit (I think); other features are a sprung undercarriage, a Pilot, and a special wooden Propeller, driven by a Motor which is powered by a Solar Cell mounted on top of the fuselage, ahead of the cockpit. The Set is packed in a red box, cardboard probably, with new-style instructions. It contains 1517 parts and was due to have been released in May, price DM 499.

This information came from the Swiss AMS Club with their magazine, and also enclosed was a June 1999 Parts Price List. The standard parts remain the same as in 1998 (see 20/564) except that Axles 102200 & 102210 are replaced by 102220 & 102260, although the latter is shown twice so a misprint may have occurred. In addition 34 parts peculiar to the Lorry (Lastwagen) Sets 1085, 10851, 10852, and the Güterwagen Set 1511 are included. These sets were described in 16/455 & 20/564. Some of the parts are 'specials' such as the lorry Cab, and others are standard parts but in different colours, 3 & 7h Strips in black for instance. Some Cab parts are available in red or white with the same PN. Notable parts are A/Gs, 13h and, in black, 35 & 40h; a 13h Strip; the Lead Screw mentioned in OSN 16; and the 7*19h Flanged Plate for the Railway Wagons.

Each part has a Price Group number from 1 costing DM 0.60, to 7, at DM 17.50. The only #7 parts are a Manual and the Universal. Prices are generally much lower than in the last List to hand, for example the 15cm Ø Flanged Circular Disc & the 19.5cm Flanged Ring are both only DM 5.90, the long A/Gs are DM 2.30 each, and the 95t Gear is DM 4.00. Sounds too good to be true.



TIN TOWN HIGH RISE That is the full name of the system mentioned in 20/587, and now Kendrick Bisset has very kindly sent a 'Sampler' set, and more details that came from James R. Flynn, president of Marx Trains. The parts follow the original BILT-E-Z patterns but are made with new tooling. The first samples were produced in April 1998, followed by the first production run in July.

The range of parts comprises the 4 Window/Door Panels shown on the left of Fig.4 in 14/380; the Floor; Friction Connector; 2 lengths of the U-section Cornice (now called Sill); and 5 of the 'curly' Cornice. That's all that are needed to make attractive buildings except perhaps the Balcony, which adds a surprising amount to the appearance of BILT-E-Z models. It is intended to produce it, and perhaps other parts, later. The parts are accurately made, very nicely enamelled, and fit together without any problems, except that (as with the originals) the bends in the Cornice parts aren't at quite the right angles to give neat corners. The necessary changes are easily made though, using only one's fingers. The Door (with 2 rectangular openings) & the 3-Window Panels are grey; the other two Window Panels terra cotta, and the trim buff (though called cream). Additional colours may be introduced later. The Friction is made from flat plate, .010" thick, and it and the Floor are plated with a pleasant sheen rather than a gloss finish.

Two sets are produced, #75582 which will make 'a 30-square building in most configurations. (Example: 6 wide x 5 high x 1 deep)'; and the Sampler set already mentioned that has 5 Floors, 16 Panels, & 4 Cornices to make a 4-storey Tower. This Set is packed in a plain white cardboard box. 7*5*4" deep, with a label saying, 'Tin Town Sampler ALL-METAL CONSTRUCTION OUTFIT No.75582. MANUFACTURED FOR MARX TRAINS BY OVERLAND FLYER MFG. COMPATIBLE WITH 027 TINPLATE TRAIN SYSTEMS. ADULT COLLECTIBLE - NOT INTENDED FOR CHILDREN'. The Instructions (3 sheets 178*216mm deep, stapled together, © O.F. MFG., INC. 1998) tell in some detail how to assemble models but do not show any completed. The various parts are illustrated but the Door Panel has radial lines in the arched top above the door openings, as in Fig.3 of OSN 14, which are not in the actual part. In fact such lines, or better still 3 triangular cutouts, would improve the look of this part no end.

The Sampler set costs \$18.95, and the larger one \$89.95. The latter, but not the Sampler, is advertised at www.marxtrains.com, with pictures of 3 models. A price list of additional parts is on the back page of the Instructions, and they can be obtained from Marx Trains, 209 E. Butterfield #228, Elmhurst, IL 60126. Tel: (630) 941-3843. Panels cost 82c each, a Floor 39c, a Friction 15c, and the Trims are about \$1.35, except the 8" Cornice at \$2.50. Carriage extra. The parts in the Sampler would come to about \$20 as additional parts. My own rather complicated, genuine BILT-E-Z model, 8 storeys high, 6 Floors wide, and 2 deep, reducing to 1 above the third storey, would need about 44 Floors & 76 Panels, with a total cost of about \$110.

I'll prepare some MCS Sheets eventually but since they won't add anything new, it will be best to wait and see if the system develops. I can send a copy of the Price List to anyone on request.

A PREMIER No.2 Set David Hobson has recently acquired this outfit and kindly let me examine it. It is unused, complete, and the parts are still strung. In most respects it is of the same ilk as the later of the two No.1 sets described in 18/505. Thanks also to Roger Baker for a copy of a Parts Price List referred to below.

The No.2's red **box** measures 16*12*3/4" and the label is like the No.1 but with an outer border showing parts and 6 models, on a yellow ground. Most of the Set's parts are strung to a yellow card with white cord, but the N&B and some small parts are in a brown envelope pushed under the Flanged Plate.

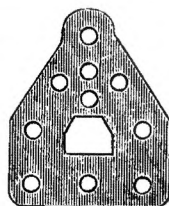
The **parts in the set** are: 2 each of 21,13,9,3h Strips, plus 4 each of 5 & 2h; 2 each of 1*3*1 & 1*5*1h DAS; a Flanged Plate, 5*11h; 2 each of Plates 3*5 & 5*5h, and one each of 5*11h, & 5*5h Curved (M200 shape); Pulleys: a 24mm Fast, 4 Loose 33mm o.d., with Rubber Rings of about 42mm o.d., 2 Loose 24mm o.d., with Rubber Rings 30mm o.d.; a Bush Wheel; 2 each of 4" & 1" Axles, and a Crank Handle; 2 each of Trunnions & Flat Trunnions; 4 Angle Brackets, a 2*2h Angle Bracket, & a Double Bracket; 9 Spring Clips, 30 Bolts, & 33 Nuts; a Screwdriver and a Spanner. The parts are attractively displayed but there aren't many of them for the size of the box.

The **notes on the parts** that follow add to those on the later ones in OSN 18. • All **holes** are round. • The **corners** of all parts, and the ends of the Strip parts and Brackets, are fully rounded or very nearly so, except that one end of each of the 21h Strips is semi-radiused. • The 24mm **Loose Pulley** has a brass eyelet boss; the 36mm has a small untapped brass boss, 5/16" Ø and about 4mm high. The bushes of the 24mm **Fast Pulley & Bush Wheel** are brass, 3/8" Ø, 4.04mm bore and over 9mm high. All the Pulleys are tin plated. • The **Axles & Crank Handle** are 3.96 mm Ø, with sheared ends. The latter is the longer type, 6 1/2" o/a as in the Parts List - the ones in the No.1 sets scale at about 5 1/2" o/a. • The **small parts**, including the 3h long DAS & 2*2h A/B, are dull plated. • The 4 BA **N&B** are plain steel: the Bolts are RH, 6.4mm Ø, & 3/8" u/h; the pressed Nuts are square, 8.0mm A/F, 2.2mm thick, and of good quality. The **Spring Clip** is similar to the MECCANO pattern. • The **Spanner** in both the No.1 sets is as in MCS, flat, with a single, angled end, about 2 1/2" long, but there's a different one in the No.2, single-ended still but with a straight, cranked end, and 2 3/4" o/a. Both, like the **Screwdrivers** in the two Sets, are dull plated. • The parts look well made and nicely finished.

The **manual** is identical to the larger one described in OSN 18 except for a slightly different type-face and no ad for the **Magnetic Lifting Unit** on the back cover. In passing, that part is a powerful flat, circular magnet inside a red-painted inverted bowl-shaped cover, 1 5/8" Ø by 3/8" deep, with a hook in the top. When introduced it cost 3/6, and it was included in Sets 4 & 5.

Also in the Set was a **Price List of Spare Parts** which has all parts in the Manual, and MCS, except the 1" Road Wheel, W5a, & the 1" Bossed Road Wheel, W7a. Prices run from 1 1/2d for a 3h Strip to 5d for the Spanner. Roger's List is identical except for the prices, and the parts above are 1d and 4d respectively.

QUERY 26 No explanation for the holes in the MÄRKLIN Trunnions (see 20/581) has been offered but Ivor Ellard & Thomas Morzinck sent several interesting comments. When the parts were introduced around 1930 (they are in a 1931 List but not in one from 1929) they had a shaped hole (opposite) instead of the hole 7 & the slot, and the holes 9 & 11 were round, not elongated. The pattern shown in OSN 20 was introduced in the early 1960s, and apart from the elongation of the bottom holes to give



Nr. 131 a
Lagerplatte, flach

easier adjustment, the reason for the change isn't known. The slot is just deep enough to take a MÄRKLIN 4mm Axle but not a MECCANO one.

On the original cutout, Ivor mentioned that in one model an electrical cable was passed through it. Thomas suggested that if a Strip were suitably pivoted about hole 1 in the Trunnion, its angular movement could be limited by a Pin mounted in another hole in the Strip, 2 holes from the pivot point, moving within the cutout.

Corrections • On the lid of the MORECRAFT No.4 Set (19/537) the MORECRAFT/POWER/Equipped group of words are at bottom right, not bottom left as stated. Thanks to Don Redmond for pointing this out. • On KON. SHKOL'NIK in 18/501, '7 & 11h Strips' in the 4th line of the 5th para should read '7 & 9h Strips'.

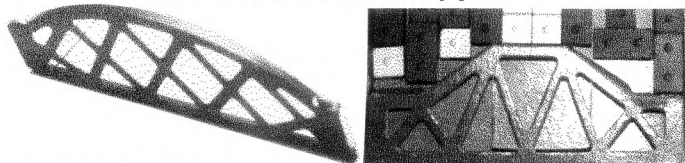
ITEMS FROM LETTERS

1. From Thomas Morzinck. • A photo from Tobias Mey of the lid of a No.1 **Kosmos MASCHINEN** Outfit. It's in full colour and shows a boy using a real bench drill that is of a similar type to the model shown in 20/586. The drill is blue and a couple of parts alongside the box look blue too. The wording along the bottom of the lid is: KOSMOS-BAUKASTEN MASCHINENBAU. Also in the photo is the manual, in portrait format, cream with the same picture as on the lid, but quite small and in black.

2. From Don Redmond. • Some details of the **MODERN-MORECRAFT No.4** box described in 19/537. The box is 2¾" deep with both the top (lid) and bottom based on a wooden frame 13⅞"×11×1⅞". [The lid sits on top of the bottom, located by an inner liner, and this gives a clear space above the inner tray, where a Motor could have sat, of 2¼" at most.] On the bottom of the box is \$4.89 in pencil.

• On the **ELETTRO BRAL** Ruhmkorff Apparatus (19/532), Heinrich Daniel Ruhmkorff (correct spelling) 1803-77, invented the induction coil in 1855, and it was called by his name, the Ruhmkorff Coil, in the 19th century.

• A letter from Kendrick Bisset in the July 1997 issue of the *S. Cal. Club Newsletter* compares the Richter metal Arch Bridge Parts with those produced by Gilbert for use with **MECCANO-BRIK**. (He had bought the toy division of the US branch of Richter's company in 1919.) The Arches are supported by the same type of U-Strip but their bracing is simplified with no vertical members. (But in ads & manuals the Richter pattern is shown.) In size they are the same height, 2", but the Gilbert parts are 6" long against 6.12", and 2.21" wide against 2.35". The Richter parts are painted a dark blue-grey and the Gilbert ones red. [See also the notes on the Richter parts in 19/555. The Arches and Roadway in a #000 MECCANO-BRIK Set are made of orange cardboard and the Arch is humped with diagonal bracing. In the photo below right, the metal U-Strip may be visible behind the card humped Arch, and on the left an oblique view of the Gilbert metal variety.]



• On **STRUCTO** (see 15/424) one Spider (Bush) Wheel has a flat front face and another has a boss on it protruding ⅛". The groove on the Crank Handle to hand is 'barely a scratch'. The pitch of the Sprocket Chain is about 8mm, perhaps 3 links to the inch.

• On **bolt heads** (20/585), 'Allen' is the name of the hexagonal socket in the head, not the head itself. There are other sockets of course, the PHILLIPS cross type for example, and square Robertson sockets which were patented in, and are unique to Canada.

• On the **POW'R HOUSE Ferris Wheel** (20/587), the radial Arms are indeed a rounded channel section, with 2 long tabs at one end which are bent out at right angles to attach to the Rim Segments where they join each other. The Rims have a channel or groove at one side, evidently for a drive belt. Also the hole for the Axle in the Side Supports is at least ¼" Ø and so presumably the Hub and Axle correspond. [The Axle can be seen more clearly in the original of the illustration in OSN 20 & could well be ¼" Ø.]

3. From Werner Sticht. • On the yellow parts in Germany, see 20/571, some of the **original MÄRKLIN parts** were

yellow. Pl.18 in *Bauklötze Staunen* shows a 1935 outfit and the 25mm Pulleys, Bush Wheel, and 38mm Flanged & Grooved Pulleys are yellow. In the late 1930s such parts were made of aluminium due to material shortages and were unpainted. A set with such parts can be seen in *Eisenzeit*, Pl.36.

• On the **Lilienthal patent** (20/571), although it was in the name of Otto Lilienthal, the aviation pioneer, in reality his brother Gustav was the inventor of the system. Otto's name was used because Gustav, who had also invented ANKER blocks, had lost all his money in November 1987 as the result of a lawsuit with Richter.

• Of one 'imitator', Hornby, in his Life Story (see 20/571), wrote, 'One of the earliest of these systems consisted essentially of bars of wood perforated at regular intervals with holes, and capable of being fastened together in various positions by metal pins passed through these holes. By means of this system it was possible to build a variety of houses and other fixed structures, but it was impossible to construct engineering models or mechanisms that worked. No matter how the parts were joined to one another, the result in every case was a fixed position - there was no means of producing movement. The opening words of the patent specification of this system read:- "The subject of the invention is a toy building set, by means of which structures can be put up closely resembling real structures put up by carpenters" This phrase places it beyond all possible doubt that the object of this system was to produce fixed structures based on the principles of carpentering. Meccano, on the other hand, is designed to produce working structures built on the principles of engineering.'

The patent referred to is 153854 of 1903 by Walter Walther (see 13/348) and the opening phrase quoted is a direct translation of the original German. It is now known for sure that Walter was the son of Franz, the originator of STABIL. Hornby's application for a German patent to cover his 1901 invention was not successful. [I understand that the papers that might have explained why were destroyed long ago, but I hope to include more on early patents in the next Issue. Why did Hornby give so much space to Walter's patented system? And was it ever produced?]

4. From Jeannot Buteux/Constructorama. • Some details of a **YUNYI [YOUNI] KONSTRUKTOR** set like the one described in 20/567, but from 1994. The nickel plating in it is very bright but flakes off in the fingers. The abbreviation 'F-ka' stands for Fabrika (фабрика), meaning factory.

• **OS names** not yet mentioned in OSN: ARMA (Czech, 1960, green Wheels); BOB (German); CONSTRUCTO (Belgian, c1948); IDÉAL MÉCANIQUE; KÖSTER (from 1951, a theme set to make trains in various colours); LA CONSTRUCTION MÉTALLIQUE; M.C.D. (Dutch); MECCAMINI; MULTI-MAKE (French, from c1910); LES NACELLES VOLANTES (French); N.S.V. (Dutch); TECNOR (French)

• On the date of **HOHA** (18/517), a set is known from 1950.

• In a known **KONSTRUKTOR-MEKHANIK** set like the one in 18/566, the Axles are 4.0mm Ø and the Bolts are 6,8,10 & 15mm u/h. [See also 20/566].

• **MECHANICUS** (see 18/518) was sold in Holland under the name MECHANIKUS STAALKNUTSELDOOS (an original brochure is known).

• The Patent described in 18/521 does indeed correspond to **FANTASIE 'R'**. Fig.10 on p11 of the Manual is identical to Fig.5 of the Patent, and one manual models is marked G.F.N. 1932. (G.F.N. = Gebr. Fleischmann / Nürnberg)

• On **GEOBRA** (19/522), there is also a larger outfit to make a Crane of the same type but bigger. Such a set is known from 1970.

• At the time of writing an **OS Exhibition** is being held at Euro Tecnica (at the Old Customs House, Hergersberg) near the Belgian/German border (Bullange/Losheim). On view, over 70 different systems which belonged to the late Dr Griebel, with sets and many models. The exhibition may have closed by the time you read this, so phone beforehand

Corrections Under KONSTRUKTOR-MEKHANIK in 21/618, '18/566' in the 2nd line should be '18/499'.

ITEMS FROM LETTERS

1. From Werner Sticht. A complete list of all the **Walther** (of STABIL, etc. fame) **patents & DRGMs**, from 1898 through 1933, that he has compiled. In fact he was able to search to 1943 but there weren't any after 1933. Some of the points of interest: • Walther's first metal system was the **INGENIEUR** sets (see 7/164, 19/550), and a DRGM application (#253288) for the **Bifurcated Clips** that were used to fasten the parts together was made on June 16th 1904. On the same date application was made for the 5 DRGMs quoted in 13/348 but their numbers are 248034 to 248038, and not 249934-38 as given in OSN 13. • The DRGM application, #289896, for the wooden **RECORD** parts, (mentioned in 13/348) was made in July 1906. • DRGM 473572, for the use of **Threaded Rods** as axles or connecting rods in a constructional toy with Strips & A/Gs having equi-spaced holes, was made in June 1911. STABIL, which used such Threaded Rods, with Wheels, etc held on them by Nuts, had been launched some time before that, and they were used in the earlier INGENIEUR, so it is surmised that something must have alerted Walther to the need to protect his use of them. Had he become aware of MECCANO, with its less satisfactory tongued Clip method of fixing Wheels to Rods that was still being used in 1911? • March 1913 saw the application for DRGM 548483, subject a **Flanged Plate** with the centre punched out. This suggests that the transition from Period 1a to 1b (see 19/548) was in 1913.

• The date of **introduction of STABIL** is further confused by a wholesaler's catalogue, believed to be from 1911, (courtesy Tobias Mey, via Thomas Morzinck) for the 'Neu! Ingenieur-Bauspiel STABIL' with metal parts. What was new if STABIL had already been on sale for some years isn't clear - new to the wholesaler perhaps. At any rate 5 sets were advertised, with no set numbers, only the sizes of the boxes. The smallest was cardboard, and the others wood, with the largest measuring 46*29*4½cm. Also listed are 2 sets (Stabil - Spezialspiele) to build Railway Wagons. From the details given it is likely that the range was Sets 49 to 53, plus the Railway Sets 60 & 61 (Railway Sets 59-63, from 1914, were mentioned in 13/348).

• On the date of **MINIATUR** (see 17/468), it was not in a dealers' catalogue printed for the toy fair in the Spring of 1914, but it was very probably introduced before Xmas of that year, under the name STABIL MINIATUR. Thomas Morzinck has seen a box and a manual belonging to Tobias Mey, both with this name on them, and though the contents of the Set are as later, the Manual has fewer models for both Sets 20 & 21, than the © 1915 one. It is supposed that the name was changed because customers thought that, particularly because of its low price, STABIL MINIATUR meant a small STABIL set, and then found that they had bought a different system with parts that were not compatible with STABIL.

A pointer to when MINIATUR was being developed is that the DRGM for the Flanged Sector Plate was applied for on May 14th 1914. This part was not introduced into STABIL proper until 1921.

Probably production of MINIATUR ceased in the 1920s but it may have resumed in the mid-1930s. It was advertised in a 1936 brochure, possibly as a reaction to Märklin's MARBI (see 10/246). No changes were ever made to the models in the 1915 version of the manual.

2. From David Hobson. • A reply from **Trix** to an enquiry last October said that their constructional set programme had ceased but that some parts were still available.

3. Clive Weston wrote that he had obtained a copy of **Baukästen** (see 21/601) from www.Amazon.de at a total cost of about £21.

4. Kendrick Bisset wrote that he now has another **TECHNICAL TRAINER** set (see 19/528), and the label on the lid has 'F. A. M.' instead of 'TUCKER TOYS' in the white 'T' (see 10/264) with a small 'CO' underneath instead of 'INC'. And the address on the lower edge of the label is for Farmingdale Aircraftsmen instead of Tucker Toys. The corners & top edges of the FAM box are rounded, but otherwise it is similar in construction to the TUCKER one.

5. From Peter Kessler. Apart from the La Manche Set (see 21/595) **Märklin** have 10 other '**specials**' currently listed. Most are railway items but of possible interest are a 60cm long metal Zeppelin from the 1930s (#11400), and a Fire Engine with Tender (#19035). [The Zep is probably non-constructional; the Fire Engine looks like a long van with a ladder on its roof, and is said to be 'auf Basis des Auto-Baukastens'.] Peter said that delivery of these items was uncertain, and that he hadn't yet been able to order any of the cheap parts mentioned in 21/595.

6. An interesting **MECCANO X** item from Tony Press, copies of the front & back of a Liverpool X2 Model Leaflet, 13/1037/5, with the text in both English & French. On the front the top panel is the same as the LIF one in 16/446, and the text (English in the LH column, French in the right) is the same as that of a 1932 'X' one. The back shows 6 'Super Models' as on the 1932 'X' Leaflet except that the 2 additional centre models of the latter are omitted to make room for the Lists of 'X' parts in the 2 languages. [Despite Tony sending it from Australia, I suppose this Leaflet might have been for the Canadian market.]

7. Ron Michalowski wrote that the 6 page **ERECTOR Booklet** described in 21/593, did bear the reference M 973.

8. Jacques Pitrat sent a picture from ebay of a 'new' system, **PERFECTOR**.

The models above the name on the manual cover (right) are a Loco, a Lorry, a Marine Engine, and a Railway Signal, but nothing can be seen of the individual parts. The box



has a similar label on the lid. It was described as being German but *Baukästen* says that it was Austrian, made in Vienna by Kappl & Trubrig in 1948. How long it lasted isn't stated but the firm stopped making toys in the 1950s. No other details are given. [Since the above was written Kendrick Bisset has sent more details which will be included in OSN 22.]

9. From Don Redmond. • A brass Flanged & Grooved Wheel with a tread almost conical, and a very smooth curve from flange to tread, is believed to be early **AMERICAN MODEL BUILDER**. Can anyone confirm?

• After removing the nickel MECCANO & AMB parts from a **STRUCTOMODE** No.3 box, the remainder are believed to be original, and include the following. ½ & ¾" tinplate Pulleys without Boss, the ¾" with 4 peened over tabs in the centre hole, the ½" with 3. Strips erratic in their punching and in the form of the ends, with punching burrs on almost every hole. One of 4 Windmill Sail with the holes too close to the outer end. Double Brackets of heavy strip and noticeable higher than MECCANO. A bright nickel 5*11h Flanged Plate, out of square in both sheet & hole punching, with the flange holes on one side distinctly above the midline of the flange, (as in the MCS illustration). 2 bright, and one dull nickel Flanged Sector Plates, with 'slanted' or irregularly punched flange holes. However there is a possibility that the bright Flanged Plates are from a different set/system. These parts are of a much poorer standard than some other parts known to be STRUCTOMODE.

ITEMS FROM LETTERS

1. On **STEELBUILDER** (20/562) David Lawrence has recently acquired a No.1 Set and wrote 'What I hadn't realized, because the manual doesn't mention it, is that the Strip's doubled edge has a pip on the inside at one end, so that you have to press it to snap it in.'

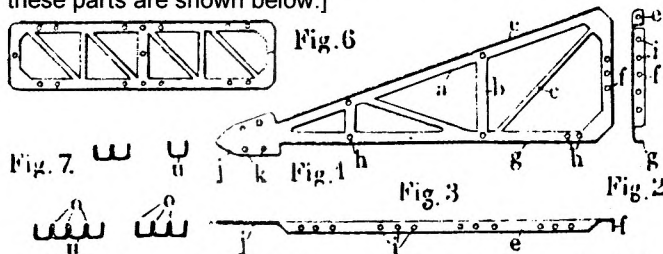
2. From Kendrick Bisset on the **Flanged Sector Plates in U.S. MECCANO** outfits, 'From what I have been able to gather the single row of holes version was used through at least 1927. I have seen two 1928 outfits with the three row variety, and they are shown clearly in contemporary illustrations. BUT later outfits reverted to the single row version. They are in my 1929 #20 & #30 outfits, and in the subsequent New Haven GILBERT-MECCANO outfits. [The history of the sets was given in 12/317.] Is it possible that Elizabeth was making the single row type, and had the tooling? Then when the new version came out [in the UK in 1927] perhaps they were made in England and shipped over until new tooling could be put in place - but this plan was interrupted when Gilbert bought U.S. Meccano?'

3. D. Courdoux wrote that production of **TEMSI** stopped for good in May 1999, and that in future no **MÄRKLIN** spares will be sold, only one or two 'theme' sets. Also that there is a question mark over **STOKYS** because letters to them remain unanswered.

4. Thomas Morzinck wrote that there was a good picture of a **STABA** set on the German ebay site. That's the STABA with the 'outline' Strips, see 8/194. The Set was a No.00 and the contents seem to correspond to those in MCS. The box is red and has 'STABA Constructor' on the lid; the manual doesn't seem to have a proper cover - the front page has just 'STABA' at the top, with '00' in the top right corner, and text underneath. The parts look like those described in OSN 8 except that the 21mm Pulleys are red instead of nickel.

On the **Korbuly patents** (see 22/623), the date of the Austrian one (with gearwheels, connecting rods, etc.) was 1st Nov. 1901 [thus predating Hornby's patent by nearly a month], & the German patent was granted on 14th Jan. '02.

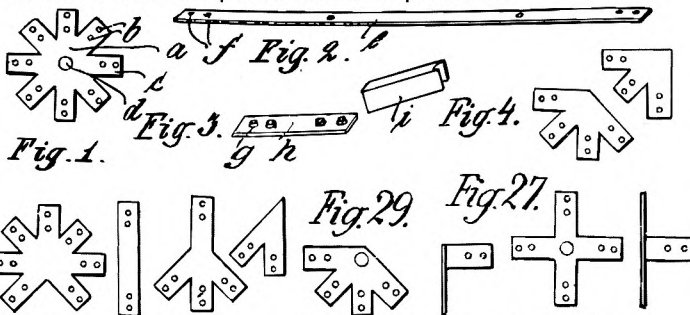
5. From Jeannot Buteux. • The French **CHARPENTO** patent (see 21/617) was No.589377 and a Roger Marie-Joseph Biard applied for it on 2 Feb. 1924. It was acquired by CIJ, who also produced a set for Citroën, and it bore the CITROËN name. Standard CHARPENTO parts were used but painted red & green, and various Garages could be made from the Set. It is extremely rare. [The Patent shows Trusses similar to CHARPENTO but an additional one with a spade end (Figs.1-3) is included, and the Beams have a different pattern of bracing (Fig.6). Various Wire Staples (Fig.7) were also proposed as an alternative to N&B. All these parts are shown below.]



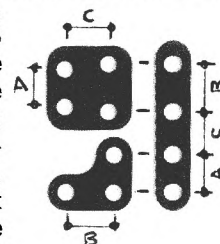
• **EIFFEL** parts (see 19/491) are red & green. • **CLIFFIX** (see 21/596) was patented in France in 1945. • On **STANDARD L.R.** (21/590), the French patent was not quite the same as the UK one. And the order in which the different coloured parts appeared still isn't known. • The name **PETIT GÉANT** (Little Giant, see 21/603) was used for a French system in the 1950s, but it had parts to make a variety of spring & electric motors. • On **MÉCANIC** (21/603), in each large set was a Plate in the bottom of the box, painted matt black, which could be used as a base for various models. It has now been established that its predecessor, **ÉCÉPÉ** (see 12/314) was marketed from 1913.

• The **Black Country Miniature** parts (21/619) really are small, a MECCA-MINI Strip will pass through a hole in a MECCANO Strip, and a BCM Strip will pass through a MECCA-MINI hole. • The contents of **Graham's patents** 125890 & 138824 (see 14/372) are all in one French patent, No. 520081, which was applied for in July, 1920.

Jeannot also sent a copy of a **Danish Richter Patent** Nr.20642, dated 1915. The original German version was from 1913. 28 parts are illustrated in the Danish one, including Figs.1-4, 27 & 29 below. The unlabeled 6 parts below are examples of the other 22 parts - they are like Fig.1 but without the centre hole and with various combinations of from 2 to 7 arms. I can't see how the parts hold together but the idea of hubs with strips attached is similar in principle to **IMPERATOR/ANCHOR ENGINEER** (see 17/486). As far as I know these parts were never produced.



6. From David Hobson. • Snooks's Toy Shop in Bath has a new stock of **CONSTRUCTION** sets: Nos 15, 20, 65, 67, & 77 (at £45,25,7,7,40). Nos.15 & 65 seem to be as described in 14/383 & 22/622 respectively. The others are: No.20 with 365 parts to make space models; No.67 with 214 parts for small space ships; and No.77 (460 parts) for various solar-powered models, and marked as 'new'. Another item is a Parts Pack '**C113 Adapterplatte**', price £3.99. It contains 8 each of the 3 parts right (50% full-size), and they are meant to allow 1/2" pitch parts to be used with those having the 10mm CONSTRUCTION spacing. The dimensions A, B, C are respectively 10, 12.7, & 11.5mm. The latter would be about half the width of 2 Strips, one 1/2" wide & one 10mm. On p151 of *Baukästen* it is said that these parts were introduced in 1998 'to put more pressure on the MECCANO system in the marketplace' [My free translation]. • On the 'Matchbox' set **CLOU** (see 6/130, 13/345), Werner Sticht kindly provided a translation of a note about it in a March 1932 German toy magazine. It was made by Gebr. Schmid and had recently been introduced. The Discs which push on the wooden Rods were made from pressed sawdust; and the Set sold for 25 Pfennigs.



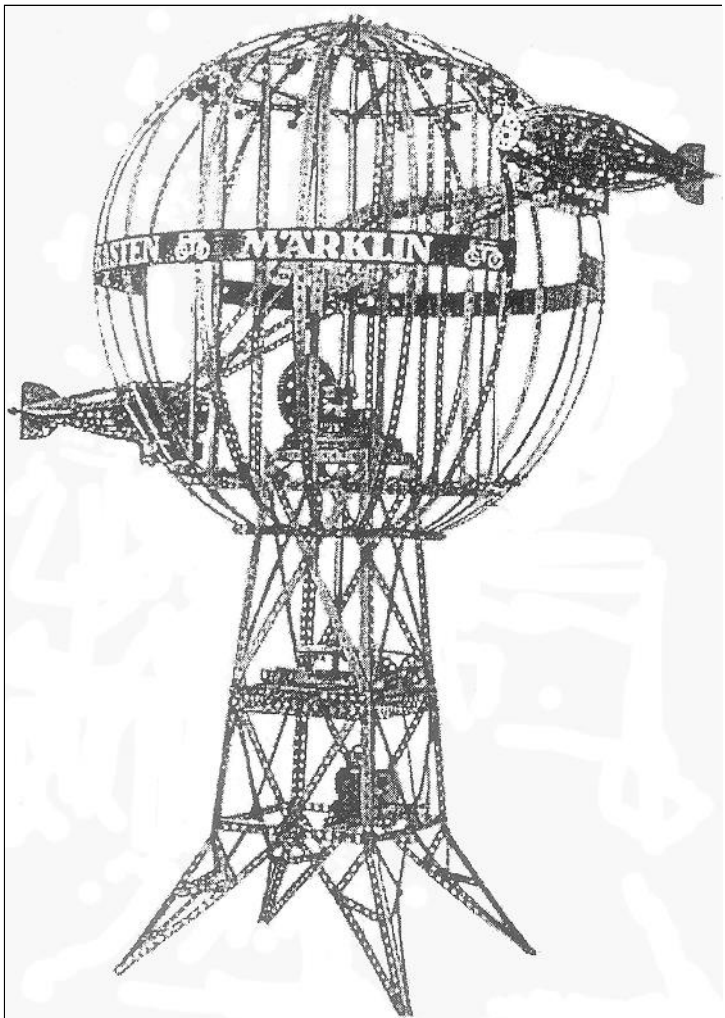
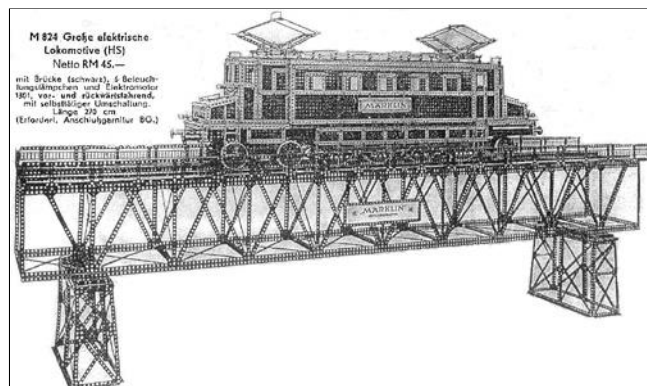
7. From Tony Press: • A copy of the front cover of a **MONTEX** model leaflet in Dutch, PR 7/632/12(IP), which Alex de Jong had put on the Spanner network. A Spanish system called MONTEX was described in 11/296, but in this case it is one of the names that was used for **BRITISH MODEL BUILDER**. The MONTEX cover of this type in MCS has the same layout as the Dutch one, with the 2 boys & Derrick Crane at the top, but it is in Spanish. MONTEX was no doubt a name that could be used in many different markets, and so perhaps leaflets in other languages were produced. Incidentally it may not be clear in all copies of MCS, but the MONTEX Leaflet there has a PR of 13/1035/2, and its price is in 'Argentina pts.'

• News of a 'new' system called **BIG-JOY**. It was a pre-war Australian made copy of **TRIX**. The parts seen seem to be nickel or chrome plated, but are rather inaccurately punched and have a somewhat ragged finish.

• 2 photos, courtesy Jack Little, of a made-up **GEOBRA** model (see 19/552, 22/631), and the set's box. The parts look to be as already described and are the same colours. The box is shown at the top of the next column, and is red with: *Geobra* in a circle top right; some parts in the panel

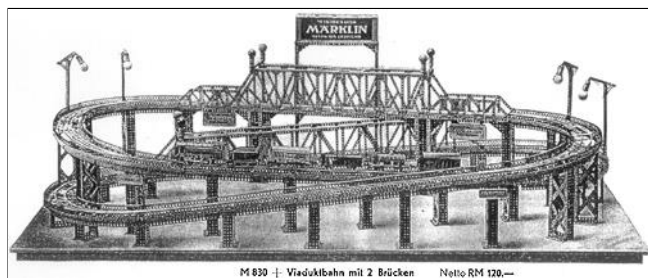
MÄRKLIN Display Models Jürgen Kahlfeldt has discovered prewar advertising material for 17 of these and Werner Sticht kindly sent copies. There is a photo of each and brief details of most. They are impressive with movement in all of them, though in about one third this is from trains running around. (Except where stated all trains mentioned are Märklin toys). Mechanical movement is powered by the standard 20v #1301 Motor. All the models have coloured lights, from a handful to 144 in one case; they are usually 3.5v but a few are 20v. In size the highest model, a 4-bladed rotor on top of a pyramid shaped base (M863W), is 210cm, while the largest in plan, a railway layout (M830) is 240*125cm. Brief notes on all the models follow with the prices in Reichmarks – BC indicates that the model is shown on p812.

- M 780, Ballturm (BC). The height scales at 125cm. The balls are carried up in the centre of the model. Bulbs can be seen on the roundabout above. RM120.
 - M 813, Schleifenbahn. A Railway Layout with lamps around the top parts. A passenger train runs around a basically oval track which makes 2½ turns upwards around a six-sided structure at one end and 1½ downwards at the other. It is 80cm high and the base is 185*85cm. RM 75.
 - M 824, Große elektrische Lokomotive (HS) (below). 270cm o/a so the Loco must be about 140cm long. It travels back & forth, and 6 lights are mentioned. RM 45.
 - M 830, Viaduktbahn mit 2 Brücken (below, right). A train layout with 2 bridges, 240*125cm, and 78cm high, with 12 lights. RM 120.
 - M 848, Balkenschaukel (BC). 2 motor-driven see-saws with a ball running between each pair of dolls. 100*38cm and 60cm high, with 16 lights. RM 100.
 - M 850, Terrassenturm mit drehender Lichtspirale. A square section tower rising from a 2-level square base (populated by small people & vehicles). At the top of the tower is a motor-driven 'rotating spiral of lights' with 48 lamps (as on M 853 on BC). 130cm high with base 50*50cm. RM 45.
 - M 851, Schleifenbahn mit Autobahn. This is M 813 above but with a goods train, and with an oval of climbing & descending roadway around the outside of the railway track. 206*108cm and 80cm high. The road has a double line along its centre, and an 'elektrischem Auto' is shown on it – a 'slot car'? RM 90.
 - M 853 B, Tunnelbahn mit automatischer Unterbrechung u. drehender Lichtspirale (BC). A splendid, slightly Emmettish Loco with 2 Carriages, made of MÄRKLIN parts, runs around the track and starts & stops automatically. 112*100cm, 135cm high, with 72 lights. (NB. The light spiral was too faint to reproduce so I have replaced it by the almost identical one from M 850.) RM 90.
- A similar model, M 853, is for use with a 0- or 1-gauge toy train. RM 66.
- M 856, Schleifenbahn (BC). The track spirals upwards around the outside and then downwards inside. 150*115cm, 110cm high, 32 flashing lights. RM 550.
 - M 857, Weltkugel. 3 circles of track, 84cm Ø, with a train running on each, around a sphere made from Strips, which sits on top of a pylon. 112cm high with 48 lights. RM 60.



M 865 240.—
Weltkugel mit Zeppelin
mit Elektromotor 1301 für 20 Volt, 32 far-
bigen Beleuchtungslämpchen 3½ Volt und
6 Lämpchen 20 Volt.
Höhe 120 cm, Durchmesser 100 cm.
(Erforderliche Anschlußgarnitur BG.)

- M 860, Brückenlandschaft für Miniaturbahnen. A base-board 223*102cm with 'river' across the middle and some small buildings on either bank. A raised oval of double track, with trains running in opposite directions, is supported by frameworks on the land and pillars for 2 long Bridges over the river, a girder bridge and an arched bridge. 58cm high with 48 lights. RM 450.
- M 861, Lichtkugel. A 65cm Ø sphere of Strips with 128 lights on it, revolving on top of a pylon. 140cm high. RM 200.
- M 862, Drehender Leuchtring. 64 lights on a vertical 55cm Ø circle of Strips, which revolves on top of a pylon. 150cm high o/a. RM 180.
- M 863 W, Windkraftwerk mit Wechsellicht. A pyramid shaped pylon, 55cm square base, with a vertical cylinder made of Strips above it, and a 4-bladed, 122cm Ø, rotor at the top, turning in a vertical plane. 144 lights are in a double row along each blade and in a circle around the hub. The overall height is 210cm. RM 350.
- M 865, Weltkugel mit Zeppelin (above.) The Zeps turn with



the 100cm Ø sphere (I suppose), and rise and fall with the arm that carries them. 120cm high. 38 lights. RM 240.

- No name or number, Ball Tower with Sphere. Balls run down 7 turns of runway which spirals around a cylindrical centre made of A/Gs etc., and they are taken up within it. On top is a truncated cone framework with a revolving spherical framework of Strips, carrying lights, above it.

- No name or number, Tower with 5 Rotors. A tower on a plinth, both square section, with a 4-sided cabin on top. It has a vertical rotor on each wall & a horizontal one on top of

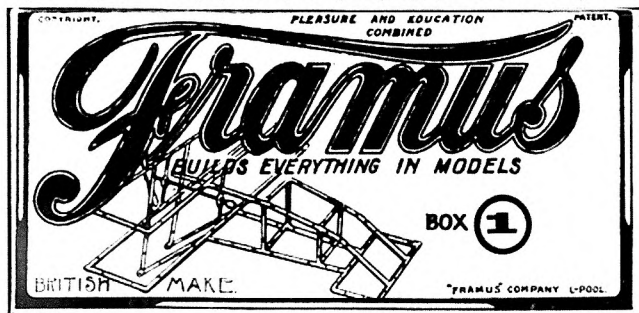
the roof. Each has 4 Strip arms with a bulb at the each end.

The prices quoted do not include the trains or track, or some other items, such as the dolls on the Seesaw. Some of the models are relatively cheap, the Electric Loco, M 824, for example is RM 45, and it is said under it that the price of some models had been reduced considerably, to less even than the price of the parts. By way of comparison, the largest MÄRKLIN prewar set, the No.6 with 650 N&B, cost RM 90 in 1935, or RM 110 in a wooden box.

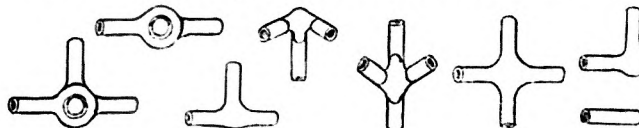
FRAMUS This was a very simple system in which frameworks were made by pushing match Splints into various tinplate Connectors. It was made in Liverpool by Grey & Nicholls soon after WW1. Three sets were sold, Boxes 1, A, & B, and David Hobson kindly lent me his Box 1, the smallest of the three, for this account. He also provided the historical references.

History The patent covering FRAMUS, No.124926, was in the name of F.P.Franklin, and was dated April 24th 1918. References to Framus in the toy press are known from March 1919 (a new constructional toy from Grey & Nicholls) to an ad in Feb. 1921. In *British Tin Toys* it is said that the company made various toys and existed from 1915 to 1950. The address is given as 17 St. Anne Street, Liverpool; a 1920 advert is from Framus Coy., 59 Great George St., Liverpool.

Box 1 The bottom is 8*3¼*¾" and is partitioned into 8 equal bays; the top (below) is light grey, printed in navy blue.

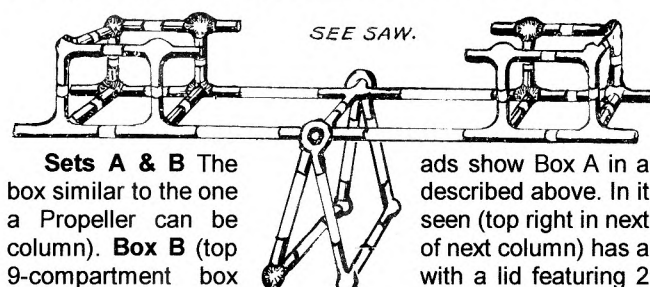


The metal parts (below) are shown inside the lid. The



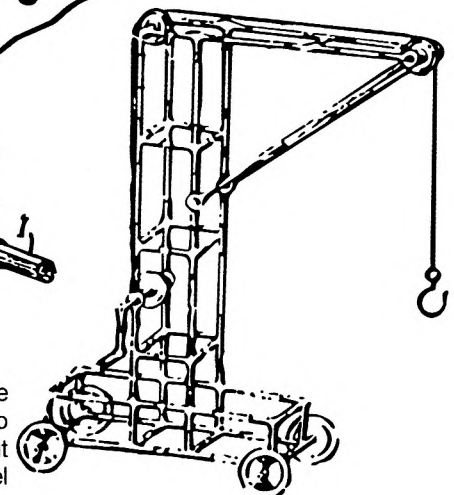
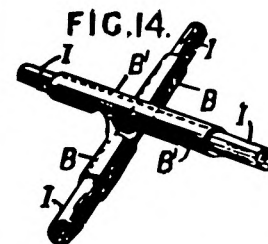
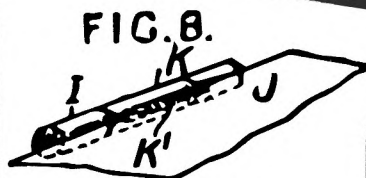
Straight Connector is rolled over its whole ½" length to a tight butt joint, with an o.d. of .13". The arms of the others are about ½" long with the outer ¼" rolled in the same way. The two on the left are made from 2 pieces, hinged by eyelet peened through the centre hole. The parts are quite sturdy and most matchsticks are well gripped.

The **Model Leaflet** is 12*3¾", folded into two, & printed in B&W. The text on the cover explains that Aeroplanes & Bridges can be made with Box A, & that there are 'Also still larger sizes'. The sockets are said to be sized to suit commonly used household matches, & it is suggested that their ends be pointed slightly with a penknife, to allow easy entry into the sockets. The other 9 pages have models, from SEE SAW (below) to TABLE, all simple frameworks of course.



Sets A & B The box similar to the one a Propeller can be column). **Box B** (top 9-compartment box

ads show Box A in a described above. In it seen (top right in next of next column) has a with a lid featuring 2

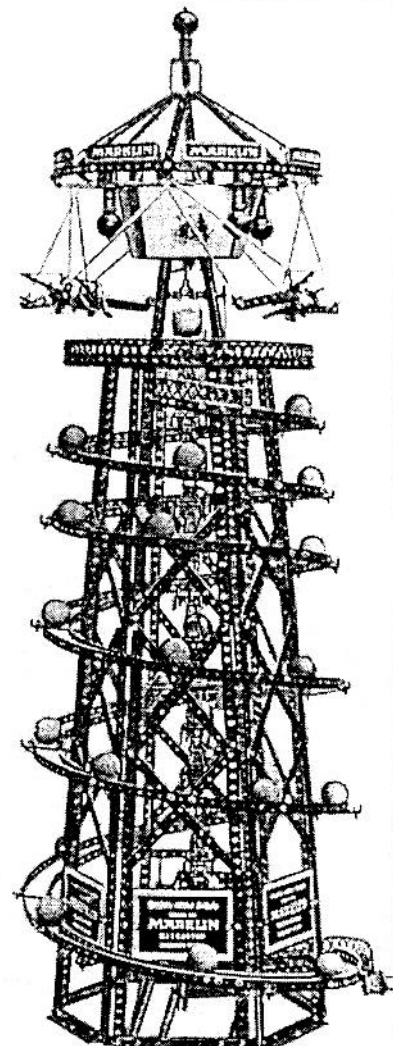
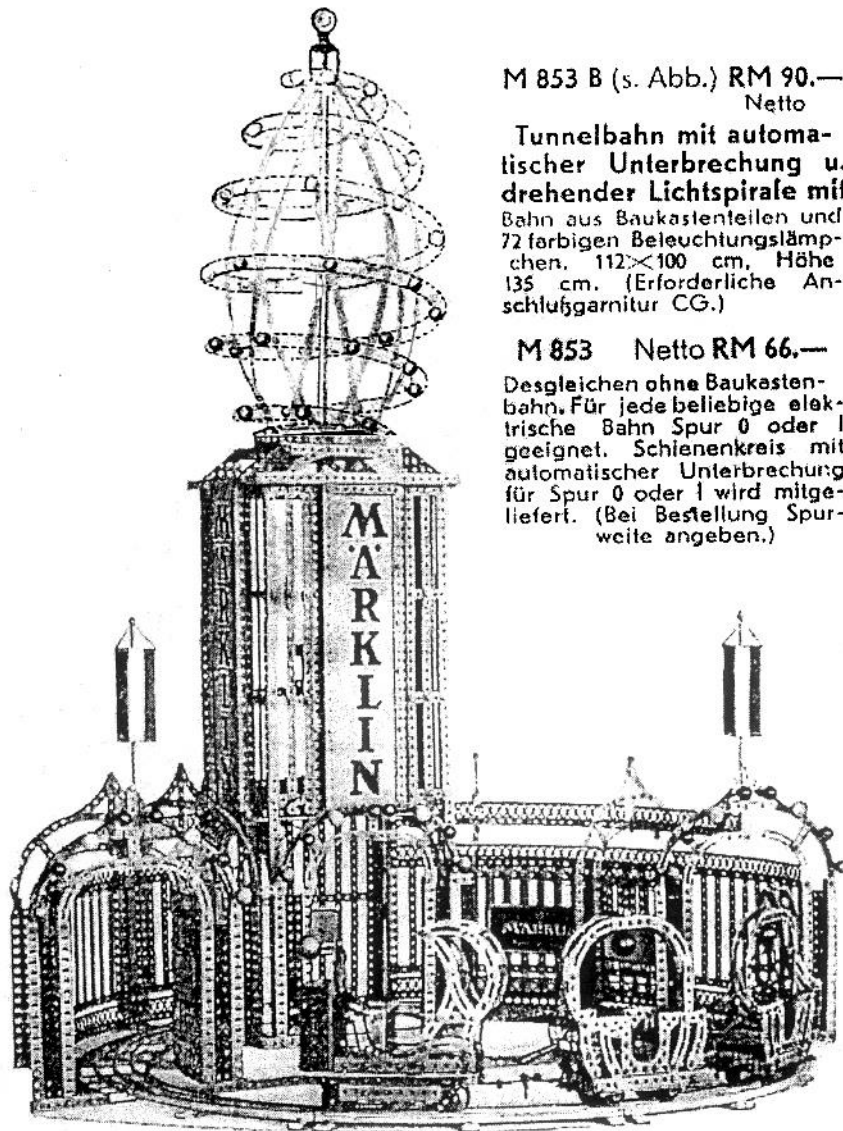


boys and some models. In a photo the lid is green but a full colour label covers the top – blue with red name and border. Road & Pulleys Wheels can be seen in the box and are used in the Crane above. In the photo of Box B the Road Wheels look black.

Other Points The **Patent** includes two ideas which, as far as is known, were never used. Fig.14 above shows a 4-way connector but with the arms B & B' in different planes to allow rods I to cross one another. No doubt this was thought unnecessary given the short length of the match splints. Fig.8 shows a means of attaching plates J, Fig.8, of paper or cardboard to a structure, split tubular sleeves K with the adjacent edges K' flanged so as to project laterally and form clips for engaging the plates J are provided.

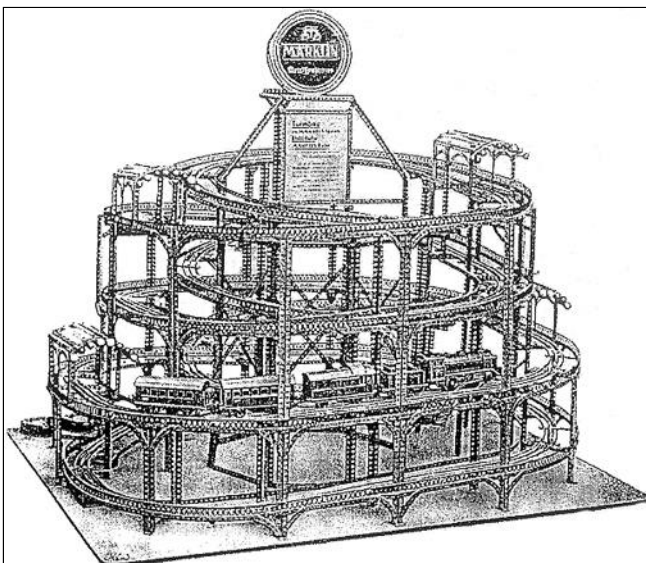
It is said in *Tin Toys* that the **material** for the Connectors was scrap from Wills & Co., a nearby tobacco factory, which made its own containers.

Some 30 years after FRAMUS, **ALCON** (see 8/199, 9/224, 19/555) was very similar in concept, but its Connectors were smaller (5/16" arms), flimsier (aluminium), and there were no hinged parts. It too was patented (661126 of 1949) but it is hard to see what new ground was covered.



M 780 Ballturm 120.—

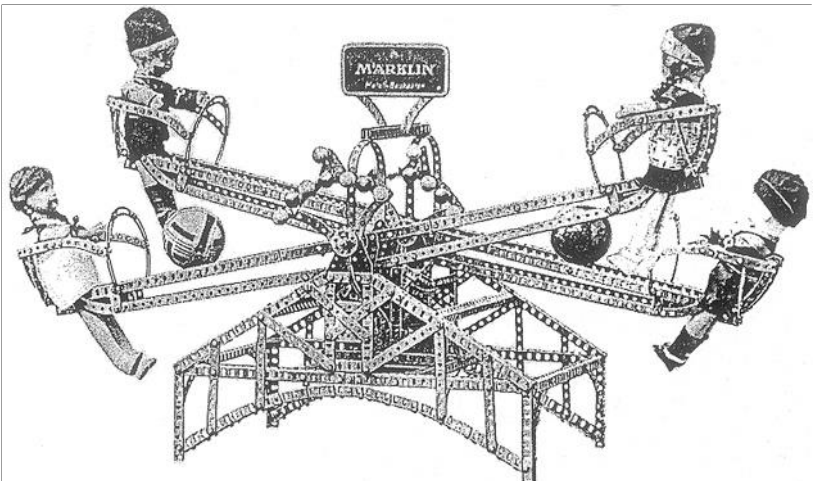
These are MÄRKLIN display models. Some notes about them, and 13 others, are on p786.



M 856 Schleifenbahn 550.—

mit elektrischem Personenzug, 32 farbigen Beleuchtungslämpchen, Leuchtspiegel mit Blinkvorrichtung zum direkten Anschluß an die Lichtleitung (Vollzahl angeben). 150x115 cm, Höhe 110 cm. (Erforderliche Anschlußgarnitur CG.)

Zu der Bahn wird eine Reservelok (RS 66/1278) gegen normale Berechnung mitgeliefert.



M 848 Balkenschaukel 100.—

mit Elektromotor 1301 für 20 Volt und 16 farbigen Beleuchtungslämpchen 3 1/2 Volt, ohne Puppen (ca. 30 cm; und Bälle (ca. 6 cm). 100x38 cm, Höhe 60 cm. (Erforderliche Anschlußgarnitur AG.)

7. The sizes given in 15/420 for **ASSEMBLO & STANLO** basic square Plates seem to be wrong. In fact on measuring some parts known to be genuine the two are very nearly the same size. The distances A, B, C, D (Rod centres, free edges, tab width, large gap) in the diagram below are 72, 66¾, 7¼, 13½mm for ASSEMBLO, & 72½, 67, 7½, 13mm for STANLO. All the ASS parts seen have (like SLO, see 16/444) a split tab on each side to grip the Rod. The cutout in the large rectangular part (#17 for both) is 52¼*16½-17mm for ASS & 52½*16¼-16½ for SLO. In the parts to hand the corners of the centre cutouts in the ASS Plates are not square as shown in MCS, but angled, like SLO.

Details of some of the **ASSEMBLO Wheels** can also now be given. All seen are zinc die castings with the name around the centre. The Loose Pulley #200 is 24½mm o.d. & about 4¾mm wide. The Flanged Wheel #201 is 28mm o.d., with the tread tapering to 21mm Ø. The Road Wheel #204 has a 41mm Ø hub, with a tapering central boss in the recessed back face. Two types of tyre are known, both 62mm Ø o.d. One is hard black rubber with tread around the flat top as in MCS; the other is a slightly soft dark grey rubber with no tread and a near circular section, a fat rubber ring in fact. Neither have the name on the sidewall as in MCS.

The dimensions A-D for **DINKY BUILDER** are 63, 58¾, 6½, 11½mm, for both pre & postwar parts. The prewar ones do not have the split tabs, but grip is provided by Split Rods (made from semi-circular section rod doubled over & bowed out, as right). D B **Road Wheels** are 39½mm o.d. & are made from 2 pieces like the MECCANO part, but instead of a boss a rubber insert is trapped between them & grips the axle. On mine the metal wheel actually rotates around the rubber insert but whether this was intended I don't know. Probably the rubber has shrunk with time.

Does anyone have details of the ASSEMBLO-like parts from the Italian **FALCO** system (see 26/758)? [30/877]

ASSEMBLO: S1, STANLO: S1 DINKY BUILDER: S1

8. Paul Goodman wrote that Märklin have commissioned Metallus to produce a special edition **MÄRKLIN METALL Excavator Set**. It will cost €750 & will be sold in Germany from May/June this year, to celebrate '90 years of metal construction systems'. [Presumably the 90 years since the firm started to make MECCANO under licence. Right, a rather fuzzy photo from the Märklin web site. A letter in the latest CQ says that the N&B will be M4, and that orders must be placed by 30th May.]



MÄRKLIN: S1

[30/877]

9. On **Pocket ERECTOR** sets, Tim Edwards wrote that he has one with a box like the top ('Gilbert') one in OSN 13/342. Its model leaflet is copyright 1975, and the set contents are

the same as those of the 'Gabriel' set except that the 3*9h Plates are made of blue plastic. Also on rereading OSN 13, the date in the first line should have been 'Early in the 1980s'

ERECTOR [4a]: S1

[30/877]

10. David Hobson sent a French ad for ERECTOR, said to be from 1925. The outfits listed are 3 JOUETS A ROUE sets (Gilbert Wheel Toy, see 8/198) at Frs. 49,80,125, to make 8,12,21 different toys; 7 Erector sets at Frs. 12,24,30,49,70, 125,175, with an electric motor in the last 3; and 4 Electrical sets at Frs. 20,45,65,80. A photo of each type is given and the old, wide Girders are shown in the Erector one. There are also photos of a Tele [Morse] Set, a Phono Set, a Chemistry Outfit, an Air-Kraft Set, & a Wireless Outfit. Those are the names on the lids, all in English, and the rest of the wording that can be seen in the photos is in English too. The address given for 'vente en gros' (wholesale sales) is 24, rue de Liège (sic), Paris.

ERECTOR [2b]: S1

[30/877]

WEB SITES

[30/877]

- <http://edwards.web.users.btopenworld.com/meccano.htm>
- Tim Edwards has added full details of his **MCS MECCANO CD**.
- **Stokys** are now at www.Stokys.ch. Sets & packs of parts can be ordered from the site.

QUERIES

[30/877]

Query 29 On the colour of STABIL Cord, Werner Sticht wrote 'that blue/white Cord (two coloured strands twisted together) was used in the 1950s & 60s - 'I remember it very well from my first STABIL set that I got in 1957. Plain white Cord was used in sets from the 20s and 30s.'

SMALL ADS

[30/877]

Wanted OTHER SYSTEMS INSTRUCTION MANUALS, or good photocopies - either • to buy; • or exchange photocopies (EZY-BILT, BUZ (inc NZ), & BETTAFIT manuals available, also some STEEL TEC, MEK-STRUCT, & CONSTRUCTION); • or exchange original EZY-BILT 1-5 & 6-8 manuals for other original manuals. Please send details & prices to Mr Vern Ellis, P.O. Box 3277, Alice Springs, Northern Territory, Australia 0871. Tel: 0889538282. Email: vern.ellis@switch.com.au. Also **to swop**: a 2 model CONSTRUCTION 663 set.

For Sale KLIPTIKO No. 6 in original wooden box, nearly complete. The box veneer is a little chipped, but the label, which is inside the lid, is perfect. It portrays a small boy playing with Kliptiko, dressed in a green woollen jumper, knee-length grey socks, and short grey trousers. Most parts have a bit of rust. No manual. About £80. Please contact Mrs. C. E. Hutchinson: email: paradise1000@skegness60.fsnet.co.uk, or at 13 Holme House Road, Cornholme, Todmorden, OL14 8LD.

For Sale ERECTOR parts & metal set boxes. Details from Ivor Ellard, 44 Well Lane, Galleywood, Chelmsford, Essex, CM2 8QZ. Tel: 01245 269830. Email: ellard@nildram.co.uk.

For Sale CD VERSION of MCS - MECCANO VOLUME

Price including postage for the CD: UK - £5.50; Europe - £6.00 (10 Euros); Rest of World - £6.50 (US\$15, Aus\$20). Send cash in UK£, Euros, US/Aus\$, or UK£ cheques drawn on a UK bank, to Mr. T Edwards, 5 Burnside Road, Largs, Ayrshire, KA30 9BX, Scotland, Great Britain. Email - timothy.edwards1@btinternet.com. Please see the ad in 28/847 for details of the CD, or visit <http://edwards.web.users.btopenworld.com/meccano.htm>.

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Payments Please make cheques etc payable to P.A.Knowles. Remittances must be in Pounds Sterling (GBP) or, as cash, in Euros or US Dollars (at £1=€1.50= \$1.80). Payments from overseas may also be made using PayPal.

Small Ads Short ads are free to subscribers (but repeats may not always be possible, please ask). Insertion guaranteed in OSN 30 if received by the end of July

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& the benefit of this in allowing use anywhere, without fear of damage, was pointed out in both the FOR & NGN instructions.

On the end dates, nothing is known of NGN after WW2 but David found FOR listed in a 1954 & 1955 dealer's catalogue, but not in the 1959 edition. He also mentioned that catalogue pages showing FOR, from 1931 to 1951, are in a book called *Le Jouet de Paris JEP 1902-1968*.

FORGEACIER: S1; N-G-NEERO: S1 [31/908-9]

5. Don Redmond commented that the number of **KONSTRUKTOR** systems, 18 at present, makes it difficult to identify any particular one, and that wherever possible the 'official' name should include any qualifying name on the box, transliterated of course. I'd rather given up doing this because sometimes the name on the set isn't the same as the one on the manual, sometimes the names on sets in the same range differ, and sometimes the names have stylised or cursive letters which makes transliteration difficult or even impossible. However I can see that for anyone prepared to do the necessary transliteration, the extra name would help in the critical case of having a set or manual and wanting to identify which **KONSTRUKTOR** it is in the OSN Index or Database. The transliteration table that I use for normal characters was given in 4/75, and below (thanks to Michael Denny) one for

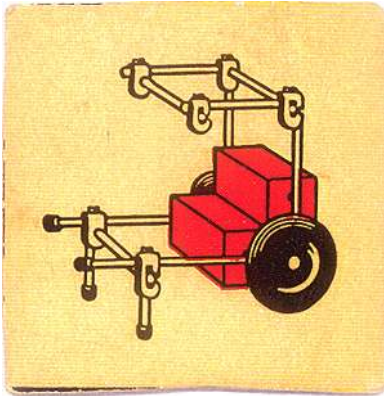
Printed form	Cursive form	П	п	Π	π
А	а	Р	р	Р	р
Б	б	С	с	С	с
В	в	Т	т	Π	т
Г	г	У	у	У	у
Д	д	Ф	ф	Ф	ф
Е	е	Х	х	Х	х
Ё	ё	Ц	ц	Ц	ц
Ж	ж	Ч	ч	Ч	ч
З	з	Ш	ш	Ш	ш
И	и	Щ	щ	Щ	щ
Й	й	Ъ	ъ	Ъ	ъ
К	к	Ы	ы	Ы	ы
Л	л	Ь	ь	Ь	ь
М	м	Э	э	Э	э
Н	н	Ю	ю	Ю	ю
О	о	Я	я	Я	я

their cursive form. In the end though I suspect that the real answer would be an illustrated index with small photos of the logo, lid(s), manual cover(s), etc for each system. Comments on all this would be welcome.

Cyrillic Names [31/909]

6. Don also sent some details of John Wapshott's **LIL'N-GINEER** set (see 27/782), or rather a set of parts in a chocolate box, with the name from the original lid pasted on to its lid.

The form of this name, left, differs from the one in OSN 27 (even though there may originally been another word after CONSTRUCTION). There was no model sheet with the set but 6 cards, 5*5cm, with a model on each.



The model on the one left isn't included in the OSN 27 model sheet; the others are but the drawings differ a little in each case. Some of the parts are not quite the same either, notably the dimensions of the wheels: Don gave the o.d. of their Tires as 27, 30, & 33mm, but it isn't sure which of them are original.

LIL'N-GINEER: S1 [31/909]

7. News from Paul Goodman that deliveries of the **MÄRKLIN METALL Excavator Set** were stopped until a mistake in the instructions was corrected – they were due to resume around August/September. Paul also sent a better photo and some notes on the model. All the movements are hand operated by Cranks on one side of the cab but there is probably enough room inside to house Motors, etc. The tracks are based on the MetallusTrack Set with nearly 1600 parts. Looking at the photo there are probably special Plates used in the cab & bucket.

MÄRKLIN: S2 [31/909]

8. Paul also recently visited the **AUTOMAT** factory and kindly sent me a current catalogue. It is identical to the 1993 one described in OSN 21 but there may have been some small changes in the contents of the current sets. With it a leaflet showing 5 Junior Gear Kits not known before. They are #1-5, called Gear Drives; Traction Drives - synchronous; Traction Drives - asynchronous; Gear Drives with crossed Shafts; & Friction Wheel Drives. Each is packed in a plastic box & has a selection of Gears & parts to make frameworks for them, including a clear Plastic Plate unique to the Junior sets. The ready-built **COMPACT** Gear Models are also mentioned, 50 of them though the firm's web site, www.compact-technik.de, lists 76. This site also has some details of the sets, & illustrations of the parts. A price list for the parts can be downloaded & it shows a few changes from the Catalogue, with some additions and some deletions.

AUTOMAT:S1 [31/909]

SMALL AD [31/909]

Wanted STOKYS sets, parts, manuals. Please list & price in first letter. Richard Symonds, Suite 101, 1675 Martin Dr., Surrey, B.C. V4A 6E2, Canada. Tel: 1-604-536-6538.

OSN Subscription Rates The price per Issue, including postage, at Printed Paper Rate where available, is £5.50 for UK; £6.50 by air to Europe & surface anywhere; £7.50 by air outside Europe.

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Small Ads Short ads are free to subscribers (but repeats may not always be possible, please ask). Insertion guaranteed in OSN 32 if received by the end of January.

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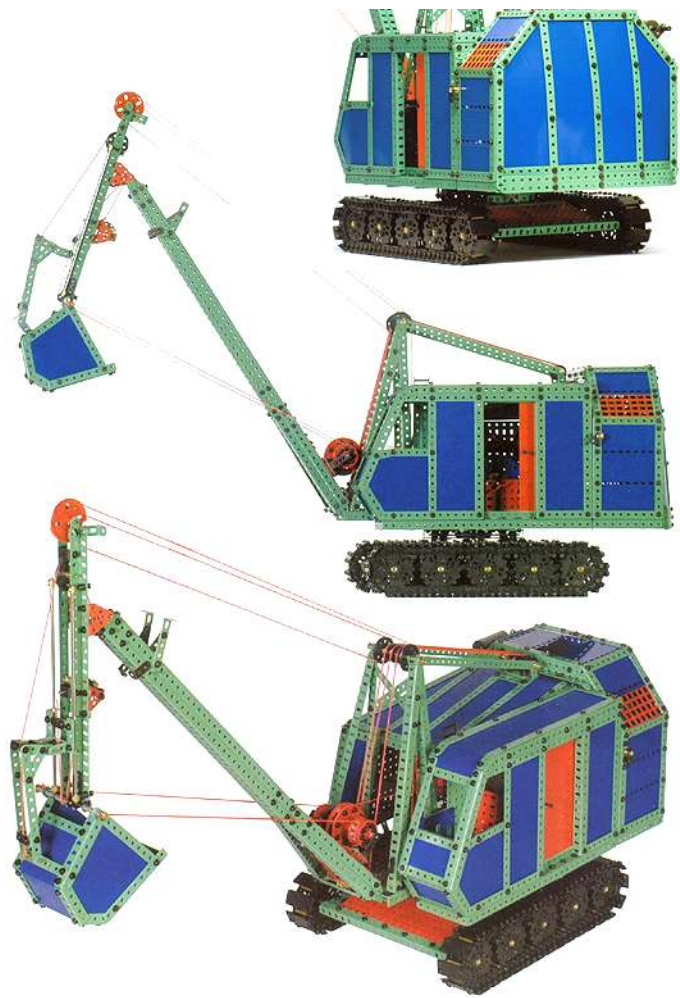
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was	after your remittance of
is	after this Issue

Please send at least £ if you wish to receive the next Issue.

MÄRKLIN Excavator Set Paul Goodman has kindly sent some details of the MÄRKLIN METALL Seilbagger mit Tieflöffel (Cable Bucket Excavator) Set, see 31/909, & pages from the manual showing the set contents & photos of the finished model. Some of the latter are shown opposite; the other side of the cab can be seen in 30/877, and the 11*17h red Perforated Plate carries 7 crank handles to operate the model's movements. The Set, #10900, is packed in a wooden case, 72*50*10½cm, with a lift off lid, and weighs some 30kg. The parts, about 4850 in all, are in 2 layers with 3 inserts in each – these are Metallus-style fibre blocks machined out to take the parts, and they must be handled with care as they will easily split under the weight of the parts.

The parts include around 130 Strips, 150 A/Gs, and 1100 N&B; but only 4 Pinions & 3 Gear Wheels. The Strips range in length from 3-15h in steps of one hole, and 17-25h in 2 hole increments; likewise the A/Gs but plus 3, 27, & 35h. The Bolts are in 11 sizes from 5-45mm long. A number of the parts are Metallus creations and a fair few seem to have been specially made for this model. The latter include an 8t Ratchet Wheel & Pawl for it, 7 Flexible Plates for the cab, & a 165mm Ø Perforated Plate with a centre boss and an outer ring of holes very close to the edge, presumably for the slew bearing. Also brass Distance Sleeves in 12 lengths from 3-35mm long with an o.d. of 6 or 7mm, but some of them may be standard METALLUS. In passing according to their web site the METALLUS range now extends to 850 parts.

The manual has 56 A4 portrait pages in full colour with the illustrated set contents on pp54-56. The instructions are in 6 main stages, starting with the tracks and ending with the rear section of the main cab (quickly detachable to allow access to the 'works'). With the manual a loose A4 sheet with half a page of corrections in German, English, French & Dutch. And also in the Set, a copy of the 1989, 12 page History of the Märklin Metall System – it is in German and an account of it was given in 4/50 & 5/98. The 6-figure PNs used for the parts are not those of similar METALLUS parts, nor do they seem to



match the 6-figure numbers used by Märklin from the late 1990s.

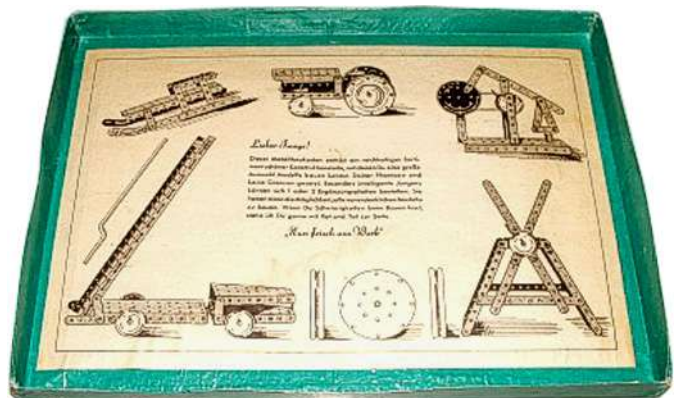
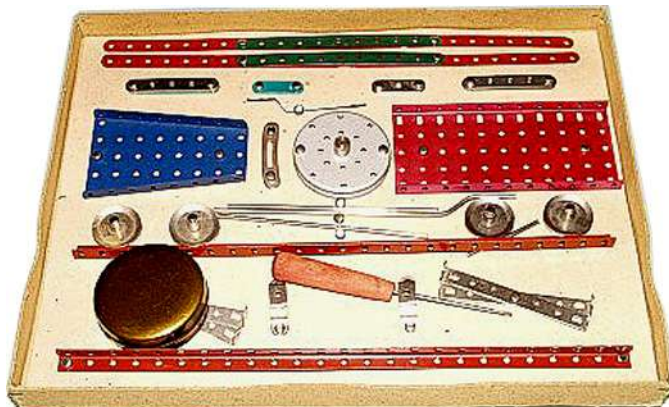
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MÄRKLIN: S3

Snippet – 'New' System: KNÖLL Little can be added to the Ebay pictures of this (presumably) German set. There is nothing to indicate the size of the parts but generally they have a MÄRKLIN look to them. There seems to be only a single Flanged Disc Pulley in the box but two would be needed for the Tractor on the inside of the lid, and some of the other models there need more Strips than look to be present. So was there another layer of parts originally? The box doesn't really look deep enough for one.



One or two points about the parts. The turquoise Strip in the 3rd row down looks 3h long but has no centre hole. The Curved Slotted Strip doesn't look long enough to be the usual 5h length. The A/G has no slotted holes; the type of hole in the flanges of the Plates can't be seen clearly. The smaller Pulleys are a little larger than the usual 2h Ø. The 2 parts near the Screwdriver are Double Bent Strips.



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KNÖLL: S1

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EDITORIAL Distribution of OSN pages by PDF seems to have gone well with no problems reported, and I'm glad to say that more than half OSN subscribers now use this method. So, if you were/are in two minds about it, give it a try, you can always revert to the printed version, and if you do your PDF sub will credited to you.

Several PDF subscribers have asked why the first 2 pages, 1452-3, of OSN 48 appeared last. I should have explained earlier that they would not be sent until the printed version was finalised. This to allow the printed & PDF versions to be the same, and to allow any late items to be included.

Shorter NOTES, with thanks to all contributors.

1. **MÄRKLIN's Early Days** Urs Flammer sent a copy of a pink flyer that he found in a MÄRKLIN manual. Its date isn't certain, the manual was dated 21.3 but the logo on the flyer, right, is thought not to have been used until 1922. Urs' son Patrik kindly translated the flyer for me. It is headed 'MÄRKLIN instead of MECCANO' and starts by saying that the construction sets our company is currently producing under the trade name MECCANO will from now on be available as Metallbaukasten MÄRKLIN, and that all parts in the MÄRKLIN sets are compatible with Meccano parts and can be used in combination. It goes on to say that MÄRKLIN sets will contain a larger and better selection of parts and that is the reason for the change of name, 'to distinguish them from the old MECCANO sets'. Finally that Märklin vouches for the quality & versatility of new sets and that they are a purely German product with all the parts produced by 'German hands' in Märklin factories. And that all aspects of the product are Märklin's property and are covered by patents etc.



MÄRKLIN: S4

[48/1452]

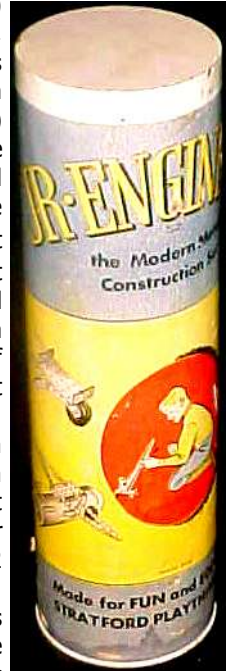
2. **Snippet. 'New' System: LA MECCANICA APPLICATA.** The manual below, said to be from the 1930s, was offered on Italian Ebay. As can be seen it carries a logo, 'MOGO'. I suppose it is for Set 4-5, and the model looks to be made from MECCANO-style parts.



LA MECCANICA APPLICATA: S1

[48/1452]

3. **Snippet. Another JR ENGINEER Set.** Unlike other known JR sets (see 43/1293 & earlier) this one is packed in a cannister (right), 9" high & 2½" Ø. The different parts which were shown with it are as those in the Special outfit (described in 33/976) but do not include the C/W Motor, the Disc, the Wheel Disc, the Perforated Plate, the Crank Handle, the Collar, & the 13mm Bolt. The Flanged Plate is not painted. One other part looks as if it might be a small gear wheel on a small diameter spindle: it could be part of a C/W motor, but it doesn't match any of the parts in the Motor in the Special set (see 33/976).



The quantities of the main parts shown were 1 Flanged Plate, 6 each of 5 & 12h Strips, 2 DAS, 2 Curved Strips, 4 at least of the A/B, 1 at least of each of the other 3 types of Bracket, 4 Road Wheels, 2 Axles, & a Screwdriver.

No manual was shown and the models on the cannister are not in either of the known manuals. The cannister itself was probably used in some of the models because it was said that 6 spots on it were marked 'punch here', and it could be seen that this had been done.

The maker of this set was Stratford Playthings Inc. and the 'indecipherable' name above 'Playthings Inc' of the front of the Special manual (see 43/1293) can now be seen to be 'Stratford'.

JR ENGINEER: S6

[48/1452]

4. **AMI-LAC Update** The firm's website, www.lacgiocattoli.it, now shows only 5 small sets with none of the basic outfits which were still on offer in 2007 (38/1151). The largest set is the 2000/1 with 219 parts to build any one of 5 vehicles, see 25/727.

Of the other sets, three, 107-109, were described in OSN 38, and the other, No. 106 with 127 parts, is for

another of the models that can be made from the 2000/1 outfit, the Scooter above. All 4 sets are packed in same type of plastic case shown right.

The same 3 models as in 2007 are shown as Novità but again with no indication as to whether there are sets for them.



AMI-LAC: S4

[48/1452]

Snippets. ZIG-ZAG. All that was known in the 20/572 note about this Swedish system was that there was a set AZ with TRIX-style parts, and a wooden dealer's cabinet. Now more can be gleaned from Tradera photos of four AZ sets, two smaller BZ sets, and a parts lot which are may be the contents of an AZ outfit.

The packaging of the AZ sets is identical and one is shown right with the parts in recesses in a wooden block. Non-TRIX-style parts are the Bush Wheel, bossed Pulleys, and the Crank Handle. And they seem genuine because they can be seen in the other sets & in the loose parts. The box was said to measure 26*13.3cm and scaling from that gives a hole pitch very near to TRIX's 7.8mm.

It is hard to be sure about the colour of the parts. Most could be 'nickel' with brass bosses, but the loose parts look dull grey, like TRIX perhaps, except that the Brackets look shiny, and the Pulleys are all brass (though they are nearly the same diameter as the Wheel Disc and therefore suspect).

The parts that can be seen in the various photos are as follows, with their possible quantities, mainly based on the loose parts, in curly brackets. Strips, 17,13,9,5h {4 of each}; DAS {4}; A/B {4}; D/B {3}; Narrow 2h high D/B {1}; Wheel Disc {4}; Bush Wheel {1}; bossed Pulley {2}; Washer, large {2?4}; Washer, small; Screwed Rods, $\approx 2\frac{1}{2}$ & $5\frac{1}{2}$ cm {2, 4?}; Rod $\approx 5\frac{1}{2}$ cm {2? if any}; Crank Handle ≈ 9 cm o/a {1}; Hook {1}; cheeseheaded Bolt; hex Nut; Span'driver {1}.

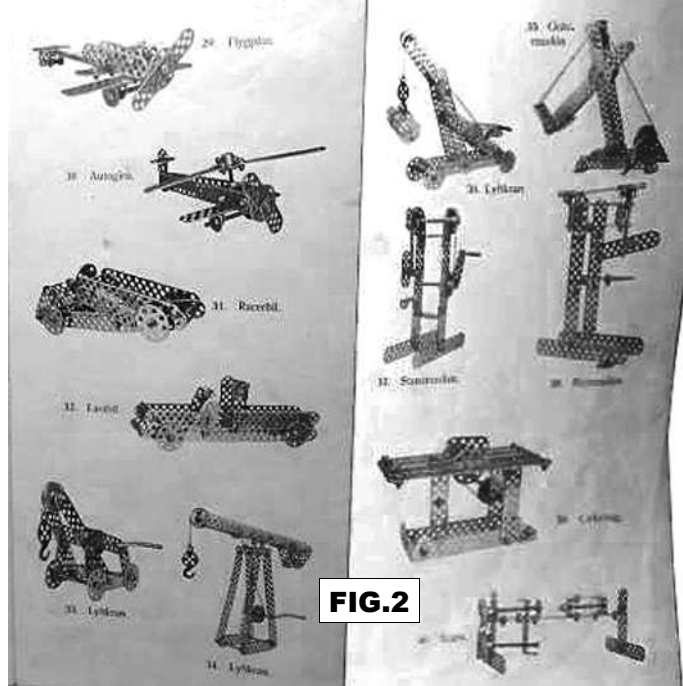
The Model Leaflet is one sheet folded to give 4 panels. The front is shown in Fig.1, and 2 panels from the underside in Fig.2. Text on the panel adjacent to the front says that all the models in the leaflet can be made with the set, and to start with the simpler ones, etc.

The BZ set has the same style of packaging as the AZ but the box is smaller, 22*9½cm, with only 9 recesses for the parts. It has none of the non-TRIX parts, but all the other major parts can be seen except the 17h Strip and the Narrow D/B. The front of the Model Leaflet is similar in style to the AZ version; the models on it are a Bicycle and a 4-bladed Fan.

FIG.1



FIG.2



OSN 49/1489

ZIG-ZAG: S1

MÄRKLIN's Early Days Following the note about the change of name from MECCANO to MÄRKLIN in 48/1452, Clive Weston kindly sent 3 related scans. These also add to the general account of the Meccano/Märklin story in 47/1447.

The first is a pink price list pasted into the last, 1918, Meccano/Märklin manual. It is for 'Metall-Baukasten MÄRKLIN' and gives prices effective from 1st August 1919. It lists Sets 0-6 & 0A-5A in cardboard boxes, and 5H, 6H, 4AH, & 5AH in wooden boxes. Also Sets 201 & 202 (Spring Motors for Sets 0-3 & 4-6 respectively); 300 (Lifting Electromagnet); 301 (Electric Motor); 302 (Magnet, Motor, & Light); 301A a linking set; 401 & 402 (Steam Engines, small & large). The 300 series were all described as high voltage.

Next the newspaper ad right, from Nov. 1919. It features the 'Märklin boy' with a large Crane which was in the early (and all pre-WW2) manuals. It included many of the new MÄRKLIN parts which had been introduced. MECCANO is still mentioned, though in very small letters under MÄRKLIN METALLBAUKASTEN, to no doubt attract/

retain the interest of 'Meccano boys'. The logo is probably unusual and isn't listed on a Märklin enthusiast's website.

The third scan is of an inside cover of the 1918 manual. Printed in a box on it is an announcement which I translate as saying that MECCANO is a completely German product. And that the name MECCANO, the design and manufacture of the parts, and the presentation of the sets are protected from imitation by patents & registered designs. No doubt that when this manual first appeared towards the end of the war it was thought necessary to dispel any lingering thoughts that MECCANO was in any way British.

Clive added that Meccano finally regained the use of their name in Germany from a court judgement, Meccano Ltd. v. Märklin Brothers & Co., Case No.341, at the Anglo-German Mixed Arbitral Tribunal of 6th November 1928. Märklin were found to be in breach of the treaty of Versailles in not returning the use of the Trademark to Meccano. Meccano wasted little time in reopening a German office, but it had faded away again by 1933/1934.

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MÄRKLIN: S5