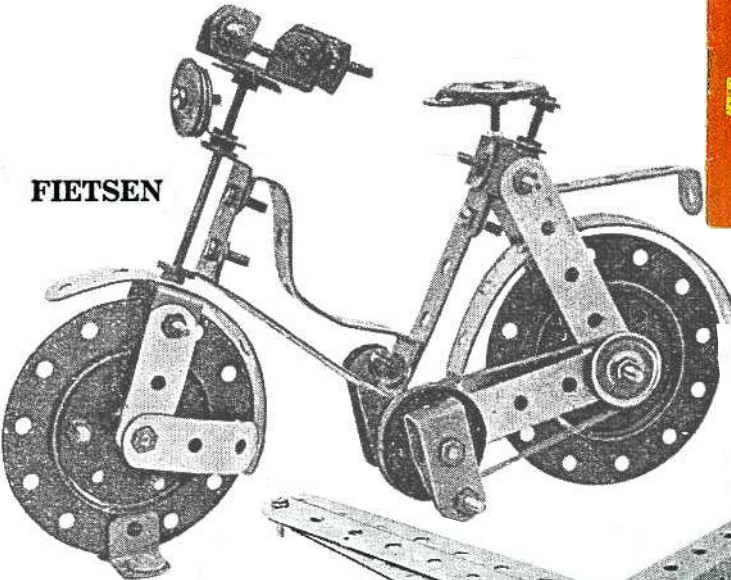


A Different STRICON Manual Harry Mariën kindly sent a photocopy of a No.3 manual for this post-WW2 Dutch system (see 10/256 & 11/275). Compared with the previous No.3 in OSN 10 the contents of the outfit are the same but many new small models have been added, and some of the larger & less attractive ones dropped. One noticeable change is that for improved appearance more of the models use curved Strips & Plates.

The manual has 28 pages plus covers, of the same size as before. The front cover, right, is much more attractive though

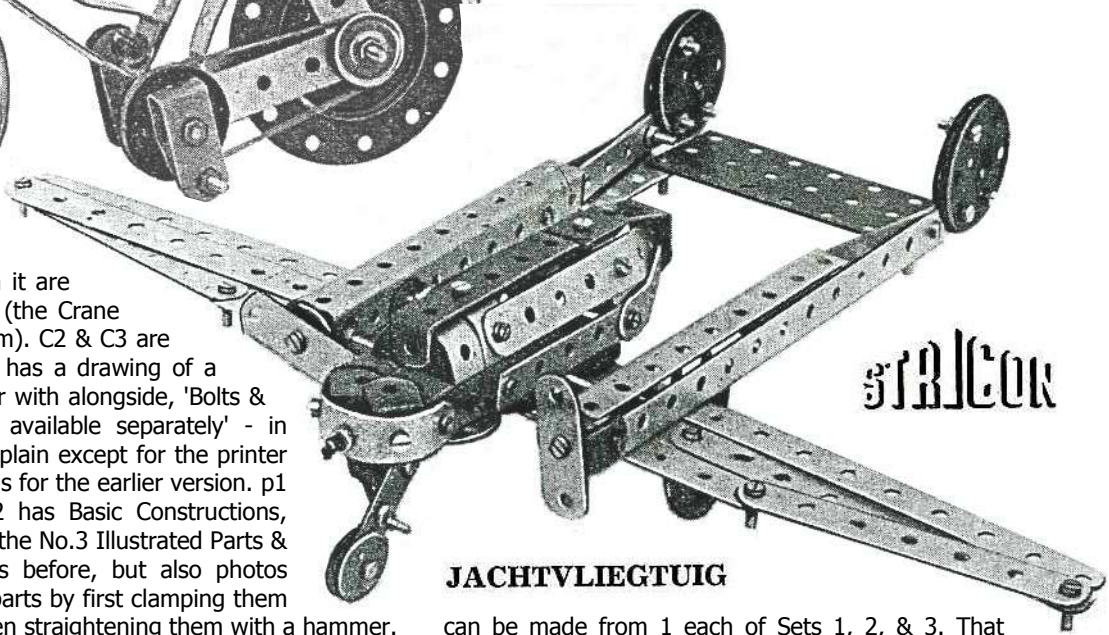


none of the models on it are actually in the manual (the Crane is similar to one of them). C2 & C3 are plain except that each has a drawing of a Bolt, Nut, & Span'driver with alongside, 'Bolts & Nuts + 1 Span'driver available separately' - in Dutch of course. C4 is plain except for the printer - Mercur, Hilversum, as for the earlier version. p1 is the title page & p2 has Basic Constructions, both as before. p3 has the No.3 Illustrated Parts & Set Contents, again as before, but also photos showing how to bend parts by first clamping them between Strips, and then straightening them with a hammer.

All the other pages have models, 27 in all, from VERKEERS+VLEGTUIG (Twin-engined Monoplane) on p4 to LOCOMOTIEF MET TENDER on pp26-28. Their presentation is as in the earlier edition, and in all they are a good selection including Vehicles, Boats, Machine Tools, 3 Bicycles & a Tandem, Cranes



& Bridges. The 5*3h Flanged Plate, not seen in any of the earlier No.3 models, is used in several of the new ones. Only 8 of the models were in the OSN 10 manual, and 18



JACHTVLEGTUIG

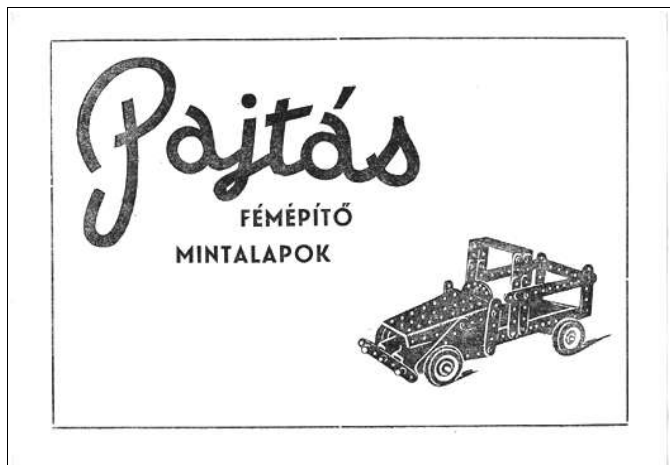
can be made from 1 each of Sets 1, 2, & 3. That compares with 11 out of 19 models before. The only large models retained are a Low Loader (7 sets in all), the Railway Carriage (12 sets), & the Loco with Tender (12 sets). Above two of the new models that took my eye, a Ladies Bicycle & Fighter Plane, both shown at their original size.

OSN 38/1145

STRICON: S1

A PAJTÁS Manual PAJTÁS (= pal or chum) is Hungarian and MCS includes details of an electrical outfit. It is said to date from the early 1960s, and was made in Kecskemét (a town some 75km SW of Budapest) by a company called Finommechanikai-Vállalat. Now to hand, thanks to Jim Gamble, the instructions for a conventional PAJTÁS set, with a PR which includes '66'. That the two sets are connected can be seen from the identical form of the name used for both (as on the manual cover right), from the look of parts common to both, & because the manuals for both were printed in Kecskemét. No company name is given in the present manual though.

The manual is for Sets I & II and consists of 5 loose sheets, 249*174mm, inside folded-over covers. C1: FÉMÉPÍTŐ probably means Metal Builder and MINTALAPOK, Model Sheets. C2: an unsigned Introduction. ppI/1 to I/4 are the 4 sides of the first two sheets and have 26 models from Villa (= Fork) to Székér (Farm Cart). ppII/1 to II/6 are the remaining 6 sides



and their 37 models go from Fúrógép (Drilling Machine) to

OSN 38/1145

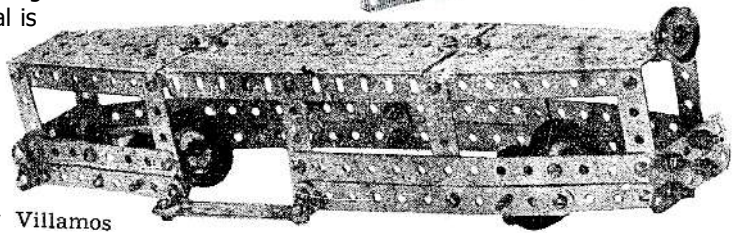
PAJTÁS: S1

Emelőcsőrő (Hoist). C3 has 7 more models from Korlát (Parallel Bars) to Allóhinta (Swing). The set needed for them isn't stated but they could probably be made with Set I except for one which has 'II' after its name. C4 is blank except for the PR: 66. 17 Bács-Kiskun megyei Nyomda V. Kecskemét (Bács-Kiskun megyei = Bács-Kiskun county; Nyomda = printing house). There is a halftone for each model, quite large and clear for the smaller ones but too small and murky to see all the detail in the others. The 2 models opposite are actual size and show about as much detail as the originals. They and the Lorry on the cover are among the more advanced models and some for Set I are very simple.

The parts are conventional and are quite unlike those in the other Hungarian systems that are known from around the 1950s—60s. They are usually aluminium, often with 4 or 8 holes overall (see 20/583), and often include a 6h long Flanged Sector Plate. There is no indication of which metal is used in PAJTÁS. The following parts can be seen in the models (the '2' after some parts indicates that they are only used in Set II models): Strips 2,3,4²,5,7,11h long; 1*3*1h & 1*5*1h long DAS; an A/B; possibly a D/B² & a 1*2h A/B²; a 5*11h MÄRKLIN-style Flanged Plate; an 8h long Flanged Sector Plate² with round holes in the flanges; a 4h high Triangular Plate² as in the Windmill, but it is only

used in this one model; 2h Ø Pulleys, probably Fast & Loose, & a Tyre for them; an 8h Bush Wheel; a Collar; at least 2 Axles & a Crank Handle²; at least 2 Screwed Rods; a roundheaded Bolt and hexagonal Nut. The only major part not in Set I is the Flanged Sector Plate, and in general Set II just has appreciably more of the Set I parts, two of the 5*11h Flanged Plates for example.

Szélmalom



Villamos

PAJTÁS: S2

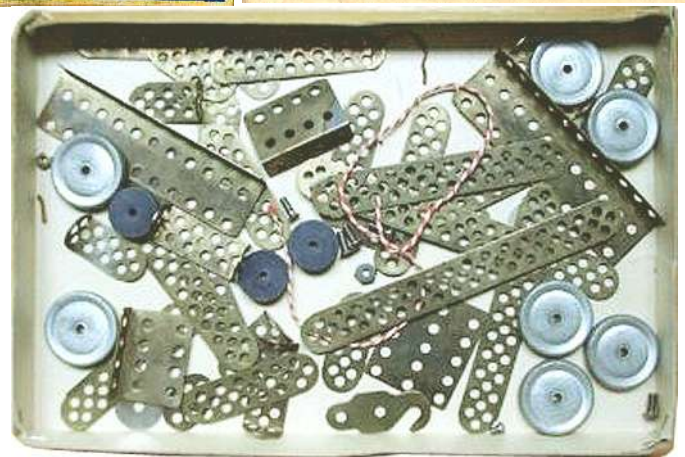
OSN 38/1146

KONSTRUKTÖREN Notes on the parts of this Swedish system shown in some pages from a N:o 10 manual, were given in 20/572, and apart from a few fairly minor changes they looked similar to those in TRIX Units A-C. Now courtesy Staffan Kjellin, and taken from his website, <http://www.vingaker.com/meccano/>, photos of, and notes on, a No.2 set with some unusual non-TRIX style parts.



The lid and the manual cover are shown top right and from Staffan's notes: Sets 1, 2 & 3 are known; the manual was printed in Värnamo (in southern Sweden), possibly in 1944; some parts are identical to TRIX but some are unique, and the Wheel & Pulley are wooden.

The following parts can be identified in the open box right or, asterisked, in another similar No.2 Set seen on Ebay. **Strips** with 5,7,9,13,17 centre line holes. An **A/B**. A 1½*3½h **A/B**. A **DAS** from a 7h Strip with 1½h lugs. A **Plate** 3*5h long with the 3h pitch twice the standard. 1*2h **A/Gs**, 4h & 11h long, made from those lengths of 'Plates'. A silver (or light blue) **Wheel** of about 4h Ø. A dark blue **Pulley**. A **Disc** of perhaps 18mm Ø. A possible 4h **Wheel Disc*** but only 2 edge holes of it can be seen. A flat-sided **Hook** with only one centre hole. A roundheaded **Bolt** & hexagonal **Nut**. A **Spanner*** with no holes in its shank. A **Screwed Rod*** about 6cm long. Red & White twisted **Cord**.



The **No.2** seen on Ebay has the same lid & manual cover as Staffan's except that their backgrounds are white. The parts are similar but the Wheels are definitely blue (and it can be seen that their undersides are flat). But I can't spot the DAS or the 1½*3½h A/B, and the Cord is thinner & white.

POSTSCRIPT Since the above was written a **No.3 Set** has been seen on Ebay. It has a wooden box with the sliding lid right, and the parts fit into recesses cut into the box's quite deep wooden base. In the Ebay photo the lid hides many of the parts but the different types that can be seen, including the Hook, the 3*5h Plate, & the 11h A/G, all match those in the No.2. The Wheels though look black. No Pulleys or 4h A/Gs are visible but there would be room for them in the area hidden by the lid. The manual cover is as the 'white' No.2.



KONSTRUKTÖREN: S1

OSN 38/1146

A PAJTÁS SET A manual from this, probably 1960s, Hungarian system was described in 38/1145. In it the Flanged Plate looked like MÄRKLIN but the parts in the set to hand are not steel, the hole pitch is not 12.7mm, & the thread is not $\frac{5}{32}$ " BSW.

The Set is not complete but most of the main parts are present, and all of the inside sheets of the OSN 38 manual, but not their outer wrapper. There is no indication of its Set's size but from the contents it is almost certainly the larger No.2.

The only indication of the maker is the orange logo on the lid (Fig.1): Kecskemét is the town mentioned in OSN 38 and 'BFV' perhaps the company's initials, with possibly the FV standing for Finommechanikai-Vállalat, again see OSN 38.

The PARTS The different parts can be seen in the photo below (Fig.2). All, except the rod parts & the N&B, are a fairly soft, shiny aluminium alloy, mostly about 1mm thick. The holes are 4.2mm \varnothing at 13.0mm pitch, except only 12.8mm in the 5*11h Flanged Plate & 12.5mm in the 2h Strip. The only slotted holes, 6.8mm long, are in the Flanged Plate. The thread is M4. The bosses have recessed peening and are single-tapped. They, and the Collar, are 12.1mm \varnothing with a bore of 4.1mm.

Apart from the variations in pitch & burr on the ends of some of the Bolts, the parts are accurately & cleanly made, except that one end of many of the parts are quite rough (as can just be seen in the photo).

The various parts are listed below with comments as necessary & the actual quantities in the Set in curly brackets.

- **Strips**, 2,3,4,5,7,11h, 13.0mm wide. {6,2,2,8,3,7}
- **DAS** {2}
- **A/B**, typically 13.8*13.9mm o/a. {5}
- **Reversed A/B**. {4}
- **Plates**. • **Flanged** 5*11h; • **Flanged Sector** with only 3 holes across its bottom row; • **Triangular**, only 4h high {2,2,4}
- **Pulleys**, **Fast & Loose**, 24.0mm \varnothing , with bosses 13 & 6mm long. {4,2}
- **Rubber Ring**, 37½mm o.d. & 6¾mm wide when fitted to the Pulleys. {3}
- **Bush Wheel**, 37.0mm \varnothing . {2}
- **Axles**, 50, 90mm long, & • **Crank Handle**, 116mm long o/a. All steel, 4.0mm \varnothing . {1,1,1}
- **Collar**, 6.8mm long. {1}
- **N&B**, nickelled steel. • **Nut**, hexagonal, pressed, 6.8mm A/F, 3.2mm thick. {26}
- **Bolt**, roundheaded, 6.6-6.8mm \varnothing , 12½mm u/h {27}
- There were also 2 each of plain steel cheeseheaded Bolts, 6.2mm \varnothing , & 11¾, 5¾mm u/h. Foreigners probably but the shorter ones were in bosses, perhaps because one of the nickelled Bolts would have protruded outside the Pulley.

• **Other parts** As found the Set did not contain the 1*3*1h DAS, D/B, 1*2h A/B, & Screwed Rods that were mentioned in OSN 38 as possible parts used in the manual models. Looking at the models again, alternative parts could have easily been used in most but not all of them. For example the 5h DAS could replace the 3h in the Twin Arc Lights (Fig.3), but considerable changes would have been needed to replace the Screwed Rods in the Drying Rack (Fig.4).

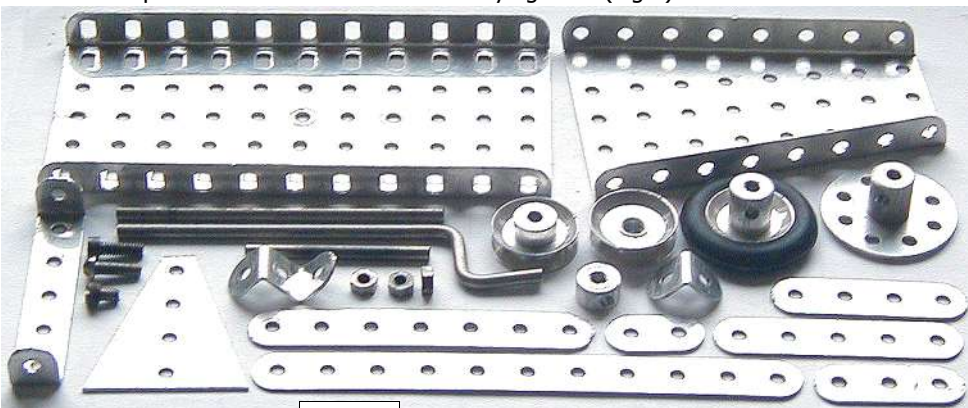


FIG.2



FIG.1

A Google search yielded 2 other PAJTÁS sets on an Hungarian auction site, www.vatera.hu, both incomplete but in the same box as the present one. Neither contained any of the 'extra' parts above but both had a Double Bent Strip, and one a 2h high D/B. The bosses in one set were only about 9mm \varnothing .

The SET The box, 21½*31*2½cm, is red with a label (Fig.1) which

Szárítóállvány

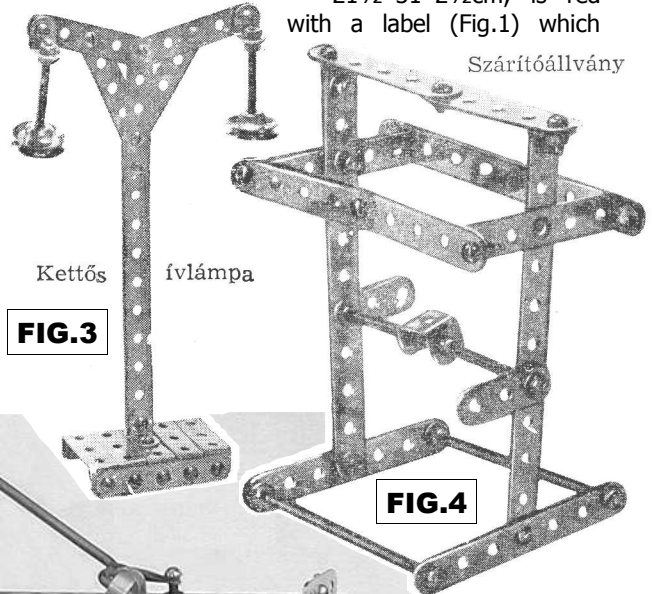


FIG.3

FIG.4

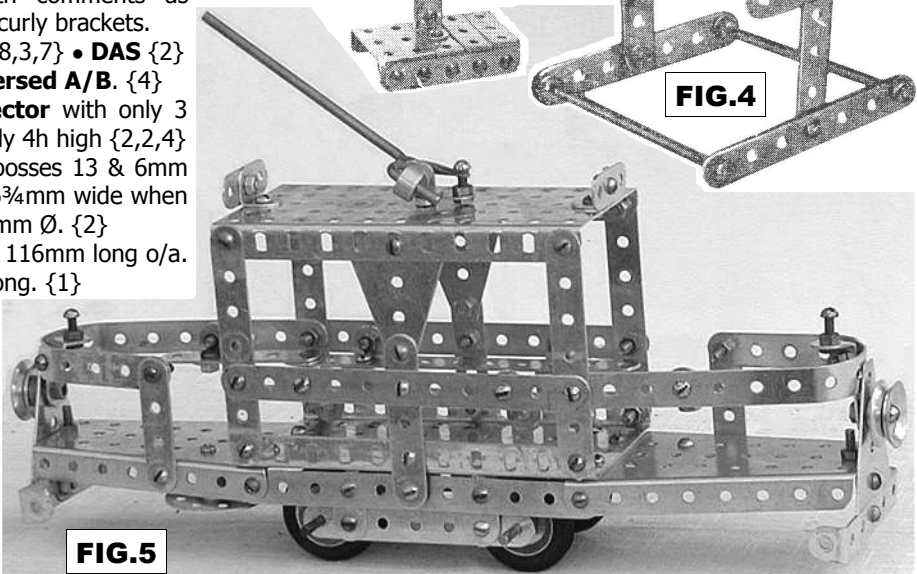


FIG.5

covers the lid. The inside is white with red-capped partitioning to give 4 rows of 3,3,5,2 bays.

The manual cover in one of the Vatera sets is identical to the one in OSN 38, but in the other it has a circle in the bottom left corner. It is blank but could have housed a set number.

USING the PARTS I started to make the Tram shown in OSN 38 but, using all the parts in the Set, plus a few substitutes for those obviously missing, & some extra N&B, it ended up as the Seaside Tram above. A few holes had to be opened out a little to compensate for the variation in the hole pitch, but apart from that, & filing the burr off the ends of some Bolts, the only problem was the inconvenience of the over long Bolts in corners.

Roundabout (Fig.11) again gear-driven, a 32cm diameter Big Wheel, and the Eiffel Tower (Fig.10) which could be built with 5 of the 30-Clamp outfits if the cross bracing Rods in the upper tower (S-shaped!) were replaced by cord (as in the lower levels). All the models illustrated are their original size except Figs.11,12,14 at 50%, and without their extra views.

USING The PARTS Below the method suggested in the Manual to make a fast pulley. The wall thickness of the Box Spanner makes it difficult to keep the Wheels tight together. The assembly looks a little neater if only 1 or 2 of the 30mm Wheels are used because then a 20mm locking Rod can be used. Loose pulleys are as the top in Fig.7 with just one Clamp on the axle at either side.

I made one or two of the simple models, then the Try-Your Strength Machine, and then the Howitzer & Limber. The Clamps held the Rods firmly and structures were adequately rigid. The Set Screw's tip is slightly rounded and this allows cross Rods to pivot slightly within the Clamp's sides but this would only be a (minor) problem if the Rod's other end was free. It would have been better though if the end of the set screw had been concave. The Box Spanner turned by hand was adequate for most joints but a Rod as a tommy bar could be put through the transverse hole if necessary. This isn't suggested in the Manual and could have led to the 9 Clamps with stripped set screws found in the No.1 Set. (They were replaced by 5 BA screws – they were a tight fit and could only be used because the Clamps' tappings were on the loose side.) Inevitably the Box Spanner couldn't be used in some tight corners and a normal spanner proved essential in such cases.

One problem was that to attach, say, a cross member, both its ends had to be engaged in the Clamp before either could be tightened. This wasn't difficult for the simple models but in tight corners in the Howitzer, or where parts had to be sprung apart, as in the uprights of the 'Machine', one wished for a second set of hands. The other problem was that the only way of creating a bearing was to use the centre hole of a Wheel which had been clamped to a suitable Rod (as in Fig.2). This looked very clumsy in small models and for the Howitzer it would have been impossible for the hinged frame which

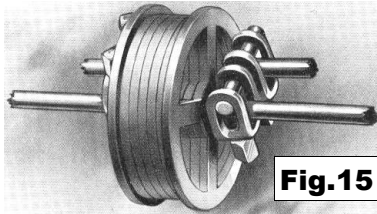


Fig.15

elevates the barrel. The only alternative was to only partially tighten the Clamp through which the axle passed. But then said Clamp would often be free to move sideways and collars either side of it would be needed. These are made from a Clamp with a 20mm Rod through it (as outside the Howitzer's Wheels) and said Rod, besides looking rather ungainly, can be difficult to fit into the space available. A 10mm Rod would have helped, or better still, a longer Set Screw to avoid the need for a Rod at all. This problem was overcome in the Howitzer but only by using numerous non-MOBILO washers to form spacers.

The Try-Your-Strength Machine wasn't a great success as the top was too heavy to rise more than a few millimetres.

Ignoring their drawbacks, the models made were thought attractive looking, partly due to their delicate air, partly to the still very shiny nickel finish of the parts.

POSTSCRIPT Jean-Pierre has kindly sent details of an unusual set which he obtained recently. The lid below shows that it was a prize in a competition sponsored by Le Petit Marseillais, a newspaper in the south of France. J-P explained that between 1907 & 1939 numerous local/regional newspapers issued 'school' exercise books of 'homework' for children to complete during the long summer holidays, and some, as an incentive, awarded prizes for the best efforts at the end of the holidays.

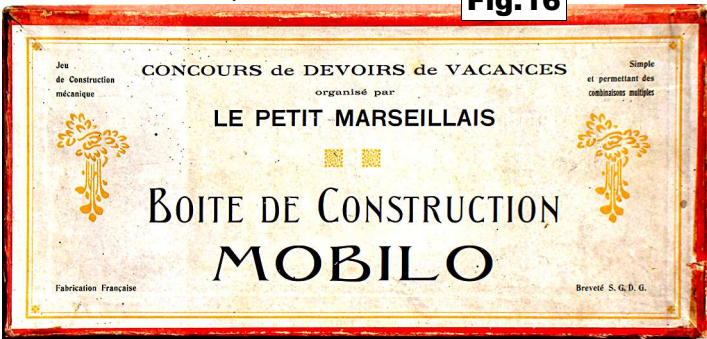


Fig.16

Apart from the lid and the box being red instead of blue, the set is the 22-Clamp outfit already described. The manual too is the same except that the leaf with pp47/48 has been removed as well as pp5/6. This no doubt because p48 gives details of the 'standard' competition with 10 prizes, and might have caused confusion. The stickers giving the set contents and the prices of spare parts are as before.

OSN 47/1431

MOBILO: S4



Fig.1

Another PAJTÁS Set Jean-Pierre Guibert kindly sent details of his set, thought to be complete or very nearly so. It is basically the same as my example described in 46/1397 but with a few differences.

The Parts Of the parts in the OSN 46 set J-P's has 4 DAS, 6 A/B, 8x 11h Strips, 2x 90mm Axles. 2 Collars, 38 Nuts, 22 CH plus 8 RH Bolts (both are 9mm u/h, the CH is 6.9mm Ø), and



Fig.2

9cm Screwed Rod

18x 8.8mm Ø nickelled Washers (there were actually 2 in my set, but were inadvertently not mentioned).

Parts not in the earlier set are, except for a 5cm Screwed Rod, shown left. In the Set were: a Screwdriver, & a 3mm Ø Drift, both steel, 1 each of the Double Bent Strip & 2h high D/B, & of 5 & 9cm Screwed Rods. 2 each of said Rods are needed in the manual models, as for example in 46/Fig.4.

Other differences. The hole pitch is exactly 12.85mm; bosses, at 11.5mm Ø, are smaller; and Strips are 12.5mm wide against 13.0.

The Box is identical to mine except for some differences to the lid label (Fig.1). It has 2 boys instead of a boy & a girl, the models on the table are the same but are seen from a different viewpoint, and the BFV logo is much smaller. Not noticed at the time, one of the Vatera sets mentioned in OSN 46 had the same 2 boy lid except that it had the larger logo.

The Manual As before (see 38/1145) it consists of 6 sheets inside a wrapper, and all are identical except that the PR on the back of the wrapper starts with '65 3846' (though the first figure is blurry and may not be correct) instead of '66. 17'.

OSN 47/1431

PÁJTÁS: S4