

**SUMMARY OF MANUAL.** #Name: TRANC MADERA. #Details of maker: Juguetes TRANC, Provenza, 173, BARCELONA. #Dates &/or Ref Nos: 194X (date on registration form, X to be filled in. #Page size: 250x193mm ddep. #No of pages: 20 inc covers, all unnumbered. #Language: Spanish. #Printing: Photos of models. #Page Nos of Parts List/Set Contents & highest PN: 4,10000. #Sets covered: #1. #No of models: 19. #Name, Model No, Page No of first & last model: [no names so suitable English ones given] Cross,1,6; Monoplane,19,16. #Other notes: Details from photocopy.

**EXTRA PAGES FOR MCS:** TRANC MADERA: X1.1,2,4/6,5. [2 Sheets]

**AMENDMENTS TO INDEX IN OSN 6:** NAME: TRANC MADERA. TYPE: MP. CY: SP. THREAD: SPCE: 35a. dST: DAXL: 8.0.

**TECC 1992-93.** The Sets 1-5 introduced in late 1991 were described in OSN 6/114. Now Gaston Marette and Brian Rowe have sent some details of a new #6 Set. The box lid shows a Low Loader (some 60cm long) carrying a Mobile Crane, with a Bulldozer in the foreground. The Set is made by MERKUR and contains enough parts (in standard colours) to make all three models at the same time. So it's quite large with about 400 N&B, over 110 Strips, 12 A/G, 14 Tyres, 6 Gears including a Worm and a Bevel, etc. Some 440 parts in all excluding N&B and Washers. The lorry has steering but otherwise the models look fairly simple mechanically, several of those gears are used as ratchet wheels I suspect. Gaston added that he doubted whether the gears would stand continuous running. There is no motor but there are 2 Universals, but I don't know what they're used for.

Apart from the 3 on the cover, the manual contains 10 other models including several small ones and, to quote Gaston, " a good F1 Racing Car, a good Farm Tractor and a very good Dump Truck." The set weighs 5.6kg, twice the weight of the #5, and costs 99 Guilders/1980 Belgian Francs, something over £30. A new MCS Sheet has been prepared which includes a view of the 3 main models, the Set Contents, and details of the parts not in the #5 Set. There are well over 20 of the latter but all are standard MERKUR parts, though not all of them are in MCS as yet. They are included in the largest of the current MERKUR sets, the #340, of which more in the next Issue.

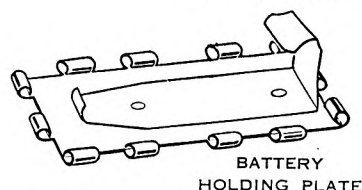
As well as the #6 the TECC No.5 Set is still available but it is not known whether the Sets 1-4, made up from (East) German CONSTRUCTION parts are continued.

**EXTRA PAGES FOR MCS:** TECC: X2.2a/5a,3a/4b/6,7a. [2 Sheets]

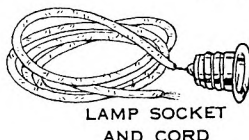
**AMENDMENTS TO MCS, Page 1:** NAME: Replace #5 by #5-6. SETS: Replace #5 by #5,6. PARTS: Replace 86 by 112. PERIOD: Replace 1992 by 1993. COMMENTS: Add: Set 6 was introduced for Xmas 1992, details are given on pp 2a/5a and 3a/4b/6a. MATERIAL SUPPLIED BY: Add: Gaston Marette, Brian Rowe.

**STANLITE PARTS.** Ed Barclay has sent a page which probably came from a STANLO manual. On one side is HOW TO BUILD WITH STANLO, identical to p7 in MCS; on the other are some of the parts shown on the MCS p4 but they have been rearranged to make room for the lighting parts shown below (x.7). The Price List alongside is similar to the one in MCS plus the STANLITE parts of course, but there is no mention of the Hub Pulley or Tire. The NOTE is not in the MCS version either and I wonder if it is simply to avoid the customer ending up with parts that don't match, or whether there were slight variations in the design of some of the parts and the different versions were different colours. The Wheel or Wiring Clip is not in the Price List but it is in one for the Motor Unit, p7b of MCS/FB.

## STANLITE PARTS



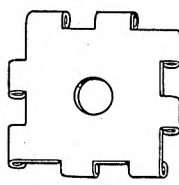
BATTERY  
HOLDING PLATE



LAMP SOCKET  
AND CORD



WHEEL OR  
WIRING CLIP



LAMP  
SOCKET PLATE



LAMP  
SOCKET BRACKET

## PRICE LIST OF SEPARATE PARTS

1. Send money order or stamps to STANLO, New Britain, Conn., U. S. A.
2. Add 10c. for postage on all orders amounting to less than 35c.
3. Prices  
(All plates in bundles of 8)  
Plates Nos. 1-2-3-7-8-11-13.....35c. per bundle  
" " 15-17-20-21.....30c. " "  
" " 5-6-10-12-22-23  
25-26-27.....25c. " "

NOTE: It is necessary that you specify color which must be the color of the same piece in your set.

Pulleys and wheels.....5c. each  
Lamp socket plates (Stanlite).....5c. "  
Lamp socket brackets (Stanlite) 2 for 15c.  
Lamp sockets with cord (Stanlite)....15c. "  
Battery holding plate (Stanlite).....20c. "  
Wire rods—bundle of 110 assorted  
per bundle 25c.  
Stanlo Instruction Books.....10c. "

And he has spotted another link between Stanley and Morecraft. The friction drive unit of the MORECRAFT Variable Speed Motor (11/290), looks identical to that in the STANLO Universal Motor shown in MCS (p7a,b of /FB). It runs in STANLO Plates rather than in MORECRAFT Flanged Plates and its 110v motor is totally enclosed. Parts for the STANLO Motor Unit could be bought separately and

the driven unit is described as a 'Leather Disc and Pulley'. Finally: 'That Aeroscope AMB model [11/300] must use very strong cord; there's no counterweight.'

**CORRECTION** In the last line of the SUMMARY OF MANUAL in 7/153, EC21 should read EC23. My thanks to David Hobson for pointing this out.

**TRIX MADE IN THE U.S.A.** Kendrick Bisset kindly sent details of an X-ACTO TRIX Abridged Engineering Manual, which with a few changes is identical to the UK version summarised at the end. The front cover still has Printed in England on it and the only change is to the top banner:

## x-acto TRIX system

The back cover has an ad for X-ACTO hobby knives instead of Trix bicycle accessories, but as well lists all the Units and Sets available under the heading,

### Now made in the U.S.A.

and with the slogan, START ENGINEERING WITH A CAPITAL OF FIFTY CENTS - BUY AS YOU SAVE - ALWAYS COMPLETE YET NEVER FINISHED. At the bottom of the page: X-ACTO CRESCENT PRODUCTS CO., INC., 440 FOURTH AVENUE, NEW YORK, 16, N.W.

3 Sets are listed, • #702, Elementrix, Units A and B in display cardboard box (\$1.25), • #703, Units A,B,C,D,F in fitted wooden chest (\$3.95), • #704, Presentation Set in large fitted wooden chest. Contains 2 Units each A,B,D; 1 Unit C,F,G; Trix Motor and large engineering manual. (\$10.95). Kendrick wrote that he had seen a TRIX Set in a wooden cabinet belonging to George Wetzell, which has the X-ACTO name on decals both on the front and inside.

Units A - D, F and G are listed as 'Refills' and cost between \$0.50 for the A and B, and \$1.25 for G. A note underneath says 'An Electrical Unit E to come'.

Inside the only change is the deletion of references to the Trix Information Bureau. No change has been made to the

page giving details of Unit E, and 'Lorry' is still used in the title of two models despite being an unusual word in America.

There's nothing in the Manual to indicate its age, not even a print code on the back cover as in the UK version. The only possible clue is that Unit E wasn't yet available, but that may have been because production of the parts hadn't yet started in the U.S.

**SUMMARY OF MANUAL.** #Name: TRIX Abridged Engineering Manual. #Details of maker: only the address of the TRIX Information Bureau is given: 11 Old Burlington St., W.1 (the original address, 21 Regent Street, London, W.1, has been blocked out). #Dates &/or Ref Nos: T.L. IV R.P.495100/25 on back cover. #Page size: 215x140mm deep. #No of pages: 48 inc covers. #Language: English. #Printing: B&W with photos of models white on black. #Page Nos. of Parts List & highest PN: 3,W16 (for Units A,B); 27,V35 (for Units C,D). #Page No. of Set Contents & highest PN: 27,V35 (Units C,D only). #Sets covered: Elementrix (Units A+B), but later models need extra Units. #No. of models: 40 +10 needing extra Units. #Name, Model No, Page No of first & last model: 90° ANGLE,1,6; REVOLUTION COUNTER,44,19 (for A+B). STAMPING MILL,21; FUNICULAR RAILWAY, 38 (for more Units). #Other notes: pictures and brief details of 4 larger models are given at the end.



**EXTRA MCS SHEETS** The Sheets listed below are available at 15p per Sheet plus postage. That makes £6.45 + post for all 43 Sheets.

MCS Amendments, List No.2 [1 Sheet]  
AJUSTO: X1.2/4,4a,5,7 [2 Sheets]  
BUILDER BOY: X1.1,2,3/4/6,5 [2 Sheets]  
COZZONE: X1.1,7 [1 Sheet]  
ÉCÉPÉ: X1.1,2,4 [2 Sheets]  
JUNIOR MECHANIC: X1.1,3/4/6,4a,5 [2 Sheets]  
KINEMA: X1.1,2,3/4,3/4a/5,5a [3 Sheets]  
LITTLE GENIUS: X1.1,2,3/4/6,4a,5,a [3 Sheets]

MABA: X1.1,2,4,5 [2 Sheets]  
MÉCANIC [2]: X1.3a/4a - d,7 [3 Sheets]  
MEK-STRUCT: X1.1,2,3/6,4,a,5,7 [4 Sheets]  
METAL BUILDER: X1.1,2,3/4/6,5 [2 Sheets]  
METEOR: X1.1,2,3/4 - c,5,6,a,7 [5 Sheets]  
METEOR ELEKTRO: X1.1,5,a,7 [2 Sheets]  
MODELIT (PHASE 2): X1.1,2,3,4,5,a,6,7 [4 Sheets]  
The EMPIRE EDUCATIONAL KIT: X1.3/4/6,3a [1 Sheet]  
THE ENGINEER: X1.1,2,3/4,4a,5 [3 Sheets]  
TUPO: X1.1,2 [1 Sheet]

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Your credit balance after deduction for this Issue and

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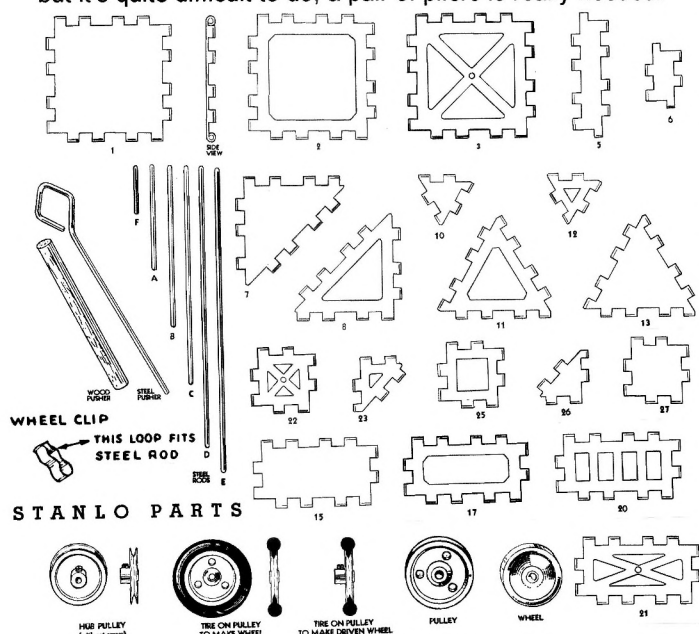
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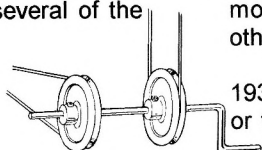


**STANLO 1933 to 1937** This account is based on a 1937 STANLO No.1300 outfit, lent to me by David Hobson, some parts that were with a ©1933 manual, and other manuals ©1934 & 1936. Thanks are due to David, and to Bill Harrison & Richard Symonds for their contributions. All dates below are these copyright dates. STANLO first appeared in 1933 and continued until after WW2, 1948 is the date given in MCS. There were a good range of parts, though only half as many as in ASSEMBLO (see 15/420), but from early on STANLO included Lighting Parts in some sets, and also 2 mains Motors.

**The PARTS** All the basic structural parts, and nearly all the others, were introduced in 1933. The side of the largest **Square Plate** measures 73.0mm (2<sup>7</sup>/<sub>8</sub>" ) between the centres of the joining Rods, and about 77.3mm o/a. The **Rods** are in 6 lengths, 30,64,100,136,171,218mm, with ends slightly tapered in many cases. Most seen are 2.95mm Ø but quite a few are 2.99mm. The i.d. of the edge loops is between 3.1 & 3.2mm but, except on the smallest parts, one on each side is partially cut through to give a short length (called a 'friction loop') which is nipped in slightly – however, particularly on the later parts, the nip is often not enough to actually grip a Rod. The Instructions suggest closing up the loop if necessary, by pushing it down with the Wire Pusher, but it's quite difficult to do, a pair of pliers is really needed.



Above the 3 circular parts. The **Wheel** (on the right) is 31.8mm (1<sup>1</sup>/<sub>4</sub>" ) Ø, a steel pressing with a brass tubular boss, bore 3.0mm, as in the sketch left. The steel **Loose Pulley** is 35<sup>1</sup>/<sub>2</sub>mm o.d., with both discs well belled at the centre, and peened through at 3 points, leaving holes large enough to take a Rod. The **Fast Pulley** is 34mm o.d. with steel discs joined by a <sup>5</sup>/<sub>16</sub>" Ø brass bush with deep conical peening. The boss is single-tapped 6-32 and the Set Screw is steel, 4mm u/h, with a rather flat RH, 5.5mm Ø. A fat black rubber ring style **Tire** is shown fitted to either Pulley, and the ones to hand, hard with age, are 52mm o.d. Loose wheels are retained on the Rods by **Wheel Clips**, of blued steel, 12mm long & 3mm deep. All these parts date from 1933 except the Fast Pulley & Tire, which were not in the Illustrated Parts of either the 1933 or 1934 manuals. The Fast Pulley though can be seen on several of the models in these manuals, along with others fitted with Wheels.



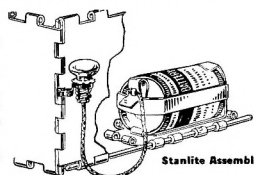
The **Crank Handle** left, is from the 1936 manual, and can be seen in one or two earlier models, but it wasn't in any of the Illustrated Parts.

The tools in the manuals are a **Wire Pusher**, 148mm o/a & 2.75mm Ø, and a **Wooden Pusher** of <sup>3</sup>/<sub>8</sub>" dowel, 4" long, with a shallow Rod diameter recess in each end face. A

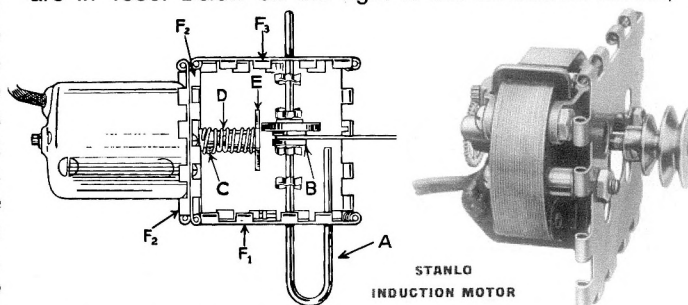
**Screwdriver**, presumably for the Set Screws, was included in some sets but hasn't been seen.

The **colours** of the parts will be noted under Sets below.

The **Lighting Parts** were introduced in 1934 and are shown in 8/201. A 1936 illustration (right) shows the lead from the Bulb attached to a Battery Clip (not listed as a separate part), with a rubber band around the battery holding the Clip against its centre terminal.



Motors aren't mentioned in 1933 or 1934, but both types are in 1936. Below on the right is the **Induction Motor**,



bolted to a special Plate and fitted with a Triple Drive Pulley. The **Universal Motor Unit** on the left has the Motor (with black crackle finish body 2<sup>1</sup>/<sub>4</sub>" Ø, 2<sup>1</sup>/<sub>2</sub>" long) bolted to a pair of Plates, back to back, (F2, with four <sup>3</sup>/<sub>8</sub>" holes, to admit cooling air to the Motor, around a centre 1" hole). Fixed to these, and each other, are a standard bottom Plate, and 2 special Side Plates with holes for the 4.00mm Shaft, A. The friction drive between the Motor and the Output Pulley, B, on Shaft A, is as shown for the MORECRAFT Motor in 11/290. The spring-loaded steel Driving Disc, E, is 1<sup>1</sup>/<sub>8</sub>" Ø and runs against the Friction Wheel, B, which is free to turn on Shaft A, and incorporates the 14mm Output Pulley - it is located by standard Clips which fit into grooves in the Shaft. The friction element is a 4mm wide leather disc of about 28<sup>1</sup>/<sub>2</sub>mm Ø, between a 1" Ø steel disc on one side, and a similar disc with the integral Pulley on the other. A label attached to the Unit recommends that the leather be oiled if it gets dry and slipping occurs. In practice an additional Plate across the top or the open front, is needed to make the Unit rigid enough to allow the Shaft A to slide easily. Both Motors were for 110v.

**The SETS** In 1933 there were simply 7 sets, **Nos.1-7**. The parts with the 1933 manual, probably most of a No.1 set, consist of Plates painted red or ivory (off-white), and 4 red Wheels. A photo of a No.3 Set, from either 1933 or 1934 also has some green Plates.

3 additional sets were added in **1934**, and some details of certain sets are given in the manual. The lid of an actual cardboard box as used for the smaller sets is shown below, blue with a black centre, and the models in colour. The set number is shown on the side of the lid. Sets 5-7 were packed in 'mahogany finished' wooden boxes; the outside of the lid can't be seen but on the inside is a small label, similar in design to the card lid, but without the models – it may have carried the Set No. The No.5 was said to have 'the gray and white engineering pieces and the bright colored solid pieces'; the No.6 had coloured parts; and the No.7 gray & white engineering parts with no mention of other colours. Many of the parts in the 'engineering' sets are the Plates





with diagonal bracing, and they are only used in models for Sets 4, 5, & 7.

The new sets were • The **Stanlite** outfit which included a Battery, the Holder for it, and 2 each of all the other lighting parts. The box lid has models at the 4 corners, a Ship, Bridge, House & one other, with in a centre panel 'STANLITE // A Complete Electric Light Unit for // ???'. • **No.33**, Railroad Stations for Electric Trains, with coloured pieces and the Stanlite parts excluding the battery items ('power from the tracks'). • **No.44**, Railroad Bridges and Towers for Electric Trains. The parts are Plates with cross bracing or other cutouts, which look as if they may be gray, and solid Plates which look white. Also lighting parts as in No.33.

By 1936 all the sets bar the No.1 had different numbers, with the new ones probably representing their price in cents. Colours are now described as 'four brilliant colors', probably cream, green, red, with yellow Pulleys/Wheels, and the engineering parts in 'modern Aluminum finish and outdoor red'. Was 'aluminum' the same as the earlier gray? From the details given in the Manual & the models shown: • **Nos.1, 200, 300, & 500** had '4-color' parts, with 4 Wheels in the 1 & 200, 4 Loose Pulleys & Tires in the 300, and 4 Fast Pulleys & Tires in the 500. The lighting parts were included in the No.200, but not apparently in the larger outfits. Apart from this, and perhaps the different Wheels/Tires, these sets were progressive. • Unrelated to the above was the **No.E300**, the Young Engineer's Set, with engineering parts, mostly aluminum finish with a sprinkling of the smaller parts red. • Then there were 5 **Sets with Motors, Nos.E500, 750, 1000, 1250, & 1500**. The No.1250 had 4-color parts; the others were Engineering Sets with aluminum parts, plus some which look light coloured rather than red in the B&W illustrations. (A photo of a reputed E500 shows red, green & cream parts as well as the majority in aluminum, but they may be a mix from more than one outfit.) The E500 & 750 had the Induction Motor, the others the Universal/Friction Drive Unit. The E500 was in a card box, probably 13½"10½"3", with the lid similar to the earlier one but a darker blue with STANLO in red, and 6 models as on the 1937 label below, but with no green parts, only red & 'white'. The others are in metal boxes with a similar label inside the lid. Only 4 Pulleys/Wheels can be seen in any of the sets; they look like Fast Pulleys, and are fitted with Tires in the 3 larger sets.

All the set numbers except No.1 & E500 were changed in 1937, and now certainly denoted the price in cents – the No.1 cost \$1.25. The numbers were **1, 250, E300, 350, 500L, E500, 850, 1150, 1300, & 1500**. Colours remained the same and the only advertised difference was that the 500L now had the lighting parts as well as the No.250.

David's 1300 is in a blue steel box 19"10"3", with card partitions and false floors in all the compartments except where the Motor sits. The Rods, Tools & Clips are in a card box 9½"2¼"1¼" with a blue top. It has the Set No. on it and this is the only indication of which outfit it is. There is no label at all on the outside of the metal box, but inside is the one below, similar in colour to the earlier card lid, but with 6 different models. I wonder if a printed card sleeve was around the set when it was new. As would be expected the parts are in cream, red & green, with yellow Pulleys. The



special Motor Plates are red. The set is not quite complete but as found it contained 19 Full-size, 28 ½-size, & 24 ¼-size Plates, and 16 Large & 18 Small Triangles. All the different piercings are present except the ½- & ¼-size 'Braced' Plates, and Pierced Triangles. It had 6 Loose & 3 Fast Pulleys, a surprise because illustrations never show more than 4 Pulleys in any set. 4 of the Loose Pulleys were fitted with the rubber ring Tires. The Screwdriver that should have been in the Set was missing.

**The MANUALS** These are the ©1933, 1934 & 1936 editions for the non-powered sets, and the ©1937 version for the Motor sets. All have the same page size and general layout, with the copyright date & an Intro on C2, followed by building instructions, illustrated parts, models through C3, and ads on C4. Exceptions are noted in the summaries below, but unchanged details are not repeated. All the covers are cream printed in red & shades of grey.

**SUMMARY OF 1933 MANUAL** •Name: STANLO •Details of maker: Stanlo, New Britain, Conn. •Dates &/or Ref Nos: ©1933 on C2. •Page size: 287\*159mm deep. •No. of pages: 20+C1-4 (no page nos.) •Language: English. •Printing: cover (below), black & red on cream; ½-tones of models. •Page Nos. of Illustrated Parts & highest PN: 2-3,27 & E. (No Set Contents) •Sets covered: 1-7. •No. of models for each set: 50,18,15,18,12,8,8. •Name, Page No. of first & last model of each set (no Model Nos.): 1: High Back Chair,4; Beacon Light,6. 2: Factory,7; Lighthouse,8. 3: Camouflaged Tank,9; Street Car,10. 4: Viaduct 63" long,11; Dirigible Mooring Mast,13. 5: Aircraft Carrier,14; Puppet Stage,16. 6: Freightier,17; Industrial Plant,19. 7: Suspension Bridge,20; Cantilever Crane,C4. •Other notes: models not ads on C4.



**SUMMARY OF 1934 MANUAL** •Dates &/or Ref Nos: ©1934 on C2. •No. of pages: 16+C1-4 (no page nos.). •No. of models for each set: 50,18,15,18,2,2,2. •Name, Model No., Page No. of first & last model of each set: Sets 1-4 as 1933. 5: Yacht Club,14; Airport,14. 6: Freightier,15; Fifth Avenue Bus,15. 7: Vertical Lift Bridge,16. Multiple Arch Bridge,16. •Other notes: C1 as 1934 but with TETA logo at bottom right; Illustrated Parts are line drgs, not photos & include Stanlite parts; Sets 33, 34 advertised on C3, & Stanlite Set on C4; details from photocopy.

**SUMMARY OF ©1936 MANUAL** •Dates &/or Ref Nos: ©1936 on C2. •Page size: 280\*158mm deep. •Sets covered: 1,200,300, E300,500. •No. of models for each set: 44,15,14,17,15. •Name, Model No., Page No. of first & last model of each set: 1: Kitchen Cabinet,4; Tabouret,6. 200: Farm Truck,7; Beacon Light,9. 300: Diesel Launch,10; Lighthouse,12. E300: Single Span Crane Hoist, 13; Swivel Crane,15. 500: Modern Bus,16; Steamship,C3. •Other notes: Illustrated Parts include Fast Pulley & Tire; ads for Sets E500-1500 on C4; C1 is shown below.



**SUMMARY OF ©1937 'Motor' MANUAL** •Name: STANLO WITH ELECTRIC MOTOR. •Dates &/or Ref Nos: ©1937 on C2. •Illustrated



Parts on pp5-6. •Sets covered: E500,850,1150,1300,1500. •No. of models for each set: 7,9,5,6,4. •Name, Model No., Page No. of first & last model of each set: E500: Airplane Sky Ride,6; Saw Mill,7. 850: Water Wheel,8; Ferris Wheel,10. 1150:Train and Railroad Crossing,11; Windmill,12. Grist Mill,13; Observation Tower and Elevator,15. 1500: Double Span Bridge,16; Stern Wheeler,C3. •Other notes: the Motors & their use on pp1-2; ads for Sets 1-500L on C4; C1 as in MCS (with Universal Motor & 2 boys with models).

The 1933 manual includes a wide range of models, with many domestic items, buildings, bridges, & vehicles, and some ships & mechanical models. One fairly good photo is given for each, with a Parts List for those from Sets 5-7. A few models are rather bizarre but most are credible, with the Buildings particularly good. Many of the Bridges likewise but some of the larger ones are rather clumsy. The Vehicles, like the No.1 Set Street Car below, are quite fair, but the Wheels are much too small in certain cases. The Plates with the square & oblong cutouts often greatly improve the appearance of models and to me look better, and are more versatile, than the DINKY BUILDER parts with painted window panes. Cord is used to operate a few Cranes & Lifting Bridges but the means of winding it unclear, with the Crank Handle visible in only one model. A chain hoisting cord can be seen in the No.7 Cantilever Crane below.

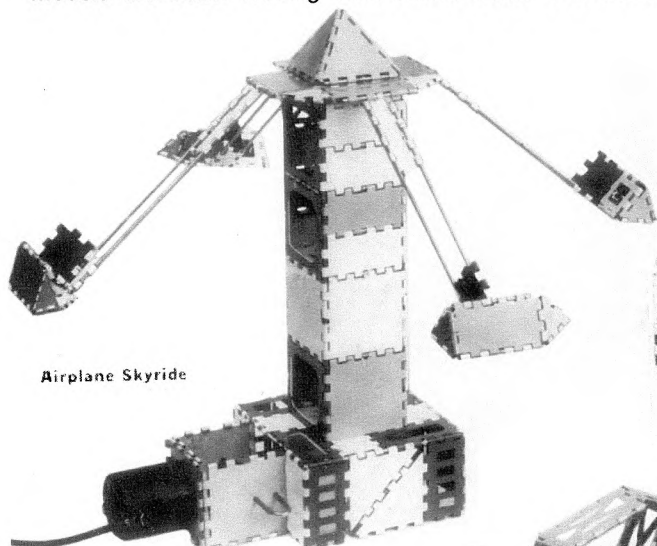
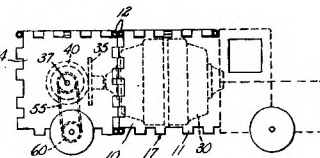
The cover of the 1934 manual is as the 1933 except that a TETA logo appears in the bottom right corner, as it does in all later editions – what was TETA? The models are the same too and the pages for Sets 1-4 are identical; but Sets 5-7 get only one page each, with a photo of the Set and 2 models (without Parts List) in every case. Was there a separate manual for these outfits? The 3 models bottom left are some of those from an ad for Sets 33 & 44. All, including Bridges, a Tunnel, & other Buildings, look to be fair models although perhaps slightly too large for a 0-gauge layout.

The elegant lady, smart gent, pristine boy & girl, and small dog on the front of the 1933/34 manuals gave way to a larger dog & a very slightly dishevelled boy on the 1936 cover. The models too are new apart from most of those for the No.1 Set, and even for those different photos have been used in some cases. For all Sets there is a greater proportional of Vehicles than before, and in general the new models are better looking than earlier ones. The No.200

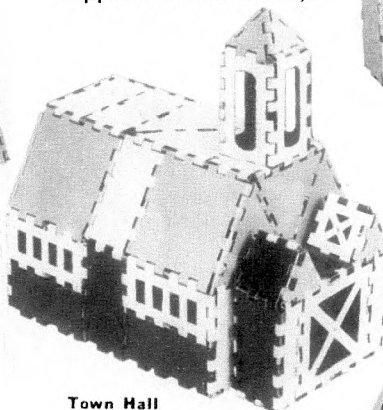
models are small and each is fitted with the 2 Stanlite lights included in the set. The 300 models are mostly reasonable Vehicles running on Loose Pulleys with Tires, but also include the Town Hall below. The E300 'engineering' models are medium sized and the 'Braced' Plates work quite well for Bridges & Cranes, but not so well for a Locomotive and a Steam Roller. The 500 Set models are again medium sized with some good Buildings & fair Vehicles.

The 1937 manual is for the sets with an Electric Motor and the cover is as in MCS with the Friction Drive Motor, and 2 boys with various 'engineering' models. It is thought that there is a 1937 manual for the non-Motor sets with a 1936-style cover. As in the other manuals there is a single photo of each model, of good quality, but the internal details can often not be seen, and no parts lists are given. All the models are motorised and all use a cord drive to a rotating assembly or a winding spindle. No Vehicles are among them, and there are fewer Bridges than before, but several Fairground Rides & a Walking Beam Engine (with an octagonal flywheel). Again the models are generally better than before, but again the Braced Plates are not ideal for some of them – the 1300 models with only a few Braced Plates, and the larger Bridge & Crane models are the best. The Steam Engine below is from the No.850 outfit, and the Airplane Skyride is a No.1300 model.

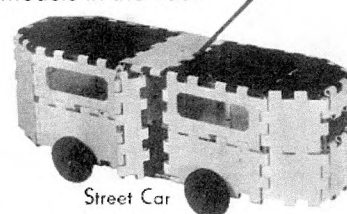
**PATENTS** All the manuals, back to the ©1933, have 'PATENT APPLIED FOR' on the front cover but the only patent known is No.2044735, about the friction drive assembly, and its application date was 25 Jan. 1935. It was in the name of Henry Pelton of New Britain, Conn., assignor to The Stanley Works, and the main aim was to 'provide an improved driving arrangement which is characterized by its extreme simplicity & cheapness in construction'. On prices, the STANLO friction drive assembly in 1937 cost \$1.50 while the ERECTOR 2-speed & reverse gearbox for the A49 Motor was \$1.25 when introduced in 1938. The unit in the patent is very similar to that actually produced but one of the applications (above), with a cord drive to the back wheels of a vehicle, was not used in any of the models in the 1937 manual (and what would support the back axle?).



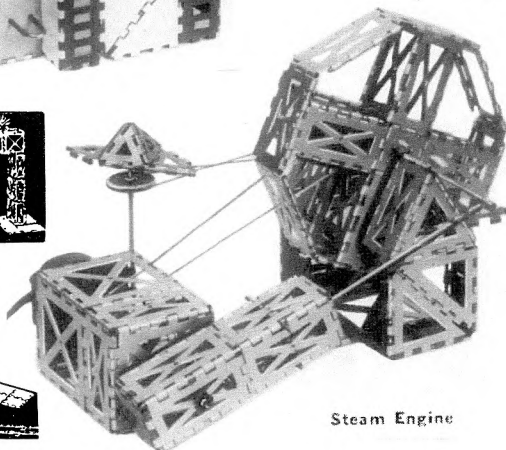
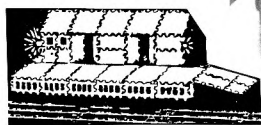
Airplane Skyride



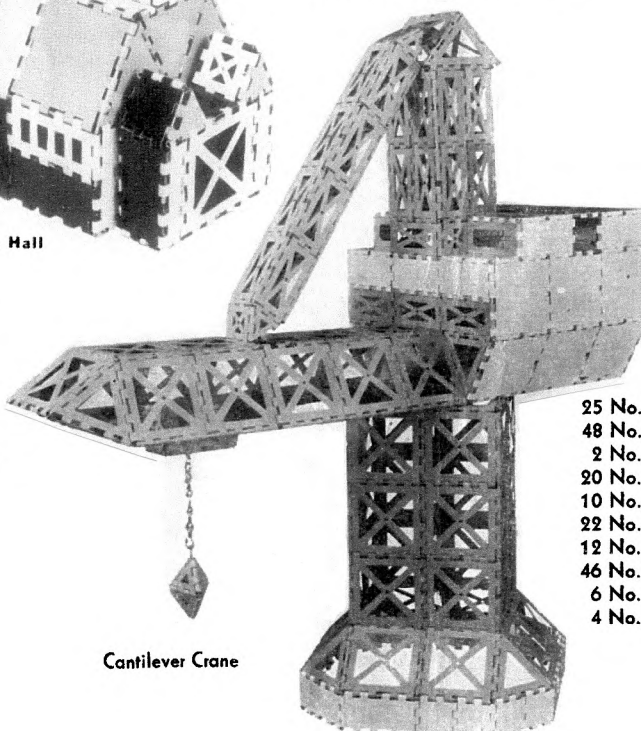
Town Hall



Street Car



Steam Engine

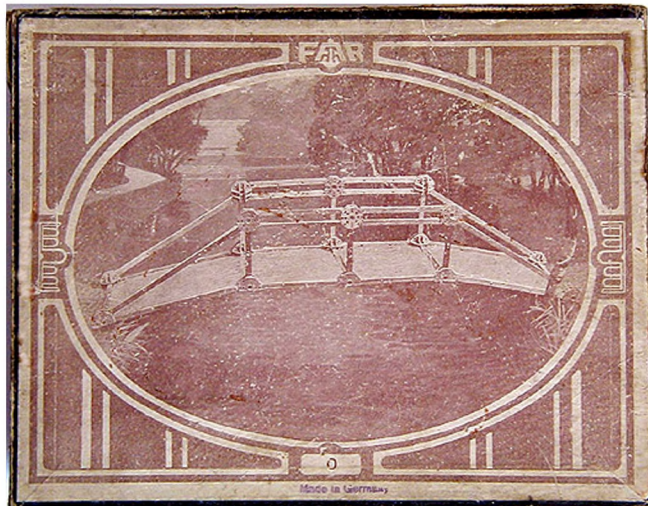


Cantilever Crane

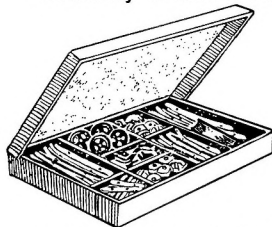
- 25 No. 1
- 48 No. 3
- 2 No. 8
- 20 No. 11
- 10 No. 12
- 22 No. 15
- 12 No. 17
- 46 No. 21
- 6 No. 22
- 4 No. 27



**An ANCHOR ENGINEER No.0 Set** Some parts and a manual from this Richter system were described in 17/486; now thanks to Kendrick Bisset I've been able to examine a near complete outfit, probably sold in the UK in 1914.



The box, 25\*20\*3cm, is black with the label above covering all the top of the lid. It is a light purplish-brown colour and shows a model Bridge over a tree-lined river. The name isn't on the box, just Richter's initials 'FAR' at the top, with an anchor through the 'A'. At the bottom 'Made in Germany' is rubber stamped under the 'O'.



The inside is dark red with partitions as left (from a Bassett-Lowke ad), and a half depth false floor in each compartment. Each type of part in the set is shown full-size on the inside of the lid in gold, with its PN and the number in the Set. A lighter red card fits inside the box above the

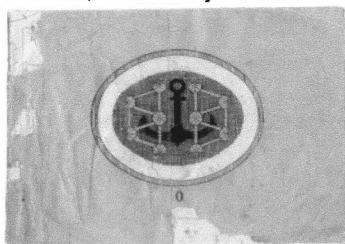
partitioning, leaving space above it for the manual.

The parts are as described in OSN 17 except:

- Some of the **Hub centre tubes** are steel, some brass.
- The **Handle Crank**, left, 55mm o/a, is made of 5.0mm rod. It is bored out at one end to push onto the Axles but is a loose fit on some of them.
- Above, the flat, .75mm thick, **Fastening Hook**, is 25\*25mm o/a; it is to be hammered into a base board, around the tube in a Hub, to hold models down when 'driven by a steam engine'.
- All the **Axle Clips** have the 'tail' shown in OSN 17.
- The **finish** of all the parts, apart from the brass Hub tubes, is metallic black.

The main parts are 27 Stays, 16 Hubs, 4 Small Pulleys, 5 Axles, 6 Axle Clips, 4 Base Clips. A detailed list on request. The instructions speak of removing Rubber Rings from the Pulleys when necessary, but none were in the Set, and the part isn't shown on the lid, or in the manual models.

The Manual. It has suffered over the years and the unnumbered pages have been sellotaped together in the wrong order. Basically one can imagine an 8-page booklet with models Fig.1 - 26 and no other text - but there is also a single sheet with instructions in English and Figs.I - III on the back, illustrating the use of the parts. This could have been separate or stapled up with the booklet, with perhaps a back cover. The pages are 225\*157mm and, starting with the '8-page booklet', the black on yellow cover is shown below, and has just the 'O' beneath the Richter logo. The



models start on C2 with Fig.1, a Parallelogram, and run on to Fig.26, a Trolley on C3. Models 1 - 6 are shown as engineering drawings; there is one good-size photo of each of the others. C4 has small photos of 3 models

belt driven from Pulley Shafting, and it is explained on the 'separate' sheet that these are Set 1 models and so is the Bridge on the box lid. Each page has 'F. AD. R. J.O.' at bottom left, and C4 also has at bottom right 'WANGERIN & CO., G.M.B.H., BERLIN', the printer no doubt.

Unlike the 'model booklet' the Sheet does have the name on it, in the heading: 'How does the young Anchor Engineer build?'. It also has a PR: Imp. O 146 E 3, partially similar in form to the manual PR in OSN 17. Thus 146 would mean June, 1914. Detailed instructions are given and at one point it is explained how one model can be used to prove 'the Pythagorean theorem' from 'the first book of Euclid'. On the panels shown in some models, it is made clear that they were to be cut from card and wedged between the Stays.

There are a number of Trucks & Trolleys among the models, but a fair variety otherwise including a Monoplane, a couple with Pulley drives, and those below, with tiller steering on the Cart.

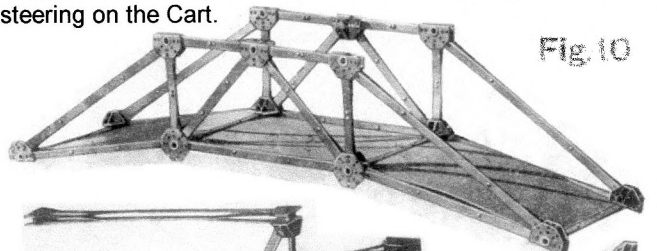


Fig.10

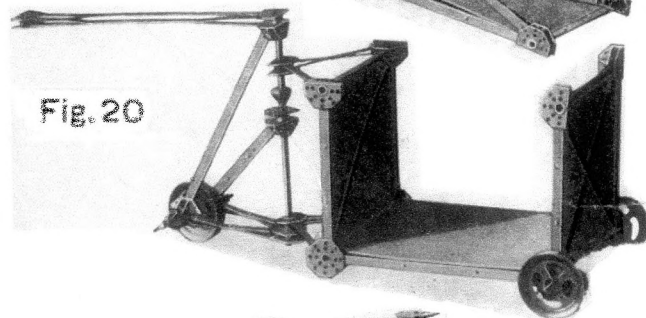


Fig.20

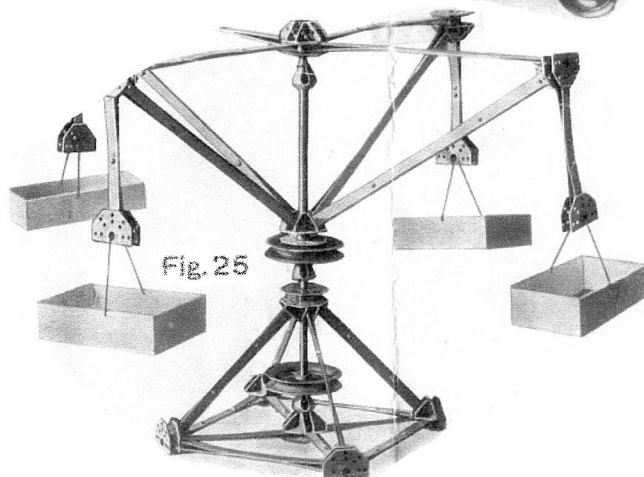
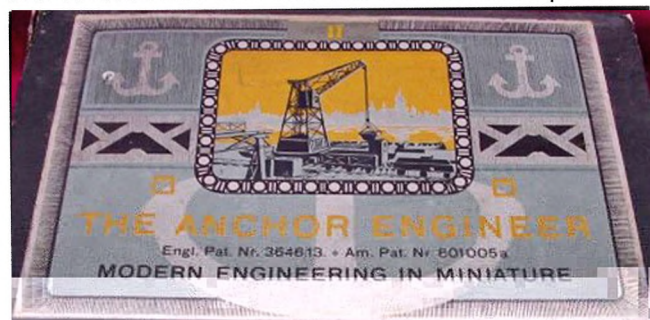


Fig.25

**ANOTHER SET** Photos of this larger, and no doubt later outfit, show the lid below, with a bluish label printed in black, white and yellow. The picture is the same as the ANKER METALL BAUKASTEN one in OSN 17. The inside of the box and the bottom of the lid are in similar style to the No.0 above, while the 3 model pages of the manual visible are as in the OSN 17 manual. Of the parts that can be seen the Large Pulley, Propeller Blade, & Fastening Hooks look black, but the numerous Stays & Hubs all look brass coloured. The British patent on the lid was mentioned in OSN 17; the 'Am. Pat. Nr. 801005a' hasn't been traced - the U.S. 801005 dates from 1905 and is about curtain poles.





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 30<sup>th</sup> 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](http://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](mailto: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](mailto: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](mailto: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](mailto: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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