

**UBILDA** UBILDA was a UK brand with sets to make a realistic looking single model. The parts were fastened together with N&B and most probably all the main parts were specific to each model.

The UBILDA sets were launched in 1934 by Burnett Ltd. of 11 Grosvenor Buildings, Steelhouse Lane, Birmingham, and 21/23 Chiswell St. London EC1. The parts for them were made by Barringer, Wallace & Manners & Co. Ltd. of Mansfield, Staffs. 16 sets were shown in Burnett's 1935-6 catalogue plus 5 which included parts to build several of the models. The last mention of Burnetts in *Games & Toys* was in 1940 and it seems to have ceased trading soon afterwards. Shortly after WW2 (perhaps by late 1945) Chad Valley had acquired the UBILDA name and sold sets with the parts made by Metal Box (who had acquired Barringers, including the UBILDA tooling, in 1939). Sets marked 'By appointment Toy Makers to H. M. The Queen' are known so production must have continued until at least 1952, but it is said that all the tooling had been scrapped by 1955.



**Fig.1**

**The 1935-36 SETS** from a catalogue. They were 5 Cars (2 open Sports Cars, 2 Motor Cars (coupés), & a Racing Car); a fine Locomotives with tender, & a tank Locomotive, each in LMS & LNER colours; 3 (slightly strange looking) single-engined biplanes: an Aeroplane, & 2 Air Liners (the same model but one has lights); a Fire Engine; a Mechanical Shovel; 3 Forts (the largest in Fig.1); & a splendid Tower Bridge. Most of the models are either about 10 or 14" long, but the Shovel and one Loco, with its tender, are 18", the largest Fort is 21\*12" in plan, and Tower Bridge is 28¼". The number of parts varies from 10 for the Aeroplane to 92 for Tower Bridge, but most are between 30 & 45. It's not clear though what those numbers include: most likely not N&B, and more than one of a part may be excluded, certainly for some models. Apart from the Bridge & the Forts all the models except the Aeroplane & Shovel are powered by a C/W Motor. None of the vehicles have steering but the Shovel can be operated. All the sets are to make one model except that 'a variety' can be made with the largest Fort outfit. 'Two toys in one', or the like, in some of the catalogue write-ups probably refers to building the model and then playing with it.

The 5 multi-model sets are Nos.1a,1b,2-4, with enough parts for 2,2,3,4,3 models in them. The No.3 contains 2 models not among the sets above, a Crane & a Monoplane.

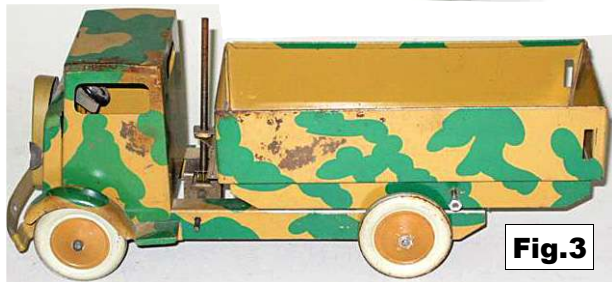
Many of the 1935 catalogue models can be seen in Google photos.



**Fig.2**

**OTHER MODELS** Also seen in the Google models, an open 4-seater Car (Fig.2), and an Army Lorry (Fig.3). Otherwise a web search produced little except some very poor photos of a leaflet, said to be c.1936, which showed 14 models including 3 new ones: a Saloon (car) (Fig.4), a (somewhat more realistic looking) Monoplane, and an interesting looking Crane (Fig.5). No doubt the last two are those in the '35/6 catalogue No.3 set. Missing are the Loco with tender, the Shovel, & the open Sports Cars. Only 4 Multi sets (Nos.1-4) are listed but no details can be deciphered.

There can be little doubt that there were other models and one example is an Ebay offering, a blue, 6" long Delivery Van with ads for other UBILDA sets on its sides. Another is a Fire Engine which was sold by a Dutch grocery store between 1933 & 1938. It looks identical to the '35 catalogue model but there were 2 versions, with & without a C/W motor.



**Fig.3**

**The PARTS** to hand are shown in Fig.6, the Motor Unit, Rear Wheel & Axle from the Fire Engine; and a Loco Bogey. The body of the Motor Unit is 2" wide & 2½" long; it has 2 stages of gearing with 6/24t, and 'lantern' pinions. The Wheels are 38½mm Ø. The Bogey is 1⅞" long with 22mm Flanged Wheels.

The steel in the Unit is about .5mm thick, and .3mm in the Bogey. All the holes are 4.1mm Ø with those across the Motor Unit at 1½" pitch but those on top of the Bogey at 1⅝". All the Axles are 2.35mm Ø (probably 13 SWG) and the ends of the Back Axle are threaded, probably ⅜" BSW though some commercial nuts to hand are a very tight fit on it. Its Nuts are steel, ¼" A/F. A N&B, not shown in Fig.6, is believed to be original and is just like a brass MECCANO item, with a square Nut & the Bolt ¼" u/h. It is possible though that other N&B were used, it was



**Fig.4**

said of a Fort on Ebay that the Bolts were not original but were half the size of MECCANO to suit the holes.

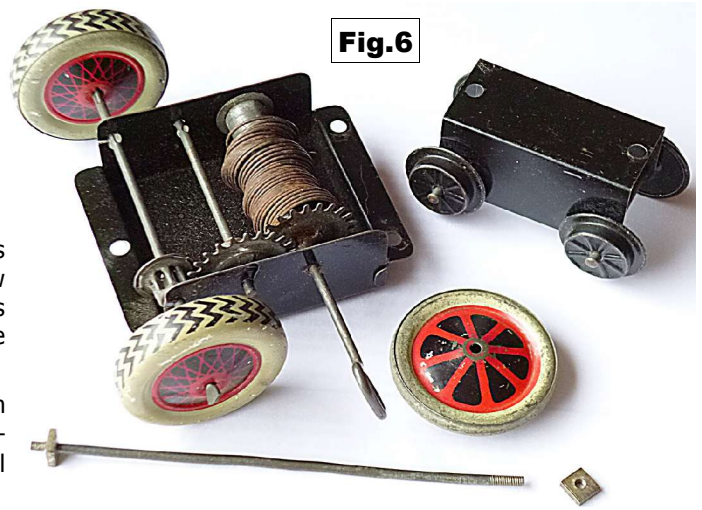




**Fig.5**

Of the 4 models seen on Ebay which show their Motor Units 3 have similar looking wire springs but the other has a narrow flat spring. 3 have different casings and in one all the shafts run in the sides of the model. All have 2-stage gearing but one has brass pinions with conventional teeth.

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**Fig.6**

**UBILDA: S2**

**OSN 50/1544**

**Snippets: MAXITTOYS** The note on UBILDA above was written in response to a query and it brought to mind other sets in the same vein called MAXITTOYS. They were produced by J. Blenken of Amersfoort in The Netherlands, in it is said, the 1960s or 1970s. The subject of all the sets was an early car or commercial vehicle, and the models were about the same length as in UBILDA. Unlike UBILDA none of the models were powered but they did have steering, as in Fig.4a.

The heading on the leaflet with the set below says that it is the instructions for all models, but the parts look to be for an Omnibus (with GENERAL



**Fig.1**

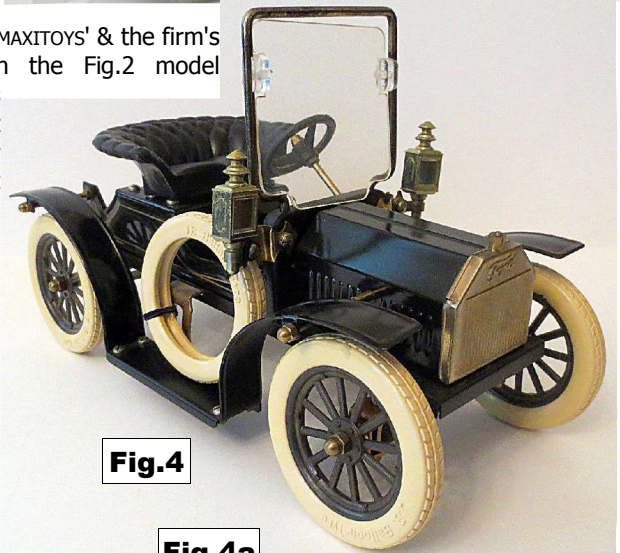
along its side) and they don't match any of the 6 models on the front of the Leaflet.

The other 3 models shown here are on the Leaflet, and the box in Fig.2a, patterned with 'MAXITTOYS' & the firm's logo, was with the Fig.2 model (though it is possible that it was for another of the Leaflet models).

The Van in Fig.3 was said to be 14" long; the Automobiles in Figs.2 and 4, 12" & about 11" respectively.



**Fig.3**



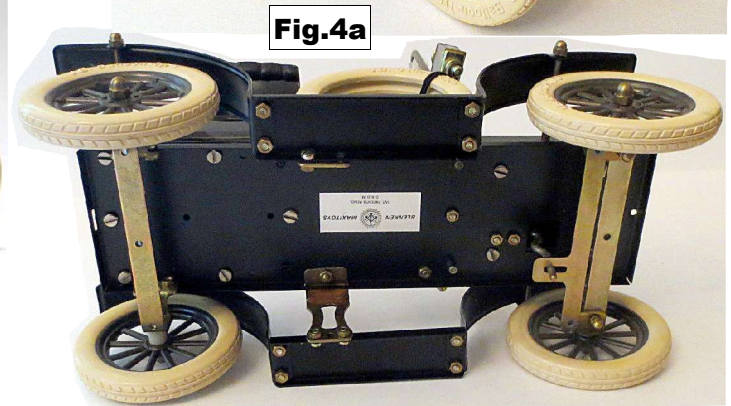
**Fig.4**



**Fig.2**



**Fig.2a**



**Fig.4a**

**MAXITTOYS: S1**

**OSN 50/1544**