

AMERICAN MODEL BUILDER AND CASTLE BUILDER Looking at these systems in MCS there are many points of difference between them but there are also some remarkable similarities. In particular many of the illustrations of the parts are identical and some of the parts common to both systems are unusual. For example the 2x1x4 hole DAS called in each Hanger Strip, and then both have 3 Cranks (MECCANO Crank Handles) 4½", 5½" and 6½" long. Was this a case of straightforward copying or was there some connection between these two systems?

[I had suggested to Don Redmond that there might be a connection and he responded: "There are some intriguing coincidences in the illustrations of parts in MCS, but not as many as would be expected if there were any actual linkage between the manufacturers/distributors. Would it be more likely that some parts were bought in, probably by Castle? Or just designs copied? AMB copied Hornby, so probably AMB designs were not as closely protected as they might have been - Hornby won his suit. Incidentally the AMB screwdriver illustrated was almost certainly a commercial 'bought in' part, as it is identical with a screwdriver used for the White Rotary sewing machine of approximately the same period (c1917-20)".]

SMALL ADS

WANTED: VOGUE nuts & bolts. D.A.Redmond, 9 St. Catherine St, Kingston, Ontario K7K 3R9. Canada.

WANTED. • To complete a boxed No 6 KLIPTIKO set - original manual, one of each of the following parts:- Large Chute Side, 3-3/4" Wheel, 1½" Wheel, 10" Bent Tube, 6" Bent Tube, Hook, Bucket, Cord; also 2 Cables, 3x2" Tubes, 2x4" Rods, 8x6-5/8" Tubes, 17x10" Tubes, 20xHub Caps, 2xHalf Clips, 17x4" Clips. PX or cash.

• Info and/or details on internal arrangement of No 3 STRUCTATOR set (thought to be later set as it has square steel Joints).

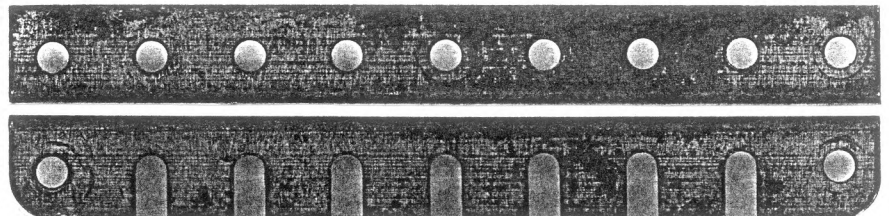
• Any N-G-NEERO parts especially Hole Punch, Screwdriver, Instruction Manual, Model Plans and 'consumables'.

Contact Roger Baker 079 710358.

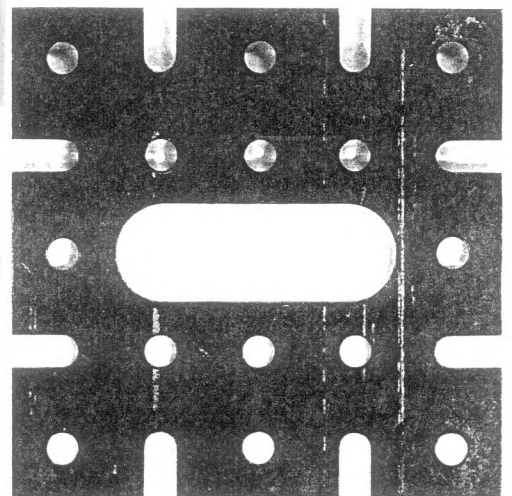
MYSTERY PARTS NO 14 ULOX

Strips and Discs turn up fairly often and with a few of them recently was the Plate opposite, and then with another half a dozen or so, a Plate and the Angle Girder. Their finish is typical ULOX grey plating

except that the second Plate is painted dark red; the paint doesn't look very even though so it may have been put on by a previous owner. The hole spacing and diameter is the same as ULOX parts, 13.0 and 4.1mm. Can anyone confirm that these are ULOX? Also is any literature or sets of ULOX known, there must have been some but all that has ever been found are several of the small tins of parts that are shown in MCS.



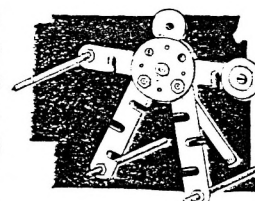
MYSTERY PART NO 15 From Don Redmond, "Two separate groups of brackets, including Reversed Angle Brackets, Double Brackets, and in one group also Flat Brackets (Fishplates) and an Angle Bracket. The peculiarity is that the Double Brackets are stamped from the same piece as the Reversed Angle Brackets, ie there is a slot in one lug. One group has Double brackets 5/8" across (not quite as wide as the old style MECCANO part); in the other it is 9/16in."



MYSTERY PART NO 16 Another from Don - "The Strip opposite, 1/16" short of 4", .033" thick, nickel plate, 4 holes at 20mm spacing and 20mm from the ends."



SOME MORE ON ULOX - AT LAST. 6 or 7 years ago when I started to take a serious interest in Other Systems, someone, I think it was Frank Beadle, showed me the difference between ULOX and BAUFIX, both of which have those unusual Strips where all the inner holes are extended out as slots to alternate sides. It's easy to tell the Strips apart, BAUFIX ones have small holes in them, one between each hole/slot. Also though the hole pitch is the same (13mm) for each, the holes in the ULOX parts are larger, 4.2mm against 3.7; a MECCANO Rod will go through one but not the other. At a glance the Wheel Discs look very similar, each with 4 small holes between the 4 normal size ones, but the ULOX ones are slightly larger in diameter, 34mm against 30, and again the size of the main holes is different. Sometimes 30mm diameter ones are found that have the larger holes, more of them later. It was also pointed out to me that although some BAUFIX literature was known, the only thing that had ever been found with the name ULOX on it was a small tin - the ULOX ACCESSORY SET T.17. There is a sketch of it in MCS and it contained some N&B, 2 Wheel Discs (called Wheels), a Hook and a yard of Cord. I suppose that it was by a process of deduction that one could say that if a Strip wasn't BAUFIX it must be ULOX. Quite right to, as we shall see. ULOX Strips and Discs turn up quite frequently and as noted in 6/137, in one lot there was a 5x5 hole Plate, and in another a second Plate and a 9-hole A/G. So it looked as if there might be more to ULOX than met the eye.



SIR ROBOT DU ULOX
THE KNIGHT OF THE HOLEY DIAL

Move on to the Henley 'Gathering' last year when Jim Gamble came up and mentioned, in case I was interested, that he had happened to hear Frank Paine chatting to someone about ULOX. The upshot was that Frank very kindly sent me copies of all his ULOX material, and now all, or nearly all, can be revealed. The haul consisted of the 'ULOX Mechanical Magazine for Boys', No.1, dated March 1930; a photocopy of all the parts in the standard outfit; a page from the April 1930 'The Railway Magazine' showing a 64" long (rather skeletal) loco made from ULOX parts; and copies of the T.17 tin, and another ULOX accessory packet that contained 8 Additional Strips.

THE MAGAZINE. It has 16 pages, 9.8x7.4" wide, and it cost 2d; the cover (Fig 1) is partly printed in orange and all the pages have some part or other in orange. Most of them are given over to ULOX matters in one form or another, with a model competition; a page of 'Working Instructions'; 4 pages of models; 'A Corner for Mum and Dad'; notes and illustrations of new parts; and quotes from letters and answers where appropriate. The non-ULOX material consists of a one page short story - 'The Boy Hero of the Bridge'; one page on 'Wonders of British Engineering - 1', with details of the new L.N.E.R. loco that was to be known as the No.10000; and a page of 'SMILES, Mis-conducted by THE JESTER', jokes usually with a ULOX flavour, for example, 'Why is ULOX so full of possibilities? Because there's lots (slots) of it!'.
THE PARTS. The different parts in the basic Set were 3 lengths of Strip, the Wheel Disc, 12 and 20mm Washers, the Lever, the 50mm Threaded Rod, the Spandriver, and N&B. Fig 2 is reproduced from the Magazine, it seems to be a display board rather than the packaging of the set, and most of the parts can be made out from it. The Lever though (just above the two 20mm Washers) needs explaining, it was a 17mm long, 2.5mm dia rod with a shoulder near one end. It would pass through one of the small holes in the Wheel Disc and as explained in the basic Instructions (see Fig 3), it was meant to be clamped between two Discs to form a crank handle. It was said to have 'many other applications'. As already mentioned the Accessory Set contained 2 parts not in the basic Set, the Cord and the Hook, and the latter is also shown in Fig 3.



Fig.1

So far 13 different parts but then the Magazine shows 'a few' of the new parts that were being placed on the market, 'to be on sale separately, so that you can purchase just what you want, at prices you

can well afford to pay'. The 'few' amounted to 24 parts (Fig 4) with PN's of 101-124. The only ones known are those in OSN 6, but perhaps readers will now be able to identify others among their treasures.

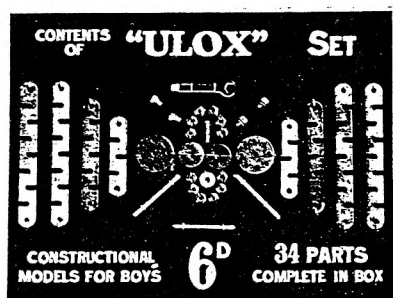


Fig. 2

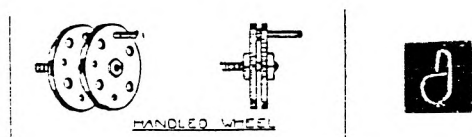


Fig. 3 Handed Wheel & Hook

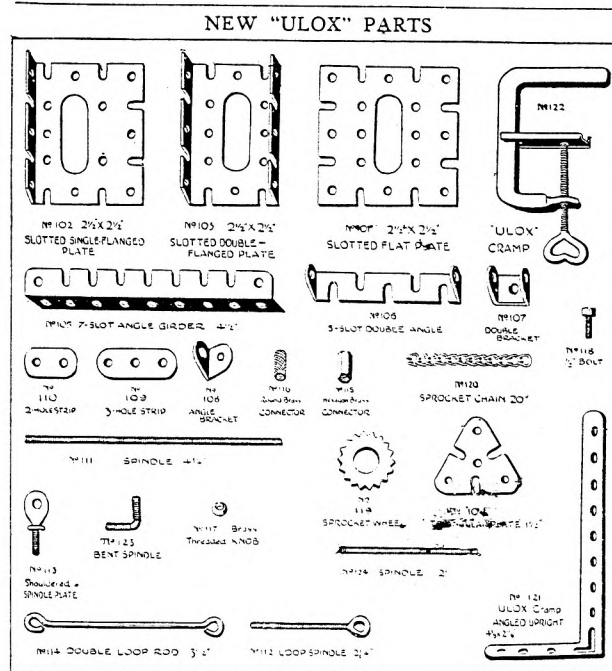


Fig. 4

'The wheel is being enlarged and will have symmetrically arranged holes - a great improvement.' This quote might explain those 30mm Wheel Discs with the large holes mentioned earlier, but what the symmetrically arranged holes means I don't know. The only thing I can think of is that the smaller Discs have the holes at 11mm centres whereas in the 34mm ones they are at 13mm, the spacing used in the Strips. In passing, in the Discs with the smaller main holes, BAUFIX it is presumed, the large holes are at 10mm centres and the smaller ones at 11mm. It is also mentioned several times in the Magazine that a new, non-rusting finish is being introduced, so it looks as though early parts may have been plain steel. All but one of my half dozen 30mm 'Ulox' Discs are plain steel, the odd man out is nickel plated. For anyone who hasn't see Ulox parts they normally have a light to mid grey metallic finish, often dull, probably some form of zinc plating.

Other notes about the parts. The thread used is 5/32 BSW. The Threaded Rods are of steel and those shown have pointed ends, but others are square; all known have been too rusty to see what finish they had originally, if any. N&B are plain steel, the hex Nuts are 7.5mm A/F and the dia of the cheeseheaded Bolts is 6.3mm. The (odd shaped) Hook is copper plated steel, and the Cord seen is red.

THE SETS. No example of the basic Set is known but the contents can be seen from Fig 1; there is a reference in the Magazine to it being in a 'box'. The Accessory Set has already been mentioned but there was another Packet available, which seems not to have had a proper name, but was labelled 'Ulox | 8 Additional STRIPS'. The 8 Strips, 4 7-slot and 2 each of 5- and 3-slot, were listed on one side of the packet and shown, coloured light blue, on the other.

THE MODELS. It is said in the Magazine that 'our new box has many more illustrations of models on it', and there may never have been a manual or leaflet in any of the sets. The Magazine in many ways takes the place of a manual with the page of Instructions for making Pulleys and so forth, and the several pages of models. There are 8 on one page that can be made with one Set; two are shown in Fig 5, the Scales being one of the better ones, and the Chassis one of the worst. Its side members are only held together by the two 3-slot Strips, which just sit there and are not held positively in any way. The two N&B at the ends of the forward cross Strip don't seem to do anything and those Nuts could be better used locking one of the axles to one of the side members. Or better still one Strip could be bent to form a DAS and then bolted across. Bend a Strip, sacrilege, but making DAS that way is just what is suggested in the Instructions. It says the slots make bending with the fingers easy or, it goes on, if you prefer make a saw cut in a block of hard wood to make a bending block. I've just tried bending a rusty Strip with my fingers and it does work, and slowly bending it back was successful too, just as claimed, but I suspect that another cycle would have added to the fair number of broken Strips in my little collection. Another problem with this model would have been that if it was picked up the rear axle looks as if it would have fallen out of the bottom of the slots it sits in. Oh dear, but perhaps it was to teach the Ulox boy not to take anything on trust.

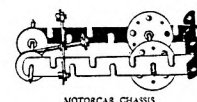
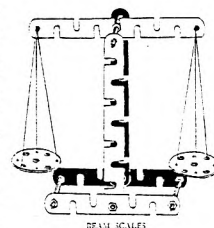


Fig. 5

Beam Scales

Motorcar Chassis

[Cont.>]

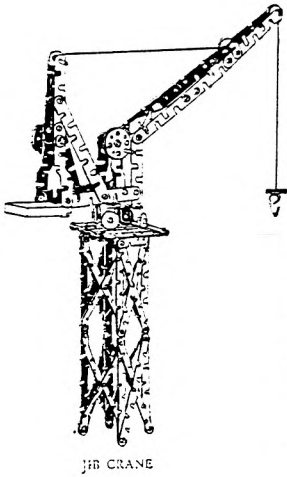


Fig.6 Jib Crane

On another page are 8 models that can be made from 2 or more Sets, and these are generally rather better; I liked the Jib Crane shown in Fig 6. The centrefold carries 3 large models, a Beacon Tower about 30" high (Fig 7), a (railway) Breakdown Crane, and a Seaplane. The latter is fitted with an electric motor driving the propeller, but there is nothing to suggest that the motor was marketed by ULOX. A complete set of plans for these three models was offered 'FREE OF CHARGE' to every "Ulox" Mechanic who sends us twelve empty contents envelopes from Sixpenny "Ulox" Sets'. Another large model of a Big Wheel is shown on the front cover (Fig 1). The ultimate ULOX supermodel must be the 2-8-0 loco shown in 'The Railway Magazine'. Apart from being 64" long, it is said to be 24" high, 17" wide, and is complete with valve gear, working hand brake and various fittings; it is also said to be made from standard ULOX parts as sold in the sixpenny outfits. The model is mentioned in the Magazine as being the largest and best model in the ULOX display at the Ideal Homes Exhibition at Olympia. The original photo hasn't copied very well and little detail can be seen, but it's worth including in the Extra MCS Sheets for ULOX.

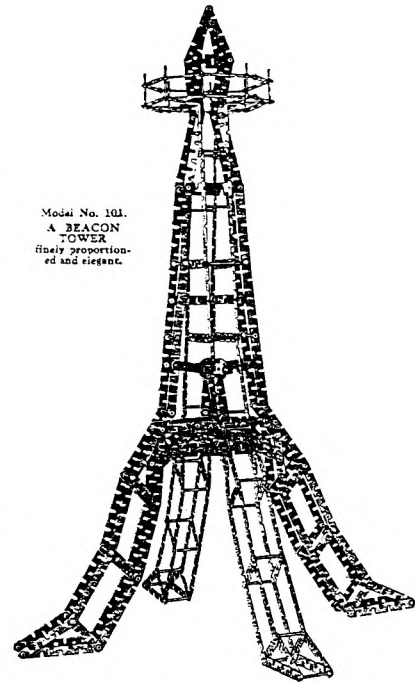


Fig.7 A Beacon Tower

None of the models seem to make much use of the slots in the Strips and I can't say that for me they add anything to the appearance of the models. In the Instructions the slots are said to make the parts easier to use, with the explanation, 'When bolting two pieces together, slot to slot, place the bolt on the nut first, adjust the two pieces to the required angle, and tighten up with the spanner. It's easy, isn't it.' Well I suppose so, but when I made a model out of BAUFIX some time ago, the Chair-O-Planes ride shown in MCS, the main thing was that the slots did allow the bracing struts to fit correctly; the downside was that the shafts wouldn't run successfully in the slots and all the appropriate Strips had to be doubled up so that every pair of slots formed a round hole.

HISTORY. The name and address given several times in the Magazine is BCM/ULOX, London W.C.1, and it is explained at one point that this is their 'monomark' address, which I guess means a GPO approved, simplified address. In 'The Railway Magazine' it is said that Hommade Ltd., Enfield Road, Acton, London W.3, had made the loco model and sent it to them, and so it seems that Hommade had an interest in ULOX. This is partly confirmed by a patent No.328457 which was in the name of Hommade Ltd. and S.N.Wolson; I don't have details of it except that it described ULOX like strips. The date of the patent was 1929 and ULOX was probably on the market for a period before that, witness the PATENTS PENDING on the Additional Strips packet. Against that, in the magazine it says of the Packet, 'Also - NOW ON SALE', as if it had been recently introduced.

On the back cover of the Magazine it is said that ULOX could be obtained from all branches of F.W.Woolworth & Co. Ltd., and Woolworths clearly took an interest; they have the only outside ad, a quarter page devoted to 'TAUT' curtain rod. And in reply to a letter, it is suggested to Chris Tompkins of Llanelly that if Woolworth's manager was asked nicely, he would be pleased to show the model you are so proud of in his window.

Where were ULOX parts made? The only clue in the Magazine is that it is not claimed that ULOX is 'Made in Britain'. That was a popular claim at that time, and too good to have been omitted if true. The fact that ULOX dimensions were metric doesn't necessarily indicate the Continent, MEX has 13mm spacing and it's said to have been made in Japan. How does the claim in the Magazine that ULOX offered exceptional value for money stand up? TRIX, introduced soon after 1930, is the obvious comparison; the basic set in each case cost 6d and TRIX provided 51 parts against 34, with 10 Strips (plus 2 DAS) against 8, 4 large Discs against 2, and 20 Nuts and 8 Bolts against 12 and 4. So how long did ULOX survive? And were there any more issues of the ULOX Mechanical Magazine for Boys? One was promised for April but elsewhere in the Magazine the question was raised, should it appear every month, or every 3 months; and someone may have thought that it was going to be yearly because there is 'ULOX Magazine 1930' at the top of most of its pages.

Where did the name ULOX come from? To quote the Editorial: 'Funny name isn't it. You will probably be interested to know why the inventor named it ULOX. Well it's because of the 'U' shaped slots, which look like 'U'-locks.' So that's that little mystery solved.

contents of the set include 4 A, 4 B (Strips), 4 P79 (Trunnions), 1 FO (Flgd Plate), 2 GX (DAS), 2 3" Axles, 4 plastic/rubber Collars which grip the Axles, and 4 blue plastic, 1½" dia Road Wheels which fit loosely on the Axles.

10. David Hobson wrote that he had obtained the ULOX Patent mentioned in 10/254 and it appears the the 'edge slots' were intended to allow extra strips to be put in place with a slack nut and bolt in position in the slot.

11. Tony Matthewman's book, 'The History of Trix H0/00 Model Railways in Britain', has now been published by New Cavendish, and he wrote that although the TRIX constuc-tional system is only mentioned as part of the history of the Trix companies and their products, there are a few colour pictures, comments and passages which may be of interest to OSN readers. He intends to write fully about the system in the near future, see his ad asking for help elsewhere in this Issue. Tony also added that TRIX is still in production in Nürnberg and will continue, according to the Company, 'as long as there are customers'.

12. Werner Sticht sent a couple of recent leaflets for the well known BAUFIX wooden system. One is English, French, Italian and Spanish, as well as German.

13. On the plastic BUILDERIFIC (10/267) Gaston Marette wrote that the ref. of the Set is No.24135 and it sells in Belgium for 5-600 BEF (around £10). It is made in China and is distributed by REDBOX of 200 5th Avenue, New York, NY 10010, and Victoria Lane, Swinton, Manchester, M27 3LF. The box presentation imitates the Meccano Techno sets. Some parts are exact copies of Plastic Meccano parts, but not all are compatible and the thread is different. In the recent past it was sold in Belgium as BLUE BOX educa-tional toys and the parts were moulded in Singapore.

Gaston wonders if the 5th Avenue address is simply that of the of the TMA (Toy Manufacturers Association of the U.S.A.). [In the UK a smaller BUIDERIFIC Set (168 parts in a vertical box) is listed in the current 'Index' cata-

logue at £9.99.]

On hole pitch (10/237) he points out that any error is minimised by measuring over as many holes as possible and then dividing by the number of pitches spanned.

14. On p272 of this Issue Werner Sticht points out that in Germany the name 'Stabil' was synonymous with MCS, and Geoff Davison provides a nice example of this from a book he read recently about a wealthy German family. One of the housemaids is described as a real treasure who could do all sorts of things, like making dolls' clothes and finding miss-ing nuts and bolts from 'Stabilbaukasten'. Geoff added the he could do with someone like that!

15. José Bernal sent some details of the Philips ELECTRONIC ENGINEER Outfits. They contain a selection of electrical and electronic components and to build a 'cir-cuit' the appropriate layout sheet is attached to a wooden [?] perforated base board which also carries batteries, con-trols and the like. Holes in the layout sheet correspond with holes in the board and show where spring clips are to be pushed through to hold the connecting wires, components, etc. The manual covers 2 sets, the EE 8 and the EE 20, and it came in 2 parts, with the theory in Vol 1, and the in-structions for making 22 circuits in Vol 2. The first part has been mislaid but José kindly sent a copy (in Spanish) of the second. Among the projects that can be made are a 3-transistor radio receiver, a Morse trainer, a time switch and an electronic organ.

Philips ELECTRONIC and RADIO Outfits were adver-tised in MM between 1964 and 1969, first the EE 8 with an add-on A 20 Set, then in 1966 the EE 20 was introduced with the A 20 as a linking set. The EE 8/20 shown in the Spanish manual in no doubt the same. Then after a gap of 2 years an EE 1003 was advertised with no mention of the earlier sets. This allowed 24 models and it was said that more could be built by combining the Set with their Mechanical Kit ME 1201, shown alongside, but no details were given. The Philips Mechanical Sets were sold in Amer-ica under the name Norelco, but I don't know if there were equivalents to the ELECTRONIC Outfits.

EXTRA MCS SHEETS The Sheets listed below are avail-able at 15p per Sheet plus postage. That makes £4.65 + post for all 31 Sheets.

MCS Amendments, List No.1 [1 Sheet]

ALUMINIUM CONSTRUCTION OUTFIT: X1.2/5 [1 Sheet]

BOYCOY: X1.1,2,3/4/6,5 [2 Sheets]

BUILD0 [2]: X1.1,2,3/4,a,5,7 [3 Sheets]

BUILD-X: X1.1,2,3/4,5 [2 Sheets]

ELGIN: X1.4 [1 Sheet]

JUNEERO [1]: X1.1,2,3/4,4a,5,a [3 Sheets]

KNIRPS: X1.1,2,3/4/6,5 [2 Sheets]

KONSTRUKTOR UNIVERSAL'NYI: X1.1,2,3/4/6,a,5 [3 Shts]

LIONEL: X1.3/4a,7a [1 Sheet]

MAXHINA: X1.1,2,3/4/6,a,5 [3 Sheets]

MECOTECH: X1.1,2,4/6,5 [2 Sheets]

METALLIRAKENNUSSARJA: X1.1,2,4/6,a,5 [3 Sheets]

ORSTA: X2.5,a [1 Sheet]

PRIMUS BIG WHHEL: X1.2,3/6 [1 Sheet]

STEEL CONSTRUCTION KIT SERIES: X1.2a,4/6 [1 Sheet]

STRICON: X2.3/4/6a [1 Sheet]

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SMALL ADS Up to about 150 words free for each subscriber in each Issue; above that by arrangement. Insertion guaran-teeed if ads reach the Editor by the end of January/July.

PAYMENT Please make cheques etc payable to P.A.Knowles. Remittances in other than Pounds Sterling will be cashed lo-cally and the resulting Sterling credited.

- Overseas subscribers can pay by VISA, ACCESS or MASTER cards: please send Card No, Expiry Date and Name and Address of Card Holder. Debits appear under the name 'SIMPLY COMPUTERS'.

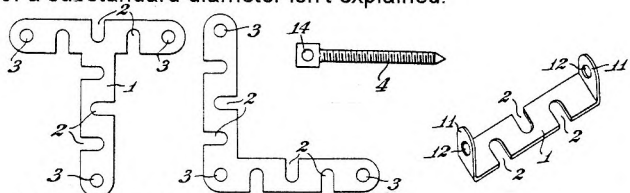
- Overseas subscribers need not send sums of less than £5 for Back Numbers, purchases from the Editor, etc, until it is time for subscription renewal.

ITEMS FROM LETTERS

1. On TEMSI (see 11/292) René Mikkers wrote that: • The 15t Pinion isn't available because it would cost too much to produce. • The slight error in the hole spacing of the longer parts has certainly existed for at least the last 10 years. • The extra crosswise holes in the flexible plates is caused by the tooling used. • The Wheelbarrow Set was introduced some years ago and was a relatively expensive outfit.

2. On the KNIRPS aircraft (11/273), Peter Page said 'It's the first time I've seen a model of the revolving wing machine that impressed me in prewar boys' comics.' He also noted that Model & Prototype Systems Ltd. [who made, and perhaps still make, PROTO, one of the industrial 'Meccano' systems] is for sale.

3. David Hobson kindly sent copies of various patents. For the ULOX patent referred to in 10/254, he pointed out that since its application date was May 8, 1929, sets wouldn't have been on sale before then. The 4 parts below are shown in the Patent but as far as is known they were never marketed. The threaded rod with the square eye on the end, essentially similar to the Loop Spindle shown in 10/253, was intended to allow two screwed rods to be joined at right angles, but no specific applications are mentioned. I had hoped that the Patent might give uses for the four small holes in the Disc, but it only refers to them as housing a crank pin (Lever, see 10/252), and why the latter needed to be of a substandard diameter isn't explained.

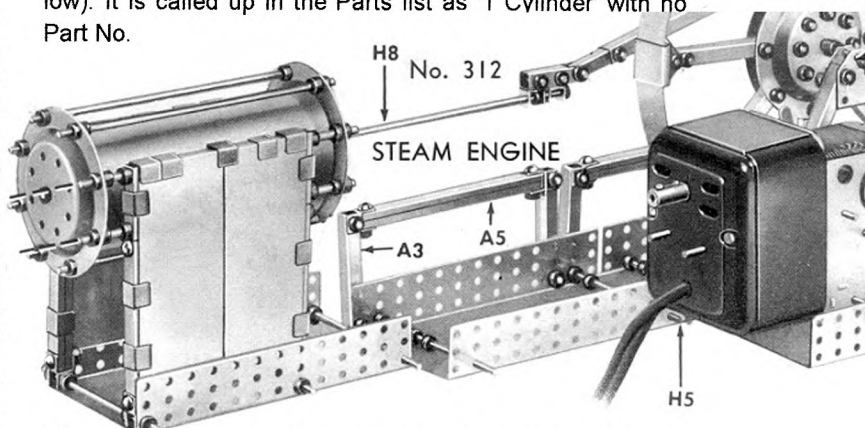


On the UK Patents relating to BOB, it turns out that the Joint (clamp) shown in 500629 (1939), mentioned in 9/233, is not exactly the type that is found in BOB sets. These are hexagonal in shape (as shown in 4/75) and are described in a later UK Patent, 622212 of February 1946, which is in the name of a Patent Agent, A.A. Thornton, who seems to have been the assignee of Charles Baumgartner. It was probably he who licensed the Patent to Ridinger & Co. David added that according to 'British Tin Toys' the Feeder Road address for 'Ridinger Metal Toys Ltd.' dates from 1948; before that they were at Bath Buildings, Bristol. It is said that Chad Valley took over the Company in 1949, and that no doubt was the end of BOB, even if it had lasted that long. The square shaped Joint from the earlier Patent is shown above. According to 6/121 Swiss BOB was marketed at the beginning of WW2, so it is possible that the earlier version was used at first. There is no Convention Date on 622211 and it isn't known if there was a Swiss patent for the hexagonal Joint.

Finally David noted that the two patent numbers quoted for BOYCOY (11/276) were in fact application numbers, and patents for them were never granted. This may have been because complete specifications were never submitted but,

perhaps more likely, the invention was found not to be new, MOBILO for example had been patented in 1918.

4. In reply to my request for information on the LIONEL Cylinder part (11/271), Richard Symonds sent some details. It's red and rolled from .015" sheet with a butt joint, and is 4½" long and about 2.1" in diameter. There aren't any holes in it. He also sent a copy of a page from a #343 manual showing the Cylinder used in a Steam Engine (below). It is called up in the Parts list as '1 Cylinder' with no Part No.



Richard also sent a photo of a monoplane made from a DUX 104 Outfit, that he took at a Toy Show. All details agree with those in 11/287 except that the rear upper fuselage (and the logo on the nose) are blue. The painted control surfaces are red.

And on the NORELCO ME1200 Mechanical Engineer Set, he sent details and photos, and with them, and the MCS entry, I was able to make a good comparison with my own PHILIPS ME1200 Outfit. Apart from the change of name (everywhere except on one piece of cardboard packing which has PHILIPS on it in both cases), they appear to be identical (parts, manual, packaging), apart from the left end panel of the lid, which shows different models, and there's also some chat about the scope of the set on the NORELCO one.

5. Werner Sticht sent outline details of a universal coding system for parts which he uses to keep track of his parts from half a dozen different systems, and which could be extended as far as is necessary for any particular purpose. One or two examples from the many he provides are: A50 for a 50mm Axle, AT50 for a 50mm Threaded Rod, W36X for a Disc without Boss.

He also sent initial proposals for a Relational Database for MCS which could include full details of the systems entered, including outfits and parts, and would allow searches to be made in terms of any chosen single or combination of parameters.

Each of these topics is on a single A4 side and I can send copies to those interested.

6. In 11/272 Walther & Co. were said to have closed in 1968, but Don Blakeborough has pointed out that they were still in business in 1970, and sent a 1969 leaflet and a 1970 price list as evidence. On checking I found a note in MJ 28/821 that a letter sent to Walther's Berlin address in April of 1972 had been returned marked 'Firm closed down'.

7. Don Redmond wonders how to tell nickel MECCANO A/Gs from AMERICAN MODEL BUILDER ones, and adds that although AMB Sector and Flanged Plates have slotted holes longer than those in the MECCANO parts, this is not true for the A/Gs. Equally difficult is identifying the differences between the many parts that AMB, CASTLE BUILDER, MODELIT and STERLING TOY BUILDER have in common.

The Basic ULOX Set This little set was mentioned in 10/253, and now thanks to David Hobson I've been able to examine a near complete example of it.

The box is 20*14*1¾cm with a plain brown cardboard base and the lid below. Points of interest on it are the name, 'SET A



T16'; 'Improved Rustless Finish'; the Set Contents; and, along the top, 'Trade Mark No.506189, Patents Pending'.

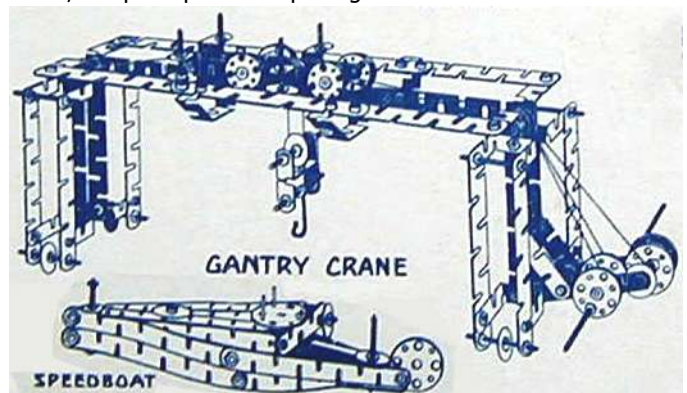
The parts are in a brown-greyish envelope, 134*193mm, printed in blue. All the 34 parts in the Set are shown on the front under the heading 'Contents of ULOX Set 34 parts': they are: 4,2,2x 7,5,3 slot Strips; 2 Wheel Discs; 2,1x 20,12mm Washers; 3x Screwed Rods; 12 Nuts; 4 Bolts, 1 Lever; 1 Spandriver. The illustrations of the parts match the actual ones in the Set except that the scaled diameter of the Wheel Disc is 30mm Ø, the early size, and not the later 34mm. The parts are as described in OSN 10 (the Lever is missing) but the Spandriver, not seen before, is 53mm long o/a. All the parts, including the N&B, are still shiny with few traces of rust.

The printing on the back of the envelope includes ads for

the ULOX Magazine, price 2d from Woolworths; the Accessory Set T17 & the Additional Strips T19, both with contents as in OSN 10; and: 'Additional "ULOX" Parts. Watch the "ULOX" counter at your nearest Woolworth Store!! New parts of every description are in course of production and can be bought separately in any number.'

Also on the back, advice to 'First build the models exactly as illustrated on the box and in the Magazine'. But only the 2 small models on the top of the lid could be made with the parts in the Set, and buying the Magazine increased the cost from 6d to 8d! The Magazine has both the small lid models among its 8 for the '1 Set', and also the Railway Crane, but the number of sets needed for it isn't given.

8 more models are shown on the inside of the lid, each of which need 4 Sets. They include a Pile Driver, Tip-Waggon, Springless Scales, a Motor Van with centre pivot steering, and the 2 models below (110% f-s). It would be difficult to make the Gantry Crane from the illustration. The Wheel Disc on the deck of the Speedboat looks to carry 2 of the Levers, the only time the part is used in the 8 models. The Wheel Disc at the stern seems to be attached by a N&B through one of the small holes, but perhaps that's splitting hairs.



ULOX: S1

OSN 37/1104

Snippet. 'New(?)' System: FAVORIT The two outfits below were in one Ebay lot. The black-lidded box was said to be the basic set from 1947, and the blue one an add-on outfit from 1949. The first has METALL-BAUKASTEN along the bottom of the lid and the second ERGÄNZUNGSKASTEN (I think, but possibly with a letter or figure after it).

No doubt the parts are not as originally shared between the sets, and not much can really be seen of

them. The only ones that stand out are the 12h Strips in the boiler of the Steam Roller, and its rear wheels with 8 holes very near the rim. Some of the parts may not of course be genuine - I wondered if the large blue part could be the front of a loco cab but I can't see any attachment holes in it.

Some details of a GORDON Favorit set were given in 27/802 but it seems to bear no resemblance to the present sets beyond having bright looking Strips. However there could just possibly be a connection because Baukästen lists an East German company, VEB Kinderspiele Schmalkalden, which subsequently became Gordon Apparatebau KG, the firm who made the GORDON set. So conceivably the present FAVORIT outfits were made by the VEB company before the Gordon period.



FAVORIT: S1

OSN 37/1104