

**EDITORIAL** A record 25% or so of subscribers sent comments on the 'new' OSN, and reactions were mixed. Nearly all liked the colour & the better quality B&W photos, but over half strongly regretted the passing of the folded, double-sided, stapled sheets. To them I can only say 'me too', but I'm afraid that single-sided A4 is the only practical way I can see of continuing to produce the N/L. No one mentioned the increased price, the new rates are given overleaf.

One point of detail. For my convenience all the pages of the last N/L were collated face up so the wide margins were to the left & right on successive sheets. The idea was that the recipient would turn over every other sheet so two printed sides could be seen at a time with the wide margins innermost (and then two blank sides, etc). This seemed a good idea but not everyone thought so, and I have found myself that more often than not I open to blank pages and then have to turn over a page to see a page number (Sod is alive & well). It would be easy to have the wide margin on the left on all pages and if you feel strongly about this, one way or the other, please let me know.

On another matter, several readers have reminded me that my OS Database is now very out of date. Perhaps I'll be able to produce a new version in 2004 and I'd be glad to hear if anyone has thoughts about improvements to it. Bear in mind though that new material will increase its present 44 pages considerably.

## FROM READERS

1. From Don Redmond. On **THE CONSTRUCTIONEER** (9/206, 26/779), the hole spacing between the 2 centre lengthwise rows of holes in the Plates is  $\frac{1}{2}$ " instead of the standard  $\frac{7}{16}$ ".

**THE CONSTRUCTIONEER: S1** [29/845]

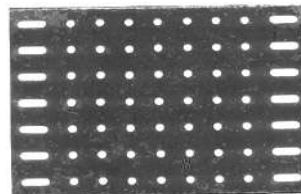
2. From Don Redmond, some additional notes on **Phase 2 MODELIT** (see 15/186) from a recently found Set E. The Gear does have 50 teeth and meshes with the 16t Pinion at 2h centres, giving a DP of 38, as in Phase 1. There are no Sprockets in Set E, but a 45" length of Chain was found in it which appears to fit over every other tooth of the Gear. Its pitch is .18". Strips are 10.5mm wide. Both arms of the A/G are 14.5mm and in each the holes are toward the edge. Some Crank Handles have a hole  $1\frac{1}{2}$ " from the bend (like the Phase 1 parts, see 8/186) but others, if they are genuine, don't.

**MODELIT (b): S1** [29/845]

3. David Hobson showed me a French **CONSTRUCTOR** lot of parts, and they seemed to fall into two groups. The first correspond to those for the 'Early to Mid 1920s' shown in 24/701, and the Strip parts are 8.0-8.1mm wide, very near the 8.2mm of Period B.

In the second the Strip parts are 10.1mm wide and so are nearest to the 9.8mm of Group D. They generally correspond to those described for 'About 1930' in OSN 24 except for the Flanged Plate. It has the usual feet at the corners but is 9h long instead of the later (presumably) 11h

type, and its ends, and end holes, are extended by about 6mm. Below a plan view – the length overall is 112mm (120mm for the 11h type) and the slots are 10.6mm long. The flanges are similar to the 11h type but the end slots match those on top and the depth along the sides is a little less, typically  $9\frac{1}{2}$  against 10mm. Of the Lozenge parts only some



$\frac{1}{2}$ -Lozenges were present and these, and the Flanged Plate are dark red (like late 1920s MECCANO). The Strip parts, the 12h Wheel Disc, the A/B, and the flat Hook (as in MCS, 17.6mm long with a 2.7mm hole) are nickel. The brass parts are the Pinion (#25 in MCS, with 19t, Mod. 0.6), the Flanged & Grooved Wheel (#27, 32mm o.d., turned with a slightly tapered integral boss), and the Loose Pulley (#31, again turned, 22mm o.d., and 3mm thick).

3 Nuts found with the parts are brass, square, 5.6mm A/F, and 1.8mm thick.

**CONSTRUCTOR [1]: S1** [29/845]

4. Another lot courtesy David Hobson, this time the model leaflet and parts from a **MASTER BUILDER** No.25 set, complete except for 2 A/Bs, & a few Nuts. The Strips have the large radius ends noted in 16/450 & 19/554, and the thread of the N&B is 8-32; otherwise the parts are as described in OSN 16, but the following details may be of interest: • The holes are 4.3mm except in the A/B. • The end radius of the Strips is about  $\frac{7}{16}$ " and there is only 3mm of metal outside the end holes. • The 4h Wheel Discs are 24.0mm Ø and the holes are on a  $\frac{5}{8}$ " pcd (if the o.d. had been a little larger to accommodate a .7" pcd, the part could also have served as a corner bracket). • The A/B, typically 12.4\*12.6mm, is 12.4mm wide. It has a 4.5mm hole in one arm and a slotted hole 4.9mm wide & 7.2mm long in the other, both with only about 2mm of metal outside them. • The N&B are nicked, the Nut is square, 8.8mm A/F & 3mm thick, the Bolt has a roundhead, 7.6mm Ø, & is 6.6mm u/h.

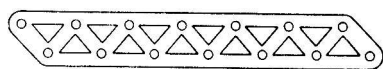
The Model Leaflet is one sheet 203\*490mm folded into 4, & is nearly identical to the Wetzell one described in 16/451. The Intro, which couldn't be seen clearly before, speaks of 16 successive sets which build 95 models using 58 separate parts, & the address under it is 468 B'way, N.Y.City. It is identical to the one in the No.10 Leaflet in 16/451. The significant differences are that the front has no Acorn logos (on either side of 'THE' at the top), and has been rubber stamped 'REMOVED TO BUSH TERMINAL, BUILDING No.6, BROOKLYN. N.Y. Notes on the addresses & logo were given in 18/495.

**MASTER BUILDER: S1** [29/845]

5. Notes from Don Redmond on **BUILD-X & DELTA-X** (see 11/288), and David Hobson lent me some of his parts. In OSN 11 I missed the fact that the bosses of some at least of the plastic circular parts have '**D**' section bores. Those seen are the 21mm Wheel, P-006, & the Compound Gears, P-003-5. The 19mm Pulley, P-008, has a normal circular bore though. The round Axles with my parts are most likely

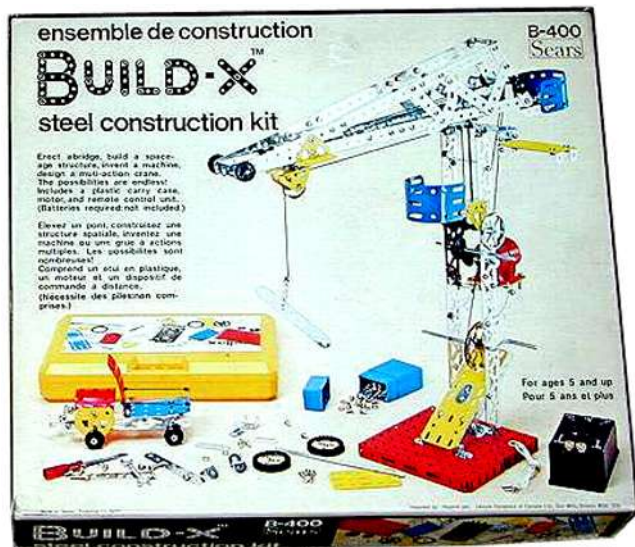
not original as Don's & David's are larger in diameter (to fit the metal bosses) and with a flat for the D bores. The diameters found vary from 4.20 to 4.23mm, and the depth to the flat from 3.69 to 3.74mm. In passing, the corresponding figures from a handful of Gabriel ERECTOR Flatted Axles are 4.03-4.06 & 3.38-3.63.

Other points on the parts. The **Gear P-005** has an o.d. of 20mm, and combines an 18t contrate with a 13t pinion (15.0mm o.d.). At Mod.1, the teeth are fairly coarse. The unusual **Braced Girder S-012**, (below) has, as might be



expected, its lengthways holes at 28.0mm pitch, and the 2 lines of

holes at 14mm centres. The plastic **Flexible Plates** have 'MADE IN JAPAN', moulded into them. The drum-shaped **Motor, E-002**, has a red plastic case with the 2 parts of the housing joined by the band in the middle; there are 2 screw terminals on the back, and a black pinion pressed onto the shaft.



Don also mentioned a **yellow plastic case**, above, about 28\*18\*5½cm, with a snap catch lid, and a BUILD-X

label on it. These boxes were used to house the parts in both BUILD-X & DELTA-X sets, from at least #200 upwards. Various labels have been seen, all in colour, some featuring a model from the set in question, and others a selection parts from the Set. Some labels have no Set No. on them and these at least would have been packed inside a cardboard box. One such box for the B-400 set is shown in the last column with its contents below it: a yellow case and a plastic block containing the E-002 Motor & E-001 Controller/Battery Box. The Motor appears to have a pulley on its shaft, though a pinion is shown in the instructions for the Crane. The blue plastic box on the left is M-002 for the N&B, etc. The B-500 set contains 2 of the yellow boxes. All the BUILD-X labels seen carry the Sears name.

#### BUILD-X: S1 & DELTA-X: S1

[29/845-6]

6. **MERKUR** sets were offered in an ad last Spring from Merkur, P.O.Box 25, Melton Mowbray, Leicestershire, LE13 1ZG, tel. 01664 485029.

#### MERKUR: S1

[29/846]

7. One of the 'goodies' on Werner's web site (see Web Sites below) is a full account of the **KNIRPS** sets, adding to the notes in 11/272, 24/714, & 25/743. Some of the details follow. The No.1 was launched in 1932 to compete with TRIX, and at the same price, .50 Mark. The contents were quite similar too and, updating the estimates in OSN 11 & 25, comprised: 2,4,2,2 of 3,5,7,9h Strips; 2x 1\*3\*1 DAS; 4 Wheel Discs; 3 Screwed Rods; 8 Bolts & 16 Nuts; a Span'driver, and a Crank Pin.

The parts were packed in an envelope and every part in the Set was shown on the front of it. The envelope was in a large box (like TRIX), 18\*12\*1.5cm, with a label similar to the No.48 manual cover in OSN 25, but without the words along the top, and with KNIRPS Nr.1 in the diamond bottom right.

The **Crank Pin** (Kurbelbolzen), right, is 17mm long, and about 2mm diameter, to pass through the small holes in the Wheel Disc. The shoulder near the end is like the ULOX part and would allow the Pin to be held between 2 Wheel Discs, though its use isn't made clear in the KNIRPS model leaflet.

Some details of the latter were given in OSN 25 but all of it is shown on the web site.

Another point of interest is the No.1a linking set. It was also priced at .50 Mark to compete with TRIX and the No.2 cost 1 Mark. But the No.2 didn't include all the parts in the No.1, the Wheel Discs for example, and so buying a No.1 & a No.1a, at .50 Mark each, gave appreciably more parts than buying a No.2 at 1 Mark.

#### KNIRPS: S1

[29/846]

8. Good news from Werner Sticht. Urs Flammer has told him that **Stokys** has new owners, Mr Herbert Schulthess & Mr Mauro Matesco, and they will continue to produce STOKYS parts & sets. The address of Stokys AG is now Wihelstrasse 9, Walchwil, Switzerland, CH 6318.

#### STOKYS: S1

[29/846]

9. Kendrick Bisset has discovered that the **thread used in U.S. produced MECCANO** is the American 7-32 instead of

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