

**Helicopter**, 223 parts. No equivalent MERKUR set is known – the Plane is the model from the 110 part Trempik *mini* set; each of the 2 rotor blades of the Helicopter is an 11h Slotted Strip. • **8016 Buggy**, 124 parts. This is the model shown in OSN 17, from the Buggy Skoda *mini* set. • **8017 Semitrailer Truck**, 124 parts. This Set and its model (below) are also 'unknowns'. I wonder if the timber (plastic?) is included in the Set. • **8018 Motorcycle, Trike, & Motorcycle with Sidecar**, 157 parts. The third 'unknown'. All the models are about the same size, with the 3h Ø Pulley plus Tyre as wheels. They are quite simple with no 'features,' and the sidecar is rather rudimentary.

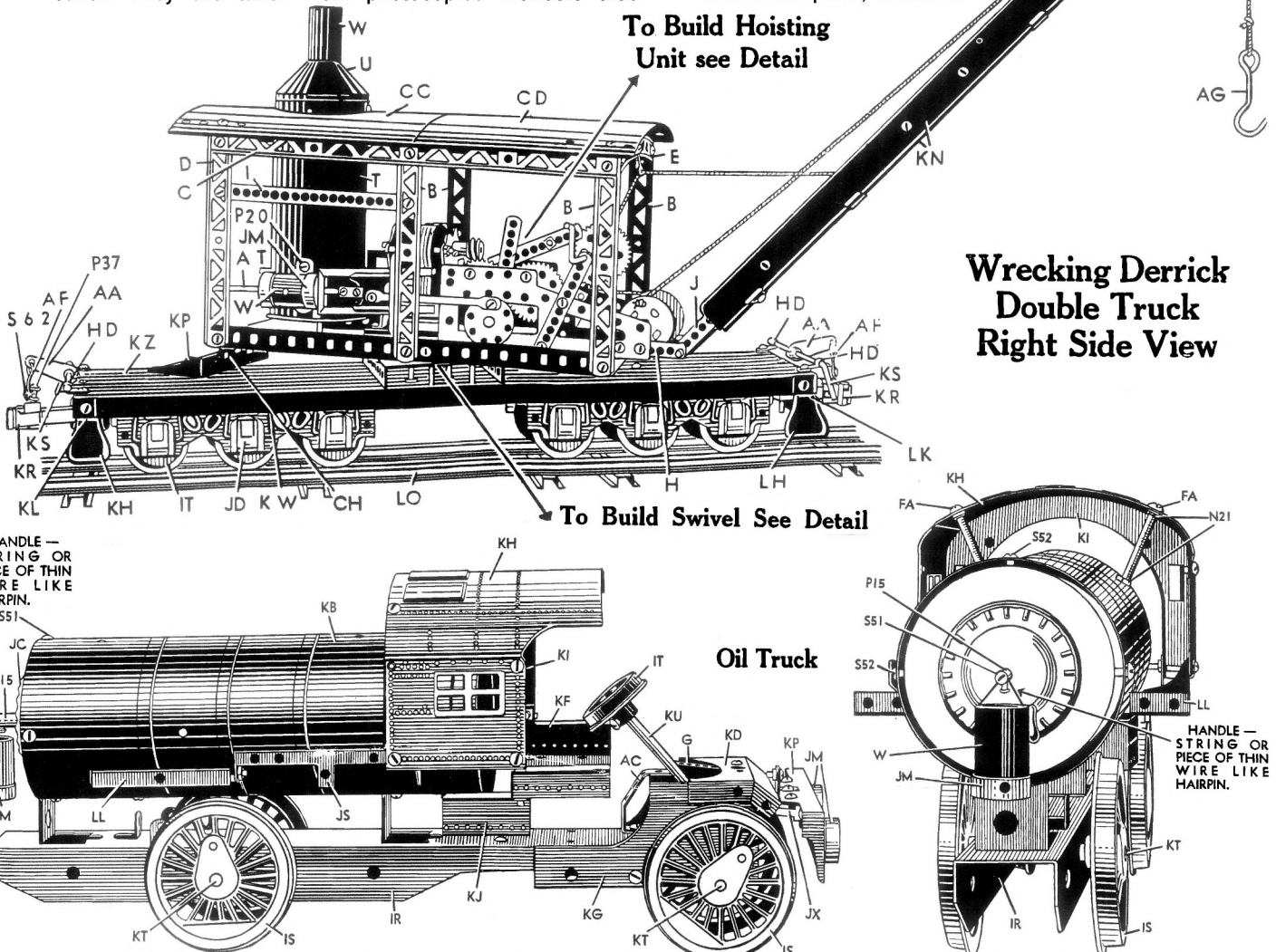
**Thanks** are due to Werner Sticht who lent me the Catalogue on which the notes above are based.



**The ERECTOR HUDSON LOCO** Looking back at the notes on railway models in OSN 23, the Hudson, the most impressive of all, 4 feet long including the Tender, didn't get mentioned. Its general appearance will no doubt be familiar to most readers, but I thought that some of the constructional details might be of interest. 8 pages are devoted to the Loco itself in Manuals of the day, plus another 5 for the Tender, but I hope that most of the mechanical details can be seen in the snippets on the back cover. They are taken from photocopied manuals that

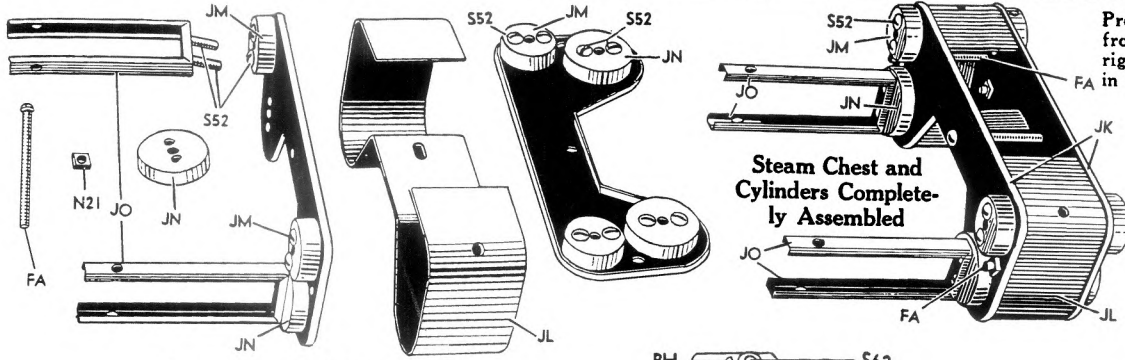
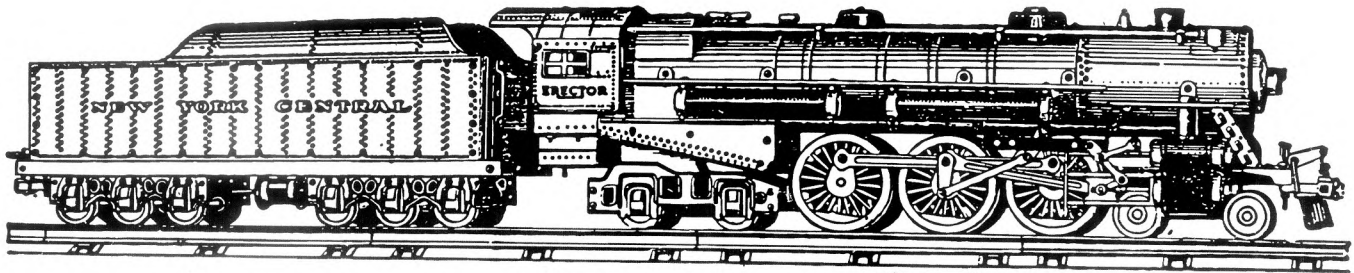
ductory advertising, Gilbert went to great lengths to make customers aware that the Loco was a stationary model. To allow the G Wheels to turn Jacks (#LS in the bottom illustration) were used to lift the model clear of the Track. The words about the Jacks under the illustration imply though that the Loco can travel – has anyone tried?

One minor point, in neither



Richard Symonds was kind enough to send. A few points of interest. The note under the smoke box front indicates that Nuts are held fast inside it, but I'm not sure how the 'little prongs' actually achieve this. The bottom of the Motor can be seen at the left of the underneath view. The drive to the (single!) axle is by Chain from a 12t Pinion on the Motor to a 36t Gear below it, then via Bevels to another Pinion which engages with a 72t Gear bolted to one of the drivers. It is said in *Greenberg* that in the 1931 intro-

Manual (©1931 & 1934) is the name Hudson mentioned. The Manuals contain a number of other models, all of which use the special Hudson parts to a greater or lesser extent. To my mind the special & standard parts don't usually blend well together, but there are a few exceptions. Railway items include various 'shortened' Locos, and a good selection of Wagons, usually built on the Tender chassis. One of the more interesting ones is shown above. The other models are mostly Steam Engines, or similar, with & without boilers, but also a few Cranes, the Oil Truck above, & even a Windmill.

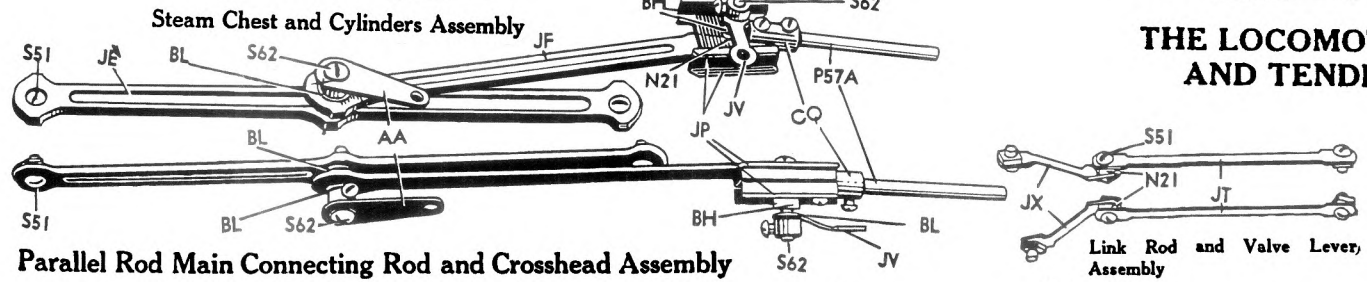


Provision has been made inside the smoke box front JC to hold N21 nut in place. To insure rigid fastening press little prongs to hold nut in alignment with hole.

Steam Chest and Cylinders Completely Assembled

# ERECTOR

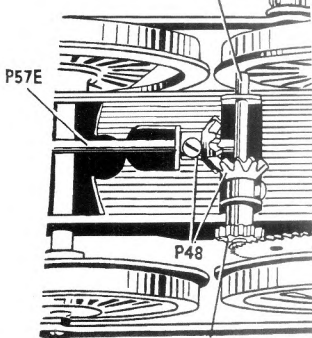
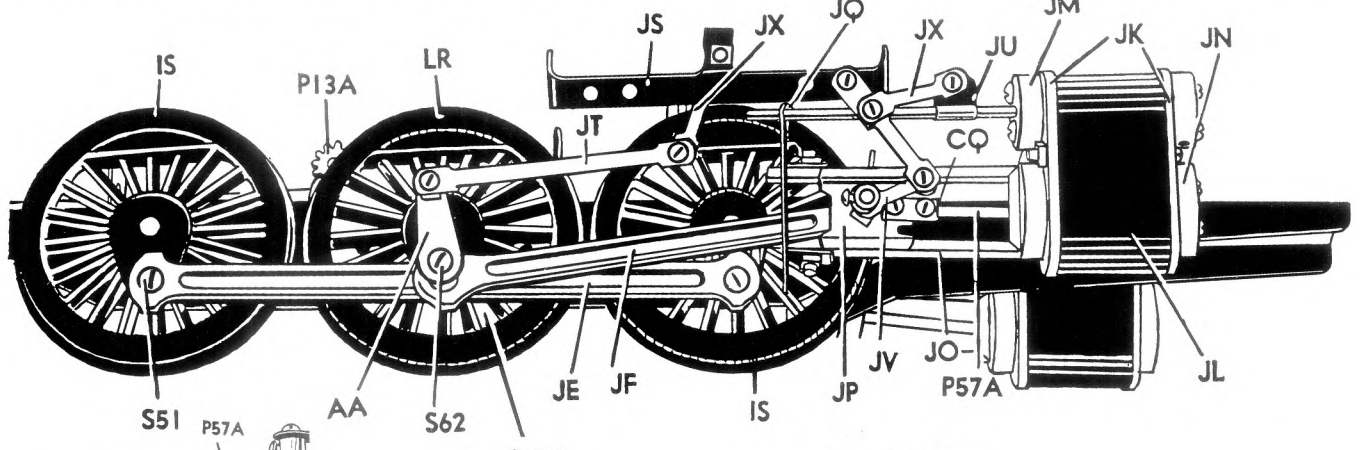
## THE LOCOMOTIVE AND TENDER



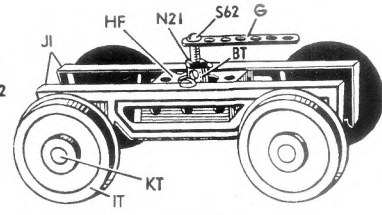
Steam Chest and Cylinders Assembly

Parallel Rod Main Connecting Rod and Crosshead Assembly

Link Rod and Valve Lever Assembly



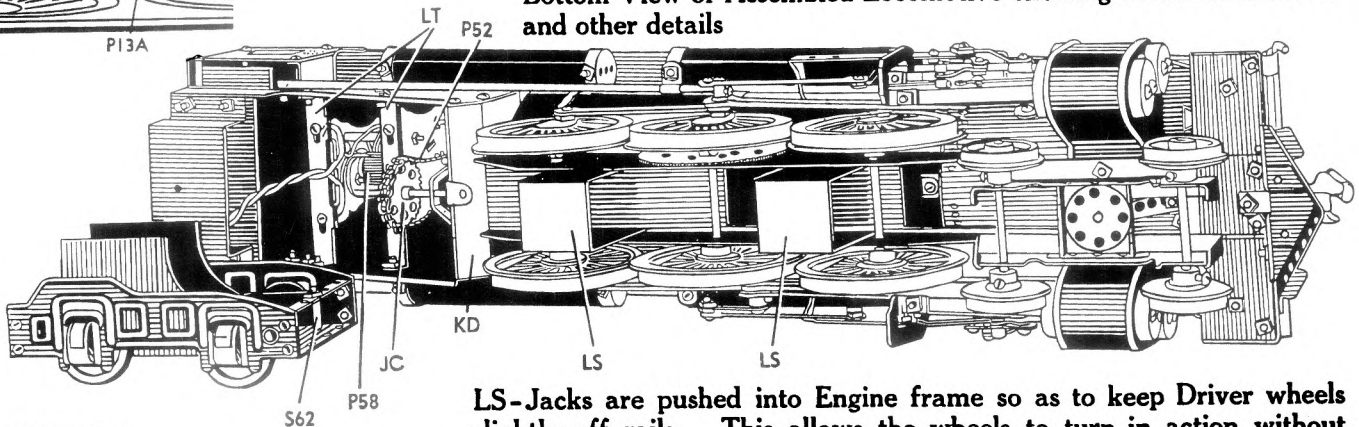
Drive Gear and Drive Wheel Assembly



Front Truck Construction

More about the Loco Outfit Models on p737

Bottom View of Assembled Locomotive showing Motor Installation and other details



LS-Jacks are pushed into Engine frame so as to keep Driver wheels slightly off rails. This allows the wheels to turn in action without traveling. Jacks to be removed when traveling on rail.