

**Some SWEDISH SYSTEMS** Staffan Kjellin has kindly sent what is known about three hitherto unknown Swedish sets, and more details, manuals, and parts from the two major Swedish systems, MEKANIK & TEKNIK.



**REX** The oldest Swedish system is REX, and the label from a box lid, probably a No.3A, is shown above. The original measures 32\*12cm, and the lid is the same length but 21cm wide. The label is printed B&W on pale yellow, and the text says Swedish Made, and talks of 200 models from a series of outfits, including linking sets. BYGGLÅDAN means constructional sets. From the spelling of the words, it is thought to date from before WW1. The only known parts (left) are a 25t Pinion, and a Large & Small Contrate. They are marked REX and are cast, from a zinc alloy perhaps.

A friend of Staffan has told him that sets from the 1920s were marked MÄRKLIN-REX and that the parts looked like MÄRKLIN. How far the original system was a copy of MECCANO isn't known but the model on the Label is almost identical with the Tower Bridge that was included in MECCANO manuals as a No.6 model from 1911 through 1923. The only difference I can spot is that the far left Flanged Plate has lost one hole in height. The Plates on the ground by the girl don't look like MECCANO or MÄRKLIN.

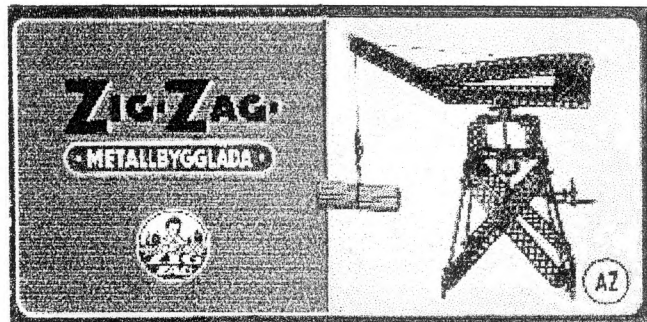
**KONSTRUKTÖREN** For this 'new' TRIX look-alike I've the cover or title page of a manual, 210\*144mm deep, with on it: Modellbok, the name, & N:o 10, the number of the Set no doubt. On other pages are a short introduction, the illustrated parts and set contents.

All the common TRIX constructional parts (from UK

Units A,B,C) are shown plus the Flanged Plate (right), with an extra row of holes along the bends. There are also a few minor variations: the Spanner has no holes; the TRIX 87mm Spindle is listed as 85mm long, and is shown with much longer threaded ends; and the diameter of the Large Wheel Disc is given as 48mm Ø (not 49). Otherwise all the dimensions correspond. The Hook is the round pattern. The Bolt is listed as 7.5mm and is shown roundheaded; the Nut a small hexagon.

The 24 different parts are numbered from 1 to 47. The Set has 161 parts including 40 Bolts & 50 Nuts. The contents are roughly the same as Units A+B+C, with a few extra parts including one Flanged Plate, more Bolts, but fewer Nuts, and only 2 Large Discs, the number in the appropriate TRIX Unit prewar.

**ZIG-ZAG** A wooden system of this name had perforated strips held together by dowels. Quite elaborate models of a Motorcycle & Rider, a Travelling Tower Crane, & a Tramcar can be seen in a small picture of a box lid with N:o 28 on it. The makers also sold a metal ZIG-ZAG system with TRIX-like parts, and some can just be seen in the Crane on the box lid below. The left panel is red, and the right cream; in the righthand bottom corner is AZ or possibly A2. A small photo of a dealer's cabinet shows a wooden box with a lift-out tray; Tyres can be seen, probably in 2 sizes, and 2 Gears or Sprockets. Some parts look silver and others have a blue look to them, but that may be the light.



**TEKNIK** Most of the parts of this system in the 1960s are clearly shown in MCS, and though some of them are similar to MECCANO, mostly they are distinctive variants. Many Plates are flanged on one side only, and this allows flexibility in using the parts to best effect, and ease of assembly without the need for too many Brackets. TEKNIK parts and models are characterised by a certain delicate appearance arising from the variety of small Plates in the system, the range of rather light colours used, and the thin metal of the Plates and Gears. The practicality of the Gears may be questioned but the other parts, though light, aren't flimsy.

On the history, Staffan wrote that TEKNIK was made by a company called C.G.Stjernqvist Mekaniska Verkstad, principal Carl Gustav Stjernqvist (1900-1993). [If I've understood correctly, the Gustaf W. Jonsson mentioned in MCS was the extra part distributor.] Production started in 1936 with one size of set, a #2. In 1939-40 a new factory was built at Huddinge (Stockholm) and soon Sets 0-5 were available. In the early 1950s, perhaps 1953, Sets 6 & 7 were introduced, together with a number of new parts including A/Gs. Most of the parts were renumbered at that time. In the late 1950s, or 1960, two larger sizes of Rubber Tyre (supplied by Värnamo Gummifabrik) were added and included in Sets 5-7. The Sets were also enlarged slightly with 870 parts in the #7. The factory closed in 1970 and by that time 1 million sets had been sold, including exports to, for example, the U.S.A., Canada & Australia.

This account is mainly based on the following: • Parts

from Staffan and those in another large lot. • Two manuals kindly donated by Jim Gamble - one for Set III, that I'll call 'early-1940s', has parts not seen in later manuals, and the other, for Sets 2-4, from the 'mid-1940s', has later parts but is not in the format used subsequently. • Another manual, kindly given by Ray Weston, is for Sets 2-5 and dates from before the parts were renumbered - it will be called the 'late 1940s'. • A 'mid-1950s' manual in English, for Sets 2-7, from the time after the No.6 & 7 Sets were introduced but before the advent of the large Tyres. Also an English language Model Leaflet for a No.1 Outfit which may well date from the same time. • A manual (as in MCS) for Sets 1-7, almost certainly from the system's final phase, which I'll call the '1960s'. • A brochure from 1964 that shows the sets, and an identical one but with prices including tax (inkl. oms. skatt), and 1969 typed on it.

Apart from the Brochures none of the dates above are certain; they are my guesses within the framework provided by Staffan's history, to allow easy identification of the different manuals.

**THE PARTS** Both lots of parts contained a number not among the 90 in MCS, and they are mentioned below in curly brackets. Staffan wrote that some, the Plates for instance, have never been seen in unused sets, but may have been available loose, especially at the Stockholm factory. However, as will be seen, many of them are obsolete parts and one or two from my lot may be 'foreigners'. I'm suspi-

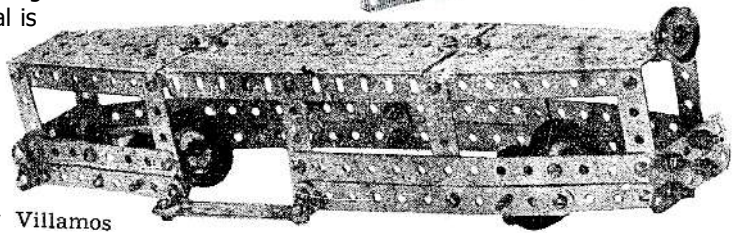


Emelőcsörlő (Hoist). C3 has 7 more models from Korlát (Parallel Bars) to Allóhinta (Swing). The set needed for them isn't stated but they could probably be made with Set I except for one which has 'II' after its name. C4 is blank except for the PR: 66. 17 Bács-Kiskun megyei Nyomda V. Kecskemét (Bács-Kiskun megyei = Bács-Kiskun county; Nyomda = printing house). There is a halftone for each model, quite large and clear for the smaller ones but too small and murky to see all the detail in the others. The 2 models opposite are actual size and show about as much detail as the originals. They and the Lorry on the cover are among the more advanced models and some for Set I are very simple.

**The parts** are conventional and are quite unlike those in the other Hungarian systems that are known from around the 1950s—60s. They are usually aluminium, often with 4 or 8 holes overall (see 20/583), and often include a 6h long Flanged Sector Plate. There is no indication of which metal is used in PAJTÁS. The following parts can be seen in the models (the '2' after some parts indicates that they are only used in Set II models): Strips 2,3,4<sup>2</sup>,5,7,11h long; 1\*3\*1h & 1\*5\*1h long DAS; an A/B; possibly a D/B<sup>2</sup> & a 1\*2h A/B<sup>2</sup>; a 5\*11h MÄRKLIN-style Flanged Plate; an 8h long Flanged Sector Plate<sup>2</sup> with round holes in the flanges; a 4h high Triangular Plate<sup>2</sup> as in the Windmill, but it is only

used in this one model; 2h Ø Pulleys, probably Fast & Loose, & a Tyre for them; an 8h Bush Wheel; a Collar; at least 2 Axles & a Crank Handle<sup>2</sup>; at least 2 Screwed Rods; a roundheaded Bolt and hexagonal Nut. The only major part not in Set I is the Flanged Sector Plate, and in general Set II just has appreciably more of the Set I parts, two of the 5\*11h Flanged Plates for example.

Szélmalom



Villamos

## PAJTÁS: S2

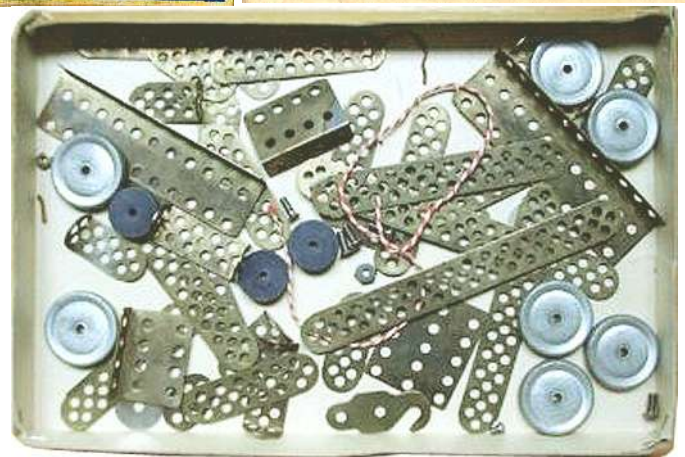
OSN 38/1146

**KONSTRUKTÖREN** Notes on the parts of this Swedish system shown in some pages from a N:o 10 manual, were given in 20/572, and apart from a few fairly minor changes they looked similar to those in TRIX Units A-C. Now courtesy Staffan Kjellin, and taken from his website, <http://www.vingaker.com/meccano/>, photos of, and notes on, a No.2 set with some unusual non-TRIX style parts.



The lid and the manual cover are shown top right and from Staffan's notes: Sets 1, 2 & 3 are known; the manual was printed in Värnamo (in southern Sweden), possibly in 1944; some parts are identical to TRIX but some are unique, and the Wheel & Pulley are wooden.

The following parts can be identified in the open box right or, asterisked, in another similar No.2 Set seen on Ebay. **Strips** with 5,7,9,13,17 centre line holes. An **A/B**. A 1½\*3½h **A/B**. A **DAS** from a 7h Strip with 1½h lugs. A **Plate** 3\*5h long with the 3h pitch twice the standard. 1\*2h **A/Gs**, 4h & 11h long, made from those lengths of 'Plates'. A silver (or light blue) **Wheel** of about 4h Ø. A dark blue **Pulley**. A **Disc** of perhaps 18mm Ø. A possible 4h **Wheel Disc\*** but only 2 edge holes of it can be seen. A flat-sided **Hook** with only one centre hole. A roundheaded **Bolt** & hexagonal **Nut**. A **Spanner\*** with no holes in its shank. A **Screwed Rod\*** about 6cm long. Red & White twisted **Cord**.



The **No.2** seen on Ebay has the same lid & manual cover as Staffan's except that their backgrounds are white. The parts are similar but the Wheels are definitely blue (and it can be seen that their undersides are flat). But I can't spot the DAS or the 1½\*3½h A/B, and the Cord is thinner & white.

**POSTSCRIPT** Since the above was written a **No.3 Set** has been seen on Ebay. It has a wooden box with the sliding lid right, and the parts fit into recesses cut into the box's quite deep wooden base. In the Ebay photo the lid hides many of the parts but the different types that can be seen, including the Hook, the 3\*5h Plate, & the 11h A/G, all match those in the No.2. The Wheels though look black. No Pulleys or 4h A/Gs are visible but there would be room for them in the area hidden by the lid. The manual cover is as the 'white' No.2.



## KONSTRUKTÖREN: S1

OSN 38/1146