

'New' System The TOY PLANNER Kendrick Bisset kindly sent the following account of his latest find.

'We finally got to visit the local Historical Museum near our new home, and were surprised to find a small 'other system' with an unfamiliar name on display. Inquiries led to the set owner, Peter McDonough, lending the set to me to study.

The TOY PLANNER is a very simple system, and was made by The Hadley Smith Manufacturing Co. of Moodus, Connecticut. The company name appears in the Toy listing of the Thomas Register of American Manufacturers from 1916 through 1920. These are not necessarily the dates of the system, but it does give an idea of the era.

At first, I thought that the parts were brass, but a magnet quickly revealed that this is only plating. The system appears to have only six parts: Nut, Bolt, Angle Bracket, Wheel (a large washer), '5 hole' Strip (left), and a 3*9h Plate. The hole spacing is a nominal 12.7 mm, but averages a bit



less with a fairly wide range; the holes are a little larger than usual, and the Strips a little wider. The unusual diamond shaped holes are only in the Strip and measure about 10.0*6.9mm. It's likely that there are no longer Strips; the larger models seem to use the 5h Strips bolted together for longer members. However the printing of the single-sided Model Sheet is not good quality, so it is hard to tell for sure in all cases. The holes, in the plate especially, are rather rough and have very apparent burrs, and the hole spacing is a little irregular.

The small cardboard box, 240*130*16 mm, has the rather attractive label (top center) nearly filling the lid. It is printed in yellow, red, & black (colors used by many toy producers). A bad water stain had affected some areas, but I was able to almost remove the damage with the 'restoration' features in the program which came with the scanner I use.

• **DATA** (in mm) **STRIP**: •hole pitch/dia, 12.5-13.0/4.8; •width,



13.7; thickness, .66; •ends near fully rounded. **THREAD**: 8-32. **NUT**: square 8.9 A/F; **BOLT**: 7.5 Ø roundhead; both

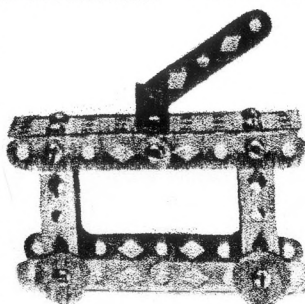
plain steel. [No bosses, Axles or Gears.]

The box contained:

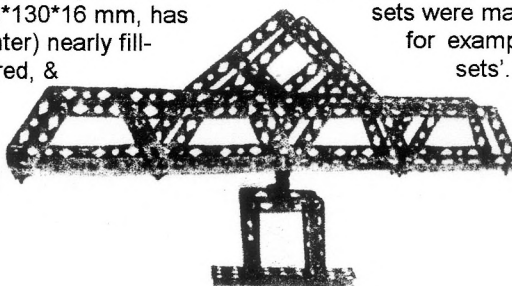
- A 3*9h hole Plate with square corners.
- 3 Wheels, 23.2mm Ø
- 13 Strips.
- 5 Angle Brackets, square cornered, with a round & a 9mm long slotted hole.
- 10 Nuts, about .12" thick.
- 11 Bolts 9.5mm long u/h.

The Wheels are 1.27mm thick; the other parts the same thickness as the Strip.

Some parts are certainly missing, one Wheel, for example. I didn't find any model shown for this Set that needs more than the 13 Strips & 5 Angle Brackets, but 16 N&B are required. It is interesting that 16 are used in one of the more 'complex' models, the Trolley Car (left), and the 2 that would hold the bottom of the 'side' members together are left out. Note also that double nutting does not appear anywhere, even though the Wheels run on the Bolts.



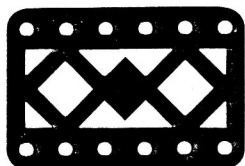
The models are all quite simple, as would be expected of a system with so few parts. The box lid mentions 'Seventy Toys', but only 9 are on the Instruction Sheet for 'One Set'. It is not clear whether there are more sets than the one examined. The box lid has '100', probably rubber stamped, in a space for the set number. It is unclear to me what this means - the set seems too small to have cost \$1.00 when compared with other systems such as MODELIT & MASTER BUILDER, and the Instructions only mention 'one set', 'two set', 'five set', and so forth. This seems to mean 'two sets', and as far as can be seen the larger models do not need any additional types of parts, just larger quantities of the same. Some other U.S. sets were marketed in this manner: STEEL WORKER, for example, was sold in boxes containing 'three sets'. The largest model shown. A Building with Tower needs 10 Sets, & the Bridge (left) needs 5.



SWING DRAWBRIDGE.

Moodus, Connecticut is about 7 miles from East Hampton, where MODEL IT (The Watrous Mfg. Co.) & STERLING TOY BUILDER (The N. N. Hill Brass Co.) were made. The latter, incidentally, was available in nickel or a copper finish.'

MYSTERY PART No.39 6 of the Braced Girders below were found by Josep Bernal in Spain. They were in a large lot of MECCANO parts which dated from the end of the nickel era and the beginning of the painted period. They are painted a similar green to the green MECCANO parts, but the finish is matt and are not glossy. The hole spacing is exactly to the MECCANO standard.

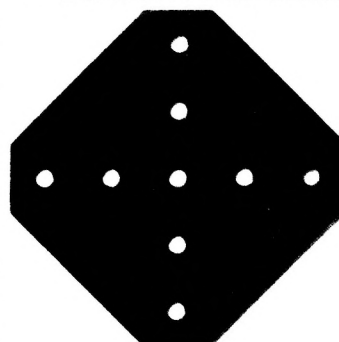


MYSTERY PARTS No.40 A dealer gave David Hobson a handful of parts as samples from a large consignment which, it is said, W.H.Cornelius imported into England, possibly from Czechoslovakia, just before WW2.

The parts David has are listed below; all are made of steel with holes of 3.5 to 3.6mm Ø at 12.7mm pitch.

- One each of 5, 8 & 12h Strips. They are 12.6 or 12.8mm wide, with from 3½ to 6mm of metal outside the end holes.

- 2 of 12h A/Gs with all round holes.



- 4 Perforated Plates, 5*7h, and 2 of the unusual Plates opposite, which are basically 5.4cm square.

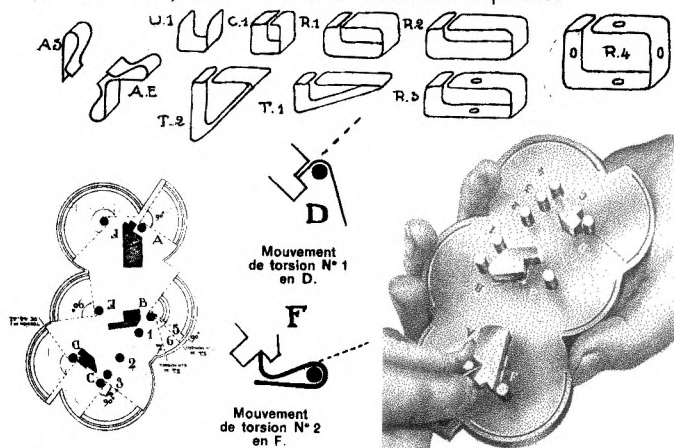
The ends of the Strips, and the corners of the A/Gs & Perforated Plates are nearly fully radiused. The parts are generally accurately made but the 5h Strip has some sharp nibs at one end, & the 12h at 3 points

along one edge, 4 holes apart. They may have arisen from bad registration between successive punching operations.

The parts are painted a dull red, except the 8h Strip, which is a similar colour but glossier.

CONSTRUC Mention was made of this unusual, post-WW2 French system in 16/444 and now, thanks to Jeannot Buteux/Constructorama and Jacques Pitrat, more details are available from copies of pages from a manual. The system is known from 1948 and its name was registered in 1947. Model frameworks are made from Brackets and various lengths of polished steel Strip, held together by spring Clips. And the Brackets and Clips are made by the modeller from similar, special Bracket & Clip Strips, using a Bending Jig supplied. In addition there are a small selection of Plates, Wheels, Axles and so forth, making about 35 parts in all.

The Parts • The Strips are 10mm wide and the 6 meant as the main structural element range from 40 to 450mm in length. They are not meant to be bent up into Brackets, etc. All the Strips are marked with their PN. • The 2 Clips and the Brackets are shown below, also the Jig, and (in the centre) how to use it to make the Clips AS.



The Strips used for these parts can also be used as structural elements. Axles run in the holes in Brackets R3 & R4, and presumably the Strips from which they are made are supplied with these holes ready punched, although no holes are shown in them in the Illustrated Parts.

• The other parts that can be seen in the models are a dish like Flanged Plate about 60mm square, Road & Flanged Wheels, 2 lengths of Axle, & a wire Axle Clip. • Other parts not illustrated include: additional lengths of Axle including 200 & 450mm; a Crank Handle (see the Crane in OSN 16); 2 Pulleys; a Driving Pinion; a Crown Wheel; and a Collar. • The following parts are listed but I'm not clear what they are exactly: 2 Plates (Plaque Fixe & Plaque de Rotation), with 2 of each in the largest set; 'Chaînette 2 Maillons', literally 'Small Chain, 2 Links' - there are 2 or 3 of these in several of the sets; and 8 'Éléments Modèles' in the basic Set I - perhaps these are ready made Clips and/or Brackets to encourage the faint hearted.

The Sets The sets are not progressive. First there are 3 basic sets, Boîtes Nos. I, II, & III, with, apart from structural parts, the Jig & 4 Flanged Wheels in No.I; 4 Flanged & 6 Road Wheels in No.II; & the 'mechanical' parts in No.III.

Each of those outfits cost 10 francs, and at 5 francs were add-on Boîtes complémentaires Nos. I & II with more structural parts and 4 Wheels in each, Flanged in the No.I and Road in the No.II.

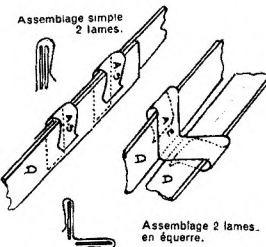
Then 3 Boîtes de réassortiments (sets of extra parts), again at 5 francs each. No.I has 80 Strips for Clips; No.II, 162 Strips of all types; and No.III, 5 Strips to make Bracket R.4, 38 Structural Strips, and one of the 450mm Axles, not included in any other set.

Later these last 3 sets were replaced by 2 at 10 francs each: No.I with 150 Strips for Clips, plus 72 other Strips various, and No.II with the 450mm Axle, 6 Strips for R4, and 76 Structural Strips.

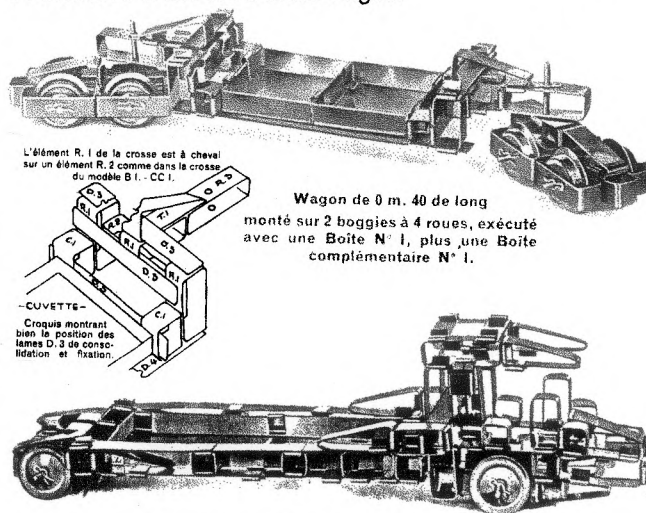
A Boîte No.5 is mentioned on a page about models but is probably a misprint.

The Models The basic method of construction is very

simple with Strips and/or Brackets held together side by side with the Clip AS, or at right angles by AE. The Instructions advise generous use of Clips and extra Strips for additional strength and rigidity.

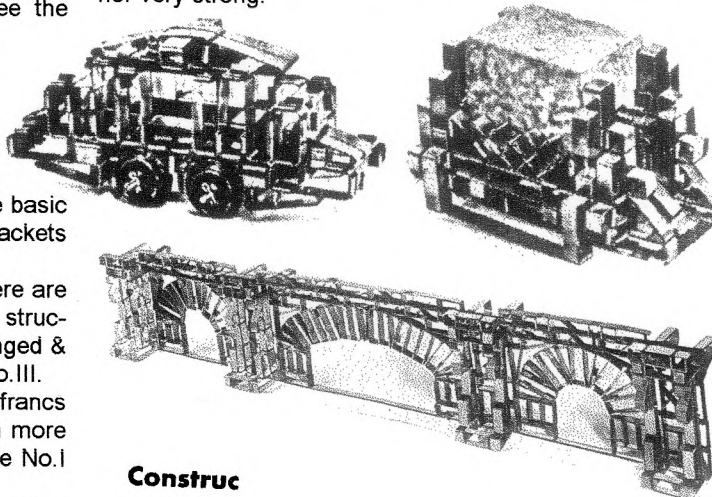


For each model there's a photo, a parts list and some sketches showing how the parts are assembled. All is fairly clear for the 40cm long Railway Wagon below, made from Set I plus add-on Set I, but the Lorry, from Sets I + II, is a bit of a puzzle, even with all the sketches - there isn't room for them here but they will be included in the MCS Extra Pages.



The models are mainly Railway Wagons (for Gauge 1 track) and Lorries, usually with a flat load platform. One Wagon with superstructure is shown below, and under it a Bridge that is in the manual among a page of unnamed models to show what can be done with extra sets. Most of them are recognisable, more or less, but what is the one below right?

The last word to Jeannot, 'CONSTRUC is of little interest, being too intricate, and the models are neither realistic nor very strong.'



Construc

MYSTERY PARTS No.22 This is the Braced Girder with the rectangular cutouts shown in 10/259. As explained in the article on EPA in this Issue, it may well belong to that system.

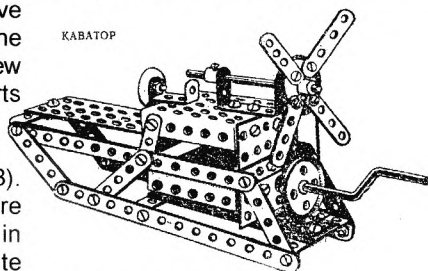
No.39 The 6h Braced Girder from Spain, with the small solid diamond in the centre (19/533). Don Redmond asks if this could be an early (1928-35) METALLING part. Perhaps the Liverpool asymmetrical design was not to their taste.

KONSTRUKTOR [3] This is the Russian system in MCS with 10mm hole spacing, and about 50 parts including some unusual ones. For example, 2,8,10,14 & 18h Strips; an 18h A/G; the Trunnion below (#036); Flanged Plates, 3*3 & 5*5h, flanged on all sides, & 9*6h flanged on its long sides; and Perforated Plates, 2*8h, 2*18h, 3*5h, & 3*9h. None of the parts have any slotted holes, and the A/Gs & Plates have square corners. The MCS manual cover has Nov. 1984 (in Russian) on it, probably made with a rubber stamp. Now more information is to hand thanks to Jeannot Buteux & Don Redmond.

Don sent a copy of a Manual and some details of a No.1 Set. The Manual has a PR including the date 03.09.80, and the print run, of 150000. Under it is an address in Belaya Tserkov', a town 80km south of Kiev. The appropriate pages are very similar to those in MCS, but the cover has no date stamp, instead, rubber stamped in red, after the 'kon' are words meaning 'technical game'. The wording in the bottom right corner of the cover starts 'Game recommended for children in lower & middle school classes for development of technical skills'.

SUMMARY OF MANUAL •Name: KONSTRUKTOR. •Details of maker: none. •Dates &/or Ref Nos: 03.09.80 in PR on p28, with 3ak. 2489 at end. •Page size: 20*14cm deep. •No. of pages: 28 + covers. •Language: Russian. •Printing: B&W line drawings on newsprint paper. •Page No. of Parts List/Set Contents & highest PN: 2,048 (Ill. Parts on p3). •Sets covered: 1 & 2. •No. of models for each set: 8,22. •Name, Page No. of first & last model of each set (no Model Nos.): 1: SANKI,6; ÉKSKAVATOR,26. 2: STUL,5; AÉROSANI. •Other notes: • Russian names transliterated. • Index on p4; models for Sets 1/2 not in order. • Below the PR is an address: Belaya Tserkov', ul. Krasnoarmeiskaya, 22a. • All cover blank except front outside.

The two Sets covered by the Manual are quite similar in content - both have '80±2' N&B, but the No.1 has a few more of some parts than the No.2, 30 extra in all, giving 185 (plus the N&B). The models are fairly simple but in the main have quite good lines. A medium sized one is shown above.



The No.1 Set box measures 285*205*32mm, and has a black plastic tray bottom with a translucent green top. Moulded into the latter are the Set No., and details of date, price, school levels, etc. Don gave the start date for the system as 1975.

The parts are in natural aluminium, except for the steel Screwdriver and the N&B. • DATA (in mm) Strips: •Hole pitch/dia, 10.0/4.4 •width, 9.8±. Thread: M4. Boss: •d/t M3. Axle Dia: 3.9. DP (Mod): NA. Nut & Bolt: steel with hex Nut.

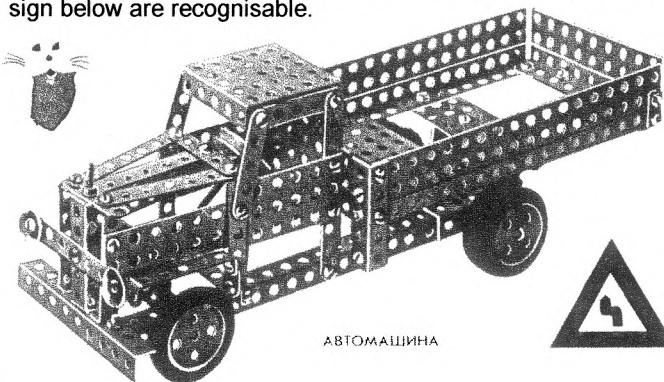
Jeannot sent some details of a later set, made in Minsk, and known from 1985 & 1987. Nearly all the parts in the Illustrated Parts List are as before, although they have been redrawn (badly in some cases), and renumbered. The only part not in the new set is the M3 Set Screw, and probably the Pulley (below, #41) is tapped M4. Also it is now has 5 holes in its face instead of 4. Another possible change is to the Hook and the old (#035) & new (#30) types are shown below. The Trunnion as drawn looks to have the holes spaced differently (#27 below), but Jeannot wrote that the bottom hole in the actual part is only 2mm away from the bend (and that this is not the only badly designed part). The 35mm long Screwed Rod is now listed as 30mm.

The new set is very similar to the previous No.1 but with some 10 extra N&B, a second Spanner, but one less 2*3*2h DAS. There is nothing to indicate any companion sets.



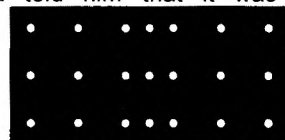
The parts are quite well made, and all are natural aluminium except for the polished steel N&B, Axles, Screwed Rods, and bosses. The holes in most parts are 4.6mm Ø but those in the bosses and some Brackets are 4.1mm.

The first manual's plain cover is replaced by the A4 size one right, with photos of 5 models on it, 3 of which are in the previous manual. The 2 new ones are a Helicopter & a Wheel Chair. Jeannot sent a copy of one of the manual models, the Lorry below, which is almost identical to one in Don's manual (and as shown in MCS), but it's a halftone instead of a line drawing. With it in the original are various small items which haven't copied well, but the cat and the road sign below are recognisable.



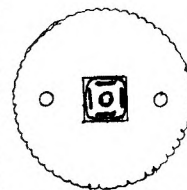
MYSTERY PART No.39 The 6h Braced Girder from Spain, with the small solid diamond in the centre (19/533). Don Redmond asks if this could be an early (1928-35) METALLING part. Perhaps the Liverpool asymmetrical design was not to their taste.

MYSTERY PART No.42 The 3*6" Plate in 20/567. Don wrote that Lou Boselli had told him that it was an ERECTOR part introduced post-1917, but there is no illustration or mention of it in *Greenberg*. [The normal P19 Plate is the same size overall, and a 25% photocopy of it is shown above.]



MYSTERY PARTS No.43 & 44 These are lots of parts which are described in the Australian article in this Issue.

MYSTERY PART No.45 Another from Don. A 56t Gear (right) of 38 DP, so about 1½" Ø, with a thin (.034") steel disc that may once have been brass plated. The boss is of zinc or some other grey metal, 1½" Ø with a near square shoulder which fits into a ¾" square centre hole in the disc, and is swaged in by four 5/32" long dents. The bore is .166", and the boss is single-tapped 5/32" BSW.



MYSTERY PARTS No.46 Some parts found by Dave Taylor which at a glance look like MECCANO but on inspection clearly aren't. All are painted a medium green, and have 4.3mm holes at 12.7mm pitch. They comprise: Strips with 3,4,5,6,7,9,11,19 holes; DAS: M46,47a,48,48a,48b,48d; Brackets: M10,11,12,12a,44,45,102,125; an 11h A/G & a 5h Flat Girder; Propeller Blades like the original

METALING & Spanish MECCANO.

The subject is a big one and it is hoped that more detailed accounts of the story's different phases will follow. These notes are based on the material to hand, various items already published, Ebay photos, and a few sets & manuals. In many cases it is not based on first-hand knowledge and so corrections & further information would be very welcome. What follows is the sequence of sets & events in chronological order.

Thank you to all who have sent information, and in particular to the late Josep Bernal for many copies of paperwork, and to Richard Gilbert for lending me his Spanish sets.

1920 MECCANO

MECCANO from Liverpool had been in Spanish shops before 1920 but in that year Palouzié Juguets S.A. of Séneca 15, Barcelona was appointed the sole MECCANO agent for Spain. The company continued in this role until the end, and also acted for METALING.

1930 METALING

METALING was launched. It was made by Novelades Poch S.A. [I'll refer to it as Poch], a toy manufacturer of Galileo 49, Barcelona 14, to compete with MECCANO. Mr Poch was the son-in-law of the MECCANO agent. Novedades might mean novelties or innovations. The parts were replicas of 1930 red/green MECCANO but with only those needed for the largest set to be produced, the No.6. The only noticeable difference compared with MECCANO was that the diameter of the bosses, Collar, & Couplings was slightly greater. The full range of sets was 000 to 6 plus linking outfits. The lid label was similar to the manual cover in Fig.1. The contents of the 00 was identical to the 1930 Liverpool set but there were some variations in the larger sets, particularly in the No.6. But the main difference was that 4x 1" Tyres were included from Set 0 upwards & 4x 3" from the No.1. The colours scheme was said to be as the Liverpool 1930. The models in the manuals were mostly copies of MECCANO but redrawn as B&W line drawings. A good many had minor, and a few more extensive changes. A few had a MÄRKLIN look to them, and a few might possibly be original.

1932 MECCANO

Frank Hornby came to Barcelona in 1931 and perhaps fearing lengthy copyright infringement proceedings, reached an agreement allowing Poch to produce MECCANO under licence. METALING was withdrawn in 1932 or thereabouts and Poch produced red/green MECCANO using the METALING machinery, so the parts were identical. The colours were generally a lightish red, medium green, and a dark, sometimes very dark blue for Pulleys etc. The range of sets was again 000 to No.6, with the appropriate linking sets, but their contents and manual models were changed to the Liverpool standard. Various Liverpool style lid labels were used, Fig.2 for example.



Fig.2

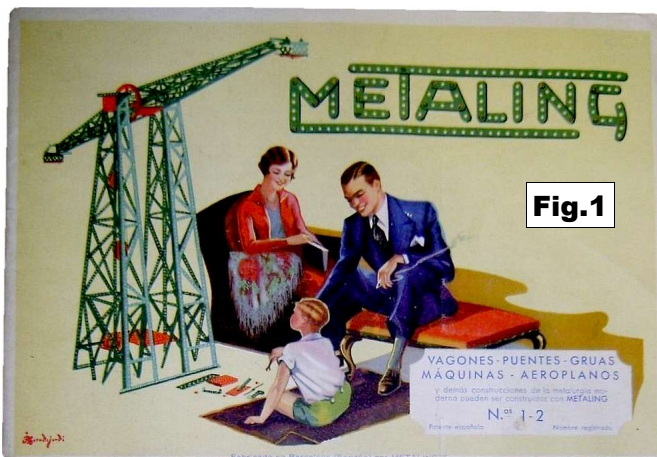


Fig.1

Meccano type manual covers were also used, and though they varied with time it seems the models in them stayed the same. Sets 6A & 7 were introduced towards the end of the 1930s. However some parts which were in the 1930 UK No.7, including the large circular parts #145 & 146 were not produced in Spain and were

never they in their No.7. Models which needed these parts were omitted from the manual. By this time, and probably much earlier, a long sideplate Motor was listed, in reversible & non-reversible versions. This range continued until 1964 with, apparently, no changes to the sets, or to the range of parts except that Loom & Printing Machine parts needed for the two Spanish supermodels, including a few unique to Spain, were added at the end of the 1940s.

1964 MECCANO

Poch changed to making the 0-8 and 0A-7A sets from the UK light red & green range which had been introduced in 1962. The new sets needed parts to be added to the Poch range, notably Road Wheels, Flexible & Strip Plates, and the flexible Triangular Plates. A few parts were updated, the Flanged Sector Plate for instance but the 8h long version may be found in early sets. A Gears Set B was also introduced, and for a short time linking sets 00c-4c, presumably to update the superseded sets. The sideplate Motor continued. The existing shades of the colour scheme also continued. At first the lid label was like the 1955 UK 'Dragline' manual cover but with a wide red band with 'Renovado' [Updated] on it stuck on, either below it, or across its lower half (Fig.3). Later lids were identical to the UK 'M' lids of the time (Fig.4) with any text on



Fig.3



Fig.4

them in English, including 'MADE IN ENGLAND BY MECCANO LTD.' The UK 1962 multilingual manual was used.

1969 MECCANO

Poch stopped making MECCANO and in 1970 a company in the TriAng group called Exin started to produce the UK Sets 1-5 with the then UK colours of yellow, blue, & BZP. Lids were similar to the UK 1970 dark blue pattern with the EXIN name in small letters (Fig.5). But the change of company seems to have been unsuccessful and in 1971 Exin ceased production in Spain and restarted it in Mexico. One factor may have been that Exin changed the thread to M4.



Fig.5

1970 METALING & a few MECCANO Sets

Poch reintroduced METALING with Sets 1-8, and linking sets for them. The colour scheme was the pre-1970 Liverpool black, yellow, & BZP. The range of parts was initially as in the 1964 MECCANO above but a little later a #33 Multipurposel Gear was added and it, the Ratchet Wheel, and all the Gears except the Worm, were nylon with brass bosses moulded in. The 95t #27c had been added but the 1/2" & 3/4" face Pinions had been dropped. Examples to hand of #27a have 55 teeth. Other new parts included yellow plastic Sprocket Wheels with 10 & 20 teeth and blue plastic Chain for them. Later Gears #26c & 27d were introduced, both nylon. Many of these parts, and some others carry the METALING name.

The parts in the sets were packed in polystyrene trays. A typical lid is shown in Fig.6; the Sprockets & Chain on it were omitted for Sets 1-3. These parts were in the larger sets but otherwise no details of the set contents are available. But the manual models were original and some changes may have been introduced. The linking sets were in square section tubular boxes. Sets 1-3 had a smaller size manual than the larger sets but each cover had models in 2 panels, with a rocket launch scenes in the righthand one.

It isn't known when they were introduced but in addition to the METALING sets above a 1974 Poch catalogue shows two others, a Gears Set, & a Motor Set with parts to make a



Fig.6

sideplate Motor. Also a PDU in red & blue. Some MECCANO sets are also included: the Army & Highway Multikits, the Clock Kit, & the Pocket Meccano. Their lids look to be in English but all but the Pocket Set have a small 'Poch' in one corner. A 1975 catalogue has the same sets but also a 'sin cabina' [without Cab] Army Set with a different scene on its lid, and 2 other Highway sets which are labelled MECCANO METALING, and again their lids have different scenes on them. One is described as Vehiculos 2 and has is labelled as such on the lid; the other is described as Vehiculos Gruas 3 [Crane Vehicles] but has Vehiculos 1 on the lid.

1976-early 1980s METALING & MECCANO

In 1976 the colour scheme was changed to yellow, dark blue, & BZP. Production of METALING sets continued but they were also sold under the name MECCANO METALING. Various other sets including the then UK Army, Highway, & No.1 Clock sets were added to the range, but also other sets unique to Spain.

A 1976 catalogue shows MECCANO METALING Sets 1-5 with new style lids (Fig.7 is typical) and a different layout of the



Fig.7

parts. The latter now corresponded to the then current UK inventories. The models on the lids are as before and still show black parts. Sets 6-8 are unchanged except for the colour of the parts. (Some early Sets 1-5 were also unchanged except for the colour of the parts.) All the sets in the catalogue now have reference numbers and Sets 1-8 are M1-M8. There is no mention of linking sets. The manuals for the new sets have yellow covers with a wide blue band down the right side and METALING or MECCANO METALING running into it. The models are as in the UK manuals but it isn't known if all were included.

M20 is the Pocket Meccano. M21 & 22 are the Highway, Army Multikits. M23 the Clock Kit, & M24 the 'sin cabina' Army multikit. All these are as before. M25 is a Vehiculos Multikit 1, a smaller set than the previous No.2, and M26 & 27 are the previous Vehiculos 2 & 3 sets.

A 1980 catalogue shows Sets 1-7, all with the new style lid and the 6 & 7 with a new layout of the parts. Their lids have just METALING on them. A Braced Girder can be seen among said parts and so the contents are probably now as the UK.



Fig.8

There is no mention of a No.8 outfit, and again no linking sets.

Sets 10-12 are listed as METALING but their photos have MECCANO METALING on them. All have lids similar to Fig.8. (Some actual sets are labelled MECCANO METALING, some METALING METALING, and some just METALING.) The parts in each set include a Magic Motor. Each has a manual with 4 models for No.10, those plus another 4 for No.11, & another 4 for Set 12. Most of the models are small vehicles running on 1" Pulleys with Tyres; the Robot on the lid is one of the No.12 models. The manual covers are similar to the lids except that the small panel of models is omitted.

Sets 15-17 are labelled METALING SUPERMODELOS but actual sets seen have METALING MECCANO as in Fig.9. All the lids are as Fig.9 apart from the models in the bottom right corner. The No.15 lid shows the 9 models from the Liverpool Combat set, the No.16 the 8 Highway models, & the No.17 the 10 Army models. The 2 large models on the lid are in the top half of the No.15 manual cover with SUPERMODELOS above them and, in the lower half, the Poch logo and '15'. The 16 & 17 covers have just SUPERMODELOS in the top half with the Set models in a large circle below.

Items 30-34 are all METALING. They are, in order, the ELECTROMOTOR Set with parts to make a 4-12v sideplate Motor; a 4-12v sideplate Motor which looks similar to the one

from the Set; a Transformer; an ENGRANAJES [Gears] Set with the nylon Gears, plastic Sprockets & Chain, and a Spring Motor like the Magic. The Motor & Gears sets have their parts in foam blocks under transparent lids.

They are not listed in the 1980 catalogue but one source says that the Action Packs were manufactured in Spain from 1979. And also that early in the 1980s a company called P.B.P, S.A. were making MECCANO/METALING.

AND THEREAFTER

After production ceased MECCANO sets were imported from France.

Fig.9



OSN 53/1635

METALING & Spanish MECCANO: S3

More on METALLIC Two items following the Jacques Pitrat article on p1615: (a) notes, thanks to David Hobson, on his No.2 set, and (b) some points of interest about a No.1 set, thanks to Jean-Pierre Guibert.

From David. A few remarks on my No.2 following Jacques' excellent, comprehensive write-up of his No.2.

The French toy trader who supplied my set seemed familiar with the "P E Paris" mark saying "Hope you'll love this nice Pintel". I see on the web that there is currently a wholesale toy firm called "Pintel Jouets" in Paris and other French cities – perhaps a descendant of the original firm.

Some of the Strip parts in my set had been used, but the Plates and some of the A/Gs were still strung on the backing cards, and the 'string' is a red woven lace about 2mm wide which I have not seen used before in other MCS.

The tin-plate parts in my set were more oxidised (as in many MME sets) than those in Jacques' set, with only a few traces of bright tin. I have the same number of Plates as Jacques, with a few slight variations in the numbers of Strips & A/Gs.

The Strips & Girders have some ragged edges, presumably from guillotining; their hole size the same as Jacques at 2.5mm but the holes in the Plates are slightly larger.

The Fan is a smaller version of the 80mm Ø STABIL part. The Pulley is cast from a dense alloy – probably lead based – and has a deep V-groove 3-4mm deep. The bore is threaded to match the Threaded Rod, 2.4mm over thread, and I make the pitch to be .6mm.

I have 55 Bolts & 44 Nuts in a cardboard box 55*33*20mm with a lift-off lid which has a 'window', probably celluloid but now opaque with age. The N&B are brass turned from 5mm brass hex, and the parting tool has left the bolts with slightly domed heads, and one face of the nuts is also slightly domed. The bolts are 6.5mm overall 4mm long u/h, with the same thread diameter & pitch as the Rod. Many of the N&B combinations cannot now be tightened, perhaps a previous owner stripped the (delicate) thread by too enthusiastic use of the Spanners on the Nut & Bolt head. Also some of the threads on the bolts look slightly tapered.

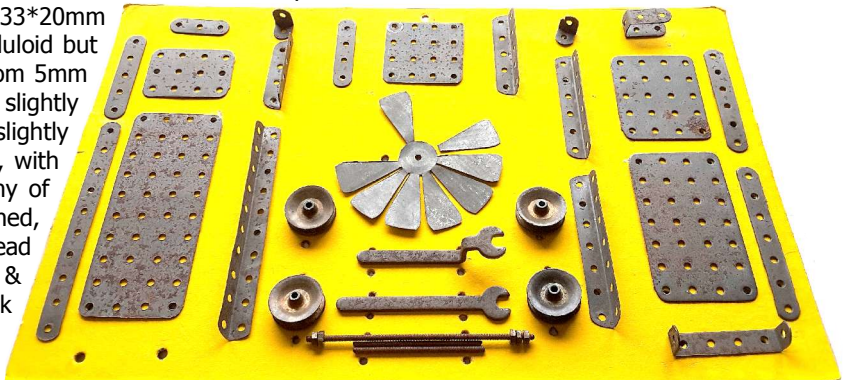
Re the 'Grand Moulin' model in the manual, I

found it is just possible to join the Angle Girders with a N&B by overlapping the holes – perhaps the Drift was supplied to help lever the holes into alignment, although at 3mm diameter only the tip will fit the holes.

The No.1 Set The box is 30½*19½*4¾cm and is in the same style as the No.2 on p1615, with the same label. Fig.1 shows the location of the parts on the backing board, but it's doubtful if the board is the original. The parts found were: **Flat Plates:** 4*10,7,5,4h (1,1,1,2) **Strips:** 10,7,6,5,4,3h (6,4,2,3,5,6). **A/Gs:** 10,7,6,5,4h (4,2,3,3,4). **DAS:** 1*4*1h (1). **Single Bent Strip:** 2*1*2 (1). **A/B** (4). **Pulley Wheels** (4). These bear traces of gold lacquer and have a small boss on each side, 9½mm wide overall. Their bores were threaded but now a Threaded Rod just passes through: perhaps they were drilled out by a previous owner to avoid a loose Pulley moving along the Rod if it only turned in one direction. **Threaded Rods:** 85,45mm (1,2). **Fan** (1, missing 4 blades). **Bolts** (0). **Nuts** (5). **Tools:** the 2 Spanners.

Quite apart from the N&B it's very likely that at least some Strips & A/Gs are missing, also a DAS, and probably a Crank Arm.

The parts are not as good quality as Jacques'. A potential problem when building a model was the hole pitch. In most parts it is 9.9 to 10.0mm but 9.8 to 1.02 in some cases, particularly the Plates, and this could amount to a half hole discrepancy over 10 holes. The hole diameter is 2.7-2.8mm in the different parts. The edges of the Strips are a little irregular but not seriously so.



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