

Snippets. 'New' System AUTO-MONTEUR Two single-model sets from this German system, date unknown but possibly post-WW2, have been seen on Ebay, a Nr.50 and a Nr.51. The maker too is unknown but the logo is on the box lids, see Fig.3. The method of joining the parts is unusual – by tabs pushed through slots and then bent over. Shown here, the open box of the Nr.51, some parts from the Nr.50 (Fig.2), the Nr.51 lid, and the Nr.50 model with part of its lid.

The Parts & Model The parts are the same in both sets except for the Wheels & the colour of the Load Carrier. The main parts are a flanged plate for the Chassis, the Cab (it is seen assembled in both sets but is made from 2 parts), the Bonnet, the Load Carrier, the U-shaped Plate which supports it, & the Wheels. Smaller parts (see Fig.2) are 2 Axles which have one end flattened, 2 rubber Axle Stops, & a Screwdriver. Not seen in either set, a tool describes as a small Key which is used to bend over the tabs.

slightly rearranged. No doubt its top half has a drawing of the model similar to the Nr.50's.

The Sets The two boxes are the same apart from their colour, the Nr.50 is blue, and having a different label. As an indication of size their length is about the same as that of the finished model, 23cm. Apart from not having the 'Made in Germany' on it, the Nr.50's label has the same wording & picture as Fig.3 but arranged diagonally, as in Fig.4.

FIG.1



Nr.51



FIG.3

There is no indication of which style of set came first but to me the Nr.50's box looks of better quality and its label more modern. But if it replaced the Nr.51 why was it called a Nr.50? And was there ever an earlier Nr.50? Perhaps originally the numbering started at Nr.51 in order to have the '50' available for a later, cheaper set. With only different Wheels, the saving in the factory cost of the Nr.50, compared with the Nr.51 wasn't perhaps large, but the retail price may have been set appreciably lower than that would imply, to increase the size of the market. And perhaps the Nr.51's price could have been increased a little to compensate, particularly if its box & label were made smarter to match the Nr.50. Note the many 'perhaps' above.

Assembly of the model is straightforward with the Bonnet & Cab attached to the Chassis, and the U-Plate to the bottom of the Load Carrier. This Plate is mounted on the back Axle, thus allowing the Load Carrier to tip. The finished model is 23cm long and the Wheel scales at 4cm Ø.

FIG.2

The Instructions for the Nr.50 are on one side of a single sheet, with a drawing of the model identical to the one on the box lid on the upper half, and text underneath. The Nr.51's, folded in two, and with the bottom 2 lines hidden, can be seen in Fig.1. The text is the same as the Nr.50's but with its layout

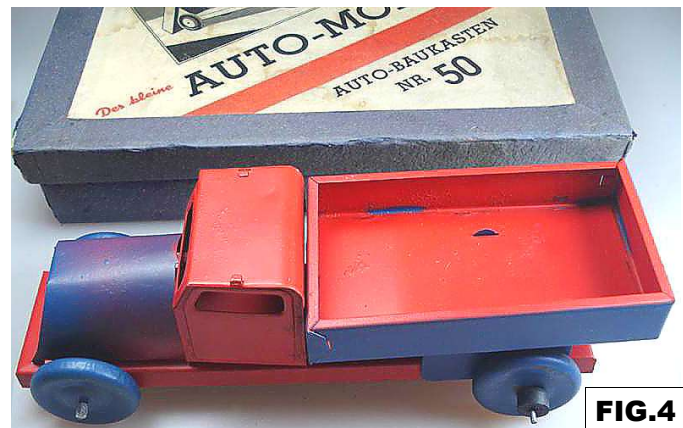


FIG.4

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The ANDERS Liliput Set More information thanks to Jürgen Kahlfelt & Urs Flammer. Jürgen sent a much clearer photo of the lid of the Set shown in 38/1134, and gave the size of the box: 126*105*16mm. The Strips in the model on the lid have a shallow 'U' section, as in Urs' box right, and, as can now be seen, in the one in OSN 38. Also the buffers are cheeseheaded Bolts held by square Nuts. The length of the Flanged Plate is about the width of the box, and is thus rather smaller



ANDERS: S4

than the 'guesstimate' in OSN 38.

Urs' set has the same lid as Jürgen's; the parts can be seen left. Notice the Axles with pips to locate them between the model's sides, and the Crank Handle with a hooked end. Though not spotted at the time both parts can also be seen in the Nr.113 set illustrated in OSN 38. The hooked end is presumably to engage in some part of the model's structure to prevent the load running down. The Set's N&B are in a small fawn packet with Liliput Nr.1 printed on it.

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