

BAGGERMODELLE

Baumaschinenmodelle, Krane und Schwerlast

Nummer 1-2013

Mit
Poster

English text

Neues von Norscot in 1:50

Caterpillar D8T und 740B EJ



Neu von Conrad:
Liebherr R 9100 in 1:50

Sammlerportrait:
Kein Modell «ab Stange»

Schwerlast:
Kübler-Set von WSI in 1:50



Editorial

New things for a New Year

I hope that you have all found your wished-for models under your Christmas trees, and that the New Year has started out well. I would like to wish you all the best for 2013.

It certainly was not the fault of the suppliers, if your favorite model didn't appear in your stockings. Many new models arrived before the holidays and we are happy to introduce some of them in this issue. From Norscot alone there were six new models, and with this the maker has nearly caught up with its almost two year old promises. We hope that this means they are out of the crisis situation and we look forward to meeting them again at the Nuremberg Toy Fair at the beginning of February. The identity of one new model is already known; it is the cold milling version of the Caterpillar PM200.

A new year brings new possibilities. Beginning with this issue, a little square that has the look of a tiny mosaic, shown in the picture above, will be included with most articles. This is a QR code. The

download of the appropriate reader application for your smart phone (<http://reader.qrmore.com>) will link you to a video clip on our YouTube channel. Of course, the clips will be still available on our site at youtube.com/Baggermodelle.

By the way, we have decided to help you with one of your New Year's resolutions by making it possible to keep your hobby library better organized. We now offer a new collector's box that will enable you to store your favorite magazine securely in a space-saving manner. As a subscriber you can take advantage of our offer at a special rate (see page 20).

Now all that remains is for me to wish all of our readers a lot of fun reading these pages. We will endeavour to bring you the same high quality articles for your reading pleasure this year as we have in the past.



Daniel Wietlisbach

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www.baggermodelle.net

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New on the market

NZG 1:50

In addition to the new items on the poster, new colour variations were released. The Actros 8x4 with the half pipe tipping body for “Penzenstadler” and “Bereuter” as well as the three way Meiller dump truck for “Klarwein” were especially nice; the 6x4 three way dump truck comes with the “Schüssler” logo. The Actros FH25 Gigaspace 4.2 tractor unit is now available in white and blue. The Liebherr A 924C comes in the colours of “Kirchhoff” and “Schlechttriem” and the Atlas 140W in the paint scheme for “Bleck & Söhne”.

TMC 1:50

This new maker has released a model of the Hitachi ZX 250-5 LCN that is of an even higher quality than the ZX 210-5 (reviewed in issue 4-2012). Both the cabin door and the engine cowl open allowing a clear view of the multi-coloured cabin interior and the detailed engine. Even an additional hydraulic circuit is modelled.

Busch 1:87

The Weimar T 174 now in the correct blue colour and with white rims has been released with a smaller clamshell bucket.

Herpa 1:87

The new MAN TGX XXL is released as a “First Edition” special in royal blue and the Mercedes Actros LH 08 comes as heavy duty 8x4 tractor in yellow-orange. Painted

for the firm of “Franke Bremen” is the MAN TGX XXL low boy tractor trailer unit with pipe adaptors. The MAN TGL three way dumper is a new addition for the fleet painted in the “in house” Herpa colours. In neutral yellow and blue, complimenting the tractor units painted in the same colours, come the new Goldhofer yellow, semi-low boy, three-axled trailer and the blue five-axled trailer.

Norscot 1:87/ 1:50

Fans of larger machines will enjoy the new MWT30 water tank built on a Cat 785D chassis. The model is nicely detailed being hefty and fully functional including the sprung rear axles. The 336D L and 323D L sport new demolition attachments. While the larger excavator has a set of S965C scrap scissors instead of the stick, the smaller excavator makes itself useful with the H120E demolition hammer attachment. The attachments are nicely detailed, although the scissor mount is a bit unstable. The hydraulic lines needed on the prototype to operate the attachments were not modelled.

Setec HTM/ Tekno 1:50

AB-Crush AG is a pioneer in the use of combined mobile crush and sifting machines. For transportation to the site the company uses powerful trucks from MAN with low boy trailers capable of transporting the entire fully assembled machines. A model of the MAN TGX XXL 10 x 4 combined with a Goldhofer low boy trailer is exclusive to Setec. The

richly detailed model can be assembled in a few different prototypical arrangements. (www.setec-htm.ch).

Conrad/Vinci 1:50

A model of the LAK 2624 in the limited edition colours of “Jean Levevre” is available only in the shop of the Vinci-group. Further historical models are expected to follow later. (www.webshop-vinci.com).

Conrad 1:50

In addition to the new colour variations of the Sprinter BF3 “Schmidbauer”, the MAN TGA “Steil” and Liebherr PR 754 “Screg”, completely new body castings have been released including the Cityfant 6000 from Bucher-Schörling, mounted on a MAN TGS chassis. This sweeping truck is very nicely detailed and fully functional down to the detail brushes.

Resinmodeller 1:50

Tom Bergsagel from Norway produces Resinmodelle in small series. The newest example is the Brøyt X20, a very fine model augmented with many brass detail parts. While the upper carriage, arm, jib and shovel are functional, the tracks do not move which is understandable. (www.resinmodeller.no)

Wiking 1:87

The well-known crane model, this time mounted on a Mercedes truck with a rounded hood cab has been released in a set of four fire department vehicles. The model is augmented with a front-mounted winch.

Collector's guide

So that you do not miss any of the new model announcements, the latest releases are listed here in short form.

Typ	Scale	Producer	Available at	Additional information
Caterpillar PL87	1:48	CCM	Dealers	www.ccmmodels.com
Liebherr R 954C «Cardem»	1:50	Conrad	Vinci	www.webshop-vinci.com
Liebherr R 954C «Sogea-Satom»	1:50	Conrad	Vinci	www.webshop-vinci.com
Caterpillar PM200 cold planer	1:50	Norscot	Dealers	www.norscot.com
Terex AC200-1 «Kanson» and «Heeren»	1:50	NZG	Dealers	www.nzg.de
Mercedes Actros 8x4 halfpipe tipper orange	1:50	NZG	Dealers	www.nzg.de
Liebherr A 924 «Giorgetti»	1:50	NZG	HTM	www.heavy-transport-models.de
Scania R with Goldhofer low loader «Dornbierer»	1:50	Tekno	Dealers	www.tekno.nl
Scania R with tipper trailer «Christian Sperl»	1:50	Tekno	Dealers	www.tekno.nl
Scania R with tipper trailer «Bastiaansen»	1:50	Tekno	Dealers	www.tekno.nl
MAN TGX XXL with Goldhofer low loader «Welti Furrer»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTF 1060-4.1 «Thömen»	1:50	WSI	Dealers	www.wsi-models.com
Scania 140 with brick trailer «Croonen»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGA XXL with Semi low loader «Steinle»	1:50	WSI	Dealers	www.wsi-models.com
Scania R Topline with tipper trailer «Mai»	1:50	WSI	Dealers	www.wsi-models.com
FTF F Serie with ballast box «Doornbos»	1:50	WSI	Dealers	www.wsi-models.com
Kenworth C500B with ballast box «Sarens Canada»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Actros with Semi low loader «Kibag»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Titan with ballast box «Mammoet»	1:50	WSI	Dealers	www.wsi-models.com
Hamm HD110+ «Eurovia»	1:50	WSI	Vinci	www.webshop-vinci.com
Liebherr LRS 645 Reachstacker «Krebs»	1:87	Herpa	Dealers	www.herpa.de
Liebherr LTM 1045/1 «Felbermayr»	1:87	Herpa	Dealers	www.herpa.de
Sets with transport of wind power plant «Balmer»	1:87	Herpa	Dealers	www.herpa.de
MAN TGA M with platform and loading crane «THW Roth»	1:87	Herpa	Dealers	www.herpa.de
Scania R 09 Sattelzug with cable drums «Jürgen Schmid»	1:87	Herpa	Dealers	www.herpa.de
Scania R 09 flatcar trailer, loading crane «Kollan & Klein»	1:87	Herpa	Dealers	www.herpa.de

Eye Candy

International Hough D500

by Albert Schmid

In 1953, the expanding U.S. construction machine conglomerate, International Harvester Company (“IHC”), acquired the wheeled loader maker Hough, Illinois. At the end of the 30s, Frank G. Hough made a name for himself with many forward-looking innovations that eventually led to today’s modern, wheeled loaders. It all began at the Hough factory.

In 1959, IHC started developing the world largest articulated wheeled loader. Initially, the D500 was designed as a pusher for scrapers on large construction sites. Powered by a 16 cylinder, 550hp, GM diesel engine, this colossus weighed in at 66t. The D500 was a more nimble alternative to the more cumbersome tracked dozers. Unfortunately, it was not possible

The International-Hough D500 Paydozer was the world’s largest articulated wheeled dozer. A 1:50 scale model from A.T.M. appeared in 1995 ...

to find out how many of the machines left the factory by the end of production in 1973.

It is thanks to the great French fan of construction machines, Francis Pierre that many of the more spectacular machines have been made available as historical models in 1:50 scale. In 1995, A.T.M (Art, Technique et Machines) released the first resin and while metal model of the Hough D500 Paydozer. The second series, numbered NM30, appeared a little later; it has no visible motor

cowl and the engine compartment is in full view. The model excels with many interesting details such as hydraulic hoses that lead to all three cylinders and a very fine railing. The hydraulically height-adjustable blade guides are also worth mentioning.

By the way, while some preconceived negative notions against “Resin models” may at times hold true, it is certainly not the case with this flawless, handcrafted model. Today it is offered under the EMD brand.

Urs Peyer collects scratch-built models

Nothing ready to run

by Daniel Wietlisbach

When Peyer hears about the release of a new model, his first thoughts are, ‘how can I use it to upgrade or change it into something else?’ Following this line of thinking, Peyer has created over one hundred models. Visitors are amazed upon seeing the models, none of which is found in any catalogue. It all began in the early 70s when Urs Peyer was kindergartener age. The Peyer family lived in Brunnen. Long, deep ditches were dug near his home for the installation of sewer pipes. When the excavator arrived directly in front of the Peyer house, there was no holding back the excited youngster. As far as the collector remembers, a Menzi-Muck and an Italian Hydro-mac worked hand in hand on the project. Life became a bit easier for his parents, because they always knew where to find their son, as he was invariably where the excavators were!

At the time, he possessed only two construction machine models from Matchbox, the Muir Hill tractor with tipping body, similar to an articulated truck of today, and a two-axled dump truck from Leyland. Later, in the window of a souvenir shop, he discovered a model of the Demag H41 from NZG (#113). Shortly thereafter he received the model as his birthday present. It remained the crowning glory of his construction machine fleet

Urs Peyer is well known as an author and photographer. His articles shine a small spot light on his collection that has very few ready-to-run models on its shelves ...

for a long time, even after much sandbox play that caused the loss of its tracks and much chipped paint. Since the model at the shop was a single piece, and pocket money was in short supply, his fleet grew very slowly over the next years. Sometimes he acquired a new piece from the Swiss Caterpillar dealer, Ammann. At times a Joal model, found at the super market, helped to grow the collection.

D10 made from Lego

In addition to increasing his collection, he started to create his dream machines with Lego blocks. The machines, built in large size, functioned like the originals. Urs Peyer still remembers building an O&K RH60, an underground mining dumper from DJB and a drag line excavator with winches and cable remote control; there are even pictures remaining to look at.

It was in 1979, at the age of 14, when he saw a picture of the D10. The huge machine was introduced to the public in an American publication. This chance encounter was a turning point in his life. He

started to build a model of the giant using Lego blocks and also, as a companion, a Caterpillar 992C with beadless tires! Both of these machines were built partially from Lego blocks; for other parts, plywood and aluminium profiles were used.

In 1981 Urs Peyer wrote a letter to the firm of Eberhard inquiring where he could find their large dozer in action. He covered over 60km on his bicycle to see the only D10 at work in Switzerland. He made friends with Guido, the son of the very friendly operator, Kurt Huber, whose name has popped up in earlier reports. Guido was also a fan of construction machines. Later, on a visit to see the machine at work in a Weiacher Kies AG quarry, Urs operated the machine by himself. He was only 17 years of age!

Back at home, equipped with scale drawings from the sales prospectus, Urs built a new 1:20 model of the D10, this time completely out of plywood and aluminium profiles. The 992C and a Faun K55.5 dump truck followed later. All of these models still survive today.

I must have inherited my skill through my grandfather’s genes,

muses the collector. His grandfather was a machine engineer who had a work bench installed in his outer office; this was the young Peyer's favorite play place. Additionally, because his mother was a kindergarten teacher, there was never a shortage of plywood or-tools to use.

Kit bashing on contract

Heinz and Martin Eberhard learned about Peyer's modeling skills from Guido Huber and appreciated his talent greatly. So it came about that Peyer soon built models to order and was able to sell his kit-bashed and upgraded models. This work enabled him to finance his hobby, in the main. Just as with the Lego block models, he carefully photographed all his scratch-built or kit-bashed models and documented them in a binder.

Early on, his fascination was with specialized attachments for excavators. It was the time when concrete shears were first introduced. He was able to purchase models of the attachments from dealers and also from the shops of construction machine dealerships. Sometimes he even received them in order to kit-bash them into something new. At the time, he was attending the Gymnasium and had 12 weeks of holidays, a memory he cherishes today. While he used ply wood for his first scratch-built models, he soon discovered plastic sheet stock and profiles, a material he still uses today. He attached hydraulic lines to his very first scratch-built model using model train hook-up wire. The largest "series" ever built by him were six scale model D11Ns, equipped with impact rippers (even before Conrad released the same

The Collector

Urs Peyer is 48 years old and has a degree as a Construction Engineer HTL (today FH) and is employed by the Marketing Department of Eberhard Industries. Previously, he had a number of jobs as a construction foreman on various construction projects. He maintains contact with many construction machine fans all over the world and is also famous as a photographer and author in trade and hobby publications. He has been very fortunate being able to combine his work and hobby. Although he enjoys the exchange of information with similarly minded fans of construction machines, he only rarely builds models to order now. Urs Peyer lives in Dielsdorf, but much of his collection remains in Brunnen.

model) true to the prototype at the Eberhard Construction yard. With the advent of the ABS profiles in the mid-80s, new possibilities for scratch building arose. He created completely scratch-built models of the Kress CH-180 bottom discharge and the largest 100T Champion grader. Then, the largest machines, especially excavators between 40 and 120t with front bucket attachments, caught his interest. It was no surprise then, that he wanted to expand his horizons.

USA fan

After finishing his Gymnasium studies the first trip to the USA was on program. For three months he traveled the land of limitless opportunities with a friend. The highlight of this trip was a visit to "Big Muskie", the largest construction machine ever built in the world. It was a huge walking drag line excavator, type Bucyrus-Erie 4250W. In the forests of Montana, the traveling duo discovered forestry machines of until now, unheard of dimensions. Special forestry-related cons-

truction machines became another area of specialized interest for Urs Peyer. Even during his studies at the university, the collector was able to set aside some time for his hobby, and so several of the models on display are from that time.

How many models are in his display cases? He cannot give an exact number, but there are certainly a couple of hundred, carefully sorted thematically. Many models from his early time are no longer in his collection, but he knows their whereabouts in other collections.

Urs Peyer is not searching for specific models. He always has new ideas for kit-bashes or scratch-building of new models, but the time to tackle many of these ideas is sadly lacking. His newest project is a water car using the Cat 740B EJ from Norscot and the Komatsu HM400 from Joal. True to his motto, he is using "use two to make one". Sometimes, even more models contribute parts for a new machine. Three models and an upgrading kit from OHS contributed parts to the O&K RH30F making it the most expensive model in his collection.

Cat D8T and 740B EJ from Norscot in 1:50 scale

Pushing and shoving

by Daniel Wietlisbach

Norscot delivers a batch of new models, among them the D8T and 740B EJ ...

First thought to be dead or indefinitely delayed, they have been released after a year's delay.

Caterpillar D8T

The D8T can produce 259 kW (348 hp) of power and has a working weight of about 40 t. The motor of the Cat C15 Acert complies with the newest emission control requirements. At first glance, the model from Norscot leaves a pleasant impression that is confirmed when all the measurements of the model are compared to the prototype. Both propulsion units are adequately engraved castings, even though the eight running wheels are only cast on and do not work. The front driving wheel is very nicely modeled and appropriately sprung for tightening the tracks. The metal tracks are prototypically correct being made up of 44 single segments; however they are turned 180° and therefore incorrectly mounted. It is easy to remove the pushing arm with a small Phillips screwdriver, to take the tracks off and to turn them around the right way to solve this problem.

The engravings on the engine housing are correct and are supplemented with several individually applied parts, including exhaust stack, air intake and hand rails.

Although made from plastic, they are very delicate. The three hydraulic and supply lines to the hydraulic cylinder with the mounted spot lights are impressive. The cabin, richly detailed with hand rails and roll over protection lacks window wipers. The windows are one-piece inserted castings, and while the interior of the cabin is correct it is somewhat simplified and monocolored. The nicely made dozer blade is the new 8SU. All linkage points and the tipping cylinder are made to function fully thus making it possible to set the blade of the dozer slightly at an angle. The functional, rear one tooth ripping attachment does not reach the prototypical depth for operation. The hydraulic cylinders are impressive castings. However, we miss the hydraulic lines.

Caterpillar 740B EJ

Using the same engine as the D8T, the 740B EJ offers a payload of 38 t and is capable of "flying" over the ground at 55 km/h with a payload of 73 t. EJ stands for Ejector and this means that the loaded material is ejected as on a scraper. The load discharges in 14 seconds;

another machine is required for the dispersal of the material. The front piece of the unit, featuring rounded off edges, is correct to scale. The radiator grille and the air intake grilles behind the driver's cabin are very fine engravings. The stair-like ladders to the operator's cabin are not oversized, even though they are plastic castings and include side protection and rear view mirrors. The glazing for the cabin is moulded as one piece and the dividers are printed on; this looks just fine except that the window wipers are missing. The monocolor interior of the cabin is correct, if somewhat simplified, and includes a steering wheel. The two supply lines to the rear unit are flexible rubber and follow all movements quite easily. The articulated joint has two hydraulic cylinders as on the prototype however, they have much too much play in the horizontal mode. The tires are about 3 mm too narrow and the track width is too wide by 3 mm; this detracts from the look of a heavily loaded unit at work in the terrain. At least the sprung rear axles oscillate. The drive shaft is modeled, although a bit simplified. The ejector body is short by 5 mm when compared to

the prototype, but it represents the original form reasonably well. The ejector has also been simplified but looks generally like the prototype. Due to restricted limits of functionality it cannot extend fully, but it retracts fully. Unfortunately, the four-step expelling cylinder is massively over-dimensioned.

The same high standard of excellence in the paint department applies to both models. The lettering is crisp and legible. A few warning labels would improve the detailing on these models.

D8T at a glance

- + true to scale
- + functionality
- detailing of ripper
- tracks are mounted upside down

740B EJ at a glance

- + choice of prototype
- + detailing of the front unit
- articulated joint
- tires and ejection cylinder



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From the D9D to D9H

American Dream

by Thomas Wilk

The ambitious project was forcefully pushed ahead of schedule in 1950 with the arrival of a pre-production series of nine machines. In the spring of 1954, these machines were delivered to carefully selected customers who tested them in real life conditions. The D9 model was 5.5 m long, 3.0 m wide and 2.7 m high. Weighing 25 t and producing 200 hp, it was the largest tracked bulldozer in the world at that time. The enthusiastic response from the testing customers about this heavy machine was understandable because the model of the Cat D7 (17A) was just a bit over 12t and had only 128 hp. If a heavier and larger tracked tractor was needed, they had to employ the 16 t heavy Caterpillar D8 (13A), produced between 1953 and 1955.

It is hard to imagine what a great leap forward the appearance of the new Cat D9 meant for the construction and mining industry. As a general rule, the heavier the bulldozer the better the penetrating power of the edge of the blade or the rear ripping attachment. Consequently, with the heavier bulldozer, there is an increase in removed material per hour.

Early during the pre-production tests it became apparent that the heavy bulldozer was lacking in the performance department. This led Caterpillar to equip the D9 se-

The triumphant success story of the most famous bulldozer began in 1949 with the D9 prototype ...

ries with a Turbo charger, thereby increasing engine performance to 286hp. All of the experiences gained from the pre-production tests were applied directly to the new series of D9 leaving the assembly line in East Peoria, Illinois in 1955. Since the introduction of the D9D (until 1959), the D9E (until 1961), the highest-selling 385hp D9G, and up to the end of the H model series (1974-1981), all Caterpillar D9 models have been longer-lived and more robust than any other construction machines. Even after 40 to 50 years, some D9 Dinosaurs are still hard at work on some construction sites.

The D9H and SxS D9H

Initially, Caterpillar offered the option of a “Modular Cab” with the D9H; this was a fully-enclosed operator’s cabin with tinted windows all around and integrated roll-over protection. The cabin, anchored on four rubber feet, tilts completely backwards. This facilitates easy service access to the gear system and other components. Another improvement was the re-designed guiding and breaking systems that are now hand-opera-

ted. The 6 cylinder D353 TA turbo motor from Caterpillar used in the D9H produces 410 hp at 1375 U/min. Further improvements to the design of the motor enabled a 10% increase in productivity over the former D9G model. After the 1950s it was necessary to employ two bulldozers as pushers when loading the ever-larger scrapers. The answer to this problem came from Peterson in 1963 with their Quad-Trac D9G Prototype. (See issue 3-2012)

Impressed by the idea behind the concept, Caterpillar asked Peterson, if he would be able to build a super dozer made from two D9 bulldozers side by side. In 1967, Caterpillar research and development took over the project. With a working weight of 86 t and a blade width of 7.3 m and developing 770 hp the “side by side” or SxS D9G / D9H was, until 1977, the largest tracked bulldozer in the world. This gave Caterpillar time to develop the gigantic D10 (see issue 1-2010). The next update for the D9H in 1980 was the “large” D9L that was equipped with the revolutionary Delta running gear from Caterpillar, producing 460 hp and weighing 52 t. From the “small” D9N developed the D9R and finally the most recent D9T.

Cat D9H and SxS D9H from CCM in 1:48 scale

Light and Shadows

by Daniel Wietlisbach

After introducing the DD9H Scraper-Pusher in the 3-2012 issue, using some of the first samples provided, we now take a closer look at the standard Side-by-Side version, prototypically equipped with the 7.32 m wide blade.

The models are easily recognized in their “egg crate” boxes. Unfortunately, this method of protecting the models during shipping is not very successful as evidenced by the many broken smaller parts rattling around in the boxes. We were fortunate to receive undamaged models for the purpose of our photography. Included in each box are a size-reduced, original prospectus and a certified serial number indicating that the model is part of a limited series. Both 1:48 machines are correct to scale, with minor deviations measured only in parts of millimeters.

The Caterpillar D9H

Both oscillating drive units are nicely engraved. The guide wheel is used to give the tracks a nicely balanced suspension thus allowing the dozer to move easily. The running wheels are not modelled but they would not be visible anyway behind the protective skirting. Both support wheels are functional. It is unfortunate that the many gear

All models of the D9H, released by CCM at the end of the year, created a lot of discussion among collectors. We took a closer look ...

teeth do not fit into the sprockets on the tracks. It is curious that this problem is found mainly on the left side and only very rarely on the double version, the SxS D9H and DD9H. The tracks are single metal segments but are very hard to move. The heart of the D9H is modelled in great detail. On the D353 TA six cylinder engine, the fuel injection pump, alternator and air filter are visible on one side. On the other, the remarkably large oil cooler and the torque converter as well as the turbo charger are visible. The housing for the cooling fan is visible from the open interior and the fan itself is seen through the grille of the radiator. The latter is a very precisely etched part that fits snugly. The front and rear spot lights are only painted silver, not quite up to date with today's standards. The fuel and the hydraulic fluids tanks are correctly modelled. The driver's cabin has a very highly detailed interior with all the window wipers, hand holds and grips as found on the prototype. The painted window gaskets accentuate the fact that the glazing for the windows is applied from

behind the casting and not mounted flush as on the D10. The windows do not appear to be tinted. The intricately engraved dozer blade on the model is the S9 commonly used on the D9H. It is one of the very few model dozer blades that moves both up and down and also tilts sideways in a limited fashion. With the wear plate mounted in the middle of the dozer blade, the unit can also be used for pusher service behind scrapers and for ripping in tandem. The hydraulic cylinders are very nice, highly detailed engraved castings equipped with hydraulic lines. At the rear of the unit a single tooth ripping attachment and a push block are mounted; these make it possible for use in extreme hard condition deployment with two dozers. The ripping tooth and one mounting rivet are included in the set, but the opening for the tooth and the mounting lug have to be enlarged by the buyer before attaching the ripping tooth.

Caterpillar SxS D9H

How is it possible to steer two joined-together dozers over uneven

ground while simultaneously controlling a 7m long blade? What is very difficult to explain with words is easy to copy on the fully functional model. The blade, as well as the elaborate kinematics involved in the operation, has been scaled down to model size very successfully. This makes it possible to recreate construction mechanics in model form. The massive connecting pipe at the rear is steerable using ball and socket joints as on the prototype. The steering control cables are also modelled. Both machines have radiator grilles with louvers in the upper part. Also, as per the real thing, the left machine has a completely different cabin from the standard dozer operator's cabin, with an exterior-mounted air conditioning unit. It has however, the same high degree of detailing on the interior as the standard model, with the addition of a very visible fire extinguisher. The interior seat has been adapted so that the

driver sits higher and has additional, different control levers. As on the prototype, the right hand machine does not have a driver cabin or even a seat.

Faults on the finish

Reasons for criticism are based not on aspects of a lack of functionality, but rather on the quality of workmanship. On some models the paint job has small blisters and/or parts of the model are painted uncleanly. Traces of glue are visible, there are bent hand rails and logo decals are crookedly applied.

The model at a glance

- + functionality
- + detailing
- poor finishing work

Many of the models have one or several of these problems. Unfortunately, we fear that with the models of D9H, CCM will lose a great deal of trust in the collecting community. The question arises as to what steps the prestigious maker will take to rectify the concerns. We talked to Grant Peterson from CCM and pointed out the problems. He assured us that CCM takes customer satisfaction very seriously and that he is willing to refund collectors who are not happy with the products or to pay for necessary repairs, on an individual basis. In addition, Peterson assured us that CCM would no longer give out any contracts for model making to the factory that built the models in question. Unfortunately, CCM was not able to back out of the contract and had to have the models made there. The pre-production samples of the new 637E/631E look promising and raise hopes for good things to come.



Remo's old Iron

Here you can challenge your expertise. Recognize the machine and win a model ...

by Remo Stoll

The subject of this contest is this well maintained grader. By now it would be forty years old. The picture was taken five years ago and it is not known if the machine still exists today. The construction firm has bought several new machines recently which make one wonder about our subject. Originally, the 9 t machine was red and light grey, but the yellow paint coat looks good on her.

Recognized? Then send us the exact manufacturer's name and the model number on a post card by mail. Of course, we also accept email submissions (contact information is on page 42). The contest ends 15th February 2013. Should there be more correct answers than prizes, a draw will be held to de-

termine the winner. This time the three prizes are a six-axled Goldhofer low boy on MAN TGX CCL 8x4 "Senn" by Conrad, the brand new Cat 336D L with scrap scissors attachment from Norscott and the MAN TGX XXL 8x6 "Perlweiss" from the Premium Line from WSI.

Solution from BAGGERMODELLE 6-2012

The tracked loader in question was a Komatsu D57S. Again, there were more correct entries than prizes, so a draw was held. The winners are Peter Grolimund from Winznau(CH) who won the three-axled „Maxikraft“ MAN TGX with Palfinger rear crane from Conrad, and Carsten Lang from Eisenberg (D) who won the Mercedes Benz Actros Concrete Mixer truck in "Trabeton" decoration from NGZ.

We congratulate all the winners!

Liebherr R 9100 from Conrad in 1:50 scale

Big and chunky

by Daniel Wietlisbach

The R 9100 fits in between the weight classes of the R974C and the R 984C. The new 100 t excavator has the new four digit classification number from Liebherr. Its working weight is above 110 t and the engine is capable of producing 565 kW/ 757 hp. It is able to scoop up 7 m³ of material in one go. With a V12 Liebherr D9512 engine it conforms to the Tier II exhaust emission control standard.

The model from Conrad

Since the 2010 Bauma, speculations of a 100 t excavator model from Liebherr were rife. At the MinExpo 2012 a few of the pre-production series models were handed out to preferred customers. The regular series model in front of us has a few details that have been coloured differently: tinted windows, hydraulic distributor valves and fan housing in grey were white on the first release, and partially grey vent slats on the right hand side. The excavator is a completely new model; it feels really solid when lifted and no parts used in the R984C were used to create this new model. This makes the model conform to the prototype almost perfectly; there are a few discrepancies measured only by millimetres. As usual, Conrad made the

Conrad showed off this big, chunky excavator at the MinExpo in 2012. We took the opportunity to test the new model ...

under carriage for this maker. The running and support wheels are cast on the track frames, but are all there in correct number and sizes. It is prototypically equipped with two triple running wheel protectors per side. The single segment metal tracks look good and operate nicely. They have no discernible gaps over the front driving and guiding wheels. The suspension is ideally executed making the tracks tight thus allowing the excavator model to move freely on a surface. As the upper carriage has an extendable ladder there are no steps on the lower carriage, as on the original. The main components on the massive upper carriage are all combined in one casting: engine housing, hydraulic oil and fuel tank and also the counter weight. The fan slats on the sides are pierced. Doors, service hatches and the corresponding hand grips and holds are engraved at the appropriate places. Two exhausts, the rear and side view cameras as well as the housing for the oil cooler are separately attached castings. The fine metal railings and the finely etched floor surfaces are especially

nice. A rear view mirror and the previously-mentioned ladder are included with the model, to be attached by the purchaser. The cabin has a very futuristic look thanks to the tinted, flush-fitting windows. The windows on the prototype are also tinted but not as much as on the model. The very prominent large window wiper is only printed on; this would not be so obvious if the cabin rock guard had been modeled. The excavator comes equipped with the short, 7.6 m boom and the shortest jib available, measuring only 3.2 m on the prototype. This underscores the massive look of the excavator. Both parts, though well proportioned, look a bit “flat”. The attachment mounting lugs could have been incorporated into the casting without much effort. The hydraulic cylinders are modeled with the freestanding hydraulic lines but are not screwed down as on other Conrad models. Consequently, on all new models, Conrad includes raised hydraulic lines, a feature that is appreciated and applauded by us; however the attachment of the lines to the cylinders is not correctly modeled yet.

On the other hand, there is the very nicely engraved shovel made from one casting. All the joints function using hollow rivets. The paint job and lettering are faultless, as usual. A version with a front loading shovel is possible.

The model of the R 9100 from Conrad points at the development in model building of creating models honouring the philosophy of the manufacturer and thereby satisfying their regular customer base.

The model at a glance

- + functionality
- + high metal content
- + fine handrail casting
- tinted windows are too dark

BAGGERMODELLE

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Tinplate

Concrete mixer

by Robert Bretscher

The size, three axles with 10 single rubber tires, a very impressive cabin with sharp edges and a separately attached radiator grille all combine to give this model the powerful look of the time.

In addition, the double exhaust pipes on the hood and the two side air tanks denote a very powerful truck, something that the makers counted on to impress the youngsters of yesteryear.

It is safe to assume that on the real truck, an auxiliary engine drove the concrete bin; the makers have simulated this quite nicely using two formed tinplate boxes with radiator slats. On the model, the concrete mixing container turns with the help of gears mounted on the first rear axle. The

This friction motion model was made in Japan. For marketing purposes, the makers deliberately choose a western looking prototype ...

windup mechanism, capable of tipping the concrete bin 45 ° by pushing a button, is interesting. Mounted at the back to guide the concrete mix out of the bin, the funnel is positioned using cleverly engineered kinematics. The finish on the concrete mixer model is superb. Many details, such as the ladders on the side and the front lights, are chromed. The rear lights are colored. Let us not forget the ten stamped out red rims that make the vehicle an impressive miniature.

The Japanese manufacturer, “SSS International”, mentioned on the colorful packaging, was a distributor specializing in merchandizing toys from a variety of Japanese toy makers to the US and in Europe. SSS International had a reputation for selling relatively high quality toys for a reasonable price. The shining paint and the functionality of the toy concrete mixer truck that looks like an American “Auto-car, bear witness to the high quality of the model that is now over 50 years old.

Sennebogen 690 HD Dragline from ROS

At the water's edge

by Daniel Wietlisbach

Having already introduced the base model in issue 1-2012, we restrict this review to the drag line attachment. The footing of the crane arm was augmented by a model of the Fairlead. Although the inner brass dollies are operable, the outer ones are only cast on and painted. The unpainted bolts holding the otherwise delicate assembly together are a little bit distracting. The lattice part of the crane arm and the roller head are constructed as a single piece. With the long lattice piece, the crane arm is 5600 mm longer in 1:1 than the diaphragm wall grabber version.

The Sennebogen 690 HD now appears as a dragline excavator about a year after the diaphragm wall grab version of this model ...

The rigging piece is also made as one section, including the bottom element which is too long. Unfortunately, this makes it impossible to erect the crane to its full height. The drag shovel bucket is cast rather roughly and the holes measure 120 mm \varnothing ; in reality, with that kind of opening some of the gravel would disappear along with the draining water. On top of that it is impossible to tip it prototypically because

the hanging and drag chains are too long. If you do not want to shorten them, the same corrective results can be achieved by lengthening the tipping wire rope; fortunately the drag line cable is plenty long, so a piece cut off from there will not interfere with the operation of the model. For perfectionists the drag bucket can be exchanged for one from NZG, a model unsurpassed until today.

“Implenia” set from HTM/ NZG in 1:50 scale

Road construction with the flower

by Daniel Wietlisbach

If, as a collector you want to expand into the theme of road construction machines, then this new set would be an ideal and attractively priced beginning for your collection.

While we have already discussed the Vögele powerfeeder and the Hamm rubber wheeled road roller (issues 2-2012 and 4-2011), let us now take a close look at the Vögele Super 2100-2 surface finisher, with the very impressive application width of 13 m. According to the sales prospectus, the machine with its hopper capacity of 14 t, can reach an hourly production of 1100 t of material. The machine, powered by a Deutz six cylinder engine capable of producing 182 kW, runs on rubber chains. The machine is equipped with an extendable paving screed. All segments measure

In co-operation with NZG, HTM (Heavy Transport Models) releases a set of five road construction models in the colour scheme of “Implenia” ...

1.5 m. The screed is a very extensively detailed casting; however it is not possible to divide it in order to make it smaller or to enlarge it. There are two additional parts that can be added on each side to bring it up to the maximum width. The hydraulic cylinders are chromed and the control consoles are clean castings with printed-on, multi-colour signs. The inoperable, one piece auger is visible. Due to the heavy weight of the screed the hydraulic cylinders are not able to keep it in an elevated position; the machine is not often seen on

construction sites in this position. The basic machine drives on rubber tracks that are shown very well on the model. The side walls of the hopper tilt and the truck push-rollers are operable.

The operator’s cabin is very extensively modeled with prototypical, adjustable control console and seats that fold out sideways. The roof, including the exhaust, folds down for transportation purposes. The paint job and lettering are faultless and underline an all-round well executed model.

Scheuerle Intercombi “Kübler” from WSI

Prototypical

by Carsten Bengs

The two trucks used for this set are a MAN and a Mercedes/Titan. The latter is remarkable for its weight. Usually, WSI trucks are lightweights. Remarkable details include the exact lettering and the correct number plates. The logo on the Mercedes truck is unmistakable, Titan being one of the most recognizable names in heavy duty transports; it partners with Mercedes for heavy duty truck construction. Both of the heavy load towers are especially nice. A serious amount of metal was used in the construction of these parts that include the additional engine cooling systems and radiator grille on the MAN. Safety threads and hand rails complete the details on the trucks.

The set comes with five modules for the trailer: two with three axles, two with four and one module with two. All axles are steerable; a very intricate mechanism guarantees trouble free, equalized running of the wheels when negotiating curves. The zinc suspension is sprung and equalized. Additionally, a power module (PowerBoost) attaches to a four wheel module. This option was not available at the time the modeled configuration was in use and is a later addition to the model. The exhaust for this is recognizable and the lettering is correct. Hydraulic lines and a control console are nicely modeled and detailed.

WSI has released a set made exclusively for the trucking firm of Kübler. It consists of a Scheuerle Intercombi, a special load and two trucks ...

Both tractor trucks connect to the trailer modules with a whiffletree. The whiffletrees are sprung using tiny springs. For the actual transport on the road, both trucks are equipped with ballast boxes as on the prototype. Alternatively, a gooseneck

can be mounted using the proven bolt attachment system. Small support struts are included in the set, to be used when the trucks are not coupled to the unit. Kübler has made itself a name by safely conducting highly specialized heavy duty trans-

The original transport

In June of 2009 two 200 t and 300 t heavy machine parts were transported from the harbour in Hannoversch Münden to Hessisch Lichtenau. There they were worked on by the engineering works of Richter and then took the reverse way back to the harbour. The convoy contained the larger piece transported by Kübler and the smaller piece was in the care of Bohnet. The whole transport can be seen, illustrated with many pictures in the book: “Kübler Spedition, Band 2”, by Thorge Clever, on pages 98 to 115.

The set from WSI uses this episode as inspiration for the model, but also included enough other parts to allow the modeller more flexibility to simulate other transports. This is why the low boy trailer units have four less axles than the one used in the book, but has the goose neck assembly included. The load used for the model is a 200 t part of machinery, but it is not a 100% correct copy, but it is very realistic. The set is exclusively available at the shop from Spedition Kübler: www.kuebler-spetition.de.

By the way, WSI has a similar set for Bohnet transports as well as the Mercedes Actros as a companion truck according to BF-3 rules, in its regular assortment available. With this the whole convoy could be modeled and would make an impressive display. (dw)

ports of the Space Shuttle and Concorde to the Technic Museums in Speyer and Sinsheim in Germany. A picture of these milestone transports is found on the covering tarp of the goose neck and on the heavy duty load tower on the Titan truck.

Many innovations are included with this model; it is as close to a

real heavy duty transport as possible, and many more details are included in the set to make different configurations a breeze. The adherence to detail is impressive. No defect in parts or faults in the paint coat were found. The high degree of functionality makes this WSI model a perfect choice for a heavy duty

transport diorama. It also would be a highlight in any construction model collection display cabinet. A detailed description of the Intercombi Module is in issue 4-2012.

Translation of page 34

Caterpillar 450E from Norscot in 1:87 Universal machine

by Daniel Wietlisbach

The backhoe is a type of excavator/ loader found mainly in North America and in the southern part of Europe. They are a truly all round machine. The 450E, producing 92kW and weighing 12.3 t is the largest such machine from Caterpillar. When equipped with the standard excavating attachment, it reaches a depth of 5.26 m.

The model from Norscot

Small models of excavator/loaders are a longstanding tradition at Norscot. This is remarkable, because the complex functionality requires a high degree of engineering skills. Norscot took this complexity into consideration, because the translation from prototype to model creates limitations in such a

There is a new model from Norscot in 1/87 scale as well. Collectors will be happy ...

small scale. For example, the measurements of the basic machine are correct to scale, but the maximum reach for both height and depth is not quite as on the prototype. Also, the rear fold out supports are too long and therefore make the model too wide. That the model still looks convincing and is pleasant to look is attributed mainly to the excellent modeling of both the operator's cabin and the tires. The cabin is made prototypically, almost completely from window panels and has a multi-colored interior. The cherry on the icing, so to speak, is the Cat logo printed on the driver's seat!

The lifting arms and shovel are fine examples of modelling. The "dumping cylinder", made into a lever for the operation of the shovel, is an understandable compromise solution. The backhoe is equipped with the standard arm and is as functional as the original. The previously mentioned deviations from the original measurements prevent full extension of the arm.

The paint is faultlessly applied. The relatively fine bolts on the joints would look less conspicuous were they painted to match the rest of the machine. The lettering is sharp and legible.

The creation of a Diorama, Part V

New buildings

by Markus Lindner

The techniques and the materials employed when building scenery apply in general to the construction of “changeable” scale model buildings. It is a special challenge to show the complete process of how a model building grows from the foundation to the finished product.

Structural engineering in model form

To show structural design elements in model form, it is important to find materials that can show the building in its raw state. It is equally important to become conversant with the appropriate construction techniques used. For various application problems, different solutions have been found, taking into account regional differences in construction.

Steel framed buildings

Steel as a main support skeleton is used mainly in industrial construction projects like factory buildings, masts, bridges and so on; the use of steel allows the contractor to erect these quickly and cost-efficiently. The main component used in this type of construction is the double T girder due to its high flexural strength versus material thickness used. Round or box profile gir-

Following the extensive article on how to create scenery, this installment describes new buildings and their changing appearance during construction ...

ders are also used. These girders are often joined together in sub-assemblies such as steel trusses. To translate this into model form is very easy. Matching scale profiles made by Plastruct or Evergreen are available at model shops. Using the cranes on the diorama, often in combination with a mobile crane or tracked crane, the appropriately painted profiles are mounted on the structures under construction. It is possible to make your own double T profiles using sheets of styrene. Special shapes can also be fabricated from this material. As a base, steel frame buildings usually have concrete footings or they sit on concrete foundations.

Wood frame buildings

Even wood framed buildings or parts thereof, like roof trusses, can be modeled convincingly. Today the most commonly used construction wood is fir, because it grows quickly and is relatively moisture-resistant. It combines light weight with high elasticity and good flexural strength. Nowadays, glued composite wood components are

used in the creation of large beams and lengths. For modeling purposes, it is not recommended to use fir to model fir, because the grain is too coarse. An almost ideal substitute is Balsa wood; it is workable with a knife or a model maker's table saw, is readily available in thicknesses ranging from 0.5 to 5.00 mm and so is ideal for use in modelling the correct scale size of lumber required for beams and boards. To get the sub-assembled wood parts onto the model under construction, a tower crane, usually a bottom turning one is sufficient. Sometimes it is enough to use a small mobile crane or a small truck crane.

Concrete buildings

Concrete is a mix of water, cement and additional components like gravel and sand that hardens when exposed to air. It has many uses and possibilities for construction purposes. Concrete is very strong but has very little lateral strength; for this reason, iron rods are introduced to loadbearing structures. We therefore differentiate between plain

concrete and re-enforced concrete. It is possible to use factory- made concrete sub-assemblies transported to the construction site on heavy duty trucks, where they are added to the structure with the use of powerful cranes. Typical applications for this are pillars, factory hall or bridge girders, and ceiling or wall segments for apartments. This type of prefabricated slab construction was popularized in the so called “Slab buildings” or “Plattenbauten” in the GDR. Concrete castings are simulated very nicely with MDF, a wood fiber and glue product. Thinner concrete plates can be made from Finn board. Paint the components in a concrete grey colour. A concrete segment construction building is an easy beginner’s project for those who want to get their feet wet in building a construction site diorama. It is relatively easy and reasonably inexpensive. The large weights involved in this kind of construction necessitate, in addition to the use of powerful cranes, the deployment of a substantial number of heavy duty transport trucks. These make the diorama even more attractive.

On site poured concrete construction

For this method, forms are constructed on site and re-bar is added. The concrete mix is trucked to the site and poured into the forms or it is made on site. To translate this process into model form is more difficult than the previously mentioned process. It is hardly feasible to pour a fine concrete mixture into model size wooden forms and achieve accurate representation of the steps required.

Here it pays to look for alternative solutions to the problem. As already mentioned, ready-made concrete segments can be made from 5 or 6mm MDF for walls and ceilings; we use the Finn board. Using this technique, we can show finished poured parts of the concrete building process, demonstrating how the building grows slowly upwards. We can show the next step of the construction, by building the forms from scale wood, ready for the next pouring of concrete.

Readymade concrete forms and support struts are available from makers like Zapf Modell (www.zapf-modell.de) and Modelbau Creative (www.modelbau-creative.de). Special situations requiring custom-made forms may be depicted using brown, picture-framing board, Balsa wood, 4 mm polystyrene and other materials. To simulate the re-enforcing rod mesh, fine mesh in 3mm (usually found on basement windows and such), is an ideal medium. Fine binder wire is used for the uprights. It has to be said that this all takes a lot of time and effort, especially when intricate forms are called for. If a building that has many floors of the same dimensions is erected, it is possible to make work a bit easier by building a floor that is under construction directly over an already finished floor.

Then another finished floor is added underneath using the MDF parts discussed earlier. So, the building rises slowly as one floor is added upon the next floor, the framed floor always remaining on the top. Monolithically designed construction sub-assemblies like stair wells, chimneys etc., are not suited for building in stages. Here it is more convenient to build several models in different stages of construction and exchange them one after the other as the building progresses on the diorama. The key machine on such a building site is the tower crane; as long as there are no concrete pumpers used, it takes care of getting all the concrete mix to the required sites. It also transports framing, re-bar and other materials required.

Building with building bricks and blocks

For this type of construction the building materials are hollow bricks, sandstone blocks or cast stones made from gas concrete or expanded clay. Bricked walls are used mostly in combination with other materials like concrete floors and ceilings or wooden roof trusses. Hollow bricks are available in 1:50 scale from Bloxx (www.bloxx.de). Whole walls and entire buildings can be built using tile glue and these tiny stones. It is time consuming and fiddly, a real Sisyphus work, that requires abnormally high degree of precision and patience. Much faster and accurate progress is achieved when foamed brick wall segments are used. Glued back to back with the cut edges coloured in, brick walls

Construction sequence

The pictures illustrating the progress of the diorama are available in three forums:

- www.bauforum24.biz
- www.baumaschinenbilder.de
- www.hansebubeforum.de

rise in no time at all allowing for the display of the various stages of construction. In addition to windows and doors, Finn board product is ideal for lintels.

With the techniques introduced here, it is possible to re-create most of the situations found on construction sites, showing buildings in the rough before lock-up. How-

ever, often old buildings must be removed before the building of a new one. For the sequences in modeling this scenario we will have to wait for the next installment.

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New Medias

Schwertransporte

Annual 2013, published by Verlag Podszun, 144 pages, about 280 pictures.
Soft cover, 24 x 17 cm
ISBN 978-3-86133-659-4

Again there are some interesting articles waiting for the readers of this popular publication. For example there is an article about the heavy duty transport company of Spiegel in Austria. They undertake spectacular transports in the Alps. Two contributions are about the transportation firm of Holcim: the transportation of the Caterpillar 992(A) and 992C by Affolter and the transportation of the new 992K by Risi. The lifting of a 675 t container bridge with six large cranes is spectacular. (dw)

Lastwagen 2013

Annual 2013, published by Verlag Podszun, 144 pages, about 280 pictures.
Soft cover, 24 x 17 cm
ISBN 978-3-86133-655-6

The title promises interesting articles especially for the fans of construction machines. On 36 pages the history of the Austrian firm Empl is chronicled. The maker of truck bridges and decks manufactured dumping bins initially; this is documented with many pictures. The history of the Elinghaus tank truck builder is shown in similar detail. (dw)

Frituur Zorro vol.3

By Theo Barten and Maarten Swarts, published by Narwal. 170 pages, 175 black and white pictures with Dutch/English text, 21.5 x 28.5 cm. Hardcover.
www.frituurzorro.nl
ISBN 978-90-817110-0-5

During the Second World War, the US army was one of the most highly motorized armies in the world. For example, 810,000 2.5t trucks were used, most made by GMC. Because many became redundant they were left behind to help in the rebuilding of Europe. Thirty years later, in the late 70s, both of the authors and their photographers crisscrossed the continent in their 2CV to hunt down the last ex-

amples of these species. They found many examples in their homeland but others were found further afield. The third volume introduces trucks of the allied forces such as the Diamond T and GMC, many with crane and excavator attachments. Excellent photographic illustrations. (dw)

Our partner page

Cobble stones and stone blocks for walls from Turkey

We have been working with a partner in Turkey for many years now. From them we get finely-grained marble cobble stones and stone blocks for walls. The superior quality and first grade finish of these stones distinguish this product from others. The quarries

are situated in the southern part of Turkey. There 10 t blocks are quarried and split into cobbles in a variety of sizes. The finished stones are trucked to the harbour at Dikili where they are loaded onto ships. More frequently nowadays, they are packed directly

into Sea Containers before beginning the trip to Switzerland. Mounted on so-called dumping chassis for containers, the stones are delivered to our distribution centre or are shipped directly to the building sites of our clients.

Cat Drivers Club at Eberhard's

The Cat Drivers Club is a fan club under the auspices of Avesco AG, situated in Langenthal. Marina Lehmann, who also takes care of the Cat Shop, organizes two or three events every year for the fans of construction machines. Eberhard Unternehmungen was the host of the third event of the 2012 season. 42 members of the club met in

Oberglatt at the Dienstleistungszenter (DLZ) on November 16th.

They were welcomed by Hansruedi Eberhard. A new Eberhard movie was shown at the beginning of the event then the participants split into two groups. One group toured the BodenAnnahmeZenterOberglatt (BAZO) and the DLZ including workshops and yards.

The other half bussed to the BaustoffRecyclingZenter Ebirec located in Rümmlang. After the ambitious sightseeing program, the participants enjoyed lunch served at the Ebi museum in Höri. Hansruedi Eberhard whose all-time favorite machine is the "Ohre-Sächsi", a Caterpillar D6 from 1948, explained the history behind every machine in detail.

News in brief

Sennebogen 655 HD

With the new 655 HD drag line excavator, Sennebogen presents an all-round machine for use on extreme construction sites and wet excavation. The tracked crane, weighting 59 t and producing up to 261 kW, uses a Caterpillar diesel engine with the tier IIIB emission control protocol. When a 15 m long luffing jib is used, a maximum height of 56 m at the hook can be achieved. The telescoping track propulsion system, when narrowed by 1.3 m gives a transportation mode width of only 3.3 m. Using the innovative self-mounting system, the 655 HD is capable of attaching its own 18 t heavy counter weight. (up)

Terex Superlift 3800

In November, Terex Cranes presented the completely newly designed Superlift 3800, a lattice tower crane on tracks, as a successor to the proven CC2800-1. The lifting capabilities of the predecessor are increased by 20%. This makes it possible for the tracked crane to lift wind turbine parts up to a height of 117 m for assembly without having to attach any Superlift attachment configurations. The new cabin design conforms to new standards in safety, comfort and efficiency. The Superlift 3800 is capable of lifting 650 t with the arm extended from 5 to 12 m. The maximum lifting load torque is set at 8426 mt. (up)

Caterpillar 336E H

On October 16th 2012, Caterpillar presented the first model of a new series of hydraulic excavators, the 336E H. The first official introduction to the general public is planned for the Bauma 2013 in Munich. The first Cat 336E H is set to be delivered in March of the same year. The hydraulic hybrid system used is revolutionary; it uses the surplus energy from the swivel drive stored as pressure, and when required, returned to the hydraulic system. Unlike systems of its competitors, this system requires no electric components. A fuel savings of between 25 to 33% are said to be possible. (up)

BAGGERMODELLE

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Gueterstrasse 6
CH-3008 Bern
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English translation

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Druck D+L Printpartner GmbH, D-46395 Bocholt

Erscheinungsweise / Bezug

Baggermodelle erscheint alle zwei Monate - 6 Ausgaben pro Jahr. Bezug ausschliesslich über Abonnemente und den Fachhandel.

Das Jahresabo kostet CHF 64.- / € 39.- (Schweiz, Deutschland und Österreich) / € 45.- (übriges Europa) / € 49.- (ausserhalb Europas). Die Rechnungsstellung erfolgt für ein Jahr. Schriftliche Kündigung spätestens acht Wochen vor Ablauf des Abonnements, ansonsten erfolgt automatische Verlängerung für ein weiteres Bezugsjahr.

Preis Einzelheft Fr. 12.50 / € 7.90 (CH, D, A) / € 8.90 (übriges Europa) / € 9.90 (ausserhalb Europas).

Impressum

Bankverbindung

Schweiz: PC-Konto 60-155685-9
Deutschland: Postbank Leipzig
Konto 332 304 903, BLZ 860 100 90

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ISSN 1663-764X