

BAGGERMODELLE

Baumaschinenmodelle, Krane und Schwerlast

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Mit Wettbewerb

English text

Neu von CCM in 1:48

Cat 983B



Neu von USK 1:50
Dumper Bell B30E

Sammlerportrait: Neu-
beginn mit Cat und Saurer

Neu von WSI 1:50
Wippe für LTM 1500-8.1



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Editorial

A lot of news for the New Year!

I hope you all had some relaxing holiday days with free time for your hobby. I wish you all a Happy New Year!

Your favorite magazine starts the year with some important improvements, the most important one being in the App Store. For a few weeks now our App “Baggermodelle” has been found there and it has been downloaded quite a few times so far. The App makes it possible to have a virtual magazine rack for you iPad or iPhone. All of the 32 issues so far, including the ones that are now out of print, can be downloaded for your reading pleasure. As of now, in the same App, an English language, digital only version under the name ‘Construction Modeller’ is also available!

Since the App and the effort around it is labor intensive, it cannot be provided free for the subscribers of the printed version of the magazine. Despite this we are willing to make this very fair offer: send us the receipt of your annual subscription (6 issues) from

the App store to me at redaktion@baggermodelle.net and we will deduct 13.00 SRF/ 10.00 €! On our website, constructionmodeller.com, it is possible to download the English Digital Issue to your PC.

The following changes are on these pages: our most popular series, collectors’ portrait, that we re-designed in recent issues, has been moved to the beginning of the magazine; the four pages about new models with the much-read “blue box” (Collectors’ guide) that announces new releases to reserve at your favorite dealer, can now be found at the back of the magazine. To show off new crane, heavy duty transport and road vehicles, I have “paved” a new yard. How I did it can be read in the article on page 32.

I hope you have fun reading this issue, be it in print or in digital form!

Best Regards,


Daniel Wietlisbach

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Robert Fiechter collects for the second time

Re-launched

by Daniel Wietlisbach

Even as a child, Robert Fiechter was interested in large machinery. As the son of a truck driver and the nephew of the owner of a wrecking company he could not complain about the many opportunities to get rides on machines. Visits to construction sites were also a passion early in life. At first, only in the neighbourhood but later, riding a motor scooter, his radius of exploration was ever expanding.

What he saw on his trip was later on played in the sand box at home. His first model machine was a Cat 255 from Joal (Article # 216). Soon a Volvo A35C (238) and a BM540 (228) dump truck from the same maker joined the fleet. At the age of 12 years, he found that the models were too nice to be played with in the sand box and the collection found a home in the book shelves. This marked the beginning of Robert Fiechter's big collecting passion. His passion did not remain hidden and so, financially supported by parents, grandparents and Godparents, he was able to choose and order models regularly. When he received a list with all available models from the Swiss Caterpillar Dealer Ammann, he started to order them systematically. He is able to explain his passion for the machines to the leader in the field of construction machines. A neigh-

Robert Fiechter had a collection of 2,000 models. Then, because of a lack of space, he wanted to sell them all. Today his collection today is small but exquisite ...

bour worked as a maintenance man in a large engineering and construction company and had a "gigantic Caterpillar decal on his car" that left a lasting impression on the young fan. To be able to further finance his hobby, Robert Fiechter worked during his holidays on his uncle's demolition sites. There, during the day, he collected old iron and copper scrap. At the end of the day his father would come by with his truck and sell the bounty to the scrap dealer. Together with gifts and his own purchases, the collection increased by a maximum of 20 models a year. When the young collector was taken by his grandmother to visit a quarry where a large International IH 560 wheeled loader was working, his interests expanded to include other makers. He memorized the name of the Swiss IH Dealership and asked, after he returned from the trip, if there was a model of the very impressive machine available. The answer was positive as indeed, Conrad produced the item under the

number 2420 at that time. As Grandmother was very generous, the model was able to join the collection in a very short time. This first model of a "different maker" awakened interest and Robert Fiechter telephoned all construction machine dealerships. The outcome was that lists of models flew into the letterbox from Liebherr, O&K, Poclair and others. The criteria for the selection of new models to purchase was customized to suit the young collector's financial ability. Models that were going to be eliminated from the production program were bought first. The young modeller had an uncanny knack for purchases at that time and a vision for the long run.

Financing thanks to an apprenticeship

At the beginning of the 90s, Robert Fiechter apprenticed as a construction machine mechanic. The wages, even if they were not that large, made it possible to divert funds towards his collection. As he

had saved up enough, he ordered all models on the O&K list. The salesman was very impressed and gave him a RH2 model right from the display at the shop as a bonus.

After completion of his apprenticeship and because of the difficult economic situation at the time, he had to take on temporary work which greatly diminished his hobby budget. However, he found an advertisement for a job as a machine operator at a quarry and was successful in securing the job. After repairing the machines for a great many years he was now able to operate them. He earned his first laurels on a Cat D 25D Dumper. During the next ten years at the same firm, he operated a Cat 950B, 950F Series 2, 950H and finally, a brand new Cat 735B. He also was able to get a truck licence while working there. After that he changed his place of work. About seven years ago, after a rather unhappy time elsewhere, he applied (for the fourth time) to the Holcim Company, and this time was successful! For Robert Fiechter, a dream had come true. He knew that at the Holcim factory in Untervaz (Switzerland) the largest machines in Switzerland are used: at the time they were the Caterpillar

992C and the 777C, a machine he was able to operate on his first day at work. Of course, he had a seasoned driver beside him, who declared in the morning coffee break that, “The new guy can drive it from now on by himself”. After a few months on the dumper he changed to the new 992G which “was not that much more difficult than the smaller machines”, as he remembers it. After a year he learned how to operate excavators, the machines used as “normal” in the category were the 322B and 330B.

New start instead of devolvement

Because of his salary as machine operator, he was able to invest more into his collection. He discovered the Internet when spending time with some friends and on it he found the models of Case and John Deere made by Ertl. These were displayed in his cabinets along his other models. At the same time, Swiss dealerships were generally his favorite suppliers of new models. In addition were a few select dealers augmented by regular visits to collectors’ meets. As a lucky coincidence he was able to

purchase 40 kits of Saurer trucks at a swap meet. These kits were comprised of resin and white metal castings. Over the next three years they were assembled and made into models of original trucks actually known to the collector. The collection had now grown to six display cabinets in his own room at his parents’ house. But even so, they were not able to contain the whole collection and many models languished in their original boxes. When the boxes with models that could not be displayed filled almost a whole garage, he and his girlfriend came to the conclusion that it was time to quit collecting and dispose of the whole collection.

As he got busy making up a list of all the models in order to sell them, models re-appeared that Robert Fiechter had a very close connection to and were very dear to his heart. This made it very difficult to dispose of them. Instead of dissolving the whole collection, he decided instead to limit himself to a smaller collection with fewer, more personal models, makers and themes. They are Caterpillar, Saurer Trucks and the Trucks of the US series from Conrad as centre pieces of the new, smaller collection. They were supplemented by a few from Volvo, Liebherr, Poclain and others, for example, the Clark-Lima 2505 (NZG 147) a model he declares is his favorite model. During the course of a year, 1500 of his models were sold, mostly in on-line forums and the small remainder was taken for a fair price by a dealer.

For a year now, Robert Fiechter has lived with his girlfriend in a suburb of Chur (Switzerland). The collection is displayed once again in brand new cabinets in their own

The collector:

Robert Fiechter (39) completed an apprenticeship as a construction machine mechanic and has now been working as a construction machine operator for the last 15 years. His second hobby is operating a Quad (motor bike with four wheels) that needs a lot of care and is great for outings in the summer.

He lives, together with his partner Daniela, in Grüşch in the Canton of Graubünden. He is willing to show his collection to like-minded collectors by appointment. He can be contacted at +41 79 427 09 84

room; for the first time all 500 of his models are displayed at once. The greatest rarity might be the Mack concrete mixer truck with an orange cabin by Conrad. Of this

model he has almost all available variants. There is only one Mack model missing, the concrete mixer truck and trailer combination completely in white. Furthermore,

the collector is hunting for a model of the International IH 560 wheeled loader in good condition from Conrad as well as the Broyt excavators in all versions.

BAGGERMODELLE

The magazine for collectors of construction machine models, cranes and heavy haulage



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Caterpillar 983B from CCM in 1:48

The Mega Loader

by Daniel Wietlisbach

There is room for 3.5 m³ heaped in the shovel of the 37.5 t Cat 983B with ripper. With a dumping height of 3.6 m, dump trucks of the 769 class can be loaded without any problem. The built-in Caterpillar 3406 six cylinder engine produces 275 hp to handle the work.

The model from CCM

The model of the Cat 983 from NZG appeared at the beginning of the 70s. On the new 983B from CCM, four decades of model development can be clearly seen. The tracked loader measurements are mostly correct and it reaches the maximum dumping height, but the degree at which the shovel is dumped is a little too small. An acceptable compromise, since all other movements can be duplicated. The frames of the drive as well as the driving and guide wheel are beautifully engraved and the running and support wheels are present in the correct number and mounted so that they move. The tracks are made up, as on the original, of 43 metal segments for each side; they move smoothly and give a pleasant look to the machine. The proportions of the machine have been captured successfully in the model. The radiator grille as well as the side air intakes are made up of separately-

As tracked loaders go, the Cat 983B is the largest machine ever built. CCM has now produced a worthy memorial in model form ...

applied, photo-etched, perforated pieces. Behind it one sees a replica of the engine. Inexplicably, on some models the exhaust pipe has been mounted crookedly, however, it can, perhaps after warming it a bit, be bent straight very carefully. Main frame and tanks are true to the original and have many cast on details. The cabin too, reflects the look of the prototype and the eight windows have been mounted individually and are very flush. The window wipers are raised from the surface and the gaskets have been painted black. The door and the window on the opposite side open up to 90°. The gap at the lower area of the cabin door is partially due to the functionality, however it could have been made smaller. Of course the version with roll-over frame does not have that problem. The working place for the operator is very detailed, is multi-colored and has all gauges printed on. All hand grips are made from solid metal wire.

The lifting frame and all the parts for the lifting kinematic are richly detailed engravings and the four hydraulic cylinders are true to the original including supply lines

and appropriate nuts and bolts. The hydraulic lines are completely present. When lifting the shovel with the lifting mechanism, it remains automatically at the correct position. Fortunately, CCM has given different shovels to the two versions. The 983B with cabin has a rock shovel compared to the standard shovel for the second model. Different too is the rear of the two models. While the 983B with the roll over cage has a simple but original counter weight, the model with cabin has a five tooth ripping attachment. This is very well detailed and as fully functional as the prototype. The mighty hydraulic cylinder has all the necessary supply lines. The paint job in the "Highway Yellow" of the early Cat machines is clean and covers well. The lettering is sharp, very detailed, and includes even the tiniest warning decal at the tank lid.

In conclusion

- + Choice of prototype
- + True to scale
- + High metal content
- Gap at the cabin door



Liebherr LTM 1400 from YCC in 1:50

Non plus ultra!

by Carsten Bengs

YCC has replicated the prototype with such a high degree of detailing that it seems almost impossible to better it. All dimensions of the prototype have been correctly transposed into model form. The width of the chassis and the dimensions of the supports are all true to scale. All axles have suspensions and are steerable just as on the original, with the exception of axles five and six. The maker has even managed to model the wheel steering cylinders! Even the “Michelin” logo on the tires and rims is present and of the right size.

The driver’s cabin on the lower chassis is the version that was found after a face lift in the 90s. The doors of the cabin that open to afford a look into the highly detailed interior of the cabin are very impressive. The recognizable speedometer and centre controls are printed on. Even the licence plate is correct for the earlier original from Hamburg. Behind the cabins sits the engine, whose air cooler is covered with a finely photo-etched grille. The engine mock-up is hidden beneath two flaps that open easily. YCC is the first manufacturer to make moveable mounting ladders in model form. They turn and fold down to be stowed away on the floor of the

With the LTM 1400, YCC presents another classic model. The prototype was also in use with Thömen in the 80s and 90s ...

model. As an option, the mounted rear spare tire can be exchanged for a tool chest with operating magnetic door latches.

At work

The model stands securely when supported on the crane mats. The feet of the support arms even have small hand grips. During the transport of the machine the arms fold up and rest in the specially-designed side compartments. They fold down, using a prototypically-correct hydraulic cylinder and so make the erecting of the original a cinch. The supports can also only be extended by 50%; small bolts then secure them as on the prototype. The upper part of the carriage also shines with many details. Behind the right hand flap hides the detailed engine mock up and on the other side, the control box is modeled. Here also, the radiator is covered with a photo-etched perforated metal sheet. The cabin detailing is impressive with its fully-operational sliding doors and a very nicely done interior including the control console with

printed-on gauges. The front window can be positioned in an open or closed position. Window wipers are modelled.

Small supply lines run to the lifting winches, the guy winch as well as the slewing drive. Even the hydraulic supply lines to the outrigger arm are there. The ballast conforms to the original’s 125 t; even the small ballast securing hasp has been modeled. The arm has three telescoping segments for a maximum length of 1 m, or 50 m on the prototype. The interlocking has been perfectly solved by YCC, using small sprung bolts. The outrigger arm can be arrested in the desired for position (50%, 92% or 100%) securely. All rope metal

In conclusion

- + True to scale
- + Detailing
- + Locking mode for outrigger arm
- + Doors and Service hatches operate

wheels run extremely smoothly. Even the rope guide wheels on the outrigger arm move! Also, YCC has made all winches from metal thus reducing the use of plastic parts to a degree never before seen. The crane model comes delivered with three hooks: for 80 t lifting capacity (3 wheels), 150 t (7 wheels) and 230 t (11 wheels). Here even the small cast logo has been added to the hooks. Cable lock and end limit switch are also suggested on the wheel head. The numbers engraved on the wheel head are the final perfect detail. These were meant to be a guide for rigging the ropes. The Thömen Logo on the outrigger arm not printed on directly but is printed on a separate sheet and then mounted on the arm which is correct. All in all the Liebherr LTM 1400 from YCC is the most detailed model on the market today. This very functional model fulfills all wishes.

Bell B30E from USK Scalemodels in 1:50

Successful start

by Daniel Wietlisbach

Bell was able to look back at 60 years as a company. The South African firm began by making machines for the cane sugar industry. As its capabilities increased, it branched out into making machines for the forest, mining and construction industries. The company started building articulated dump trucks in 1985 with a 25 t model that is offered today as the E-series. One class larger is the B30E. It has a carrying capacity of 28 t and the dumping bin can hold 17.5 m³. The built-in Mercedes Benz OM 926LA engine produces 240 kW (322 hp), complies with Emission Control step IIIb, or tier 3 Interim and is capable of moving the dumper at 50 km/h in sixth gear.

The model from USK

Behind USK Scalemodels is the experienced team of Mahler & Partner situated in Mönchengladbach. Earlier on, the firm had the dealership for Norscot but lately has concentrated on producing farm machinery in 1:32 scale. So it is very nice that they are now presenting a construction machine in 1:50 scale. With the choice of a dumper in the 30 t class, USK proves that they have a good nose, because in this class there are no

With the model of the B30E, a new manufacturer enters the construction model market ...

competitors in the model market. The model has been built mainly to scale and with its 63°, reaches almost the original's dumping capability of 70°. The articulation angle of 30° compared to the prototype's 45° is something most collectors can live with. The wheels are nicely engraved and the tires have the prototypically correct profile and the logo of "Michelin" has been applied. The drive shaft has been modeled in its whole length and the suspensions of the oscillating rear tandem axles functions as on the real thing. At the area of the articulated joint, the piston rods of the hydraulic cylinders are shown; when the bin is in dumping position the machine dips slightly at this place. A ribbed, flexible rubber hose for the supply lines connects the front and rear units of the machine.

The power unit is made up from finely-engraved metal castings with the many details cast on. The radiator grille that has been applied separately is especially nice. Both the engine hood and the cabin tilt, however not to the maximum reach as the side safety railings interfere. Underneath the hood an exact replica of the Mercedes engi-

ne including star and logo and the planetary drive gears can be discovered. The cabin with its flush glazing leaves a convincing impression. The interior is uni-color, but nicely detailed down to the Bell logo printed on the driver's seat. Separately-applied plastic pieces including hand grips, steps, rear view mirrors, spot lights, a widow wiper, the fuel tank filler neck as well as the protection grille for the rear window, complete the driving unit. The dumping bin is made from a finely-engraved die cast piece. USK splurged on a metal, fully-functional rear flap. The bolts on the pivots could be a bit smaller. The four rear lights have been added separately. The paint has been applied cleanly; at difficult color separation lines the slight traces of running paint are barely visible. The lettering is sharp and legible. USK made a successful start with the Bell B30E.

In conclusion

- + True to scale
- + Detailing
- + Functionality
- Plastic Railings



Soilmec SC-100 in 1:50

Screwed together

by Daniel Wietlisbach

The model of the Soilmec SC-100 crane and carrying vehicle for specialized applications in civic construction, was first introduced at the 2013 Bauma. Unfortunately, the construction of the lattice mast was not convincing.

This has now been re-designed thus making it possible to erect the crane in a couple of different configurations. The model as it is delivered, is a completely assembled crane and reaches a height at the top dolly wheel of 24" as calculated to the original. The lattice mast is screwed together and is made up of four parts and a runner. It is a bit incomprehensible that the parts of the guy rigging are still attached using bolts. Fortunately, the small hollow core bolts can be

The redesigned model of the Soilmec SC-100 has been re-released with completely new lattice mast. An appealing new look ...

removed easily using a pair of flat head tweezers. We replaced them with some spare M1 screws from another model we had. Only then was it possible to configure the mast differently. The cable for the adjustment of the A-frame should be changed and a new one spooled on because, as the crane comes from the shop, its cable rigging is very basic and so is too short. The rigging is similar to the Liebherr one with a partitioned third cable drum. Even though the pulleys are not individual castings, the ropes run very smoothly and wi-

thout problems. The mast can be lowered and raised under its own weight. The mainly metal chassis is basically to scale. The photo-etched steps are especially nice. The safety railings, while a bit coarse, are nice as they are made of metal. The operation of the cable drums is done with the key that is inserted in the appropriate openings on the right hand side.

Coloring and lettering are clean, sharp and legible. We continue to hope that Soilmec will produce the appropriate attachments for the SC-100.

Eye candy

Sennebogen 526

by Albert Schmid

The Sennebogen 526 or SR26 was introduced in 1986 as a completely new development. The traditional business, situated in Straubing (Germany), had gained experience by building successful hydraulic excavators since in the 60s. The 26 t tracked excavator was powered by a 144 hp Deutz Turbo Diesel Engine BF6L. The additional tag of EVS stands for “Energie-Verwertungs-System” or “Energy-Exploitation-System”. It was designed to use the hydraulic power more efficiently. Among other innovative design features was a “Summenleistungsgerechte-Doppelpumpe” or Accumulative-Performance-Double Pump. This was built in and was the most modern feature of its time. The standard equipment for the SR26 was a Mono Block Arm. As a special order option, a hydraulically adjustable jointed outrigger arm or a special compact adaptation for the transshipment of goods was available.

The Sennebogen 526’s convincing innovative technical features, built in a modern machine are deserving of a design award” ...

A joint marketing agreement with Zeppelin in 1981 made it possible for Sennebogen to elevate its presence in the market. Also marketed as Zeppelin ZR26, the excavator augmented the Caterpillar offerings from Zeppelin. Another sales agreement made with Hanomag exclusively for their overseas markets designated the machine as HC 260. For this machine, Sennebogen built in a Hanomag Diesel Engine at their factory. With the Sennebogen SR28 or Zeppelin ZR28 and Hanomag HC 280, a series of machines with an improved performance followed. In the middle of the 90s, Sennebogen adjusted its production program in cooperation with its partners. The production of excavators was allowed to run out and the production of cable-controlled excavators, trans-shipment

and carrying machines was strongly promoted. The Conrad models of the Sennebogen 526 or the Zeppelin ZR26 in 1:50 appeared in 1986 and collectors were happy to have them. A little later followed the Hanomag HC 260. These excavator models are convincing with their typically high Conrad quality and the raised lettering for the logo at the rear. No other model from Conrad has been made in so many different makes and configurations. For each of six models, the number 2814 was used. Worth mentioning is the Zeppelin ZR28T from Conrad (#2815), a Sennebogen excavator with attached Pile Driver Head. By the way, the model of the SR26 EVS was never distributed in the market place. It was given away by Sennebogen and so is considered a rather rare model to find.

Flying jib set for the LTM 1500 from WSI in 1:50

Extreme heights

by Carsten Bengs

With this kit it is possible to duplicate the TVY3N version, for example. This is the arm extension with flying jib or the rigid tip. The most eye-catching parts of the flying jib extension kit are the lattice arm pieces. These are made from plastic castings and very recognizable as such. Only the arm extension and the linkage piece, including the guides, are die cast metal castings. This is surprising at first glance but understandable because of weight concerns.

If the whole of the flying jib were metal, the base model would have trouble leveraging it. As it is, the model has no problem leveraging the whole flying jib with all extension pieces. With the segments, the maximum configuration length is 91 m and the smallest one 21 m. All segments are cast to tight clearances in one piece and do not have the “mounting lugs” as on the LTM 1350 model. The adapter piece to the main plastic is a white metal casting but it fits perfectly. The metal guy struts are realistically modeled.

With the flying jib set, WSI presents the matching, fully-functional and very detailed accessory kit. It complements the LTM1500 perfectly ...

The middle guy strut assembly is also part of the kit; it is necessary for long jibs so that they do not buckle. On the jib guides and on the adaptor pieces to the mast, there are some photo-etched walkways. Hand railings are attached to the lower jib guide. Their silver color makes a nice contrast and all the modeller has to do is to insert them into the pre-drilled holes. A small ladder supplements the detailing. The cable drum located at the side of the adapter is also nicely modeled. The fall-back support guards the jib from tipping backwards. Using the third jib guide, a realistic-looking assembling situation can be imitated. This procedure would be used to take the load off when one of the longer jib assemblies is to be mounted. The set also includes parts for a fixed tip making a re-configuration easy

to achieve. The guide piece has a metal cylinder that can be arrested at the desired degree using a small, headless screw.

The base model however needs some alteration. This is because of the winch for the rigging of the tip that sits at the wrong place on the model as delivered. The correct place for it would be the rear one. All in all, the flying jib kit set augments the detailed LTM 1500 functionality and is nicely detailed. In particular, the weight of the attachment keeps the strain off the base model.

In conclusion

- + Functionality
- + Weight proportions
- Different colours of boom sections

Faymonville Combimax from Conrad in 1:50

Limiteless

by Carsten Bengs

Conrad has modeled the original fully to scale. The set comes with 2850 mm wide depressed trolleys. For the first time, a lowboy transportation set comes without a tractor unit, but the focus is clearly on the Combimax. There is a wide variety of tractor truck units available. The five dolly units all have different numbers of axles. All roll very easily however, the steering has not been modeled. A coupling head clips into every unit making it possible to join all the dollies with bolts. To attach the modules to the goose neck hitch or the boiler bridge, special coupling heads with hooks are included. If all units are used it would make a combination of 20 axles in total.

The most efficient use of the system is for loads up to 250 t. Cover plates for all the units are included so that they can be made into platforms. There are grooves in each unit where the plates can be inserted. Conrad delivers the set in three variations: Boiler Bridge, Swiveling Bolster and Add-on-Beam. The Boiler Bridge can be telescoped out to just about 27 cm. For the swiveling bolster version, a spacer unit that goes between the goose neck hitch and under carriage is included. The swiveling bolster is just clipped on and stakes are added to finish it.

The Faymonville Combimax lowboy heavy duty transport system impresses with its versatility. The model matches perfectly ...

As the picture shows, even very long loads can be transported without a problem. As the third option, Conrad also delivers the telescoping beam (“Add-on-Beam”) with the set. The functionality is very visible on the model because it disappears partially into the under carriages of the modules. For this, the rear coupling head moves sideways. The rear, unused part disappears into the grooves of the modules. This makes it possible to adapt the loading surface according to the load. It is possible to make one set with the five and six axle units for a Boiler Bridge and at the same time make a second combination with the other modules and the beam. This is only an example of many combinations.

Two Joker-Axles

The two single “Joker-Axles” in the set from Faymonville are interesting. If a load is too heavy and would surpass allowable axle loads, the problem can be solved by adding one of these oscillating axles. All variations are pulled either by the goose neck or a tow bar. On

the goose neck, Conrad has printed the Faymonville logo very legibly. Spare tires and wedges complete the details. The set includes some supports to store the goose neck safely when not coupled to a tractor truck unit. Alternatively, a tow bar can be mounted. At the rear of the two, terminal bars can be added. In addition to the logo, the lettering for Faymonville and Combimax is visible as are the warning decals with a maximum speed information label. Rear lights complete the details.

With maximum combination possibilities, Conrad has made an impressive model in its usual robust manner. The Combimax offers so many possibilities but the non-steerable axles are no longer up to date.

In conclusion

- + Possibilities
- + Accessories
- Axles are not steerable



VW T5 Transporter from NZG in 1:50

Little Helper II

by Daniel Wietlisbach

NZG has released the T5 with the long wheelbase of 3,399 mm, crew cab and flat deck as used by many and varied trades and spotted regularly on construction sites. The model is true-to-scale and is pleasing to the eye at first glance because of its well-executed proportions.

The bright shining yellow with “Granvia” lettering works in Slovakia for the maintenance of highways and the white version works for “Eurovia” in Germany. Both models are equipped with the correct plates of the original pickups. The finely-detailed chassis is pierced and the individual wheel suspensions are modeled. The exhaust is a separately-attached detail piece. The wheel hubs are nicely engraved and the ti-

The NZG VW T5 pickup with Crew Cab and flat deck, available from Vinci Shop in two nice color variations ...

res have a fine profile. Of course, the front wheels can be steered.

The shape of the crew cab has been excellently replicated in model form, made from a die cast metal part. The two-part front radiator grille, VW logo which is chromed like the original and the transparent plastic headlight glass are all attached separately. Likewise, the rear view mirrors, window wipers and the round visible warning beacons are applied separately. The glass for the cabin is mounted very flush and has printed-on window gaskets. The multi-color interior of the cabin is prototypical. The only things mis-

sing are the construction workers. The flat deck is a very exact metal casting and also sports a VW logo at the back. The rear lights are again made from transparent plastic castings. The typical rollover bar behind the cabin is made from plastic as is the tool box with its small anti-slip textured lid. Unfortunately, the box is fixed in place thus making it difficult to model a loaded vehicle.

The paint and lettering on the new T5 pickup are excellent and the model exhibits great attention to detail. This model will spread far very quickly.

Liebherr A 900C from Schuco in 1:87

Mobile in 1:87

by Daniel Wietlisbach

By now, the A 900C has been superseded by the A 916 but is still seen on many construction sites today. With a working weight of between 17.4 and 19.6 t, it is designed to be combined with scoops of 0.32 to 0.95 m³. A Liebherr D 934S that produces 95 kW (129 hp) powers the machine.

The model from Schuco is in most measurements true-to-scale; its proportions are well executed and it looks pleasing to the eye. The lower carriage is made of metal and is finely engraved. The blade attached on one side can be lifted or lowered. The wheels are nicely done even though the profile looks a bit flat.

The upper carriage is constructed mostly metal castings; only the cabin is a plastic injection cas-

With the lower carriage from the A 918 compact, Schuco presents another mobile excavator in 1:87 ...

ting. It is nice that all the handrails and the rear view mirror are metal. This contributes to the stability of the model. The cabin glass is a very flush fitting clear plastic part and on the front window, gaskets and window wipers are raised and cast on, then painted black although this is not the case for the side windows.

The adjustable, metal arm and the jib are dainty for this scale size. The functionality is impressive. The maximum digging depth and maximum height reach are not achieved, but they are close

enough. Unfortunately, the mobility is somewhat hampered by the hydraulic lines that are made from a single piece of rubber that is not flexible enough. The lines have a tendency to drag the outrigger arm down. The very tiny bolts at the joints are hardly noticeable. The spotlight to illuminate the work area has not been forgotten. The somewhat thick, walled shovel is a plastic casting and has a prototypically engraved surface.

The faultless paint job is first class and the detailed lettering is correct in all details.

Siku construction vehicles in 1:60

Made to play with

by Robert Bretscher

Siku Toy's high standard of quality is the reason for the longevity of their products and that they can endure prolonged play sessions. That is why many adults still have pleasant memories of the short childhood years and the time they spent in the sandbox or in the warm living room playing with Siku Models.

The name Siku was coined from the words Sieper Kunststoff and was registered as a trade mark in 1950. Richard Sieper founded the still-successful firm in 1921 as a factory making cutlery and buttons of all kinds. Commencing in 1935, with the firm still known as Richard Sieper & Söhne, they diversified more and more into products made from thermoplastics for kitchen and domestic use. 1954 saw the actual beginning of the "Plastic Traffic Models" in 1:60 scale. A year later, over 50 different vehicles were on offer. Increasingly, Siku started to build attractive functionality features into the models. This made them stand out right from the beginning.

As the array of models expanded, Siku offered not only cars but increasingly also construction machines and trucks. The yearly new releases replete with ever increasing clever functions sur-

For over 60 years, Siku has guaranteed that the many innovative functions of their toys will enable kids to play and imitate traffic scenes realistically ...

prised customers. For example, already in 1959, a Scheuerle low-boy tractor trailer unit with the typical forced combined steering for front and rear of the unit was realised. Until now no toy maker had been able to achieve this!

The flat deck trucks offered by Siku were not only designed to be transport trucks but had to be true to the original thus able to be loaded and unloaded. Therefore, the folding down sideboards and ends were included in the model design. A fully-operational fork lift took over the unloading and drove the load into the warehouse all ready to receive shipments; both forklift and warehouse were offered by Siku. This was a super concept!

Another innovative idea was the introduction of roads that were printed on a 1.5 m long plastic foil. With these, children were able to use the many vehicles, trucks, garages and warehouses from Siku in their own little play world and operate them in a pro-

totypical fashion.

The author himself discovered his first Siku model during a Sunday stroll with his parents in 1959. There, in a display window of a very well-known toy shop, I discovered a never-before-seen wheeled loader made from plastic. All of the models on the market at that time from England or France were all die cast models and very solid. But the wheeled loader had so many more functions and that was a rarity at the time. I just had to have this model and today I still have it in my display case.

Later, many more construction vehicles followed so that with the accessory parts from Siku whole construction worlds could be set up. A technical high point for sure was the truck-mounted Liebherr Tower crane, which was almost a perfect copy of the original. All movements of the original could be duplicated including putting the crane into transportation mode. Even the tow bar to pull the

crane was included with the model. The few surviving plastic models of the 50s and 60s are almost unaffordable to purchase today as they have become rare indeed. In today's market, rare models including the original boxes, fetch a hundredfold of the original price. We introduce you to some of these models on these pages.

Source: "Die Siku Story" (the Siku Story) by Ulrich Biene, published by Delius Klasing Verlag

Captions of page 25:

The fully functional Menck M60 was also available in red (# V 130). A spring keeps the strings taut and the light-weight outrigger arm elements place. The counter-weights included in the die cast upper carriage give the excavator a good, solid footing. Matching the excavator, in 1961, the Hanomag Construction site tractor trailer unit with rear dumping facilities (V 165), a nicely detailed model, was introduced. The trailer is equipped with a lever on the side to make it dump its load. The rear tailgate flap is also operational.

The Krupp dump truck 15 C5 from 1959 (V 105) with a nice profile on the tires and a good execution of the bin. The dumping mechanism is activated with a lever. Beside it is the Cobolt quick discharge trailer from 1960 (V154) with a very nice replication of the chassis, hand-painted rear light combination and a bin that tips to either side.

Stetter Saddle Transport Truck AM 40 (Herschel) of 1961 (V 164) with adjustable support wheels, a mixing bin that could be turned with a crank and a moveable discharge chute. Silo transporter on Mercedes Truck chassis topped with a Höschle from 1960 (V 155) with a concrete silo that could be set in place. The silo container could be filled with play sand and emptied with an adjustable lever.

Hanomag Flat Deck Truck from 1959 (V 106) designed to be loaded with some of the many Siku accessories. Originally, the model was designed to transport live animals, fowl in this case, boxes. Mercedes LP 315 Flat Deck Truck from 1958 (V 88) with a very detailed chassis and a deck with drop down side, and end boards.

Captions of page 26:

Kemna road roller "Gigant" (Giant) from 1958 (V 79) with heavy diecast wheels and oscillating, swivelling front axles. Hanomag Dozer K 60 E from 1959 (V 99) with fully functional dozer blade that swiveled both ways. A very finely executed lifting mechanism for the blade.

A most unusual model is the Klaus Autoschaufler (car mounted shovel) from 1962 (V 185) with fully operational shovel and dumping bin. Fully functional too is the Henschel Scraper from 1961 (V 177); the bin of the Scraper can be lifted or lowered using two cranks. The expeller and the apron also move.

Hatra Schwenk-Schürf-Lader (Turn-Scrap-Loader) from 1959 (V 103) with a loading assembly that can swivel to both sides and a foldable shovel and dumping mechanism. Liebherr A350 front scoop excavator from 1962 (V 188) using twine for the operation of the jib and scoop and a metal rod to imitate the lifting hydraulic cylinder.

New Medias

Drahtseil-Schwertransporte im Hochgebirge

By Michael Müller
Published by Verlag Podszun, 136 pages, 300 pictures, hard cover, 28 x 21 cm
ISBN 9787-3-86133-729-4

Who has not given some thought to the difficulties of erecting a cable railway in the high mountains? While it is easy to transport masts and engines in a disassembled state, the wire cable has to be in one piece when taken to the site. Wound on one or several spools it can reach big weights. For the first time, a book has been designated to document the transportation of this kind of loads in the high mountains. The book is organized in the familiar way of this series beginning with some fascinating historical pictures of Switzerland. Due to the theme of the book, the main focus of the pictures is on Switzerland and Austria. (dw)

Jahrbuch Baumaschinen 2015

By several authors, published by Podszun Verlag, 144 pages, ca. 280 pictures
Soft cover, 24 x 17 cm
ISBN 978-3-86133-740-9

The 15th edition of this classic annual again gives us a very nice mix of themes with the main focus on historical machines. One long chapter of 34 pages focuses on “Überkopflader” (Overhead Loaders). On this type of machine, the loading shovel was lifted above the machine and lowered behind it for transportation. This reduced the trips with the machine but put additional strain on the neck joints of the drivers. Ernst Weber chased down O&K excavators at work in quarries in the Eifel Area in Germany and another chapter describes the saving of the technical archive for Menck & Hambrock. (dw)

LeTourneau Heavy Equipment

By Eric C. Orlemann, published by Enthusiast Books, 175 pages, English
Language book, Softcover
ISBN 978-1-58388-317-4

Eric Orlemann’s initial thought was that after the third book about LeTourneau (LeT) the subject would be exhausted. However, there were a lot of pictures that remained unpublished so it was decided to release a “Best of LeT Book”. It begins in 1921 with the first scrapers from R.G LeTourneau and ends with the L-2350 that was, with its 263 t working weight, the largest wheeled loader in the world. Mostly unpublished pictures show, among others, the LT-360 with three co-joined scraper bins and a capacity of 324 t, powered by eight Detroit engines each producing 635 hp. Those who like LeTourneau’s quaint construction machines will discover new treasures in this book. (up)

Wiking Magazin 2014

Published by Wiking Modellbau GmbH, 52 pages, richly illustrated, 21.0 x 29.7 cm, Softcover, available from dealers

We received the Wiking Magazine towards the end of 2014. For those interested in the history of construction and construction companies, the story about the firm of Bölling is especially worthwhile reading. Even more so because of the new series of Wiking models in the old yellow-red color scheme that has just been released. On other pages, the creation of the new Volvo F88 and F89 tractor units is described. These are new models but are made with the old philosophy regarding model construction. They are designed to expand the use of existing trailers and superstructures. The history of the containers is also interesting to read. The first model appeared in 1968! (dw)

Liebherr PR 714 from a Welding Dozer

Pushing instead of welding

by Urs Peyer

The Liebherr PR 714 grading dozer owes its existence to my desire to recycle some parts I had. These came from the conversion of the Liebherr LR 634 Welding Dozer, a new PR 714 tractor and the middle part of the welding apparatus platform from NZG. From a conversion of the Caterpillar D6K XL welding dozer comes a complete 6-way blade. Together, these “recycled” items created a complete PR 714.

Disassembly of base models

On the Liebherr welding dozer, the front part of the platform is connected to the rear part of the crane with four press fit parts (two on each side). These have to be sanded down and driven out using a pin punch. This makes it possible to divide the platform. All other connections between the bulldozer and the platform have screws. The safety cage for the oxygen flasks can be taken off using the same procedure. The auxiliary oil cooler is only plugged in; the crane and tool boxes front left can be taken off by loosening the screws as with the super structure at the rear. On the Caterpillar bulldozer, the blade with the pushing frame and lifting cylinder is attached with four bolts.

From the leftovers of two conversions and a few extra parts, one can easily build a PR 714 ...

These are carefully removed using a side cutter. To make working on the pushing frame easier, it is recommended to remove the six-way blade by drilling out its long attachment bolt. The two brackets for the lifting and swiveling of the pushing frame do not go with the Liebherr so they have to be removed completely.

Re-assembly

On the frame and at the engine hood of the Liebherr Tractor there are two screw holes on each side where the welding platform was attached. These holes have to be enlarged to \varnothing 2.0 mm to make it possible to insert a brass tube (outer \varnothing 2.0 mm, inner \varnothing 1.0 mm, length 18.0 mm). The lower hole is used to attach the Caterpillar lifting frame. The length of the tube conforms to the width between the two ends of the pushing frame. The upper tube is for the attachment of the two lifting cylinders. The two new brackets for the piston rod of the lifting and swiveling cylinders have to be made

new using ABS sheet stock of 0.5 mm and 2.0 mm (Picture 2). The exact measurements can be found in the downloadable prospectus on the Liebherr site (www.liebherr.com). Since the blade from Caterpillar and the one from Liebherr are made differently and therefore have different cylinder lengths, compromises have to be made when building the new brackets. To attach the brackets to the dozer, a two-component glue is recommended. The blade can now be re-assembled. To attach it back to the dozer, use six M1 hexagonal head screws (picture 4). On the rear, a counter weight is made up measuring 22.0 x 14.0 x 5.5 mm. The one used here however, is from a Liebherr PR 734 LGP Dozer by Brami. Since the attachment platform for the counterweight at the rear is missing, a new one is made up from ABS sheet stock. It has the measurements of 22.0 x 14.0 x 0.75 mm and is attached with an M2 screw onto the model (picture 5). Two 1 mm strips with two \varnothing 1.6 mm drilled holes and two rods of the appropriate diameter are used

to attach the counterweight platform (pictures 6 and 7). Between the cabin door and the frame remains a rectangular gap because of the missing step. This has to be sawed off the middle part of the welding platform. The width is 35.0 mm and the length is 10.0 mm (picture 8).

Material used

Brass tubing	outside \varnothing 2.0 mm inner \varnothing 1.0 mm
Brass screws	M1 x 8.0 mm hex head and M2 x 10.0 mm
ABS rod stock	\varnothing 1.0 mm and \varnothing 1.6 mm
ABS sheet stock, thickness of	0.5 mm, 0.75 mm, 1.0 mm and 2.0 mm



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e-mail:



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

by Remo Stoll

This large old Swede worked in the upper Lake Zurich region earlier on and is still painted in that firm's paint scheme. Today, the well preserved oldie of this no longer existing make, belongs to a fan living in the Jura. It is used in a dump occasionally, together with a smaller brother.

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 February 15th, 2015. We will hold a draw if there are more correct answers than prizes.

This time the winners will receive one of the following prizes: a Liebherr R 954BV with demolition attachment in the dark green "Bonaria" from Conrad, a Komatsu GD655-5 standard version Grader from First Gear and a Mercedes-Arocs 8x4 with a Meiller dump body in blue from NZG.



Solution from BAGGERMODELLE 6-2014



The wheeled loader was a Clark 45C. A draw decided the winners from among the many correct entries. The winners are Wolfgang Drall from Ebenweiler

(Germany) who won the Actros 8x4 with Nooteboom ASD40 in the Liebherr yellow from Fritze's Modellbörse/NZG, Gary Skepper from Hamilton (New Zealand) who won the MAN TGX XXL 33.480 Euro 6 6x4 with a five-axle low-boy trailer and Martin Teutschmann from Wilderswil (Switzerland) who won the Volvo L180H from Motorart.

Our heartfelt congratulations to all winners!

Concrete tile sheets from Langmesser Modellwelt

A question of space

by Daniel Wietlisbach

For the presentation of heavy duty transport models, cranes, or for the building of a construction company's yard, a good choice of surface is concrete tiles. These can be scratch-built, as Markus Lindner described in issue 5-2012, or one can use products from the model train sector, in this case O scale or 1:43. The difference in size of about 10% is nothing to fret about because it is unlikely anyone will notice.

There are some excellently-cast concrete tile sheets available at Langmesser Modellwelten with the dimensions of 237 mm x 178 mm. They are great looking and have great surface detail. Packaged in pairs, they are cast from plaster without Eany air bubbles. All the model builder has to do is to paint and weather them.

Washes and dry brushing

For our project we needed eight sets or 16 sheets. Because of the size of the project, we decided to do the first paint coat before assembling them.

The maker recommends to apply a covering primer coat first because the plaster surface is po-

During a search for new ways to model concrete surfaces we discovered the plaster casts from Langmesser Modellwelten ...

rous and thus absorbs moisture. Primer and first coat can also be applied quickly with one go by using a spray paint, a flat grey in our case; this closes the pores and gives a good base. When the base color has dried thoroughly, the fun starts as we apply a couple of "washes". As this implies, we wash the surface with a very greatly thinned color wash. For this we hold the plaster sheet slightly tipped to one side and apply the wash to the surface with a large, soft brush.

After a short while we take an old rag and carefully wipe the surface, this removes most of the wash we just applied. The paint now remains only in the crevasses on our first application. If, as in our case, the base colour that we had applied is too dark, we can correct this to a point with a lighter wash. And of course, this also works in the opposite case. After a sand-colored wash, we follow up with dry brushing the surface. For this we use a large brush, load it with white paint but then wipe it on a rag un-

til almost all of the paint has been taken off the brush. Now we brush the surface lightly and gently. The paint now only adheres to the edges and gives us some excellent highlights. Now we follow with washes of an earth color and light grey. How many washes and what kind of color tones you choose is up to your personal preference. Now we use thinned matt black to paint the cracks and joints. On the original, this is bitumen, which is usually used to seal cracks between the tiles. Because of the capillary action of the thinned black paint it almost disperses itself; however, with a large surface it takes some patience to achieve a good result.

The techniques of washes and dry brushing come from the hobby of military modeling; there aging and weathering is practiced to a high degree.

Warp-free assembly

Now the sheets have to be glued to the base plate of the diorama.

Because plaster cannot tolerate any warping and tends to crack or break, it is important to glue the sheets to a stable and warp-free diorama base plate. We first dry fit the sheets to the surface and then glue one after another with contact cement. That means to coat the base plate and the underside of the plaster casting with the glue and letting them dry. After five to ten minutes, when the glue is dry to the touch we can put the casting down and it will adhere instantly. If, after all the castings have been glued on, they do not look satisfactory, a further series of washes or dry brushings can make an improvement. On our sample we went over the surface, dry-brushing with a light grey color and at the same

time, using a small brush, we fixed some visible mistakes.

Final finishing steps

Depending on the age of our yard and, of course, whether maintenance has been done or neglected, the joints between the tiles may have some growth of moss or even grass. Moss is available in many shades from Woodland Scenics and other Model Railroad accessory producers. Grass tufts and strips are available from Noch in 1: 87 scale. The smaller size is quite OK for this purpose as we do not want to model a lawn. When applying the greenery, make it look random; use white glue to glue it down. If the yard is used to store

machinery, oil spills from vehicles that have been parked there for a short or longer time are also important details to model. A good technique for this is using thinned black paint. Take an old toothbrush, dip it into the paint and flick some paint on by depressing the bristles and letting them jump back. Practicing the procedure first on a piece of paper is recommended. The whole space should not be speckled with black dots. Here, less is more. The final touch is to apply some earth-color pigments using a variety of brush sizes. Circling movements during the application of these gives a better finish, followed by back and forth strokes. This simulates additional dirt and grime on the diorama yard floor.

New on the market

NZG 1:50

The Liebherr PR 736, introduced in detail in issue 6-2014, has now been augmented with the very welcome LGP-Version with a six-way adjustable blade. It is also an excellent model. Naturally we especially like the two new Swiss concrete mixer trucks, on an Arocs 8x4 for “De Paola” and on an Actros 8x4 “Merz”. A whole fleet of Mercedes Arocs dumpers is increasing the current program: as 8x4 half-pipe dumper with a blue or orange cabin and in blue lettered for “Bub Abbruch” as well as 6x4 two-side dumpers in blue and orange. The VW T5 introduced on page 22 is now in the standard program with an orange cabin. Two new and very nicely detailed models are the Terex TW110 mobile excavator and the TC125 tracked excavator, both having the same upper structure but with different outrigger arms. The two Midi excavator models are a welcome addition to a rather under-represented weight class. All hydraulic lines have been modelled and the cabin with its multi-color interior looks great. The JCB 535-140 Telescopic Handler made with the same quality, is completely new. The outrigger arm telescopes twice and in addition to the shovel, a set of forks for lifting is included. Even the rear lights fold up to be protected on work sites as per the original. The Liebherr LR 1600/2 including a Derrick lettered for “Neeb Schuch” is very attractive. The original can be seen on a Liebherr advertising video about building wind turbines.

Tekno 1:50

To increase carrying capacity, NCH is still building cable winches to be used in the exchanging of roll on/off bins. This has been transposed by Tekno into model form. Two very nice examples are the Scania 142H 6x2 “Anton Brouwer” as well as the Scania R 8x2 truck and trailer set lettered for “Petersen”.

Wiking 1:87

The brand new Renault R4 is from a new mold. It even has the very typical, opening rear window. That feature was welcomed by tradesmen for the transportation of over-length items. Very welcome new releases of older models are the VW T2 in red for “Rosenkranz”, the VW 1200 bug Police Version and the Hanomag K55 dozer in yellow and red.

Vinci 1:50

We received four exclusive new items from the Vinci Shop: Conrad’s MAN TGA M 6x4 in the export version with large tires and an impressive bin capacity, lettered for “Sogea Satom”, the Caterpillar 972K “Eurovia” from Tonkin as well as the Vögele Super 1900-3i tracked paver from NZG also lettered for “Eurovia”. The historical series of trucks has been expanded to include a third model, the Savim 32.256 “Salviam” truck on a base model from Conrad. All are lacquered according to the originals and are lettered correctly. The

trucks even have correct number plates for the time frames.

Motorart 1:50/1:87

A very impressive machine is the model of the Kalmar Gloria DRG420-450 container stacker in 1:50. In 1:87 the detailed Volvo FMX 6x4 dumper without functions has been released.

Thommy’s 1:50

The Mercedes Benz MP03 with Carnehl round side dumping bin from Conrad in the very nice colors of the transport and construction firm “Fehlberger” is now available as an exclusive model.

Helmreich 1:50

Because of the closure of the business due to health reasons, the series of models for the garden construction firm of Helmreich is being discontinued. The sale of existing models however still continues. (Helmreich-garten.de).

MSW 1:50

The Liebherr LG 1750 “Wasel” is now available as an exclusive model. The crane of the very well-known heavy duty transport company comes with the mast configuration SL7DHS. The series is limited to 57 pieces that will find their way very quickly to collectors. Coloring and lettering are flawless.

Herpa 1:87

Once again the offerings for collectors from this maker situated in

Diethenhofen (Germany) are great. The very popular Liebherr LTM 1045/1 comes now matching the tracked crane LR 1600/2 in the colors of “Wasel”. The MAN TGX XXL 640 heavy duty tractor, first introduced at the IAA in Hannover, comes now in red/green as well as the 560 in blue green with a heavy duty towing hitch. The Mercedes Actros with a five axle semi-lowboy trailer transports a crane tower

pivot piece, another piece of the puzzle that will make up the LR 1600/2 “Felbermayr”. The Mercedes Actros MP3 8x4 lowboy trailer 3+4 “Max Bögl” is loaded with a large boiler. The Mercedes Sprinter comes as a service vehicle in a very attractive turquoise color with extensive printed-on lettering for “Schmuttermair”. In elegant black paint and delicate lettering comes the Scania R tandem dumping truck

and trailer combo for “Wagner”. Rounding off the new releases is the MAN TGX XL with round off side dumper tractor trailer set for the southern German transport company of “Trio-Trans”.

Gaz Evans 1:50

New is a clamshell grab attachment for the standard excavator of the 25 to 30 t classes or material

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	Massstab	Hersteller	Bezugsquelle	Infos
Case CX800 with demolition attachment «Cardem»	1:50	Conrad	Vinci Shop	www.webshop-vinci.com
Scania G truck/trailer with roll off container «Gagelmans»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 8x4 tipper «Viktor Weber»	1:50	Tekno	Dealers	www.tekno.nl
Scania R truck/trailer with roll off container/loglift «Sandstra»	1:50	Tekno	Dealers	www.tekno.nl
Stone trailer 3 axles red/silver	1:50	Tekno	Dealers	www.tekno.nl
Caterpillar 988K gold	1:50	Tonkin	Dealers	www.tonkinreplicas.eu
Caterpillar 972K white	1:50	Tonkin	Dealers	www.tonkinreplicas.eu
Caterpillar 775G white	1:50	Tonkin	Dealers	www.tonkinreplicas.eu
Tii Nicolas ReelCarrier	1:50	Tonkin	Tii Shop	www.tii-shop.com
Liebherr LTM 1350-6.1 «Roxu»	1:50	WSI	Dealers	www.wsi-models.com
Tadano Faun ATF 400G-6 «Scholpp»	1:50	WSI	Dealers	www.wsi-models.com
Tadano Faun ATF 70G-4 «MSG»	1:50	WSI	Dealers	www.wsi-models.com
Tadano Faun ATF 70G-4 «Friderici»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 / Nootboom Euro PX 2+4 «van Lommel»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 / Nootboom Euro PX 3+5 «Brame»	1:50	WSI	Dealers	www.wsi-models.com
Scania T143 / Nootboom lowboy 4 axles «van Dijk»	1:50	WSI	Dealers	www.wsi-models.com
Scania R truck/trailer/Palfinger 92002 SH «Wagenborg»	1:50	WSI	Dealers	www.wsi-models.com
Scania 141 6x4 / flat deck trailer «van den Berg»	1:50	WSI	Dealers	www.wsi-models.com
Scania Streamline 8x4 heavy duty tractor «Bender»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH3 8x4 / Broshuis modules 3+7 «BCT»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XXL 10x4 / Nootboom Euro PX 2+4 «van Oord»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes MP3 L / Goldhofer ballast trailer «Scholpp»	1:50	WSI	Dealers	www.wsi-models.com
DAF 3300 / stone trailer «Fonteyjn»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 105 / Broshuis lowboy 4 axles «de Koning»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 105 / Palfinger / flat deck trailer «O'Neill»	1:50	WSI	Dealers	www.wsi-models.com
VW Transporter scout vehicle «Roxu»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Sprinter scout vehicle «Mc Nally's»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Actros 6x6 / ballast box «Daher / NCS / HCS»	1:50	WSI	HTM	www.heavy-transport-models.de
Mercedes Actros 8x6 / ballast box «Daher / NCS / HCS»	1:50	WSI	HTM	www.heavy-transport-models.de
Scheuerle Intercombi 4+5 «Daher / NCS / HCS»	1:50	WSI	HTM	www.heavy-transport-models.de
Liebherr LR 1600/2 «Riga Mainz»	1:87	Herpa	Dealers	www.herpa.de
L-boom for Liebherr LR 1600/2 «Riga Mainz»	1:87	Herpa	Dealers	www.herpa.de
MAN TGS M tipper/loading crane orange	1:87	Herpa	Dealers	www.herpa.de
Magirus Hauber construction tipper 6x6 orange	1:87	Herpa	Dealers	www.herpa.de
Mercedes Benz Actros 8x4 heavy duty tractor white	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XXL Teletrailer semitrailer «Markewitsch»	1:87	Herpa	Dealers	www.herpa.de
Volvo FH semitrailer with crane and load «Riwatrans»	1:87	Herpa	Dealers	www.herpa.de
Mercedes Actros 8x4 / SLT lowboy semitrailer «Hegmann»	1:87	Herpa	Dealers	www.herpa.de

handlers in the 40 to 50 t class. The clamshell is made up from 18 metal parts and can be ordered in orange or grey. For the demolition trade, the Daemo DMP250Q Quick Change Multi Processor for excavators of the 25 to 35 t size is offered. This then allows for a quick change of only the scissors or cutter part of the attachment.

Brekina 1:87

The very excellent detailed model of a AKD 6.3 truck-mounted crane has been released in the dark green colors of the former Volkspolizei (Police) of the former GDR. Also from the eastern pre-unification East Germany, comes a model of a Robur truck with flat deck and lumber load, lettered for VEB Volksbau Berlin-Lichtenberg. International releases continue with the two versions of the Mercedes round hood L322 with flat deck lettered for the American Construction Firm of “Erie Builders”, loaded with either bags of

cement or a tank. The Berliet GLR 8 is made from a completely new die as a roll-off bin transporter unfortunately, without functions and the bin is glued on.

Schuco 1:87

The HammHD+110 from Schuco is very dainty. The tandem road roller comes in two versions, as a combination smooth and street roller with an enclosed operator’s cabin and a smooth roller with roll-over cage protection and open platform. Because of the high metal content the tiny models look like good value for money. This goes too for the Liebherr PR 744 with rear ripping attachment. The “Max Bögl” version is finally available in the original paint scheme and lettering.

Tonkin 1:50

The world’s most powerful tractor truck unit is the Tractomas from Nicolas, which is part of the Tii-Group of companies. The colossus

is powered by a huge Caterpillar engine that produces a fabulous 950 hp. We will introduce this model in detail in a future issue.

GMTS 1:50

A batch of further jewels has arrived from GMTS. This time it is the Hanomag ST 100 Strassenschlepper (Road Tractor) as a single machine or in a set with a Langendorf lowboy trailer in a variety of colors and lettering schemes. Especially nice on the trailer are the sideways-folding rear wheels and foldable ramps. It is truly amazing what can be done with today’s resin castings.

Conrad 1:25

Surprisingly, Conrad presented the Avant 640 in this large scale. The articulation-steered loader of this Finnish maker is an all-round useable machine and comes with a matching shovel, lifting forks and a telescoping lifting mechanism.

Our partner page

Jura lime stone from the Altmühltal

For years now we have sold wall stones and ashlar from the Altmühltal in Germany. They are used for dry stone walls and slope protection. Because these high value blocks in the Jura layers start at a depth of 20 m, huge amounts of waste has to be removed; this

waste product can only be used for garden construction. Since our processor does not have his own quarry, he buys the raw material from a variety of quarries. These quarries are an Eldorado for fans of construction machines. For example, at the Frankenschotter quarry, one

can always find new and up-to-date machines from Volvo, Caterpillar, Komatsu and Bell. Smaller companies own nice, older machines, like an O&K L55 or the Clark 175C. Unfortunately, these machines are slowly disappearing as it is difficult to find spare parts for them.

Flood protection and re-vitalisation

During the low water season many Eberhard excavators were working on river construction projects, including on the Aare, Thur and Wigger rivers. In addition to the know-how and the machinery power, Eberhard is also able to supply the river flow blocks from its own quarry. For the flood protection and revitalisation of the Aare River project site east of Ol-

ten, 500,000 m³ of spoil had to be removed for new side channels to improve the flow cross section. The existing river flow control installation on the Thur River at Eggrank is being de-constructed and replaced with directing groynes. These protrude 30 cm out of the river bottom but are below the surface. For this, 9500 t of river bed stones are needed: 4500 t are porphyry rocks

up to 3.5 t and 4000 t are limestone blocks up to 10 t. As an ecological compensation measure, the Wigger River near Aarburg is getting a new, 20 m minimum width river bed over a length of 850 m. For this, 100,000 m³ of material has to be excavated and 10,000 t river flow blocks are necessary.

News in brief

Liebherr PR 746 and PR 756

During the 2013 Bauma in Munich, Liebherr introduced the PR 736 bulldozer as the first machine of the new generation 6. Since October the new models PR746 and PR 756 have been available. All three dozers have engines that conform to the latest exhaust control step IV. On the PR 746, the working weight is between 28.9 and 30.8 t, the larger model brings a maximum of 41.2 t to the scale. The power output of the two 6 cylinder engines is 185 and 250 kW respectively. The modern design with soft falling edges and all-round panorama glazing of the cab affords the operator optimal viewing.(up)

Caterpillar 6020B

The 6020B was the sensation on Caterpillar's Bauma 2013 stand. 224 t of Caterpillar power. After the end of the test phase, which saw among others, a test machine in Finland, the new 6020B is now going into production. The first excavator should arrive on the market in the second quarter of 2015. With a capacity of 22 t or 12 m³ the large excavator is an ideal companion for the 777G dump trucks with a loading capacity of 100 t. The feet of the operator rest on a glass bottom window protected by a grate. This makes it possible for the operator to have the running gear always in sight. (up)

Caterpillar 994K

In the race for the largest non-diesel electric powered wheeled loader, Caterpillar has with its new 994K, edged out the Komatsu WA1200-6 by a nose. The new wheeled loader in the standard configuration brings 237.2 t to the scales. This is about 42 t more than its predecessor, the 994H. The higher working weight allows for a 5.8 t greater shovel capacity. With a net loading weight of 41 t or 24.5 m³ at a bulk density of 1.8 t/m³ the 778D dump truck can be loaded in five loading cycles. The built-in 16 cylinder engine has a displacement of 78 litres and produces 1297 kW. (up)

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