

# BAGGERMODELLE

Baumaschinenmodelle, Krane und Schwerlast

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## Volvo Dumper

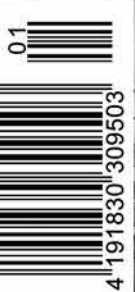


# English text

Neu von Conrad 1:50  
Sennebogen 735E

Sammler: Alexander Demme – Modellbau in 1:87

Neu von Conrad 1:50  
Liebherr L 566 XPower



# Editorial

## Welcome to 2016!

The year 2016 will already be a few weeks old by the time you hold this issue. From the viewpoint of collectors, it will be a good year because many will once again make the April pilgrimage to Munich. There they will inform themselves about new models and prototypes. The world's largest trade show is the undisputed meeting point of the industry.


Unfortunately, the same can no longer be said about the International Toy Fair in Nuremberg. After critical voices were heard over the last few years, "our" hall, Halle 7, has to digest the absence of a prominent maker. Conrad will no longer operate a stand at the Fair but instead, has invited dealers and the press to an "At Home Fair" that will run concurrently. Therefore, the new Conrad items will be released during this month (we will inform you on our Facebook page). This decision of the Kalchreuth-based firm was made exactly on its 60th jubilee. It could signal an indust-

ry-wide trend. For sure, there will be lively discussion about it.

50 years young are the articulated dumpers from Volvo to which we dedicate four pages in this issue.

After the fond farewell to Albert Schmid in the last issue's editorial, we now extend a warm welcome to Wilfried Schreiber. The very engaged collector is no stranger to our readers as we introduced him in issue 5-2015. In each issue he will introduce a model that is not available for purchase. "Historical Construction Sites" is the name of the new column wherein Wilfried Schreiber will introduce these models set before the backdrop of his (model) Church Construction Site, ca 1970s, and will also describe the original.

Once again, I would like to wish you all much fun reading this issue and with our hobby!

  
Daniel Wietlisbach

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## Alexander Demme builds in 1:87

# 40 years of experience

by Daniel Wietlisbach

The grandfather of the collector was a transport entrepreneur in Berne. In 1938 he acquired his first two trucks, a Chevrolet and a Buick. His father worked in a heavy-duty transport company. It is therefore no surprise that as a boy, Alexander wanted to be a truck driver. However, until he was 14 years old, he preferred to play with his Märklin model trains. During his school holidays in 1970 he was allowed to accompany his father during a heavy-duty transport trip of a large transformer from Basel to the modernized hydro-electric plant, Kraftwerk Grimsel in the Bernese Alps. This fascinating experience had far reaching consequences. The model railroad was put aside and Alexander began to rebuild existing truck models from Wiking. He made cabins and other superstructures from cardboard. The models had to have as many axles as possible and the chassis had to buckle a bit “under the heavy load” as he had witnessed as a boy during the transformer transport.

Alexander’s father ordered that he better learn “a decent job”. A place to apprentice as a carpenter 100 km away from home was found at BBC (today ABB) machine factory located in Birr. He often observed heavy-duty transports in front of the factory gates. The apprentice photographed these with

**Alexander Demme builds first class quality heavy transport and crane models.**

**A visit to his workshop is an unforgettable experience ...**

a Kodak Instamatic and then used the pictures as prototypes for his modeling.

During his apprenticeship he had to absorb the shock of losing his father to an early death. However, he was not discouraged and acquired a “driving permit for heavy motor vehicles from 3.5 t upwards”. During his military service in the engineering corps, he was able to observe the heavy three-axle Magirus Uranus in service and also the arrival of the first of the Saurer D330 dump trucks. The heavy-duty equipment was very enjoyable for the recruit.

At the age of 22, he started to drive long distance transports of hospital material to Turkey. However, he realized that these long absences from home were not to his liking. He kept searching for a closeness and security that he never had when growing up. Nevertheless, once more he threw the dice and signed up for some trips to Scandinavia “to see something different”. At the same time, he also worked evenings, mainly as a carpenter. Alexander Demme describes this time of his professional and personal life as

restless and unsettled, and at age 27 he had hardly any time for himself and his new girlfriend. Later on she became his wife and brought her two children into the marriage; they are like my own”, says Alexander. The family structure gave him the long searched for hold in life which is why he refers to his wife lovingly as “my rescue anchor”.

### Model building

Until then it was the building of models that were a constant in his life. Parallel to his apprenticeship and his professional career further models were created. He added Matchbox and Majorette models to his Wiking models; these were sources of chassis, cabins or superstructures. Furthermore, there were some small companies that sold cabins made from poured epoxy that matched the Wiking chassis in the then common “Wiking scale” of 1:90! He made concrete bins from balsa wood and cut lettering from printed labels. Plastic sheet stock followed cardboard as the preferred medium for construction.

The arrival of Herpa in 1978 was a small revolution. For the first time, models in the exact 1:87 scale were available with rubber tires and with unprecedented levels of detailing. He remembers the first model very well: a Volvo F-10 Globetrotter with refrigerated box “Norfrig”. Alexander Demme was especially interested in Swiss transport models that he created on the family dining room table. He wasn’t above cutting up cabins and adapting them to the current locally-used ones.

Thanks to the models from Kibri which he used as parts supplier for his vehicles, the theme of heavy-duty transport returned to the forefront. Alexander remembers an eight-axle Scheuerle lowboy set with an excavator transport bed and two MAN trucks, one for pulling and one for pushing. With Herpa and Kibri, the construction of model vehicles really started to ramp up and consequently many small, limited series producers appeared on scene.

When Alexander Demme suffered a multi-fracture accident during a voluntary fire brigade call out resulting in a 12 week hospital stay, partially in a wheel chair, the hobby was part of his therapy. In his hospital room he built a Gottwald AK850 lattice crane kit from Kibri.

### Exhibitions

As an extrovert, Alexander Demme had no problems meeting like-minded people and so “slid into the exhibiting scene” and became member of a model building club. In the mid-80s he visited Truck Luzern, an exhibition with a model building show and at Modell+Hobby in Berne, he showed his models at the club stand. At the hobby exchange of the Minibauma in Sinsheim, Germany, he developed his model building skills further and there found some deep friendships.

In the club there was increasing pressure from members competing with each other. He comments about leaving the club: “without the club I can build what I want” and philosophically says, “many have the potential of building models, but the willingness to take risks is often too small”, meaning that many would like to scratch-build something but are afraid to make mistakes. On top of that, Alexander Demme says that “the models are only admired, but they are afraid to ask about the techniques used”. He is convinced that only the exchange of information and technical tips will lead to the improvement of one’s capabilities.

### 40 years of model building

For four decades, model building has been not only the hobby of the collector but also a “refuge” during difficult times. Moving into his own house 20 years ago made it possible to install a workshop, including display cases along the walls, in the former air raid shelter. Exacting order seems to be his first commandment: on the wall above the work table are more than 800 individually-lettered drawers for model parts.

At the beginning of each project is a photo session with the prototype and careful measurements are taken so that everything, including the distance between the tires is noted. This measurement is important since everything has to be exactly in scale at the beginning of a new model. His favorite tire and hub parts come from AWM; since they have rubber tires and two part hubs, he buys them “by the kilo”.

Of course, the modeler is not blind towards the newest techniques and uses available 3-D printed parts or orders whole sets of parts made by the CNC milling process. The best known example for this is the Liebherr LG 1750 in the “Felbermayr” color scheme. He invested over 90 hours in this model. His favorite model in the collection is a lattice crane too, the Liebherr LR 1750, including the ballast wagon, which he built from scratch.

The model collection to date includes about 3500 items in 1:87 and a further 70 in 1:50. Nothing stands in the way of future models, considering the wealth of parts already on hand.

### The Collector

Alexander Demme (59), is a trained carpenter and model maker. For the last 28 years he has driven garbage trucks and in the past was a volunteer fire fighter. In addition to building models he spends a lot of free time with his family and is a very happy grandfather with four grandchildren.

He lives in Berne with his wife Therese and enjoys contact with like-minded modelers. He can be reached by email:

ademme@bluewin.ch



## 50 years of Volvo Dumpers

# A success story

by Urs Peyer

In 1957 the firm of Lihnell Vagn AB (Livab), located in Braås, started experimenting with a combination made up from an all-wheel drive agricultural tractor and a dumping trailer with a powered axle. Beginning in 1959, Carl Lihnell used tractors from Bolinder-Munktell as vehicles for his powered trailers. To harvest felled trees, Livab built a trailer with stakes and a loading crane. However, the tractor trailer set lacked mobility for forest work. Similar to the invention of the first scraper, the inspiration hit Björn when sitting at his kitchen table. Take off the front axle of the tractor!

So Elis Karlsson, the chief mechanic, and Björn worked in secret for three months to develop the first articulated tractor and trailer set. The very innovative two-axle Forwarder with the designation SM665 had all-wheel drive, huge tires and an attached loading crane in addition to being articulated. It was natural for Carl Lihnell to also equip this logging truck with a dumping bin. In 1965 that vehicle with the designation of DR630 was the first articulated 4x4 dumper. In the same year, Livab signed a marketing agreement with Volvo. On the 1966 successor model, DR631, the logo was already BM-Volvo with BM standing for Bolinder-Munktell.

**In 1966, Volvo Construction Equipment built the first articulated dumper in Braås, a small town of the south of Sweden. And thus began a success story ...**

Volvo did not actually build the first articulated dump truck however they built the first commercially successful articulated dumper. The first articulated dump truck using today's standards was built in 1957 by the British construction machine maker Northfield. The vehicle had a payload of 12.5 t and a 90° articulation radius either side.

### Worldwide success

Volvo recognized the marketing potential of the articulated dump trucks and in 1968 introduced the larger model, the DR680. With a payload of 20 t and an engine capable of producing 150 hp, this three-axle, all-wheel drive machine had no competitors for a few years. The first serious competitor came from the neighboring country of Norway. Moxy started building their first 6x6 articulated dumper in 1971. Unfortunately, the Moxy brand no longer exists however, the dumpers are still produced under the Doosan brand.

In 1979 the first three axle with all-wheel drive from Volvo ap-

peared as the DR861. Eleven thousand DR860s and DR861s rolled out from the factory doors in Braås. In the same year, Volvo introduced with the 5350, the first of a new model line. The maximum speed was increased from 30 to 50 km/h. Thirty years ago the A20 appeared; it was the beginning of the A-series. The 5350B became the A25. The A35, with a payload capacity of 32 t augmented the line-up in 1987. It took a further eight years until the loading capacity increased to 36 t with the A40C. In addition to the four base models, the factory in Braås continued to make 4x4 versions with two axles for situations where the working space was limited. The quality products from Sweden sold very well, so that of 10 articulated dump trucks worldwide, five were Swedish. At the millennium change, the C-series changed to the D-series. Seven years later the E-series appeared and in 2014 a totally new series, the G-models came to the market. Seventy-two thousand articulated dumpers have left the factory in Braås over the last 50 years.

## BM Volvo DR 631 from Motorart in 1:50

# Gravel Charlie

by Daniel Wietlisbach

The model arrives well protected, attached to a black plastic board in a solid wooden box that previously protected the aforementioned wheeled loader and is a recognizable feature of all historical Volvo models. Once taken off the base plate the dainty looking model seems to be well proportioned. It has been successfully transposed into model form. The dumper stands a little bit wobbly on its feet; this seems to come from the fact that the “compensating lever” between the front wheels is unstably mounted. Also, the model is a bit high legged however all other measurements are exactly to scale. As on the original, front and rear wheels differ in size and look. The front ones look tractor-like but the rear ones have been constructed differently. When looking at the original sales brochures, the rear tires should have a different profile from the front ones.

Finely-detailed white metal castings comprise the front part of the machine. The engine cowl opens partially: on the right side the upper flap and on the left the side flap. To open them a special plastic tool is included because the handles have not been modeled. When all are open, one can gaze at the replica of the BM 1113 TR Diesel engine. Air filter and exhaust are separately-applied parts. The radiator has a very fine, decorative photo-etched

**This model of the DR 631 honors the prototype that appeared 50 years ago. It was the first articulated dump truck by Volvo ...**

grille. The cabin is very nice too with its flush-mounted windows that include painted-on gaskets. Applied separately are also flood lights, flashers window wipers, rear view mirrors and wire hand rails. The rear windows are protected by a photo-etched cage. The sparsely decorated interior with its large steering wheel gives the feeling of the appropriate era.

Unfortunately, the articulated joint is not very functional which is especially annoying for a dumper. The turning radius is only 15°, even though there would have been double the amount of space behind the front axle if the hydraulic cylinders were not mounted too low down. The crankshaft has not been modeled at this site and the protective metal shield has been mounted the wrong way and should be turned by 180° plus, it is attached too high up.

The frame for the rear of the unit is rich in details. Here you can see the crankshaft with an exact replica of the differential housing and detailed secondary systems, but again no supply lines. The dumping hydraulics with three cylinders is very extensively detailed. They are made out of metal to model them properly and to protect them from breaking as they are rather small. The dumping bin is made completely from metal and reaches the maximum height of 40° shown, however the original sales brochure claims an 85° capability, so almost vertical! The bin is made from one diecast piece and shows the correct number of stiffener ridges and the front overflow protection is pierced as on the original.

The light yellow of the early Volvo machines has been well matched and the satin paint is not too thickly applied. The lettering, rather discreet by today’s standards, is crisp and legible, although the logo on the radiator grille is missing.

Overall: the model is not very moveable but it looks great. We hope then that this will not be the last of the historic Volvo construction machines.

### At a glance

- + Detailing
- + High metal content
- turning radius too small

## Liebherr L 566 from Conrad in 1:50

# New XPower

by Daniel Wietlisbach

**W**hat then does XPower mean exactly? It is specific to the power drive that combines the hydrostatic and mechanical drive automatically, seamlessly adapting to the power requirements. Therefore, it is argued that XPower gives the best performance with maximum power.

This new concept is now being incorporated into the six largest wheeled loaders and starts with the L 550. The L 566, with a working weight of 23.9 t and a shovel capacity of 4.2 m<sup>3</sup>, can dump 15.9 t. The engine produces 200 kW (272hp) and complies with the emission control protocol step IV/ Tier 4f.

### The model from Conrad

We received the new wheeled loader model from the Liebherr Shop at the end of September and in few days it will be available to the general public. The hefty model is made mainly from white metal, die-cast parts and is true to scale. The wheels, with somewhat protruding rims, are a complete carryover from the model of the L 576. True to the original, the front axle is mounted rigidly in the front part of the machine whereas the rear one oscillates. The drive train that is modeled in its entirety

### As our first “2016 Bauma” item, the brand new Liebherr L 566 arrived from Conrad with the additional description of XPower ...

is nice when seen from below and is also very nicely visible from the sides.

The characteristics of the mostly white metal rear wagon have been captured excellently in model form. Many fine details like rear lights, service hatches and anti-skid surfaces have been engraved. The grey hood covering the engine and the exhaust are separately-applied parts. A special treat for the eyes are the very fine, pierced air intake covers. These are not like those on earlier models which were photo-etched parts but are made from plastic injection parts! The mock-up of the engine is visible. According to the original, the outer ends of the fenders are made from plastic. However, the roll-over protection bars are made from sturdy metal, as expected.

The cabin is an exactly-engra-

ved, die-cast part that has an extremely well flush-fitted glass imitation window. The matt black, printed-on gaskets look very nice, however the printed-on window wiper looks too flat. The single color interior is an exact replica. The hand holds are generally made from pre-colored plastic castings and the two rear view mirrors are included in the box, to be mounted by the modeler.

The articulated joint is functional and leaves a good impression even though no supply lines can be detected. The prototypically correct frame of the front wagon is supplemented with fenders, running boards and flood lights.

Conrad was able to take over the loading arms and the shovel from the L576 model but the central bolt in the rocker of the Z-Kinematic is new. A plastic bolt replaces the former metal one. Here also, the collector looks in vain for hydraulic lines.

The paint job is flawless and the lettering, including the warning triangles, is correct and survives any scrutiny under a magnifier.

#### At a glance

- + True to scale
- + Functionality
- Missing hydraulic lines



## Sennebogen 735E from Conrad in 1:50

# Fun to play with

by Daniel Wietlisbach

The Sennebogen 735E is described in the sales brochures as a “log transporter” or as a “Pick & Carry” unit. As it is designed to be used in the transshipping of logs on large storage sites with long access roads, it has a trailer hitch.

With a working weight of 43.9 t and equipped with the standard 3 m<sup>2</sup> wood pick-up fork, it has a reach of 11.3 m. The arm is mounted relatively far back on the unit thus optimizing the centre of gravity. This allows for a compact construction and makes the mighty unit highly manoeuvrable. The excavator is powered by a Cummins QSL 9-C300 with Turbo charged engine producing 224kW (300hp) and conforms to Tier IV of the exhaust control protocol.

### The model from Conrad

The model from Conrad comes in an attractive set complete with a trailer and log load. It looks massive and hefty and is capable of holding a full load in the log tongs even at maximum arm extension.

The MF37E chassis has been nicely modeled with all kinds of details. The drive shafts and the very distinct protection cages have been modeled. All wheels reach the maximum turning radius. While the axle nearest the blade is rigid, the one on the coupling end has an oscillating

### As a Christmas Surprise, Sennebogen presented us with this Lumber Transfer Excavator including trailer and of course, a lot of logs ...

suspension. The wheels are exact engravings and the rubber tires have a convincing profile. The knurled steps with the fenders on each side are one metal casting. The blade is adjustable and is especially correct in the lowest setting, exactly as on the original.

The compact and chunky upper carriage is mainly finely engraved white metal castings. The logo on the counterweight is raised and the air intakes, exhausts and hydraulic valve block are separately-applied parts. A replica of the engine can be made out behind the pierced grille at the front. The air exhaust slits on the sides are only printed on in a dark grey color. While the safety railing on the upper chassis is made completely from metal, the hand rails underneath the cabin are green plastic parts.

The rigid, 1 m higher cabin is a re-design that Sennebogen will be releasing to the market in the near

future. The interior is detailed and is in two colors. The unique protection cage is quite delicate and made from soft but solid plastic.

The compact outrigger arm of 8.2 m and the 4.7 m long jib are exactly-engraved parts and shown enclosed all around. The hydraulic lines from the valve block to the cylinders are made from two flexible plastic parts. The grappler is made of plastic, partially because of weight restrictions, but it holds the load of logs nicely and securely.

The cherry on the icing for the set is the “do-it-yourself type” trailer that is included in the set. It is simple but hefty. On the prototype, such trailers are made up from axles and metal profiles at hand and are welded together. A picture of the original of the Conrad model can be found on the Internet. The tires used are the same as on the excavator, the rims however are of a different type. In particular, the axles are rather skimpy on detailing. The logs are sufficient in number but are perhaps a bit on the large size however, the bark texture fits perfectly with 1:50.

Paint and lettering faultless, including tiny decals and the whole set has a high play value. Almost too nice to put into a display case.

#### At a glance

- + Functionality
- + Accessories
- Plastic hand rails





## Langendorf semi-trailer in 1:50 by WSI

# A round thing

by Daniel Wietlisbach

The model that we were able to review was an exclusive release for Volker Schilling Transporte. The chassis, made with a solid, open frame construction like the original has been modeled very finely. The three axles have individual suspensions, and the suspension on the last axle compresses the least. Brake cylinders and rodding are hinted at. The chromed-rimmed wheels look especially attractive. All six fenders are individually mounted with the last two having mud flaps. When looking at the rear of the unit one can appreciate the fine detailing there. Rear, indicator and back up lights are made up from a single clear, plastic piece tinted red. The licence plate and positioning

**From among the half-pipe dump trailers announced by Langendorf at the Nuremberg Toy Fair 2015, the first released is the three-axe ...**

lights are nicely modeled. The supports can be fixed into five positions. The hand crank does not function.

When looking at the shape of the bin with its struts, it is easy to make out the steel half-pipe bin. It is an excellent copy of the prototype and of course, the rear flap operates. The cladding of the dumping cylinder is, due to its functionality, slightly oversize and the five-step, chromed hydraulic cylinder below looks impressive. The maximum dumping degree of the bin is 35°.

The working platform is reached by a short ladder from the truck

chassis. The surface of the steps is constructed from finely photo-etched parts and the safety railings are white metal castings. Very fine chains are suspended at the entry points.

The truck of the unit is a very finely-detailed Scania R6 4x2 with a V8 engine and Highline cabin. The paint job is clean and covers well, and the red used looks great on the model. The lettering is without any faults and is legible down to the licence plate. The model of this exclusive series is only available direct from Volker Schilling (volker.schilling@vs-transporte.de).

## Caterpillar 660 from CCM in 1:48

# Legendary

by Daniel Wietlisbach

**B**ecause we already described the model of the Cat 666 and the prototypes for both machines in Baggermodelle 1-2011, we are limiting our description to the changes on the new Cat 660.

The tractor with its massive roll-over protection comes from the same molds as the McCoy version of the 666. Unfortunately, the opportunity of correcting the radiator grille to make it more prototypical was not taken. This part of the model does not completely satisfy the wishes of collectors because of the huge pins and the missing rows of holes on it. Also, the gauge of the steerable front axle is 8 mm too wide. However, all other measurements are to scale.

**Exactly five years after the two engine Cat 666, its smaller brother the Cat 660 has been released. We look at the differences ...**

Goose neck and scraper bucket are also from the earlier model. The bucket does not have an overflow protection fence but does not need it as there is no rear engine to protect. The four supply lines that, as on the Cat 666, end abruptly on the goose neck, could have been left off. These are only correct on the Cat 666 and are there to operate the rear engine.

Because of more space at the rear, the expulsion hydraulic cylinders used are longer but are still a few mm short of the prototypically cor-

rect rear most position. The simple rear with its massive push shield has been modeled very nicely and is detailed with separately-applied steps and wire hand grips as well as towing hooks. The huge wheels are nicely engraved and the tires are the same as on the Cat 666.

The paint job is without any faults and the lettering is correct and legible. It is certain that the model will find a spot beside its big brother in many collections.

# Nootboom OSDS from IMC Models in 1:50 Multitrailer

by Carsten Bengs

The prototype, previously announced at the 2015 Toy Fair under the Tonkin Replicas name, was a specially engineered low-boy trailer for the transportation of wheeled loaders or dumpers. The dimensions of the model are all correctly translated into 1:50 scale. It is very nice that a leaflet is included with the model explaining erection procedures and a short description of the original.

The model feels massive and hefty and has been produced without a lot of plastic parts. The numerous details are of the accustomed quality. True to the original, the loading surface of the model replicates the anti-skid used on the prototype. Another positive detail is the die-down loops to secure the load. These have been engraved over the whole of the unit and are painted in a contrasting color.

All axles are metal and roll very easily. No suspension has been modeled. The steering radius of the last axle is sufficient and the pressurized air cylinder of the braking system is at the right place.

The four wheel wells are designed to accommodate all wheeled loaders or dumpers (in reality up to 24 t). The loading is done at the rear where small ramps can be clipped on. If not in use, these are stowed away in a small storage compartment at the rear.

To get a level surface to load

**As one of the first models released under the IMC Models banner, the three axle Nootboom OSDS Multitrailer has just been released ...**

other machines or goods, the wheel wells can be covered up. For this, small plastic frames are clipped on and planked boards cover the openings. Over the trailer hitch is an opening tool box. The board walls are made from white metal and fit exactly into the drilled holes. Behind the moveable supports small wedges are mounted making it impossible for the unit to roll away. Even the small warning signs for over-wide loads can be found beside the supports but unfortunately, they do not move.

The lettering of the model is very extensive. On almost all surfaces there are warning or instruction labels and the logos. At the rear is a licence plate with simulated brake lights. Warning lights and side lights complete the details of the trailer.

A DAF XF Super Space Cab from Tekno is used as a tractor unit for the rig. It does not take second

place when it comes to detail when compared to the trailer. It is robust and nicely detailed at the same time. The steering radius is excellent and the well-modelled power train is visible.

Below the cabin of the model hides a Paccar engine. Since 1996, DAF has been part of the American Paccar group of companies that includes truck makers like Kenworth and Peterbilt too. The area behind the cabin has a white surface that resembles an anti-skid surface. Supply lines are modeled and even the small fuel tank funnel has been painted black. It is laudable that a second semi-trailer coupling with the larger opening for kingpins used by Tekno has been included!

The mirrors too have been exquisitely modeled and at the front, the four headlights would provide ample light. Warning lights and licence plate perfectly round off the many details. Air horns are mounted on both sides of the cabin.

As for one of the first models under the new IMC Models logo, the debut has been judged to be successful. The Nootboom OSDS Multitrailer has been perfectly translated into model form.

## At a glance

- + Detailing
- + Functionality
- + Leaflet with description



# MB Actros and Arocs SLT from NZG in 1:50

## A twin pack

by Daniel Wietlisbach

Mercedes-Benz offers its new SLT with the same features as Actros as well as Arocs. Designed for a total tractor and trailer weight of up to 250 t, the tractor truck configuration can be had as 6x4, 6x6, 8x4, 8x6 and 8x8 all equipped with the OM 473. The six cylinder in-line engine is available in three performance levels: 380 (517), 425 (578) or 460 kW (625 hp). What then is the difference between an Actros and an Arocs SLT? While the Actros has air suspension, the Arocs has a steel suspension. Also, the Gigaspace cabin is only available for the Actros.

**Mercedes-Benz builds Actros as well as Arocs as SLT's. So does NZG, since the end of the year ...**

Both models from NZG appear in the usual robust and detailed form and are made to scale. The character of the cabins, Bigspace versus Gigaspace, is excellently modeled. When looking up from below the model, the differences in suspension are easily visible. As per original, the axle spacing differs by 2 mm on each of the models however, the fifth wheel coupling is mounted rigid. The heavy duty shoring tower, identical on both models, is worth special men-

tion and deserves a closer look. It is detailed with a 900 liter fuel tank, compressed air reservoir, and rear cooling aggregate. The side cowlings match the cabin heights and on the right side, the cooling aggregate grille is pierced.

The Actros appears in blue with a large silver star and the Arocs in Liebherr yellow with a white roof. Further color variations are planned and so is a ballast flat deck attachment that fits onto the 5th wheel coupling.

# Terex Superlift 3800 "Franz Bracht" from Conrad Optimized

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by Carsten Bengs

Conrad has improved the model in several places when compared to the first series (see Baggermodelle 4-2015) so we want to take a look at the changes.

The most obvious improvements are the tracks. Here Conrad has finally given the model the most realistic 2000 mm track segments and so the model looks much finer. Even the little indentions on the segments have been modeled.

The two winches on the boom pivot section of the main mast are now so much easier to reach with the small key. However, the plastic bushings on both winches have been retained. Overall, it has to be

**Just in time for Christmas, Conrad presented the Terex Superlift 3800 in the trendy Franz Bracht coloring ...**

noted that all winches are much freer running and this makes the erection easier too. Only the winch of the A frame runs the same as before. Here a tightening of the winch is absolutely necessary if the model is being erected without the Superlift. Also improved are all the plastic bolts; they have noticeably flatter heads and with them the model looks much better and more delicate. Finally there are

some improvements to the clips that are used to attach the walkways. These fit much better now and hold the walkways much more securely. With these small but important upgrades the model of the Terex Superlift 3800 from Conrad displays measurable improvement. The new track segments on the model were an absolute "must" and they serve to make the model look more authentic.



## Historical construction site

# P&H TC 670

by Wilfried Schreiber

Lattice mast cranes were commonly seen up to the 70s, before telescoping cranes began their triumphal march into the industry. It was common practice to offer tracked cranes with lattice masts without the tracked unit but mounted on truck chassis. In particular, P&H was one of the companies offering this option.

The model shown here, the TC 670 mounted on a Faun five-axle chassis, is also a remembrance of Rainer Wilhelm Markgraf, who passed away last year. He built the crane from two models and a conversion kit from Unicata.

The upper part of the model can be easily identified as the much-sought-after model of the P&H 670 WLC from NZG but the placement of the Faun under carriage makes it a bit more difficult to identify. It is not so easy to see that it is a Siku model from the 80s. On the

**Our new, regular column, "Historical Construction Sites", by Wilfried Schreiber starts with a treat that is not only for crane model lovers ...**

upper part, only the A block was re-configured in such a way that it could be folded down backwards to make transporting easier.

On the Siku model however, many modifications had to be made. The toy wheels were replaced with new ones and the two front axles needed more room and were made steerable. On the chassis, the turntable for the crane was moved 15mm backwards. On top of that, the four, functional support legs had to be made from scratch. Many holes had to be drilled for the numerous new detail parts on the cabin. Most outstanding is the new exhaust plant and the air filters, but

all-round floods, rear view mirrors and an open tool box were also attached. While the crane hook at the front was secured with a newly-installed security hook on the front bumper, a new towing hitch can be found at the rear. This small detail is important because the cherry on the ice cream is the conversion of a Conrad roll-off rubble container trailer to a transport trailer for four lattice crane segments.

After painting, the units were decaled with the Schmidbauer logos and further detailed with a variety of smaller labels. The conversion is regularly seen on the author's construction site dioramas.

# Loading construction machines properly

## Safe loading!

by Thorge Clever (original)  
and Daniel Wietlisbach

### Overwide loads require proper signage. Not as difficult as one might think ...

**O**ur securely tied down excavator requires only the appropriate signs to signal an overwide transport to complete it.

Every country in Europe has different rules meaning that, in practical terms, at every border the transports have to be “re-decorated”. You can’t go wrong if you display red and white warning signs starting at 2.75 m width. The prototype measures 423 x 423 mm and has three diagonal red stripes.

To be perfect, the stripes have to descend from the middle of the car towards the outside. So, when the two signs are side by side they should form an “A”; if they form a “V” then they are the wrong way around.

Furthermore, to simulate a real life situation, my tip is to observe the prototype and see how it is done. Somewhere on the Internet

one can always find examples of various construction machines in transport. The specific literature specifying the securing of loaded construction machines is also an important source.

Once all that information has been absorbed, a safe transport in the hobby room should pose no problems.

#### Warning signs in 1:50

Most of the lowboy rigs come with the necessary warning signs. Most of them, however, cannot be adjusted to the width of the loads. This means that one has to build over-wide loads from scratch which is not as difficult as it seems.

Take a Polystyrol sheet and cut out little squares of about 10.0 mm side

lengths. This makes them a bit bigger than required but they are then the same size as the signs included with the models. Using red paint we paint them to match the ones already in our possession. To hang them on the track segments, two 2.0 mm long pieces of a 2 x 1.0 mm U shape profile are glued on. Of course we have to watch the correct slant of the stripes. They should form an “A”. For now, the distances between the track links are to our advantage.

As an alternative material, thin cardboard that is easily cut into squares could be substituted. Cut two, approximately 2 mm long tabs on the top. These are to be bent back later. Both kinds of warning signs can be attached to excavator tracks without much difficulty.

#### Identification

Not every construction machine can be rigged in transport mode as easily as the new Bauer RTG 21 T pile driver by Bymo. Here, the telescoping drive units have been pushed in only so far so as to show the use of the warning signs. On the upper pictures they are made from Polystyrene sheet stock and on the picture on the left they are made from thin cardboard.

The perforated brackets are ideal for attaching the hooks and tie-down chains. Because it is permitted to carry accessories up to a 10% height of the total loading weight and height, the pile driving head module has been palletized and fixed down with tightening belts from Tekno.

### Construction machines on wheels

Even smaller transports have their own attractions, as shown here with the Volvo L90H (Motorart) that is transported on the Nooteboom ASD40 (NZG). Loading machines with wheels make it easy to use tie-down chains. They can be wrapped around axles and attached to themselves. The tying down is also cross-wise here. Attaching the hooks to the rear underrun protection apron is of course "not allowed in a real situation" but is a compromise on a model.

### Tie-down chains. Do-it-yourself

Ernst Mumenthaler, a former professional truck driver, (see Collector's portrait in Baggermodelle 3-2012) did not like the look of the commercially-available chains and so decided to make his own. He attaches brass rings (each  $\varnothing$  4.00 mm) to the brass turnbuckles (11.0 mm) Each one then gets a hook attached (length of about 9.00 mm) and then a brass chain (link size of 3.00 mm  $\varnothing$  0.6 mm, length of about 90.0 mm) is attached on both sides using brass eyelets ( $\varnothing$  3 mm). These are then bent

into hooks. Now, as on the original, the turnbuckle and can be attached to the load and the chain to the lowboy trailer. The chain can be hooked up to turnbuckle and adjusted to the right length. The turnbuckle then tightens the chain as on the prototype.

If you are not quite ready to tackle such a project, Klaus Heise offers tie-down chains and other crane and heavy-duty accessories. These are made only to order. ([www.hse-modellbau.de](http://www.hse-modellbau.de))

# BAGGERMODELLE

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## Tinplate

# Bulldozer

---

by Robert Bretscher

This attractive and shapely dozer with height-adjustable blade was produced in 1964 by the well-known East German toy maker VEB MS (Volkseigener Betrieb, Mechanisches Spielzeug [Factory owned by the people, mechanical toys]). The dies and tools for the production of this model came from West Germany and were originally owned by the toy maker Gescha, at the time struggling financially. Like many other German toy makers, Gescha felt the impact of the heavy competition from the Far East and therefore, to keep operating, tools and dies had to be sold off one at the time.

With a lot of technical finesse and the inclusion of additional play possibilities this tracked toy with battery power became a sales

### **The bulldozer of the VEB MS Brandenburg from 1964 has West German roots ...**

hit under the control of MS. The correctly operating engine with pistons that moved when the machine was moving combined with a rubber band operated ventilator where important details that influenced the purchasing decision of many buyers. In addition, the engine room could be illuminated using a lever. This was especially popular with children when a “night shift” was required even though the parents were a bit skeptical about this feature.

The dozer itself is operated with two levers and functioning guide. This allows the machine to go forwards and backwards as well to

turn in either direction. The powerful motor used allowed the model to climb impressive inclines, even a sand-filled trailer hooked on was no deterrent to slow the engine down. MS added some very fine details to the machine that only become clear once a closer look is taken. For example, all four engine cooling vents are pierced. The cockpit with the two levers, the multi-colored dashboard and the very fine, almost scale size guide are really amazing. It should be mentioned that the extremely solidly produced machine from a DDR factory is still able to truly amaze viewers.

**Jahrbuch  
Baumaschinen 2016**

Several authors, published by Verlag Podszun, 144 pages, ca. 280 pictures, soft cover, 24 x 17 cm  
ISBN 978-3-86133-7782-9

Even in the 16th edition, the very knowledgeable set of authors manages to give us in seven chapters an interesting and varied look into the world of large construction machines. Pictures of the 300 to 1000 types of machines at work on surface mining sites and on large construction projects showing, for example, Poclain Large Excavators. Looking even further back, the authors show the Caterpillar DW6 with tires as a tractor used to pull agricultural produce and especially used in sugar cane plantations. The pictures from the construction of the giant Kongresszentrum (Convention Centre) ICC in West Berlin show some of the spectacular crane operations used in the 70's. (dw)

**Jahrbuch Schwer-  
transporte 2016**

Several authors, published by Verlag Podszun, 144 pages, ca. 280 pictures, Softcover, 24 x 17 cm,  
ISBN 978-3-86133-784-3

The 2016 issue completes the first dozen books of the same title. It starts with a special treat, looking at it from a Swiss view point. Until 2005, Felbermayr in Austria had a Saurer D 330 NS 6x6 heavy duty tractor truck in its fleet; there are pictures of this machine in action. A further chapter is dedicated to excellently photographed larger lowboy trailer transports in Europe. Several tractor trucks pull the load. The very extensive report covers a transport by Bauman that is not without problems, including a spectacular transfer of the 307 t load. "The second life of a Faun SLT 50-3 Elefant" shows the former heavy tank transporter at work on civil projects. (dw)

**Jahrbuch  
Lastwagen 2016**

Several authors, published by Verlag Podszun, 144 pages, ca. 280 pictures, soft cover, 24 x 17 cm,  
ISBN 978-3-86133-779-9

Reports from construction sites are regularly part of the series too. This time, for example, is a report about the transport and earth moving company of Katzenski which was active until 2002 in the Münsterland. On view are classic trucks from Magirus and especially MAN with dumping bins installed, as dumping truck and trailer sets, as semi-trailers and lowboy trailer sets used to transport construction machines. The truck industry in the Soviet Union is featured on 52 pages. Many of the almost indestructible ZIS/ZIL, GAZ, JaAZ, KrAZ, MAZ, KAZ and UralAZs were in heavy use on construction sites and, as the pictures show, were not spared the heavy work. (dw)

**British  
Opencast Coal**

Author Keith Haddock, by 5M publishing, 244 pages, English language, hard cover,  
ISBN 978-1-910456-07-1

Keith Haddock is living his childhood dream with the publication of this twelfth book about the large construction machines. He grew up in Sheffield with surface coal mining almost at his door step. At age 11 he started to collect information about the machines used in surface mining for coal and at age 13 he took his first snapshots. The book focusses on machines used between 1942 and 1985 in open cast coal mining in England. The focus lies on front shovel wire controlled excavators and the walking draglines, from the 0.3 m<sup>3</sup> capacity coal shovel up to the 50 m<sup>3</sup> capacity dragline shovel. Naturally, the first large excavators like the O&K RH300 are not missed out. (up)



# Artificial light on the Diorama, part I

## Nightshift

by Markus Lindner

Here, for example, we could think of heavy-duty transports or bridge work that can be done only during the night hours when traffic is light or when concrete or surfacing work has to be done in shifts.

Work yards, shops interiors and offices are all enhanced with appropriate lighting that makes diorama scenes from past years look different.

Compared to modeling a diorama with natural sun light which we want to achieve by lighting the whole of the diorama evenly, here we want to replicate the interior lighting of buildings as well as the illumination of streets, squares, ways and of course, construction sites.

### Interior lighting for buildings

Model railroaders have traditionally lit the interior lighting of buildings by inserting a small bulb or LED in a central position inside the model building. To prevent the light from shining thru the walls, they are masked with a black cardboard, leaving only the window openings free.

Especially in the larger scale of 1:50, it is possible to light not the whole building but individual rooms to enhance the detailing.

### Work situations and scenes that happen during evenings or nights are especially idyllic ...

For this, compact LEDs or pre-fabricated LED lighting modules that can be built into the ceiling are ideal.

When talking about LEDs one must remember the different color temperatures. White light LEDs are available from warm, the white of daylight to cold white. In-between shades are also available. The lower the color temperature, the more yellow the light source seems to be while the higher the value, the bluer they look. Warm white LED (Colour temperature around 2700 Kelvin) are best suited to imitate lighting with light bulbs or Halogen spot lights. For the simulation of Neon lights or metal halide lamps (Industrial applications as ceiling light) cold white LEDs with a color temperature of 6000 K are more suitable.

### Exterior lighting

Streets and squares can be lit with the many, commercially-available, model lamps that come in assorted styles. Even here, LEDs are found more and more often as they allow for smaller lamp housings. Thanks to the model train sector and the ever-

increasing accessories for 0 gauge (1:45, 1:43.5) there is now a variety of lights available that are suitable for 1:50 scale.

For example, from Beli-Beco, typical street lights are available for example, the so-called "Mushroom head" or lamp standards in an exact-to-scale series (#121301, 121401, 121601, 121701 and 121702). Bush has a street light mounted on a wooden pole (10800) that is ideal for rural scenes or in builders' yards. Many H0 lights (1:87) are far too big when looking at the light housing and are, notwithstanding the short pole, more suitable for 1:50. This also goes for the Industrial Wall Light from Viessmann (60892).

### Work and construction site lighting

If on your construction site diorama the need arises for work to be done during the darker hours of the day, then the appropriate lighting has to be planned for. Traditionally, this is the domain of the well-known Halogen flood lights. They are usually set in a weather-proof housing and known as construction site floods or flood work

lights. A model suited for this comes from Viessmann: flood light model (6333). It can be attached to a crane or on do-it-yourself wooden tripods at the brim of the construction site pit. Additional floods can be set up where ever they are needed.

Light balloons on tripods are a new alternative that took root very quickly in the road construction

sector because they insure even lighting of the whole construction site. The original has a very high light output.

To model this correctly, High Power LEDs and a compact 700mA constant power source are needed. These may be purchased as ready-to-use modules and can be hidden easily in construction container or power generator

housings. The light globe itself is made from small 2 mm plastic hollow balls, from deodorant roll-ons, and the tripod from plastic or brass profiles. The deodorant ball is cut in half, the upper part painted and after hanging an LED from the top, is put back together.

In the next installment we will explain how to hook up the tricky LED correctly.

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

by Remo Stoll

Sitting on a melting pile of almost unrecognizable snow, this bulldozer waits for a driver to get it out of its predicament. Towns and villages in higher locations often have places where snow is stored temporarily. The snow is trucked in and then pushed over the edge of the road to the storage site by this machine.

Recognized? Then send us the exact manufacturer's name and the model number on a postcard by mail. Of course, we also accept email submissions (contact information is on page 42). The contest ends on 15th February, 2016. 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 brand new Genie SX-180 platform lift in 1:32 from NZG, a Case 856C Grader from Motorart as well the Liebherr HTM 904 Concrete mixer on a Mercedes Actros in blue/white. 



### Solution from Construction Modeller 6-2015



The hydraulic excavator in question is a Hydromac H 180.

A draw had to be held and the winners are: Mario Schal-

better from Glis (CH) who won the Komatsu WA900-3, Jürgen Precht from Stockelsdorf (D) winning the Liebherr R 936 "dechant" from NZG and Pfarrer (Reverent) Erwin Bauer from Eslarn (D) who won the MAN TGS with a Bucher Cityfant 6000 "Senn" from Conrad.

Congratulations to all the winners!

# New on the market

## Wiking 1:87

With the very extensive set, “Tankstellen Alltag der 1960er Jahre” (Gas Station of the 1960s), Wiking remembers the boom years of the German “Wirtschaftswunder” (Miracle of the market recovery). The new Volvo F89 in the approximate scale of 1:90 has been nicely reworked and appears new for the first time as a semi-dumping trailer set for “Emil Bölling”. From old dies, the THW set with a Mercedes-Benz three-axle dumper and lowboy Mercedes-Benz round hood “Winterdienst” (winter service) have been resurrected. A new set of wheels and axles is aimed at scratch builders and collectors can gain a lot of welcome information in the Wiking Magazin 2015 about new and historical model developments.

## NZG 1:50/ 1:32/ 1:25

Even the last parcel in 2015 of new deliveries from Nuremberg is worthwhile looking at: in 1:25 is the Jungheinrich ETR 340 Extended Reach Fork truck that extends to a remarkable height and has great functionality. The Liebherr L 586 XPower is made up mainly from new dies. We will look at this model in detail in our 2-2016 issue. The company fleet of “Ludwig Freytag” gets a welcome addition with the VWT5 with double cabin and flat deck in the pleasing company colors. The mighty Liebherr LR 1600/2 lattice mast tracked crane is now available in a set with derrick, counterweight trailer and

flying jib in the “Wasel” company paint scheme. For the LR 1600/2, two new sets of lattice mast extensions have been released, for 6 m and 12 m extensions. Each set contains a piece for the main arm and the jib including the necessary rigging gear. Of course, these segments are also ideal as loads for trucks. The same goes for the single track unit that comes with four bolts to attach it. From Genie, a brand belonging to Terex, is the new and finely-detailed Telescoping loader, GTH-2506 for Europe and GTH-5519 for the US market.

## Busch 1:87

The Smart City Coupé is now available as service vehicle with a “crane” from “Mennen & Wittrock” and is shown beside the new load of construction steel webbing. The Weimar T174-1 comes with a fork grabber attachment and, weathered by heavy use, is the new Robur LO 2002 A in green and loaded with a rusty mining skip. Also new is the Iveco Daily that is loaded with construction materials. The weathering is done very realistically.

## Conrad 1:50

The Mercedes round hood truck now comes in two additional attractive colors: first as a LAK 2624 6x6 dump truck in a dark blue-green and the second as a 1624 tractor/trailer set in wine red and black. On the latter, one of the details is especially nice: the Tri-

lex rims almost make the model a Swiss one. The five-axle MAN TGS with a Moser two-way dumper comes now in another version. This time in the yellow and blue combination for “M. Schwab AG” at home in Arch, Kanton Berne, Switzerland

## Hits for Kids Siku Blister Pack

In a blister pack and without a defined scale, a model of the Manitou telescoping loader has been released. The arm moves up and down, and the shovel and rake are moveable. An ideal take-along gift for small fans.

## Thommy's 1:50

The Liebherr R 926 Compact from Conrad cuts a great figure even in the exclusive “Arborgast” version. The excavator in its attractive light green paint job has been painted cleanly, the printed-on lettering is first class and so it is a very attractive companion in the series of Thommy's Baggermodelle. ([www.baggermodelle.com](http://www.baggermodelle.com))

## Herpa 1:87

Like a flood bursting from a blockage in a stream, a wealth of new, almost un-countable models have arrived. New for “Riga Mainz” are an Actros L 08 with a ballast trailer as well as a Vito BF3 scout vehicle. The new Scania R roll-off roll-on container truck and trailer set in the beige color for “Schlenter” is hefty and the tractor/trailer concrete mi-

xer set with a Roman diesel truck as the tractor is a new and very welcome version of a classic model. The three-axle lowboy comes with plug in ramps in dark green,

The Carnehl round bin trailer in red/silver and the Teletrailer in red/blue colors. The Mercedes Actros tractor semi-trailer unit is now also available as a 6x4 Gigaspace in red

and as 6x2 Streamspace in blue. The fleet of LR 1600/2s is growing with the Volvo FH flat deck version for “Felbermayr” with two derrick ballast pieces, the Scania

## 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
Caterpillar 910K, 242D, 259D	1:32	Diecast Masters	Dealers	www.diecastmasters.com
Mecalac 12 MTX (limited run of 100!)	1:35	Conrad	Mecalac	www.shop.mecalac.com
Liebherr LTM 1070-4.1 «Regel»	1:50	Conrad	Dealers	www.conrad-modelle.de
Caterpillar D9T, D11T «copper», 320F, 323F, 335F LCR, 349F, M318F, 950M, 966M, 972M, 994K, 745C, 12M3, 16M3, 18M3, 18M3 chrome, R3000H, AD60, CT681 concrete mixer and dumper, CT680 low-boy tractor trailer set with 12M3	1:50	Diecast Masters	Dealers	www.diecastmasters.com
John Deere 1050K	1:50	Ertl	Dealers	www.ertl.com
Komatsu D275AX-5	1:50	First Gear	Dealers	www.firstgearonline.com
VDL AGV (driverless transport vehicle)	1:50	IMC	Dealers	www.imcmodels.eu
Scheuerle SPMT 6 + 4 + Powerpack	1:50	IMC	Dealers	www.imcmodels.eu
Scheuerle SPMT 6 + 4 + Powerpack «Mammoet»	1:50	IMC	Mammoet	www.mammoetstore.com
Kenworth 848 6x4 «Mammoet»	1:50	IMC	Mammoet	www.mammoetstore.com
DAF NT3300 6x6 «Sarens»	1:50	IMC	Sarens	www.sarensshop.com
Unimog U5000 Off-road sand color	1:50	NZG	Dealers	www.nzg.de
Unimog U5000 Off-road with crane «THW» or grey	1:50	NZG	Dealers	www.nzg.de
Unimog U400 green, Agriculture version	1:50	NZG	Dealers	www.nzg.de
Unimog U400 two way vehicle «Zagro»	1:50	NZG	Dealers	www.nzg.de
Mercedes-Benz Actros SLT 8x4 blue	1:50	NZG	Fritz Modellsbörse	www.fmb-shop.de
Scania R 8x4 Roll-off container truck / trailer «Gahne Akeri»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 4x2 dumper semi-trailer set «Lankes»	1:50	Tekno	Dealers	www.tekno.nl
Scania R6 8x4 with loading crane «Viktor Weber»	1:50	Tekno	Dealers	www.tekno.nl
Scania R6 Semi-trailer «Janssen»	1:50	Tekno	Dealers	www.tekno.nl
Meiller half-pipe trailer, three axles, silver	1:50	Tekno	Dealers	www.tekno.nl
Flat deck for semi-trailer, three axles, red	1:50	Tekno	Dealers	www.tekno.nl
Flat deck trailer for trucks, three axles, red	1:50	Tekno	Dealers	www.tekno.nl
Scania R / half pipe dumper «TGC Bern»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 / Palfinger loading crane «Skaks»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 / ballast trailer «Max Bögl»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 SLT black	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Actros 8x4 / Scheuerle Intercombi 4+5 «Seeland»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Actros 8x4 SLT «Paule» and grey	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 105 SC 8x4 / Fassi / Low-boy trailer «Friderici»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF SSC 6x4 / Low-boy trailer «E. Lafeber»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF SC Dumper semi-trailer set «Gebr. van der Heiden»	1:50	WSI	Dealers	www.wsi-models.com
Half pipe dumper trailers 2 and 3 axles red	1:50	WSI	Dealers	www.wsi-models.com
Scania R480 8x2 flat deck, crane, generator «Mammoet»	1:50	WSI	Mammoet	www.mammoetstore.com
Liebherr LR 1600/2 Derrick and counter weight ballast set	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XXL Euro 6 SLT 8x4 «Voss»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XXL semi-trailer «Siefert»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XXL lowboy trailer set «KÜbler»	1:87	Herpa	Dealers	www.herpa.de
MAN TGS M flat deck truck / trailer set with crane, orange	1:87	Herpa	Dealers	www.herpa.de
Mercedes Actros SLT / Ballast trailer «Paule»	1:87	Herpa	Dealers	www.herpa.de
Mercedes Vario long box «Colonia»	1:87	Herpa	Dealers	www.herpa.de
Heavy duty platform with tarp, white, two per set	1:87	Herpa	Dealers	www.herpa.de
Caterpillar 12M3, CT681 concrete mixer and dump truck	1:87	Diecast Masters	Dealers	www.diecastmasters.com
Caterpillar 793F	1:125	Diecast Masters	Dealers	www.diecastmasters.com



R 09 lowboy flat-bed semi set with a 6 m derrick lattice mast and the MAN TGA XXL Teletrailer tractor/trailer set loaded with a 12 m derrick lattice mast. Painted for Wasel come the MAN TGX XXL Euro 6 ballast carrier flat deck truck and trailer, the MAN TGX XLX Teletrailer lowboy trailer set with a derrick guide piece and the Actros flat-bed tractor trailer set with the derrick mast tip piece. Finally, the in-house Herpa construction machine fleet, all in shiny orange, gets a lot of new members. A lowboy trailer with plug-in sta-

kes, an Arocs construction dump truck with loading crane, a MAN TGS M Euro as a 4x4 dumper and as a 6x4 concrete mixer version.

### Gaz Evans 1:50

Arriving faster than a speeding train are the new excavator attachments by the busy Brit. A current example is the BLTB-175 hydraulic hammer by the Chinese maker, Beilite. The model is made, as per usual, from beautifully-engraved white metal castings. The hydraulic hammer is compatible with ex-

cavators of 45t to 60 t and comes complete with an Oilquick quick changer and the four necessary pins. The opening of the changer is 10 mm and on the hammer it is 12 mm, in addition to the blue version shown there is also a red one available.

### WSI 1:50

The first Broshuis 100 t has arrived, painted in the colors of “Max Bögl”. In the next issue we will introduce the impressive combination in depth, looking at all the details.



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## Our partner page

### The first machine in the Bärlocher Quarry

In 1962 Jakob Bärlocher ordered his first machine from Ulrich Ammann AG in Langenthal, then the dealer for Hyster Forklifts. It was a Hyster H100C with a payload capability of 5 tons which was large for the time. The machine was shipped by rail to Staad Station and then trucked to the quarry on a low-

boy trailer. At the time it was one of the largest forklifts in the St. Gallen area. Over and over again there were calls for it to move “large” loads of up to 5 t. The machine was powered by a six cylinder petrol engine from Continental. Accordingly, the fuel consumption was high, 25-30 liters per hour. The unit

was in use until 1994 and worked more than 20,000 hours. However, by the end, the engine had been replaced three times.

In Hans-Jakob Bärlocher’s personal collection of construction machine models is a rare one from Arpra in memory of his first machine.

### Floodwater protection and revitalization of the Aare River

With the goal of “more security – more nature – more respite”, the Canton of Solothurn is tackling the floodwater protection and revitalization project of the Aare River between Olten and Aarau, in six construction lots.

Commencing in the spring of 2015, Eberhard moved 163,000 m<sup>3</sup> of soil from the first lot. In October

work started on lot two. The lots are centered on the left Aare River frontage near Obergösgen. The new secondary channels for the river will keep the water level lower when flooding occurs. The quarried gravel from the side is used to build protective berms with surplus material trucked away for external uses. At the same time, work on lot 5 near

the town of Schachens in Canton Argovie was under way. Here, the largest of the side channels is being created. By spring of 2016 the construction machine operators will have moved many thousand cubic meters of material. They will also install water calming stones from the Eberhard-Quarries.

## News in brief

### Liebherr XPower wheeled loader

The main feature of the new XPower loader that conforms to tier IV emission controls, is the power maximising drive. The gears unite the hydrostatic propulsion that is ideal for short loading cycles with the mechanical drive used for long distance and climbing hills. The combination of both modes of propulsion results in higher efficiencies and fuel savings of up to 30%. The larger axles, the re-enforced lifting gear and the optimizing of shovels used allow for larger capacity shovels which can hold between 200 to 500 litres more than the standard shovels. XPower as an option is available on the L550, L556, L566, L576, L580 and L586. These units have working weights from 17.7 to 32.6 t. (up)

### Caterpillar 6015B

After the 6020B in the 220 t class, Caterpillar now presents the 140 t 6015B. This is not based on the already available 6015 (formerly the O&K RH40E) but on the 5110B that was discontinued in 2003. In the new excavator, the 12 cylinder 556 kW (764 hp) engine produces ample power. As the short ME option (arm 7.6 m, jib 3.4 m) it has a 8.1 m<sup>3</sup> or 14.6 t capacity shovel. This explains the 6015B: 6000 for the series, and 15 for the shovel capacity in tonnes. It takes five loading cycles for the new excavator to load a 775 dumping truck that has a 65 t capacity. (up)

### MBA & Kaiser 522RR

In September of 2015, the MBA Baumaschinen AG and Kaiser AG located in Schaanwald in the Principality of Liechtenstein, presented the S22RR, a universally usable two way excavator. The unit has a rear swing radius of only 1570 mm and so is free from profile restrictions. The John Deere engine used produces 125 kW and conforms to the tier IV emission controls. It has enough power for optimal operation of attachments like tampers or ballast brushes. The new two way excavator is especially designed to conform to the regulations and restrictions of the Swiss Railway system. The profile tire drive gives a large ground clearance thus allowing for a quick change to narrow gauge tracks. (up)

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