

BAGGERMODELLE

Baumaschinenmodelle, Krane und Schwerlast

Nummer 2-2015

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Mit Wettbewerb

Neu von NZG in 1:50

Komatsu WA1200-6



English text

Neu von Tonkin 1:50
Caterpillar 627K und 621K

Dioramenbau
Spezialtiefbau in der Stadt

Neu von Tonkin 1:50
Nicolas Tractomas



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Editorial

The Mother of all Toy Fairs!

Agreed, that is a bit over the top for the International Toy Fair in Nuremberg, but not totally untrue when one considers the status that the one-week show still has with us, the collectors and model enthusiasts.

The show is also important for the city of Nuremberg as the Toy Fair is a commercial tax paying enterprise that even has an impressive office building for itself, as I found out by chance this year. It takes a whole year of planning to insure that there are no glitches during the six days of the show and that everything runs smoothly. So after this fair, it is right away on to the next.

During the 66th version of the Fair, increasingly critical voices could be heard in the halls of 'our Fair'. Exhibitors talked, more or less openly, about the high costs of attending and that the Fair is no longer with the times. Many of the new items are already known well in advance of the Fair and the ones announced at the Fair are shared on the Internet on the first day of the

Fair. While in past years the model makers were able to return home with full order books, today's dealers prefer to order online. Alternatives were discussed and stands were smaller than before. The crush of the public was not as in previous years and that was felt by me especially, because I was trudging around the hallways with heavy photographic equipment. Only at first glance, a positive aspect! For the press, the Fair is a very valuable event. Especially for our family-like sector of the industry, a close and personal meeting gives us high quality information. The exchange of such information is more important than ever in our digital age. That the Fair will have to change over time is a given, but I sincerely hope that the character of this forum will remain for us.

I hope that despite everything, you will still enjoy the Toy Fair Report in this issue.


Daniel Wietlisbach

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Andreas Bürki builds and collects rock crushers

Being proactive

by Daniel Wietlisbach

Andi Bürki grew up as a farmer's son on a farm located near a quarry. His life-long dream was to become a farmer and to take over from his parents. It is only natural that the little Andi played with toy tractors and because of the proximity of the quarry, trucks and construction machines were also part of his play.

At the beginning of the 80s, his parents still mainly used horses for their work, some of the last farmers in the region to do so. Then twice in a short period they lost some of their land, first to the construction of a new highway and secondly to a brick yard. It was "no longer a profitable farm" remembers the collector poignantly. Andi Bürki, after finishing his apprenticeship, found work in the neighborhood quarry. Right from the beginning, in addition to maintaining the machines, working with the machines in the quarry at times was part of the course. When, after two years, he was asked if he wanted "to stay outside" he jumped at the opportunity. Among "his" first machines operated were the wheeled loaders from Michigan, types 125B and 85B as well as a Euclid R-35 dumper. Andi stayed for seven years, because working with the machines was great fun for him. Then he looked for a job with a larger company where he hoped for more "action", as he says.

Andi Bürki turned necessity into a virtue, and has built his own crushers using original plans for years now. Many of them he likes to show in transportation mode ...

At the new job, the qualified mechanic learned how to drive bulldozers on the Caterpillar D5H that was equipped with a six-way blade. He had been a great Caterpillar fan for a long time. He also operated the Cat 980B wheeled loader and the 350C dumper. Driving the dumper quickly became his favorite routine job. It went so far that, unbeknownst to the office, he and another driver were in competition to see who could get the most gravel from the pit to the works, which greatly benefitted the owner. By the end of his four years of employment he loved operating a Cat D5N on a landfill site; the pit that the gravel came from was being filled in.

First model for a wedding present

At the age of 18, Andreas Bürki discovered the 1:24 kits from Revell and Italeri. He eagerly assembled them and over four years, finished about 20 models. Then the available space on shelves was exhausted and the hobby was finished. The completed models, some of them he had already customized, he kept. And

very valuable experience in building construction models it was too!

At 23 years of age he received a Caterpillar D10 from Conrad (#285) as a wedding gift from his first wife; it was his first metal model. The second one, a Cat966D (NZG 237) followed quickly and in the years up to 1995, the collection grew to 120 models. All of them were packed up and taken to Canada.

He emigrated there, together with his wife and the in-laws, to operate a hotel. The collection stagnated because it was no longer possible to acquire new models.

Unfortunately, right from the beginning, the hotel project was not a success. However, as there was a lot of work available with Syncrude in the oil sands at the time, the machinist was able to earn a most welcome subsidy for the whole family. He was able to operate very large machines like Caterpillar 793C with a loading capacity of 250 t, standard trucks used then. They were loaded by the largest hydraulic excavator at the time, the O&K RH400.

Unfortunately, with the closure of the hotel, the marriage did not survive and the collection was lost. He

did not want to stay in the oil sands as, “the work was very monotonous and the pay was not that good”. After four years Andreas Bürki returned to Switzerland.

With his good reference letters from Syncrude it was easy to find a job quickly in the old country. At Eberhard he operated a Cat D9N and a 988F but he also saw some action on very large excavators. Because the use of the very large machines in Switzerland is sporadic and leads to work interruptions, the machine operator felt the pull towards a smaller place of employment where he could operate “his own”, smaller machine. Also, because of the long commute he went back to the quarry where he had worked earlier. In the meantime it had been acquired by the Holcim conglomerate. The first machine he operated was a D6H LGP. The first model in his newly started collection was a D11R from Norscot (55025).

Discovered rock crushers

The second model was a Cat 365B L from the same maker (55058). This was a gift from his second wife. They moved to the Canton of Zurich together to start a family. In addition to the metal models in 1:50, model kits in 1:87 from

Kibri started to appear. The Komatsu D575A, HD785 and WA800 were fascinating to him because of their size. Even today, there are still models of this scale in his collection. They populate, in the main, a large quarry diorama.

In 2005, Andi Bürki began a new job in a recycling plant. There he got to use a Cat 936B for the first time and also worked with a Liebherr 566 wheeled loader to feed two rock crushing plants. One Gipocombi 130 as well as a Metso plant were on site and fascinated the collector. The Gipocombi was going to be his first rock crusher model. For this he carefully measured the original because he did not have access to the blueprints. Building the model was a lot of fun for him and at the Bauma 2007 he showed off pictures of the completed model to the amazement of the Gipocombi dealers at the show. With a contract for another model of the Gipocombi 130, this time as a special request from a customer, he returned from Munich.

More important for him however, was that now he had access to the detailed blueprints for the plant. Four further commissions for these crusher plants followed, each one customized according to the buyer’s wishes. At the same time, his own collection grew and a variety of

rock crushing plants decorated the shelves in the insulated attic of his home. He cut the pieces to construct the models out of plastic sheets and profiles or milled with a drill press. After many experiments, the model maker found the ideal material to simulate the rubber conveyor belts: foam rubber. The material is easy to glue and does not get brittle. It is available in hobby shops where he also finds the matching model chain at a good price. The lacquer paint job is applied with a spray can and by brush for fine details. The colors to be used are usually even supplied by the people ordering the models. For the lettering, the logos are simply copied and printed on stick-on labels.

He estimates that he has built about 30 models on his table. His collection contains 8 of these models and he likes the Type 130 from Gipo best in all its variations. His current project is a model of a sifting plant from Gipo that is in use by Kibag.

Parallel to the scratch-built models, his collection is grooving as well, in both 1:50 and 1:87 scales. In the planning stage are two new acquisitions: the Cat 385C from CCM in 1:50 as well as the huge bucket wheel excavator in 1:200 scale by Revell.

Andi Bürki has worked at the recycling plant in Wädenswil for one-and-a-half years now and enjoys his commute of five minutes by foot to his work place. The time saved in commuting he invests in his hobby. Among the machines he uses daily is, and how could it be otherwise, a Gipocombi 130 mobile crusher plant as well as a Cat 966H and a 30 t class Daewoo DX300LC excavator.

The collector

Andi Bürki (48) has a background as farmer, is a qualified machine operator and has worked as a hotel operator in Canada. He also coaches a Girls Junior Soccer Team and likes to undertake dogsled rides in the winter. He lives in Samstagern with his wife, Conny, and their two younger children. Their first child no longer lives at home. Andi Bürki welcomes visits of like-minded enthusiasts after they make appointments by phone +49 (0)79 379 45 79.

New releases from the 2015 Toy Fair

Less is more

by Daniel Wietlisbach and
Carsten Bengs (Cranes &
heavy duty Transports)

We are looking ahead to a very good model year in 2015! It will be diverse and interesting. Many collectors asked last year, “who has enough money to pay for all this?”, but this year we could see mostly happy faces, aglow with expectations of the great things coming. Happy and looking forward to the new models that are within the hobby budget.

Of course, in April there is Intermat in Paris and in 2016 is the Bauma in Munich. But these exhibitions do not overshadow the currents sweeping through the industry. New, and increased pollution control measures will be in force in the foreseeable future. These require modification on the original machines that are under development at this time. Only when the development and re-design processes are finished does it make sense for the producer to commission a model. Therefore we may have to be content with fewer new releases in the coming year as well.

What else was there to observe, apart from new models of course? 3 D printing is gaining ground steadily but surely! For the first time, the Noch Company showed excellent quality, 3 D printed details for model railways. On ano-

Hall seven at last year’s Toy Show could have been described as a “flood of new items”. This year the number of new releases was more ‘reasonable’ ...

ther stand I was shown a 1:43 model figure with breath-taking detail made by a 3 D printer. To produce it, a 3 D scan of a real person was used! Photo-etched parts continue the trend that was started a few years ago and is now almost an industry standard. The hobby remains fascinating. Here now is our report, which would not have been possible without the cooperation of the producers. We would like to express our thanks to them. In order to use the space on these pages for all the new items, all colour and lettering variations can once again be found in the blue box found on page 39.

Busch 1:87

The Unimog U 5000 Offroader project is already well advanced and will come in the usual fine quality. It features a completely newly-designed flat deck in red, blue and white as well as with a tarpaulin cover and flat deck in grey. In the accessory department, much to the joy of the diorama building fans, comes a set with construction

site signs and a set with traffic cones and sewer lids.

Brekina 1:87

Last year’s very successful model of the Land Rover is now available as a closed version and the Mercedes LS 1620 round hood and long cabin now appears in the smaller scale.

Bymo 1:50

The completely new design of the Bauer RTG RG21T model already looks very promising. Fortunately, it even comes with sheet pile sections and a fully-functioning lock. The Komatsu PC8000 is delayed because of adaptations to the dies.

Conrad 1:50 / 1:25

The re-designed re-issue of the Demag H 135 S has been cancelled due to a lack of pre-orders. Instead, we can look forward to further new releases from the folks in Kalchreuth at the Paris Intermat

Exhibition in April. At the mobile crane section, in addition to color variants of the LTM1200 and AC100, the Terex Superlift 3800 with an interesting color scheme lettered for Baumann stood out. It and the original from Terex in model form should be available by about May. As an accessory to the Superlift 3800, a modular bottom block system with hooks will be available separately. The flying jib for the Terex AC 1000 will not be produced because of a lack of interest in it. Many are the new items in the truck department: matching the Faymonville Combimax comes a set with two heavy duty tractor/trailer sets, a MAN XXL 8x4 in red and XLX Euro in white. The Combimax has no steering capability. This was done by Faymonville on their request as they wanted it to be a demonstration model for the combination possibilities. The MAN TGS M 6x6 side dumper comes with a rear-mounted crane and clam shell grab in turquoise and the MAN TGS M 4x4 dumper with crane and grab in white. The historic model of the Mercedes LAK 2624 4x4 gets a two-axle dumping trailer. The Mercedes LS 1624 tractor truck with sleeping cabin and an historically-correct tank on the trailer lettered for Messer, Griesheim, is new. The models of last year's IAA are now partially available in new colours in the regular production program: the 8x4 heavy duty tractor truck MAN TGX XXL in red and the Old Timer MAN HAK 4x4 dumper in the matching light grey/red paint. For the friends of municipal vehicles, the MAN TGS Euro 6 with the Aebi Schmidt Stratos Winter Package was announced.

The directly frame-mounted scatter material bin without flat deck is new. Unfortunately, it is screwed on. The steering rods for the new Euro 6 Chassis made from a soft plastic are being re-engineered one more time. Further growth in 1:25 comes in the form of two fork lifts, EKS 210a and DFG 425, from Jungheinrich as well as the Linde P80 Electric Tow Tractor with removable cabin.

Drake Collectibles 1:50 / 1:24

The Australian low-boy truck bed and attachments maker had its own stand. Europeans would consider the 8 tire, 12-axle modular lowboy trailer that extends width wise, to have very generous dimensions. This unit is used 'Down Under' to transport huge machines to mining sites. Drake also showed the Kenworth C509, a newer, bigger and stronger tractor truck unit. It will be offered in different color schemes and with low-boy trailers. The unit's detailing is extremely fine and photo-etched parts are used everywhere. Also shown were prototypes of trailers, dollies, chassis and additions that can be used to make up road trains in a variety of configurations. Especially interesting for us are the side discharge dumping bodies. In 1:24 as plastic kits come a 4x8 swinging low-boy trailer with a 2x8 dolly like the one in 1:50 as well as a Kenworth K200 cab over.

HK Funktionsmodellbau 1:50

The Liebherr R 9100 was perhaps the 'must see' item at the show; everyone wanted to see it. Hubert Kretschmer converts the Conrad

Excavator to a fully-functional, remote-controlled model.

Noch 1:87

Of interest to diorama builders was the 'at the construction site' set, found among the so-called 'Deko-Szenen' with fully-built and finished Laser-Cut buildings and matching figures.

Herpa 1:87

A very nice recent release is the Volvo FH 16 XI 8x4 Heavy Haulage truck with heavy duty fifth wheel hitch. It also comes in a very svelte anthracite paint job with the smaller Globetrotter cabin and a four axle low-boy trailer in the color scheme for Wiesbauer. The new Mercedes Zetros 6x6 comes with a short flat deck and a rear mounted loading crane in orange/black. The Liebherr LR 1600/2 gets a derrick boom as a logical addition. Just as logical is the fact that it will be released as being transported on six trailers from Wasel and will be augmented by a set of 30 ballast plates. In the same manner, the derrick will appear in the blue of Felbermayr, the neutral Liebherr yellow, and for Mammoet; all parts will be in a set. Every logical-thinking crane enthusiast will be able to imagine what is still missing for 2016.

Kibri / Viessmann 1:87

From Kibri comes the Liebherr LTM 1050-4 two way mobile crane with pre-assembled LED lights in kit form. The theme of railway construction is further augmented with the release of two construc-

tion site containers and two cable drums. The MAN Uaai type 687.9 special railroad heavy load car comes in the original green paint scheme and lettered for Kübler with a transformer as a load. Two more kits with pre-assembled lights show a Unimog as a lubrication vehicle for rail construction as well as a Mercedes Post Office truck with steerable front axle and two-axle trailer loaded with a cable roll. The series of vehicles for Emil Böhling is being extended, this time with a Mercedes round hood truck with a four-axle lowboy trailer. As a ready-made finished model, Viessmann shows off the new Magirus with angular hood as a concrete truck with revolving mixer.

Motorart 1:50

Volvo is adding the E-series of excavators to their production line. While the EC480E and EX300E are already well known, the EC220E was shown only as a photograph. Also ready to deliver is the L350F wheeled loader. As it did last year, Volvo announced four models as “Top Secret”. One of them will be packaged in a wooden box, which makes it almost certain to be an historic model. A great companion for the pioneer dumper would be the articulated Volvo early BM articulated dumping truck. In the heavy equipment line the Volvo FMX 6x4 dumper is now also available in 1:50. The New Holland D180C Bulldozer is almost finished, but it is disappointing due to the use of rubber tracks, way below what is possible today. The WE 170B mobile excavator with adjustable arm is very promising. Both models were announced

at last year’s Toy Fair. The WE 170B and the Case WX 168 mobile excavator (construction-wise the same) were both to be seen as advanced pre-production samples. Announced with only a prototype picture to be seen was the matching 856C AWD Grader made with the same dies as the existing New Holland F156.7. Much more advanced in the production stage are the JCB 540-200 Loadall Telescopic Loader and the 644 backhoe loader from the Turkish maker MST, a maker unknown here.

Norscot 1:50

All three new model announcements were to be seen only as pictures of the original machines. For sure, a highlight will be the Caterpillar 390F L ME. This machine has been rumored about for a long time now. Almost simple beside it are the small wheeled loader of the 910K and 928M types, the latter with a Highlift attachment. Unfortunately, the two machines announced for underground mining, the R3000H and AD60 were cancelled shortly after the Fair.

ROS 1:50

The new color scheme for the Ammann road rollers has been applied to the finely-detailed model of the ASC-110. The lettering has also been updated.

Revell 1:200

Last year’s re-release of the huge O&K 289 bucket wheel excavator from Rheinbraun as a much improved kit was followed this year by the very nicely detailed kit of an oil

drilling platform, ‘North Cormorant’. This falls into the category of Mining and is mentioned here purely as information.

Siku 1:50/1:87

The Zetros 6x6 is now available with tilting deck and removable tarpaulin cover. The Mercedes Sprinter now comes with a lifting platform attachment in orange. When a matching loader for the Liebherr T 264 dumper will appear is not yet clear.

NZG 1:50/1:25

The JCB JS 360 comes in the standard LC version and as the XD demolition spec excavator equipped with protection elements added for cylinders and cabin, plus protection bar on the upper carriage. Boom, stick and shovel are identical on both models. The CIFA K45H concrete pumper mounted on a Mercedes Arocs 8x4 chassis is completely new. On the same chassis, Liebherr builds the THP 140H 43 R4 XXT. This will appear as a color variation for the former Waitzinger modell. The Atlas AR 75e T becomes the AR65e and as such is equipped with new front section with equipment and a rigid rear axle. As matching accessories, a pallet fork for the Atlas Weycor AR65e and AR75e was announced. Many new items are to be released for the municipal sector. The Mercedes Iconic comes with a Faun Variopress as a 6x2 garbage collection vehicle in orange and white. Last year’s new Unimog U400 appears with a combination mower from MKM, a Schmidt snow plow and a fixed

Stratos sander attachment. The Unimog U5000 with tarpaulin and deck on a prototypically correct suspension chassis in orange and in blue is completely new. The VW T5 with double cabin comes with a tarp in orange and in white.

The Nuremberg maker presents the Liebherr LHM 550 mobile harbor crane in 1:87. The crane is the successor to the LHM 500 and has the 'Pactronic' hybrid drive system that is optional on the original. Compared with its predecessor, this model has a new upper carriage with tower and a screwed-on outrigger arm made from square profiles.

In 1:25 comes the Jungheinrich TFG 680 fork lift with an LPG engine in two versions: as standard fork lift and with a paper roll clamp for paper mills and printing shops.

Tonkin 1:50

Tonkin is occupied with delivering all the new 2014 Caterpillar items. As a new item the 555D skidder was shown as a prototype picture only. The owner of Tonkin, Erik Anderson, let us have a little peek into the future. He promised that after so many wheeled loader models, he would now concentrate his efforts on a 'new group of machines'. We are guessing that he means excavators. In the crane department were many new die items. For the first time, the Link-Belt trio of the ATC3275 all-terrain crane, the RTC 8080 rough terrain crane and the TCC 750 telescopic tracked crane were shown. Towards the end of the year Terex auto cranes, Explorer 5600 and Challenger 3160 will arrive. Also, an interesting new item

is the 200 t Kobelco CKE7200G tracked crane that will be delivered with the flying jib tip that is typical for Japan. From Nooteboom come two ballast transporters from the OVB series with six and seven axles respectively and the prototype of the Multitrailers OSDS with wheel wells for the transportation of wheeled loaders and dumpers looks very promising.

Universal Hobbies 1:50

A big gap has been closed with the Komatsu PW 148-10 mobile excavator. It was a nice surprise to hear that two versions have been announced simultaneously, one with grab and one with two different exchangeable buckets. The PC 210LC-10 now will come as a new version with the JTHB demolition hammer from Komatsu. The new Liebherr R 944C with Longfront equipment, self-lifting cabin and bucket is already available.

WSI 1:50/1:87

The rumor that a mining excavator will be coming from WSI has been denied. Almost finished however are models of the three-axle and four-axle lowboy trailers. It is meant to replace the Nooteboom models and will have container anchors. The first pre-production metal model of the Broshuis 100 t was on show with two and three-axle modules at the front and six and seven-axle modules at the rear. Spacers as well as telescoping center beams, a low-well deck as well as a goose neck connector are in the works. The Goldhofer ballast trailer was seen as a plastic mock-up model. It will appear in the fall

in five and six-axle versions. Different versions of the Mercedes Actros and Arocs were announced as heavy-duty tractor trucks with a variety of fifth wheel coupling towers. They come on either an 8x4 or 8x6 chassis. From Langendorf come round-edge dumping bins as either a two-axle or three axle trailer unit, mounted on an 8x4 chassis. Finally, in 1:87 were the new Scania R cabins, the new Streamline, Topline and Highline. They are compatible with all the existing chassis.

Wiking 1:87

The Mercedes Actros comes from Wiking this year on a three or four-axle chassis. The Viking dump truck, designed for hard work, gets a round top dumping bin for the four-axle chassis as does the semi-trailer. Tarpaulins to cover the load are planned, one rolled up and the other folded back. The new MAN TGX Euro 6 will appear as well with attachments for use on construction sites.

YCC 1:50

The maker of the finest crane models did not have its own stand at the fair this year. However, it showed a further very attractive color scheme of the LTM on the Bymo stand. This model will come now in the Breuer version.

Komatsu WA1200 from NZG in 1:50

A stunner

by Daniel Wietlisbach

Up to 220.6 t is the working weight of the wheeled loader. It is 10% heavier than the Cat 994H. The Komatsu SSDA16V160E-2 produces 1892 hp (1411 kW) and the shovel, depending on the operational area, has a capacity of 18 to 35 m³. With these specifications, the WA1200-6 is the ideal loader for mining trucks from 140 t to 220 t capacity and with the optional Highlift lifting feature, even up to 290 t. In this configuration it takes up to 8 loading cycles for a full load.

The model from NZG comes as a heavy chunk of metal right out of the box. (How could it be otherwise?) It exudes value for money. The WA1200-6 is true to scale and even the articulation angle concurs with the original. The detailed wheels are especially nice and that goes for the inside of the wheel as well. This is a positive feature that is especially pleasant to the eye when the shovel is lifted. The soft rubber tires have the prototypically-correct profiles.

The drive train is completely modeled, even at the articulation joint, and the rear axle has the correct swivel bearings. The massive rear section is made from a white metal casting with engraved service hatches and air intakes. The later are black which enhances the very fine slits well. A battery of six air filters and two exhaust pipes made from a plastic casting has been

A model of Komatsu's largest wheeled loader has been on the wish list of many modelers. NZG has listened ...

separately applied. All the delicate protective railings and access ladders are metal. So too are the rear-mounted mirror and the rear lights. The photo-etched radiator grille is a feast for the eyes. The pushed back radiator behind it is visible through the grill. The visual impact of the cabin is enhanced by the large roll-over protection bars. When looking through the flush-mounted windows one sees the multi-colored interior. Outside are the rear view mirrors, window wipers, spotlights and antenna that are all mounted separately.

The area of the articulation joint is very nicely modeled. In addition to the drive train, gear shaft and two guiding cylinders, there are no less than nine different lines that secure the supply for the front of the machine. The front part is just a nice with remarkable details on the axle, screw unions and on the diffe-

rential. The WA1200-6 is equipped with the standard lifting option that even surpasses the lifting height of the original of 8855 mm. The hydraulic cylinders are all supplied with the appropriate lines and have the prototypical screw unions.

The parts of the Z-Kinematic replicate the original well and give the shovel its necessary functionality. It is easy to achieve the dumping degree of the original machine without any problems and the tip-in degree for transportation is not a problem. A 20 m³ capacity rock shovel made from two nicely engraved pieces has been mounted. Unfortunately, there are two very visible Phillips screws seen when looking at the model from above. A dab of paint would make them disappear.

The paint job is excellent and the lettering is clean and crisp. Warning labels would have given the model an even more detailed look. Model-ovp is issuing a white version of the WA1200-6 in a limited series of only 100 pieces. The model designers from Nuremberg have found the ideal balance between detailing, functionality and stability in the WA1200-6.

At a glance

- + Detailing
- + True to scale
- + Functionality
- Visible screws on shovel

Caterpillar 627K and 621K from Tonkin in 1:50

A fine thing

by Daniel Wietlisbach

The Scrapers of the K-series from Caterpillar are among the most modern ones of the yellow giant. With a loading capacity of 13 m³ leveled or 18.4 m³ heaped, the two models, the 627K and 621K are the smallest ones in the Caterpillar program. While the single engine 621K needs a D8T pushing dozer for the loading, the two-engine 627K is also available with Pushpull feature for more efficient loading when operated in formation. The C13 engine in the tractor then produces 407 hp (304 kW) and the Cat C9.3 in the rear scraper unit provides 290 hp (216 kW).

Scrapers with their many functions, multiple supply lines and clusters of control boxes are a supreme challenge in the building of earth moving models. About a year ago CCM proved that it could be done and now Tonkin has shown likewise!

The models are built to scale and thanks to the high metal content are pleasantly heavy when held. They give a good impression of the modern design. The huge wheels are exactly engraved and the tires stand out with their prototypical profiles. The Scraper head is made up from exactly-engraved and highly-detailed cast metal parts. These include the anti-skid surfaces found on the original. The exposed hand rails and mirrors are

The model industry does not spoil collectors with new releases for Scraper fans so it is always a pleasure when a new model of these fascinating machines appears ...

made from solid wire as they are more likely to break, but the better protected ones are made of delicate plastic castings. The cabin too is excellently modeled and shows off its two-color interior, including the logo on the driver's seat, rather well. All the glass in the cabin is made from a one-piece, clear plastic casting. Flush mounted single panes would better convey the modern image. Hand holds, window wipers, warning lights, horn and compartments for the air conditioning are all separately-applied items. Finely detailed and functional is the Pushpull installation at the front of the 627K. This makes it possible to set up a display of a formation of scrapers in the display cabinet. The goose neck

area is very nicely done, and this is the most complicated place on the model! Even the "Cushion hitch" with a very small, vertical, pressured gas cylinder (unfortunately it tends to sag) is modelled. The Parallelogram Kinematic is duplicated and functions. Many supply lines, some of them made from wire, are present and correctly located. Below the goose neck one finds the hydraulic fluid tank and the hydraulic pump.

The Scraper Bin is nicely engraved but the front hitch has been mounted with a little too much play. This gives the driving front part of the unit a tendency to tilt forward. The apron can be opened and closed by using the Kinematic as per the original. The functionality of the ejector is especially impressive. This is mounted sled-like and can be pushed right to the front!

On the 621K the simple, but correctly modeled rear part with the ejector plate and GPS receiver is modeled. On the 627K the engine is open to the viewer and has been finely detailed. The steps are the-

At a glance

- + True to scale
- + Detailing
- + Functionality
- Too much 'play' at the bucket

re and so are the protective bars around exhaust pipe and air intake manifold. The black tank stands out and is prototypical, just as is the GPS receiver beside it. The rear Pushpull installation including

the massive cage over the radiator has been modeled correctly according to the original.

The paint is applied faultlessly and not too thickly. The crisp lettering even down to the tiny let-

ters is clean and sharp. The many stick-on warning labels do their part to enhance the details of this all-round successfully-executed model.

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Caterpillar 336E L from CCM in 1:24

A whopper

by Daniel Wietlisbach

The Caterpillar 336E has been a very popular machine since its introduction. Depending on attachments, the working weight is between 36.1 and 38.7 t and the unit is powered by a Cat C9.3 engine that produces 321 hp or 236 kW.

The model from CCM

This fact may be surprising, but the Cat 336E L from CCM is the first model of a hydraulic excavator in 1:24 ever; even in 1:25, we do not know of such a model. It is an ideal companion to the Cat D7E that was released in a variety of versions three years ago. The hefty excavator comes well protected in a solid box and includes a miniaturized spec sheet that was very welcome in checking the basic measurements. The true-to-scale model gives a good impression of value for money due to its high metal content. The scale of 1:24 demands a very detailed finish to the model lest it look “naked” due to lack of the ornamentations on the prototype. The lower carriage with the 850 mm wide three-part track segments has been perfectly modeled and gives a great picture of the tracks. Running and support wheels are all moveable and the guide and finely-engraved traction wheels are sprung. The model is very easy to push and the track makes the same squealing sound as the real thing!

The upper carriage is a veritab-

Naturally, the large scale allows for exact replication of the original. CCM has taken full advantage of this fact ...

le feast for the eye. Not only the cabin interior can be seen but it is also possible to look into the engine room. On the left side are the cooling and air filter equipment and on the right side the hydraulic pump and the oil filters are seen. One can see the mockup of the engine and the exhaust plant from above. All of the components are made from plastic castings, multi-colored, finely-engraved and decorated with minute labels and signs. Of course all of the grilles on the air intakes are made from photo-etched parts. The cabin is no less perfectly detailed. Almost nothing is missing; the only thing not there is the key in the ignition! The workmanship is without fault. Running boards, rearview camera, spotlights, window wipers and metal hand holds are all separately-applied pieces.

After carefully closing all doors we took a look at the equipment on

the machine. The model comes with a 6.5m arm and a 3.9 m jib, not to be found in the European sales brochure. The simple, but very cleanly-cast pieces are supplemented with many supply lines and spotlights. All lines from the main supply valve to the cylinders are free standing and exactly mounted. The hydraulic lines were an expected detail. Surprisingly, the very thin control cables are a joy to behold. The hydraulic cylinders have screw head details; some can be even spotted at the piston attachment. For our close look at the model with quick change attachment, two shovels were included. The quick change attachment functions as on the original and the red nose of the attachment is clearly visible. An instruction sheet that details how to change shovels can be downloaded from the CCM site. Some courage and a bit of strength is needed for this. In addition to the wide shovel with holes for drainage, a smaller GD standard bucket with five teeth for digging ditches was included. The Cat 336E L will also be offered without a quick change attachment but with a thumb which is common in the US. The paint job and lettering are above reproach.

At a glance

- + Detailing
- + True to scale
- + Functionality
- + Quick changer and equipment

Nooteboom Multi-PX from Tonkin in 1:50

Multi trailer

by Carsten Bengs

The prototype is especially suited for the transportation of tracked cranes or outrigger arms of large cranes. After all, the original has a carrying capacity of up to 108 t. Tonkin has realized the model perfectly and true to scale.

Surprising upon first glance is the heavy weight of the trailer. Because of the heft, the model looks very robust and not delicate and it's detailing is convincing in all aspects. Especially noteworthy is the surface of the trailer. Here Tonkin has copied the anti-skid surface of the original in model form for the first time thus making the model look very authentic. The small tie down loops to secure the load are another positive for the model. Tonkin has used a contrasting paint here and that makes them stand out well. Even the little wooden planks have been treated to a different color.

All axles move and roll very easy. Of course, they oscillate. The turning radius is sufficient and small tie rods below the deck ensure that the wheels remain parallel. Even the supply lines to the accumulator for the brake cylinders has been modeled. All axles are metal; plastic is hardly to be found on the model. The little warning signs on the lifting axles, a detail not pre-

As a first model resulting from the co-operation with Nooteboom, Tonkin presents the Multi trailer PX 2+6 ...

sent until now, are a surprise.

For bulky loads, the loading surface can be telescoped out to 415 mm length. And even here we find real drilled holes for securing the length with bolts, as on the original.

The model comes with the additional two-axle Multidolly that is simply inserted between the trailer and the gooseneck and then secured with screws. On the Multidolly too all details are perfectly modeled. The hydraulic connections are made from a flexible material that makes it easy to connect with the gooseneck. The gooseneck itself has interesting new details. It is here on the side where the steering components and little tool boxes are. They are made using a photo-etching process. It works like this: the parts made

from thin sheet metal are covered with a mask and then etched with etching acid. This gives the model a very elegant look. Even the hand hold, a small rod to step up to the goose neck, is modelled.

Below the goose neck is a coupling bolt with a plate that turns. For the first time, there is a wedge worked into it. This fits snugly into the coupling of the tractor unit. On top is a simulated tool box, also with anti-skid covering.

The lettering of the model is unparalleled. On almost all places, warning labels and Nooteboom logos are printed. At the rear of the model is a warning that 'Fahrzeug schert aus' (Vehicle swerves out) as well as a registration plate, warning lights and sidelights to finish the details.

The Volvo FH4 from Tekno is used as the tractor truck unit for the set. It has the same level of detailing as the trailer. Photo-etched parts can also be found here and give the truck the same elegant look. The Volvo logo on the side fender is exciting to look at. The very narrow distance between the front fenders to the stee-

At a glance

- + Photo-etched parts
- + Anti-skid surface
- + Lettering

rable axle is a bit problematic. When positioned as shown in the pictures it is hard for the wheels to turn. Below the tilting cabin hides a very detailed replica of the Volvo right down to the supply li-

nes behind the heavy duty tower. The mirrors are top tier; they and the antennae are factory mounted. The six head lights at the front would illuminate the road ahead very well. License plates

and warning lights round out the details very nicely.

The first model co-operation between Tonkin and Nooteboom has been perfectly executed and sets a high standard for future models.

Nicolas Tractomas from Tonkin in 1:50 Record

by Carsten Bengs

The maximum pulling capacity of this machine is no less impressive at 500 t. As such, it is even listed in the Guinness Book. Nicholas and Scheuerle, including Kamag, belong to the TII Conglomerate and are headquartered in Champs-sur-Yonne, near Auxerre in France.

Tonkin has transposed the measurements of the original into model form correctly. The four axles of the truck roll freely and the turning radius of the two front axles is sufficient. The rims are correct for the prototype. Behind the steering axles are the soft rubber mud flaps.

The front part of the vehicle is framed by the massive protection bars. These protect the engine especially in off-road work. The upper bar in front of the radiator folds forward where it is secured with a bolt. The 36 t vehicle is powered by a Caterpillar C27 diesel engine. Painted in the typical Caterpillar yellow, it is hidden below the cabin but can be seen easily when the cabin is tilted forward.

The radiator grilles below the cabin are photo-etched parts. The front lights are modeled and not just printed on to the model. The raised logo for Tractomas is incorporated into the diecast front bar 'cage', a very nice detail. The driver can reach the cabin using

Tonkin presents the Tractomas truck unit from Nicolas. This impressive model of the world's largest truck has an engine that produces 663 kW ...

the small silver-colored steps on the sides. An alternate set of stairs is situated mid-vehicle. They are anti-skid steps with the bottom one being a photo-etched piece. Running boards, also photo-etched, lead from the stairs to the cabin. It is even possible to open the doors. All hand rails are white metal castings. On the sides, where there is metal sheeting, a Nicolas logo is printed on in large lettering.

Looking inside the cabin, a pleasant surprise awaits us. The interior door coverings and the ceiling are realistic copies of the real thing. Even the stitching on the seats has not been forgotten. The instruments in the panel have been hinted at. Rear view mirror,

window wipers and door handles are all there. Nothing is missing. Behind the cabin sits the heavy duty hitching tower, air filter and a ladder, sitting right over the engine. When viewed from above, further photo-etched grilles that simulate air intake grilles can be seen. Very nice to see too are the exhaust pipes; they are protected in a cage by more photo-etched parts.

The rear is taken over by the fifth wheel coupling plate. This is the first time on a model made to operate in two directions. All axles have flaps, however these are made from plastic. The propeller shafts between all the axles are present and correct. Small yellow chocks are mounted beside the fuel tanks on both sides. At the back, brake lights and the Nicolas logo can be seen on the rear impact protection cage.

With the Tractomas, Tonkin has produced a tractor truck with impressive detailing. In particular, the many photo-etched parts are very convincing.

At a glance

- + Choice of prototype
- + Detailing
- + Photo-etched parts

Tinplate

Excavator from MFZ

by Robert Bretscher

To many, the colorful face of this excavator is familiar because they remember attempts at shifting a mountain of sand in their backyard sandboxes. Unfortunately for most, these attempts were usually unsuccessful because fine sand particles gummed up the delicate mechanism of the excavator model. Martin Fuchs founded his family enterprise MFZ GmbH in the year 1919. At first he produced simple sandbox toys and money boxes. The company scored a great success in 1952 with the release of the patented toy excavator 3020.

It was available in many color combinations as a crane, clam shell excavator for sand, scrap magnet lifter or, as shown here, in the rare version with a front shovel. MFZ also offered a so-called "Kombiversion" in a beautifully printed cardboard box. Inside the box, boys would find the excavator

The multi-functional excavator #3020 from Martin Fuchs GmbH Zirndorf (MFZ) in a spot light ...

parts plus a variety of shovels ready to assemble.

This made it possible to learn about the amazing technology and helped in understanding how the model worked. Following a few simple steps, the excavator could be assembled and used in very short time. The model itself is operated manually using a fixed hand crank and some levers. The height of the outrigger arm was adjusted by a lever at the side that shifted into position and could be blocked. To explain the correct operation of the excavator, MFZ attached detailed instructions to the rear wall of the operator's cabin. After a short training session, it was

possible to operate the excavator and start to move mountains. All the movements of the excavator shovel can be controlled by only two levers. Truly ingenious. It was even possible to simulate the free-wheeling position of the winch by depressing both levers downward. Another clever innovation of the maker is the electric spotlight on the roof of the model that was powered by a 4.5 V flat battery hidden in the lower carriage. The on/off switch controlling the light is on the rear wall of the excavator.

The very innovative toy maker MZF produced this interesting toy for over twenty years. Several thousand were sold worldwide.

Eye candy

Komatsu W120

by Albert Schmid

The Japanese town of Komatsu gave its name to the iron works founded there in 1917. Over many years the company grew into the construction machine conglomerate that is known worldwide. A great part of its success was due to the licenses obtained mostly from North American producers like Bucyrus-Erie or International Harvester. In 1965, a license from the latter made it possible to produce the Payloader wheeled loader to augment the company's offerings. At the end of the 1970, Komatsu introduced the W120 as the first wheeled loader developed in house. The articulated W120 weighing in at 16.33 t was powered by a Nissan/ Komatsu SA6D110 Diesel engine producing 200 hp. The lifting apparatus with parallel Kinematic could reach a dumping height of 3.0 m. The shovel volume was 3.3 m³ when heaped. The driver's seat was situated at the front of

The W120 was the first wheeled loader developed 'in house' by Komatsu ...

the unit as was usual at the time. With the designations of W120-2 and W120-3, modified series of the same machine followed. Through the worldwide Komatsu dealership network, the W120 wheeled loader also appeared in Europe.

The models from the Far East made by Yonezawa Toys had a much more difficult journey to Europe. The Diapet Company was founded especially for the production of die cast models. Beginning in 1980, Komatsu ordered a whole slew of models in 1:50: graders, bulldozers, dumpers as well as the W120 wheeled loader. Of this machine two versions exist. The ochre-colored model discussed here copies the second phase and should be correctly called the W120-2. The first release differs mainly by having a

narrower rear chassis, a massive exhaust as well as a very angular operator's platform. It was painted orange. Despite the relatively high plastic casting components, especially the bottom plate, operator's platform including ladders, rims and tires, the model looks convincing. How many models of the two variants were actually produced can no longer be confirmed. If one compares the W120 with the remaining Komatsu models offered by Yonezawa Toys/Diapet it seems that it was produced in the smallest numbers and therefore can be designated as rare. By the way, the scale of 1:50 began in Germany, more exactly in Nuremberg, and with some exceptions is still the international standard for construction machine models today!

Excavator attachments from Giftmodels in 1:50

Trevi Benne

by Daniel Wietlisbach

Trevi Benne s.p.A (3V) located in Noventa Vicentina in the Italian province of Vicenza, produces and sells equipment for earth moving machines, recycling and forestry. These products are sold thru 110 dealerships in 49 countries. In Altissimo, Vicenza, we find Riccardo Monchelato and his shop (giftmodels.it). Because of the proximity to Trevi Benne, the very enterprising dealer was able to get licenses from 3V to make 1:50 scale models of six attachments using original blue prints. In order to attach them to excavators, he also offers a resin quick-change adapter.

Scrap scissors Marilyn

The scarp scissors of the types CS 03R to CS 200RS are made to be used for both industrial deconstruction and scrap dealers. They weigh from 300 kg for a mini excavator up to 19.2 t, for an excavator weighing from 140 to 190 t, and for mounting on an excavator arm of up to 280 t.

The CS 30RS weighing 2.9 t is designed for excavators from 20 to 25 t. When mounted directly on the arm, it can be used for machines from 30 to 38 t. The resin casting is very clean and detailed and is true to scale. Despite the material used, all prototypical movements can be

The Italian dealer, Giftmodels, carries special attachment pieces from Trevi Bennie. These demand a closer look ...

imitated. Four hook ups for supply lines are also modeled. The paint job is very clean. When seen up close, the decal lettering shows the pressure points where it was applied. In addition to the yellow version, there is one in white with the original Marilyn logo.

The pivoting Pulverizer

The Pulverizers FR 09RD up to FR 250, advertised as universally useable, allow for primary and secondary de-construction work using only one attachment. They are designed for excavators from 9 to 250 t. The true-to-scale model of the FR 25RD is recommended for excavators in the 29 to 35 t class, for example, the Caterpillar 330/336. The fully-functional model is constructed of six detailed, resin castings. The lacquer coat is cleanly applied, but unfortunately, upon closer look, one notes that the lettering is a bit blurred.

Primary Concrete Shears

The HC 02 concrete shears range from 250 Kg up to 12.2 t for

the HC 120. They are designed for excavators from 2 up to 150 t. They are for the primary de-construction work before the pulverizers that chop up the rubble in the second step. The concrete scissors are especially useful for difficult and precision work on high buildings. The model of the HC 25ND fits excavators from 29 to 35 t and the HC 120 for excavators from 56 to 150 t such as the Cat 385/390 or Liebherr R 9100. Both fully-functional models are made of clean, detailed resin castings. Additionally, the HC 120 is available in kit form.

Multipurpose tool Multi Kit

The guiding principle in the development for the MK series was that it be a flexible and multi-purpose adaptable crushing tool for demolition work. With the help of the hydraulic quick change system, many different demolition kit attachments can be mounted at the base. The series goes from the smallest MK 10 for excavators starting at 9 t up to the MK 70 for excavators of the 100 t class. For each excavator class there

are six different types of demolition crushing tongs available. Giftmodels offers the MK25 that is suitable for excavators from 35 to 45 t and so again is suited ideally for the Caterpillar 336/330; it is made from a white metal casting and comes with three different crushing teeth attachments. The set includes the necessary pins. It contains a FR Pulverizer, CS metal cutting scissors and a CB combination scissor attachment. The metal parts are detailed engravings and the true-to-scale Multi Kit can be modified as on the original. The clean paint job, the crisp, legible and very detailed lettering are convincing.

Quarry shovels, Mining shovels HDV and HDVX

Backhoe buckets of the HDV series are designed for heavy work with abrasive materials found in quarrying and for excavating hard and stony ground. They are especially re-enforced at the stress points and are suited for excavators weighing from 40 t. For machines of up to 400 t, there are the buckets of the HDVX series. These have further strengthening added. Additionally, they have so-called Delta knives added between the teeth and the bottom of the shovel is re-enforced with metal

strips that are welded on crosswise. Giftmodels offers two sets with each containing a HDV or HDVX backhoe bucket. The set with the smaller shovels suits the Caterpillar 330/336 models. The larger buckets fit the Caterpillar 374HD, Liebherr R 970 or the Hitachi ZX870. The shovels are resin castings and are nicely detailed. They come un-decorated but can be given a quick coat of color with a spray can. Before spraying, remove the flashing from the castings. It is recommended that the mounting eyelets be drilled out a bit and it is possible that a bit of filing be required so that the scoops can be attached to the jib. Giftmodels is planning to re-release these kits with white metal castings.



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Special infrastructure construction Berlin Part 1

Drill & Ram

by Markus Lindner

Special Infrastructure construction projects may include showing processes for the construction of framing for concrete foundations, pile driving, diaphragm walls, injected supports and anchoring, all in model form. For the fans of construction sites, Berlin is always worth a visit because of its many sites. While the large construction projects are mostly completed, some are still ongoing: the re-construction of the old city palace, the new U5 Subway line and construction work on the Museum Island, to mention only a few. For all the aforementioned large building sites, large specialized infrastructure had to be undertaken. For this reason alone it makes sense to place our special civic infrastructure diorama in the German capital.

Berlin flair

On a surface of 60 x 60 cm, our diorama will show a partial cross-section of a construction site displaying a variety of infrastructure work with the appropriate machines. The limited space is a typical component of many civic engineering construction sites. The challenge is to achieve a typical Berlin flavor using the surrounding build-

Special Infrastructure constructions are a rewarding field for every diorama builder. They make it possible to show off all the unusual construction models used in civic engineering ...

ings and details in order for the viewer to recognize immediately that the diorama depicts the Metropolis at the Spree River. It would be very time-consuming and difficult to depict a well-known Berlin landmark. It is much more interesting, but just as challenging, to create a typical Berlin scene that cannot be placed exactly. A typical architectural feature in Berlin would be the block development dating from the second part of the 19th century with the well-known rental housing blocks with gates and inner courtyards. On the other end of the spectrum are the sandstone houses with the very impressive facades in the middle of Berlin, for example the “Unter den Linden” area. Many of these buildings were erected at the end of the 18th century and, also in the neo-classic style, built at the end of the 19th century. Also typical for Berlin is the elevated railway of the Berliner Stadtbahn that runs on viaducts from the Charlottenburg station in the west to the Ostbahnhof stati-

on and includes the tracks of the long-distance travel and the Berlin S-Bahn (Schnell Bahn or Rapid Transit). Under the distinctive viaduct arches many restaurants, shops and small businesses have been established. For our diorama, the decision was made to frame the back side with the viaduct arches and the left side with a sandstone building. This places our fictitious construction site in the middle of the historic Berlin center. As an imagined site, many projects could be depicted: a shaft to begin a new subway line or subway station; because of the proximity to the S-Bahn, a new rail connection; an extension to a museum; the construction of a new federal office or a foreign embassy.

The base

For the base of this diorama I glued and screwed together MDF boards of different sizes. A Styrodur (Styrofoam) base was eliminated from the planning process

due to the way the construction pit was designed. There is also a removable section that allows for the simulation of a variety of work on exchangeable levels.

Stadtbahn Arcades

Vampisol (www.vampisol.de) has some Berliner Stadtbahn Arkanden (Berlin Viaduct arcades) in their 1:43 (O Gauge) kit offerings. These are perfect for use in the somewhat smaller 1:50 scale. The arcades are designed to be used in modular form, may be used side by side and are made of a special colored plaster. The single parts are clean castings that fit surprisingly well together and can be worked on with regular modeling tools. White glue is used to assemble the kit pieces. Included in the kits is an illustrated instruction manual that makes the assembly easy and also includes tips for painting and weathering. Colored plaster powder to cover the gaps between the units is also included. The laser-cut inserts for the viaduct arches are interchangeable and include storefronts, gates or underpasses.

Neues Palais (new palace)

The new place or “Neues Palais” cannot be found in a guide book about Berlin no matter how long you search. It is just as much a piece of fiction as the exact location of our diorama. However, I made a representative historic scale building that takes its inspiration quite clearly from the classic revival style of architecture. The self-designed building was made out of CNC milled plastic parts. Theoretically, it would be possible to build it from cardboard or other materials. The first test of the “Neues Palais” passed with flying colors when shown to other modelers who, when asked which town it was from, immediately answered, ‘Berlin!’.

Secret of the colored pipes

One of the greatest challenges when working on a construction project in the middle of Berlin is the fact that the ground water level is often at 3 m below ground. This is because of the sand bottom of the Ice Age Warsaw-to-Berlin valley.

Accordingly, all construction sites have to be water-tight, employing a diaphragm or slit trench wall process. Generally, the lowering of the ground water level is not possible because of environmental concerns. The pumped-out ground water is removed from the site in large diameter pipes and emptied into the sewer or adjacent rivers. Few other cities have these colorful pipe systems that are part of all construction sites, even the streetscapes and we must include them here. These pipes were made \varnothing 8 mm aluminum tubes. For flanges we used washers. Necessary curves in the pipes were made from plastic chain links of the same diameter. The first step in the construction of the diorama was to create the pit lined with driven pile walls. Typical Berlin-style buildings were installed as the backdrop on two sides of the construction site. At this stage, the diorama is ready to show off the first of the specialized construction machine models in an appropriate surrounding. In the next installment of this series a number of highly-specialized construction methods for infrastructure work will be introduced.



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

by Remo Stoll

It was not too long ago when tracked loaders were found on any demolition or earth moving construction site. Over time, they were supplanted by the more versatile hydraulic excavators. As this machine here, most of the tracked loaders left today earn their living on tips and interim material storage sites and are rarely found on larger earth moving construction sites.

Recognized? Then send us the exact manufacturer's name and the model number on a post card by mail. Of course we also accept email submissions (contact information is on page 42). The contest ends 15th April 2015. We will hold a draw if there be more correct answers than prizes. This time the winners will receive one of the following prizes: the Terex TL120 in the exclusive black/red colors of the «2015 Toy Fair Edition» from NZG, the brand new Bell B30E from USK Scale-models and the MAN TGA M MW rear dumper «Sogea Satom» from Vinci / Conrad. 



Solution from Construction Modeller 1-2015



The tracked excavator was an Åkerman H16; it was hard to figure out because of the overpainted factory plaque. A draw decided the winners from among the

many correct entries. The winners are Marie-Luise Kolbeck from Germany who won the Liebherr R 954BV «Bonaria» from Conrad, Filippo Costa from Switzerland who won the Komatsu GD655-5 from First Gear and finally, Dominik Helfrich from Germany whose prize was the Mercedes Arocs 8x4 with Meiller dumper in blue from NZG. Congratulations to all the winners!

New on the market

Universal Hobbies 1:50

New, attractively priced and ideal for re-painting is the Mercedes Actros, DAF XF and Volvo FH as tractor truck 4x2. The existing Liebherr R 944C now comes with a new stick and bucket as a long reach version for the construction market.

Tekno 1:50

The legendary Scania L111 rounded hood with standard cabin and as L76 with sleeper as shown here in the attractive version 'J. Peters' from Belgium is made with new dies.

Conrad 1:50

The articulated Mecalac 12MTX mobile excavator is an interesting concept, and the model is already available. It is completely functional and comes with back hoe, loading shovel and pallet fork.

Thommy's 1:50

As a set with lots of accessories, the exclusive series model from WSI: the MAN TGX XXL 8x4 with ballast block and Scheuerle Intercombi modules in red and lettered for "Markewitsch". 2x four, 2x three and a two-axle module make up to a maximum 16-axle trailer.

Tonkin 1:50

As one of the first excavators Tonkin is releasing is the Caterpillar 568 as a Logging Excavator. The model is nicely detailed and the typical cabin with further protective and safety gear is copied exactly.

Herpa 1:87

The already released Liebherr L 580 now appears as L586 2plus2 in the very interesting color scheme of "Franz Fischer Nienburg". The

VW Crafter half bus version with high roof comes lettered for "Wassel". For the Liebherr LR 1600/2, L and S outrigger arms are now available as a double pack and in the original colors. New twin sets loads: the grey construction site container; pipes; sidewalk slabs. The in-house orange construction company is augmented by the Mercedes Arocs 8x4 rounded top bin dumper and the Actros Stream-space stake bed tractor trailer set with a loading crane and construction site container.

Collector's guide

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

Type	Scale	Maker	Available from	Info
Cat 950GC «Sogea-Satom»	1:50	Conrad	Vinci Shop	www.webshop-vinci.com
MAN DHAK «Cochery-Bourdin Chaussées»	1:50	Conrad	Vinci Shop	www.webshop-vinci.com
Liebherr R 9800 «EDI»	1:50	Conrad	Quarry Diecast	www.quarrydiecastmodels.com.au
Liebherr R 922 «Colas»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LTC 1045-3.1 «Boer B.V.»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LTM 1200-5.1 «Baumann»	1:50	Conrad	Dealers	www.conrad-modelle.de
Terex AC 100/4L «Human Ohya»	1:50	Conrad	Kenkraft	www.kenkraft.net
MAN TGX XLX 8x4 with Goldhofer 3+4 «Hofmann»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS 4x2 / Schmitz Cargobull orange / silver	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX XXL with crane and flat deck trailer «Hartinger»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX XXL 8x4 heavy duty tractor grey / red	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS Euro 6 6x2 roll-off bin dumper black	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS 6x4 Tractor with tandem trailer set «Wörmann»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS 6x4 with trailer logging truck «Neuhauser»	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX XLX Cargo box tractor semitrailer set «Friends»	1:50	Conrad	Dealers	www.conrad-modelle.de
Mercedes LAK 2624 4x4 tipper light grey / red	1:50	Conrad	Dealers	www.conrad-modelle.de
Mercedes LAK 2624 with rock bin dumper orange	1:50	Conrad	Dealers	www.conrad-modelle.de
Mercedes Actros / Schmitz Cargobull «Koch-Kies»	1:50	Conrad	Dealers	www.conrad-modelle.de
Mercedes Actros 6x4 roll-off bin «Karle Recycling»	1:50	Conrad	Dealers	www.conrad-modelle.de
Goldhofer THP SL4 and SL6 parallel trailer combination	1:50	Conrad	Dealers	www.conrad-modelle.de
Transformer and MAN V18 ships diesel engine as loads	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LR 1600/2 «Felbermayr»	1:50	NZG	Dealers	www.nzg.de
Liebherr LB 28 «PST»	1:50	NZG	Dealers	www.nzg.de
Liebherr A 914 «Frauenrath»	1:50	NZG	Dealers	www.nzg.de
Liebherr LTM 11200-9.1 «Eseasa» and «Makro»	1:50	NZG	Dealers	www.nzg.de
Nooteboom ASD 40 white	1:50	NZG	Dealers	www.nzg.de
Wirtgen WR 250 «Schnorpfel»	1:50	NZG	Dealers	www.nzg.de
Wirtgen W 250i «SSO»	1:50	NZG	Dealers	www.nzg.de
Mercedes Arocs 8x4 Halfipe black / silver	1:50	NZG	Dealers	www.nzg.de
Mercedes Arocs 6x4 Meiller dumper white	1:50	NZG	Dealers	www.nzg.de
Mercedes Arocs 8x4 Meiller dumper red / silver, white / silver	1:50	NZG	Dealers	www.nzg.de
Seecontainer 20ft «NYK» and aged green	1:50	NZG	Dealers	www.nzg.de
Liebherr LR 1600/2 lattice mast insertion segments 6 m, 12 m	1:50	NZG	Dealers	www.nzg.de
Liebherr LR 1600/2 track carrier	1:50	NZG	Dealers	www.nzg.de
Small waste containers blue and green	1:50	NZG	Dealers	www.nzg.de
Load of wood	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1500-8.1 «Neeb & Schuch»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1500-8.1 «Steil»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1350-6.1 «Wiesbauer»	1:50	WSI	Dealers	www.wsi-models.com
Scania R / Goldhofer ballast trailer «Neeb & Schuch»	1:50	WSI	Dealers	www.wsi-models.com
Scania R / Broshuis lowboy trailer «Adams»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FM3 / Nooteboom Euro-PX «Van 't Hek»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH / Palfinger / flat deck tractor trailer set «Bolk»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XLX / ballast trailer «Treffler»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 95 / stone trailer «John. de Groot»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF 105 / Broshuis 2+6 «Baetsen»	1:50	WSI	Dealers	www.wsi-models.com
DAF 3600 / flat deck trailer «Van de Wees»	1:50	WSI	Dealers	www.wsi-models.com
FTF F with stone trailer «Severs»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1500-8.1 «Ainscough»	1:50	WSI	HTM	www.heavy-transport-models.de
MAN TGX 6x4 / Broshuis lowboy trailer «Ainscough»	1:50	WSI	HTM	www.heavy-transport-models.de
Mercedes Actros SLT 8x4 black, red and blue	1:87	Herpa	Dealers	www.herpa.de
Mercedes Actros roll-off tractor / trailer set «Hofmann»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XLX lowboy Teletrailer tractor set «Max Bögl»	1:87	Herpa	Dealers	www.herpa.de
Halfpipe semitrailer two axes silver 7 red	1:87	Herpa	Dealers	www.herpa.de
Lowboy trailer five axes white	1:87	Herpa	Dealers	www.herpa.de

Our partner page

Originals and models of Bärlocher AG

Hans-Jakob Bärlocher is not only an entrepreneur but also an enthusiastic collector of construction machines and trucks. Especially interesting for him are the machines that work in his quarry. These just

have to be part of his collection. Of course, such models cannot be bought 'ready to roll'. That is why model building friend Oliver Steck, kit bashed a block handler from a Norscot Cat 980K for him. The La-

meter quick change attachment is fully functional therefore allowing for the mounting of the lifter's fork or a special shovel. The attachments are milled from metal and are a perfect match for the model.

Official opening of the EBIANUM & Caterpillar 140M3 AWD

In issue 5-2014, Eberhard announced the building of the EBIANUM Excavator Museum & Events in Fisibach. At the end of 2014, work on the building envelope, including roof and all windows, was completed. The work on finishing the interior is moving full steam ahead so that nothing will stand in the way of the official

opening on May 10th, 2015. The construction machine museum will be open every weekend and public holidays starting on May 10th, 2015. For further information see www.eibianum.ch.

How does it feel to drive a vehicle without a steering wheel? Peter Hug knows the feeling because he transferred the new Grader from

Langenthal to Oberglatt. Similar to an excavator, the Grader is controlled with only two Joysticks. The Caterpillar 140M3 AWD with all-wheel drive has a working weight of 21 t. It replaces the 140H that is 15 years old. The new machine is the first at Eberhard Unternehmen to comply with Emission Control Tier IV of the EU.

News in brief

Sennebogen and Manitowoc

Beginning in 2015, Sennebogen will produce three tracked telescoping cranes for Manitowoc/Grove US. They will be assembled at the plant in Straubing, lower Bavaria. The series includes the models 653, 673, and 6113 with lifting capacities of 50 t, 70 t, and 120 t. The extendable boom lengths are 30.4 m, 36.0 m and 40.2 m. Cummins engines, compliant with exhaust control rules IV, are the power plants. Manitowoc is marketing the yellow tracked cranes named Grove GHC 55, GHC 75 and GHC 130, to the South and North American Markets. Manitowoc is among the world's largest crane manufacturers and has a comprehensive dealership network in the US. (up)

Case D-Series excavator

Following the introduction of the first D-series excavator at the 2014 Conexpo in Las Vegas, Case introduced a slew of four new D excavators at the 2015 Intermat in Paris. The production line includes the 25.4 t CX250D, the 30.8 t CX300D, the 37.4 t CX350D as well as the 38.6 t CX370D t. The Isuzu engines used conform to the Exhaust Protocol step IV, have an AdBlue tank but no Diesel particulate filter. The new electronically-operated hydraulic pumps and the large main valve make it possible to increase the time per cycle by up to 12%. Despite all this, the fuel consumption is 8% lower than the predecessors. (up)

New H-Series wheeled loaders from Volvo

The new wheeled loaders L60H, L70H and L90H are now equipped with the innovative TP-Lifting (Torque Parallel) mechanism. This technique combines the best features of both the Parallel and Z-Kinematic technology and allows for excellent forward viewing. Every attachment from the extensive assortment has been adjusted to be a perfect match for the Kinematic while maximizing lifting and tensile strength. The new cabin affords a great all-round view, keeps noise and vibration levels to a minimum and has a very effective air-conditioning system. The 6 liter Volvo Diesel Engines are fully compliant with step IV of the Emission Controls. They deliver a great amount of torque with low rpm's. The working weights are around 12.4 t, 14.1 t and 16.1 t respectively. (up)

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English translation

Daniel von Kaenel, Canada, Steven Downes, UK

Druck D+L Printpartner GmbH, D-46395 Bocholt

Erscheinungsweise / Bezug

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

Das Jahresabo kostet CHF 72.- / € 52.- (Schweiz, Deutschland und Österreich) / € 58.- (übrige Länder). Die Rechnungsstellung erfolgt für ein Jahr. Schriftliche Kündigung spätestens acht Wochen vor Ablauf des Abonnements, ansonsten erfolgt automatische Verlängerung für ein weiteres Bezugsjahr.
Preis Einzelheft Fr. 14.- / € 9.50 (CH, D, A) / € 10.50 (übrige Länder).

Impressum

Bankverbindung

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

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ISSN 1663-764X