

BAGGERMODELLE

Baumaschinenmodelle, Krane und Schwerlast

Nummer 4-2012

Download English text at www.baggermodelle.net

Mit
Poster

Neu von Replicars 1:50

Hitachi ZX 210-5

English text

Neu von Universal Hobbies:
Komatsu D155AX-7

Sammlerportrait:
Hauptsache Seil

Neu von Conrad:
Tieflader und Prallbrecher



Editorial

New Caterpillar models

Once the excitement following the toy fair about possible licencing problems between Norscot and Caterpillar had finally subsided, an announcement today from TWH enlivened things further. TWH secured a licence for a re-release of their well-known Bucyrus models in the colors of the new owners. We can expect to see these new models early this fall: the Cat 7495 and 7495HF and a little bit later the gigantic Cat 8750 walking drag line. The rope shovel excavators will be produced in a series of 400 pieces. From Dragline there will be only 20 pieces. The licence is explicitly for these models only. TWH will make the most of this opportunity and produce some first class models.

I hope that this is only the beginning of co-operation between the two parties and that we, the collectors, can look forward to more such endeavors in the future. I remember fondly the TWH project of an O&K RH400 in 1: 50 scale that was put on the back burner after the acquisition of the firm. The

model designation today would be Caterpillar 6090 FS.

Production at the new Norscot factory is not running in high gear. Previously finished castings have been assembled into models and should have reached the dealer' shelves by now. It is only the proverbial "drop on a hot stone" but surely a step in the right direction. We counsel patience until the new models appear. We will keep our eye on the ball and keep you informed.

Finally, a request on our own behalf: please visit our public sites on Facebook and YouTube. No user account need be created to visit these sites! You can see the production of your favorite magazine, and on YouTube, you will find movies to complement the current issues of the magazine. (For the Internet sites, please see the box on the left).

May you have many happy hours of reading,

Daniel Wietlisbach

BAGGERMODELLE online:

www.baggermodelle.net

www.facebook.com/baggermodelle

www.youtube.com/baggermodelle

New on the market

Conrad 1:50

The Palfinger PK100002 truck-mounted crane with additional fly-jib, painted in the colors of Felbermayr, has been released. The metal fly-jib, mounted on the last telescoping segment of the base, is a nice improvement to the basic model. With the five additional segments of the fly-jib, the model reaches a height of 74cm at the top guide wheel; when compared with the prototype, the scale is correct. A cargo hook with a cable drum winch is attached to the first segment. There is enough cable to lower the hook from the highest position to the ground. Alternatively, it is possible to mount a swiveling hook directly to the tip of the fly-jib, but without cable. With the fly-jib, the reach of the model is increased to 66 cm, again correct when checked against the prototype's measurements. The plastic cylinders can handle the dead weight of the crane without any problems. In transportation mode, the huge crane folds down compactly. When comparing the model in the transportation mode to the specification leaflet of the real thing, some of the measurements are not to scale; the problem seems to be in the choice of the plastic material that seems to be oversized. However, overall it is a successful model.

The historical Hamm street roller from 1911 is now available in Conrad's basic line (See issue 5-2011) and the new Mercedes round hood truck LAK 2624 now comes in blue. A five- axled con-

crete truck on a MAN TGS and a concrete truck on the Mercedes Actros with a steerable rear axle for "F.Stöckli" from the Aargau (Switzerland) are also new. The Felbermayr fleet of construction machine models gains a new member with the new Terex AC100/4L and the Sandvik TH550 comes in the colour of "Soletanche Bachy".

Herpa 1:87

New and colorful items have arrived from Diethenhofen: the Actros equipped with a Meiller rear dumping body in blue for "Reinert", the Actros Titan with a 16-axle low boy trailer for the firm of "Schwandner", the Volvo FH 16 with a Nooteboom low boy dolly trailer, the Pendel X with a load of a wind turbine casing for "Max Bögel" matching the VW Crafter flat deck pickup of the same firm, and lastly, the Volvo FH G1 Silo delivery and erecting truck set in the "Schmitt Silo Express" color scheme.

Industrial Scale Models 1:50

The new La-Bounty MSD9500R concrete shears are for excavators from 100 t. The prototype weighs 16 t with a bite width of 1219 mm. Its shearing force is a whopping 2510 t! The new model from ISM fits the Cat 5110B from Norscot or the Komatsu PC1100 from Joal without requiring any further work. They are attached to the boom instead of the arm. The fully functional shears

are available in yellow, red or black from www.diecast.com

NZG 1:50

The maker from Nuremberg releases color variants of existing models. The HBM Nobas BG190 TA-3 Grader now comes in yellow, lettered for "Hinnenkamp", the Liebherr L 510 Stereo in the "Frauenrath" color scheme, and in the blue of "Richard Schulz" while two large Liebherr machines are now available in the colour scheme of "Hilti", a firm from the Principality of Liechtenstein; both are shown on the poster in this issue. New, but without pictures are, the luffing jib and as well the long-awaited, extension sets for the LTM 11200 in yellow for "Eisele", "Mediaco" and "Havator", and in red as well.

The Mercedes Actros FH25 Giga-space has been released with a box trailer unit lettered as "Record Run" to remember the trial trip of 10,000 km between Rotterdam and Szczecin (Stettin). During this test the world record for least fuel used on this distance was broken by this unit. Also newly re-released are the Komatsu PC3000 and the Hamm 3412 HT with ROPS road roller.

Noch 1:87

As static models for historical dioramas there are three new models by Zettelmeyer: the three-wheeled road roller in yellow and in green and also a wheeled loader in green. All are very nice, small

vehicles that just ooze atmosphere and charm.

Ad Gevers 1:50

The Cat 834 was a favorite machine used in tandem to push scrapers with tracked dozers. The well-known Dutch collector offers a new adaption kit for this machine. In addition to a massive push block there is a roll-over protection cage. For questions regarding this kit, please contact marian-ad@chello.nl

Busch 1: 87

The Weimar T174 is newly available with a grappling hook in olive green and with a clamshell bucket, weathered and lettered for “Bahnbetriebswerk Hilbersdorf” in orange.

GMTS 1:50

GMTS has launched the new model of the Henschel F221 AK 6x4 front drive produced in the usual high quality resin casting method. The form of the cabin is excellent and the detailing, from the rear view mirrors to the photo etched Henschel star, is superb and true to prototype. The Henschel truck is offered as a single unit or combined with the new trailer. The latter is a two side dumper from Heuser that is available in new condition or today's version with twinned tires, missing spare tire and slightly bent whiffletree! A spare tire and a straight whiffletree are included in the set; this is really first class!

Heavy Transport Models 1:50

This paint and lettering specialist adds to the construction

machine fleet of Kibag with the MAN TGS 8x4 with a Palfinger PK 100002 mobile crane from Conrad and the Vögele Super 1900-2, the first road construction machine from NZG. Read the collectors' guide to find out what to expect in the future.

WSI 1:87

The Scania R Topline 6x2 with a telescoping flat deck trailer for the Scottish firm of J.C. Innes is the newest member of the new “Collectibles 1:87” series. The very lavish lettering suits the model to a ‘t’ and increases its value. Rear view mirrors are included but the collector needs to attach them.

KCM Toys 1:50

Some very interesting construction model variations are possible with the new multi-purpose surface rake from Holt. All the modeller needs to do is to drill out two rivets and use the two small screws included in the set to attach the rake to the Cat 935D from Norscot. The required hex key is included in the set. The metal rake is available in the Caterpillar colours of yellow or black. It has a fine and evenly-applied paint coat and the lettering is crisp. With a little more effort and modeller's know-how, the attachment could also be adapted fit the Cat 950, 953 or 955. This attachment is available directly from the maker, who also has other interesting detail items for sale at www.kemtoys.com.

WSI 1:50

The new Scania R Topline 4x2 tractor “Dark Diamond” is a de-

monstrator which is just loaded with every possible optional accessory. This unit was used to convince prospective buyers to buy the truck for their fleets. The model of the 620 hp truck is more affordable for collectors. It is packed with just about as many extras as the Scania R Topline 8x4 heavy duty tractor, and comes in a very attractive black and mother of pearl colour scheme accentuated with an orange pin stripe. In the wonderful dark red colour scheme of the Bernese crane and heavy transport firm of “Zaugg” comes the Mercedes Actros 3365 6x6 tractor unit combined with an Intercombi low boy trailer from Scheuerle. This unit is comprised of the goose neck connector, Interdolly and trailing dolly unit, and can be used with a low bridge, boiler transport cradle or excavator transport deck. All of the required parts are included in the model. As usual, the model is superbly detailed, prototypically correct and richly furnished with details. On top of that, the high content of metal parts will satisfy even the pickiest collector.

Tekno 1: 50

The LB76 from their “Classic Line” now appears in a new color variation: the very nicely detailed Old-timer, with its crisp orange and beige colours, set off by a black chassis, makes an impressive sight. In addition to the roof rack and the sun visor, the model sports a set of fog lights. We hope to see a matching trailer unit for it soon.

Wiking 1:87

Wiking shows a plethora of new color variations; the Scania 111

with flat bed and loaded with a large pipe, the Kaelble Heavy duty tractor unit, the Henschel three axled dump truck and the Ruthemeyer three wheel road roller. The 7.5 t short deck LAK 710 from Mercedes Benz has been “upgraded” and now sports side markers and rear view mirrors for the modeller to attach.

you to in the 4-2012 issue is now available separately. The lashing straps of several different lengths are great; with them it is possible to load other models beautifully. Traffic cones, two break blocks and two shovels are included in the set.

drag line excavator and a guide vehicle. In 1:50 comes the Claas 850 Axion with a dumping trailer in very convincing ‘weathered’ finish. Furthermore, we discovered two Smart cabriolets in the construction machine scale, one in orange and one in white as a police car with a folding roof.

Siku 1:87 / 1:50

Sword 1:50

The Mack Granite flat deck dump truck detail set, that we introduced

A nice gift pack in 1:87 is the heavy duty transport set in “Kübler” green, loaded with a Liebherr

Collector's guide

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

Typ	Scale	Producer	Available at	Additional information
Bauer RTG RG21T, new model	1:50	Bymo	Dealers	www.bymo.de
Terex AC 100/4L «Bruns»	1:50	Conrad	Dealers	www.conrad-modelle.de
Sandvik TH550 new dump body	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN Hauber DHAK 26.240 red/green	1:50	Conrad	Dealers	www.conrad-modelle.de
Mercedes-Benz Sprinter white	1:50	Conrad	Dealers	www.conrad-modelle.de
Hitachi ZX1000K-3 demolition «Kibag»	1:50	NZG	HTM	www.heavy-transport-models.de
Liebherr A904 «Richi»	1:50	NZG	HTM	www.heavy-transport-models.de
Scania-R 8x4 dump truck yellow	1:50	Tekno	setec-htm	www.setec-htm.ch
Scania-R 10x4 dump truck blue	1:50	Tekno	setec-htm	www.setec-htm.ch
Scania-R 10x4 with Hiab crane blue	1:50	Tekno	setec-htm	www.setec-htm.ch
MAN TGX XXL with Hiab crane and Goldhofer «Keil»	1:50	Tekno	Dealers	www.tekno.nl
Caterpillar 7495, 7495HF and 8750 Walking Dragline	1:50	TWH	Dealers	www.twhcollectibles.com
Manitowoc 4100 «Kokosing», «Lampson» and «Walsh»	1:50	TWH	DHS	www.dhsdiecast.com
Hamm HD110 «Kibag» and «Implenia»	1:50	WSI	HTM	www.heavy-transport-models.de
Hitachi Zaxis 870 demolition «Ocean Traders»	1:50	WSI	Dealers	www.shop.oceantraders.com
Scania R 143 6x4 with balast box «Scales»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XXL «Senn»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTF 1060-4.1 «Wiesbauer»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Sprinter BF3 «Wiesbauer»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH2 Globetrotter with Telestep «Sarens»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XXL with Scheuerle Intercombi «Schmidbauer»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Titan with Scheuerle Intercombi «Aertssen NV»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH2 Globetrotter with Intercombi «Affolter»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH2 Globetrotter with Telestep «Sarens»	1:50	WSI	Dealers	www.wsi-models.com
Caterpillar 5230 ME	1:87	CCM	Dealers	www.ccmmodels.com
MAN TGS M 8x4 dump truck red / silver	1:87	Herpa	Dealers	www.herpa.de
MAN TGL dump truck red / silver	1:87	Herpa	Dealers	www.herpa.de
Mercedes Benz Axor with dump semitrailer «Bögl»	1:87	Herpa	Dealers	www.herpa.de
MAN TGS M 8x4 mixer red / silver	1:87	Herpa	Dealers	www.herpa.de
Scania R dump semitrailer «Dornbierer»	1:87	Herpa	Dealers	www.herpa.de
Mercedes Actros dump truck «Schmuttermair»	1:87	Herpa	Dealers	www.herpa.de
Mercedes Actros with low boy semitrailer «HKV Krane»	1:87	Herpa	Dealers	www.herpa.de
Liebherr LTM 1750-9.1	1:87	WSI	Dealers	www.wsi-models.com
Volvo FH3 with low boy or flat bed trailer «Torben Rafn»	1:87	WSI	Dealers	www.wsi-models.com

Eye Candy

Dart 600

by Albert Schmid

The US Dart Truck Company was founded in 1903 in Anderson, Indiana. In the middle of the 20s the firm moved to Kansas City, Missouri. Two and three-axled dump trucks and bottom discharge units were built at this production facility. To load the ever-larger trucks efficiently, the engineers at Dart developed the Dart 600 that was, at the time, the world's largest wheeled loader. The huge specifications were: total weight 72 t, rock bucket volume 10.3 m³ or net carrying capacity of the bucket 22 t. Engine power output was 875 hp, with a choice of a Cummins or Detroit Diesel engine. The gearing was mechanical using a torque converter. The operator's cabin, mounted far to the left, was unmistakable and easily recognized. The equalized balance system, a patented device, for the outrigger arms was also new. Two nitrogen cylinders, placed

The world's largest wheeled loader, the Dart 600, made its premiere in 1966 ...

on the top side of the lifting arms, were employed to balance the empty weight of the shovel lifting assembly. (Comparable to a gas filled pressurized shock absorber that allows the lifting of a car's trunk lid).

This wheeled loader was a great sales success and was built, with only minor modifications, up to the C version 25 years later. It was not possible to obtain information as to how many units were manufactured during this time span.

In 1:50 scale, however, according to Mr. Karl-Heinz Hirsch, 250 models were made, all by hand. They were introduced to the public for the first time in 2006. HiMoBo which stands for Hirsch Modelbau Bochum is responsible for a who-

le slew of models. The very heavy Dart 600C model is made of white metal using the centrifugal casting process. Handrails and steps are milled from aluminum; the rock bucket shovel is a resin casting. Even the tires are made in house at HiMoBo. A further model variation of the Dart 600 in a white and blue colour scheme followed a little later in a small series of 75 pieces. The latter is an exact model of the only Dart 600 that was used in Europe in a Belgian quarry operation where it is still in use today. By the way, it was the model collector Robby Bosch who discovered the machine there and approached HiMoBo to reproduce it as a model; we now know the results, and they are great!

Robert Bretscher collects old machines

Rope operated

by Daniel Wietlisbach

I was only four years old when I started to collect construction machines”, recounts Robert Bretscher. Indeed, models from this time, the end of the 50s, are still in his collection. They show signs of wear from being well played with. His first model was the Coles 20 ton in 1: 50 scale from Dinky Toys. He also has a few of the small machines from Matchbox and Mercury (see issue 5-2011); they were in daily use in his room during his childhood days.

But how did this early enthusiasm begin? His father was an engineer by trade but not in the construction sector. The reason was the location of the family home. The family of five moved into a brand new apartment, one of the very first in a new development that was to be completed over a ten year time span. Thus, Robert Bretscher was always surrounded by working construction machines and was able to scrounge rides on trucks. These rides were “payment” for his services of fetching smokes and beer for the drivers (!) and so he also got to know the gravel quarries in the vicinity. But that was not all; on the edge of the housing estate two heavy duty concerns regularly transported new construction machines for their use. The firm of Maveg purchased new machines from Allis-Chalmers while the firm of Notz got their new excavators from Link-Belt. These heavy duty

If ever there was a wonderland of construction machines, it was where Robert Bretscher grew up. It is no surprise then that he has amassed a most amazing collection of such machines ...

transports travelled slowly and so it was possible to trail the units on a bike, even to the outskirts of the town of Biel, Switzerland.

These experiences were re-enacted on the carpet in the children’s room and in the sandbox outside. There his first tinplate models, most especially the very robust Michigan T-24, were used. By the end of the 60s, the construction at the estate came to an end. The teenage Bretscher continually enlarged his exploration radius using his bicycle. Huge drag line excavators were in use during the construction of the second Jura Rivers corrections. In the neighbouring village for example, a Manitowoc 4600 with an excavating bucket was in the process of being assembled on a barge as a floating excavator on the river. When Robert Bretscher turned 13, the family moved out of town. He was now able to expand his expeditions with his newly acquired small scooter. Due to his constant checking of the construction at the river, he was able to spot the use of a Northwest 95 in full action at the

site. His model collection grew exponentially, because it was obvious to family and friends alike that the best gift for the young man was any kind of construction machine. If he needed the funds to buy a long wished for model, he would gladly do the dishes for weeks to earn part of the money.

A break

During the apprentice years, hobby time was not available. During his year in London learning English and a further year in Thailand as a repair and maintenance specialist for sewing machines, there was no extra time for his hobby. Three months in Mexico to learn Spanish was followed by a year working on a project as a representative of UNESCO, crossing Peru, Chile and Brazil. In Chile he was fortunate to lodge with a copper mine owner and operator. This made visits to a mine site possible. There he watched P&H Electro Rope Excavators of the 1055E and 1200 classes in action. Also at the site were 32

ton Haulpak dumpers from LeTourneau-Westinghouse (later Wabco). This truly memorable experience re-kindled Bretscher's interest in the collecting hobby.

After returning to Switzerland, Robert Bretscher attended the Commerce school. After completion, he worked for a firm that produced alarm systems for export. A large project took him to a concrete factory in Lebanon where he was able to see excavators from P&H at work again, but also saw the new Caterpillar 992 (A) wheeled loaders. After his traveling years came to an end, he moved to an international firm as a planning manager where he is still working today. The quieter life style, beginning in the mid-80s, made it possible to maintain a stable relationship with his girlfriend. The girlfriend worked at the time as a scheduler for a demolition firm (what luck!). Together with drivers and operators, the pair went to see the Bauma in Munich or the Steinexpo. Robert Bretscher bought a model of the Weserhütte HW 70 M (NZG Nr 101) at the stand of a construction model dealer thus signalling the re-entry into the hobby. Back in Switzerland, the old treasures were recovered from the attic. The work place of his partner became a great source of new models which came as gifts, purchases or swaps. Additionally, at year end account consolidations, models were presented and so the collection grew constantly. At swap meets Robert was able to connect with like-minded collectors and was able to attend the meetings advertised in magazines. News was discussed and models exchanged at the meetings. As construction machine makers such as Caterpillar and Liebherr started to open

The Collector

Robert Bretscher, 59, apprenticed as an electrical mechanic and works today as a planning manager for an international firm. For BAGGERMODELLE readers he is known as an author of several articles in the magazine. He introduces a new Tinplate model in every issue. In addition to construction machines he is interested in the sport of sailing. He lives in the Ascona, in the Tessin, Switzerland and welcomes visits from other collectors (please call ahead +41 (0) 91 791 02 15).

their own model shops, Bretscher purchased directly from them.

Dragline excavators

The preference for these excavators remained. On one hand they awakened strong memories from childhood days and on the other they posed interesting transportation challenges because the collector actually wanted to play with his models. On a little table in the middle of the hobby room is a 1:50 scale model of a construction firm's yard, complete with garages. The machines change according to the whim of the collector. There might be a dragline excavator loaded on a Scheuerle low boy trailer with all safety lines and cables as per the prototype, or a Euclid dump truck in the shop undergoing repairs. Functionality is a top priority for the collector and the machines must be able to operate with all attachments.

In a roundabout way he got to know Peter Veicht, the renowned model maker and from him there are about 30 models to be admired in the collection. (Issue 5-2010). These completely fulfill the high expectations of the collector. The handmade, one of a kind models and models from small series are

especially dear to the collector's heart. Among the most valuable ones are the models of the Ruston-Bucyrus dragline excavator made by Herbert Marfurt the 30-RB and 10-RB in all possible variations. The 71-RB has been under construction by the perfectionist Marfurt for a few years now and will grace the display cabinet of the collector, complete with excavating shovel and a dragline very soon. To finance the new acquisitions, Robert Bretscher is willing to sell some of his older models in his collection which is not to grow larger, but to become ever more beautiful.

Even though the main interest is with models in 1:50 scale there are many models in other scales and numerous "toy" construction models in the collection. There are plastic models from Siku and Mercury, and a great range of die cast models from Corgi, Dinky Toys and Tonka. The collection contains, according to his own estimation, about 1000 models, among them 100 solid tinplate toys from the 50s and 60s. At the moment Robert Bretscher is looking for a 1:24 scale model of the Fiorentini FB-35 electric front shovel drag line excavator by Mercury from the 50s.

Hitachi Zaxis 210-5 in 1:50 from Replicars

Play & Fun

by Daniel Wietlisbach

The small excavator is made mostly of metal parts and accordingly is fairly hefty. Two rear view mirrors, to be clipped on at the handrails location, are included in the box. Allowing for the slight adaption necessary for the functioning of the model, it is true to scale. The measurements, when compared to the prototype, are correct even when the model is in transportation mode with both jib and arm extended to their maximum reaching position.

Well detailed and functional

The somewhat plain driving units on the machine are well modeled. The free-standing steps and the drive wheels are nicely engraved. Lightly sprung guide wheels keep the 44 track segments (46 in the prototype) on each side nice and tight while allowing them to move very freely. From the options available on the prototype, the 600 mm triple grouser track shoe segments are used in scale on the model. Die cast running wheels and the support wheels, part of the drive assembly, are inoperable. The upper shell is a metal casting with extremely finely engraved details. While the anti-skid surfaces as well as the air intakes on the sides are only hinted at, but their top notch

Replicars launches the Zaxis 210-5 as their first entry into construction machine modeling while Shinsei makes the matching demolition attachment set ...

paint job makes them look very real. On the other hand, the engine cowl is a separately attached detail piece which opens. Underneath it is a complete, multi-colored mock-up of the Isuzu 4HK1 four stroke engine with many free standing lines. Furthermore, the hydraulic plant is visible when the model is viewed from the front from where every line can be followed right back to the cylinder! Use of a little recess in the operator's cabin door opens it fully to allow a complete view of the interior that is indeed worth a good look. All dials controls and the seat are correctly located, and are in the proper colours. It is no surprise that the Hitachi-Logo is printed on the back support of the seat. The windows are flush mounted and have printed-on rubber gaskets. The window wipers,

antennae, hand grips and the aforementioned rear view mirrors are mounted separately. Jib and arm are no less convincingly modeled. All throughout, the hydraulic lines are modelled free standing. These lines are made of a soft plastic material or rubber and lead to the very finely detailed cylinders including the screw connections; all wishes fulfilled. The spiral hose used to protect the hydraulic lines from the boom to the stick is a special detail. Unfortunately, no extra optional lines for the operation of attachments were included. The five prong bucket is prototypically correct and is attached with Phillips screws, is a small detail that is not a deterrent to the buyer as it allows for the exchange of attachments thus increasing the play value of the model considerably.

At a glance

- + detailing
- + true to scale
- + functionality

The Demolition set from Shinsei

For the in-house produced, Hitachi Zaxis 225USRK-3 short tail excavator, Shinsei offers a four-part set of wrecking tools that can

be used without modification with the ZX210-5. The main part of the set is the quick-exchange adapter that should be permanently attached. However, it is possible to screw any of the attachments onto the jib without the quick change attachment. The attachments, including the bucket, can be attached easily to the quick change unit by first engaging it in the upper, sprung holder and then pulling

gently downwards until they click into the lower holder. Using the hex key that is included with the set, the holder can be locked by tightening a small, black screw which prevents it from opening; this step is not absolutely necessary. A small Phillips screw driver is also included in the set.

In addition to a hydraulic hammer with a chisel from NPK, Okada provides the TS-W1100V

Concrete Shears and the OSC-V Pulveriser. All three of the attachment tools are finely detailed and fully functional. The only drawback is the missing hydraulic line connection; a fact that is quickly forgotten when one considers the high play value of the model. (Available at www.dhscdiecast.com with the order number SH071).

BAGGERMODELLE

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



For more information visit www.baggermodelle.net

Yes, I would like to subscribe to BAGGERMODELLE magazine from the next issue (6 issues per year) for::

€ 49.– (Germany, Austria)

€ 55.– (other countries)

Subscription renews automatically after one year, without cancellation.

First Name _____

Last Name _____

Street Address _____

Zip /Post Code _____

City _____

Country _____

Date _____

Signature _____

Please mail to:

BAGGERMODELLE, Daniel Wietlisbach
Gueterstrasse 6, CH-3008 Bern

A history of the large bulldozers Part 1

When size matters

by Urs Peyer and
Daniel Wietlisbach (models)

All major manufacturers of tractors with tracks were engaged at one time or another in this competition. Many were left by the wayside. Many legendary machines emerged from this struggle.

Caterpillar D8

In 1935, based on the proven diesel Seventy-five model, the RD8 model weighing 14.9t and having a power output of 95hp appeared. Two years later the “R” disappeared and the final D8 model was born. The power output of the very reliable D 13000 diesel engine was continually improved. At the end of 1945 it was already capable of producing 130 hp. Allis-Chalmers and Caterpillar produced the most powerful tractors to date. Beginning in 1950 the D8 started to roll off the production line with the striking design of the Cat radiator grille. Five years later, the engineers added a torque converter to the D8D and, with the new D342 six cylinder engine were able to coax 155 hp from it. By 1958 Caterpillar had “used up” the letters E, G, and F so the newest version became the D8H.

Models of the older D8A are available exclusively from specialized dealers, for example, Buffalo

The worldwide race to develop the largest bulldozer started in the 30s; it is possible to illustrate the progress with models ...

Road Importers (www.constructionscalemodels.com). The 1940’s version is available as a metal construction kit in 1:87 scale with a cable-controlled blade from Le-Tourneau or as a logging machine with the typical logging trailer with tracks. The same D8 version is also available in 1:50 scale as a logging version and additionally with a Push Block to push scrapers from EMD. The same maker produces the D8 in a version from the early 50s, as shown here with a cable-controlled blade, rear winch and roof. The very heavy metal model, made by hand in a small series, is nicely detailed. Collectors and modellers know that the fragile EMD models are designed for static display only. Despite the newest series of the model having single segment tracks, they are almost impossible to get moving. However, they contribute positively to the visual impact of the model. Two further versions of the model show it in the “Twin D8” configuration with two D8 machines connected to each other without inner driving wheels; one has a wide blade and

the other a root ripping attachment for land clearing.

International TD24

If someone in the US spoke of the “Big Red” during the 1950s, he meant the 1947 red International TD24 tracked dozer. With a power output of 180 hp, Big Red was able to take the title of “Biggest Dozer” away from the Allis-Chalmers 163hp HD19. The TD24 was available as a dozer or a tractor to pull large trailing scrapers, such as the Bucyrus-Erie, with a capacity of 21m³ heaped. The TD24 was the first tracked dozer with planetary gearing. The ability to propel each set of tracks individually vastly improved steering and handling during operation with a heavy load. The production of the TD24 was discontinued in 1959, as a successor the 20.4t TD25 appeared with a capacity of 187 hp.

In the model building sector, SpecCast has been making TD24s for a couple of years and has produced models in 1:50 and 1:25 scale. In addition to the main bull dozer

version with a cable-controlled blade, there were also pipe laying, logging and agricultural versions. The 1:50 scale dozer is also available with a hydraulic blade attachment in the original color and in the green color scheme of the US Army. The models are not comparable in quality to the models of First Gear, but are well made and, of course, do not make as big a dent in the hobby budget as those from First Gear would. The most impressive feature for both model scales are the perfectly working tracks that operate without any force, even on a smooth surface. The cable-operated blades on the models are very nicely detailed; they can be positioned with the hex key that is included with the model. EMD has some resin models of the famous dozers in 1:50 scale, with cable-controlled blade, with Push Block and as a logging and agriculture tractor. Quality and detailing are exactly as has been mentioned for the D8.

Allis-Chalmers HD21

As the largest bulldozer in the world, the 1947 Allis-Chalmers

HD19 was the machine to beat. Without blade and ripping teeth the dozer weighed 18t. An update to the HD 20 in 1952 increased the power output to 175 hp by use of a GM engine. Over the next three years the power capability of the engine increased to 204 hp and the new model designation was changed to HD21. For the first time, the engineers at Allis-Chalmers used an in-house designed and built diesel engine. The HD21 was capable of pulling up to 91% of its own weight or 18.4 t. 1956 saw the arrival of the new DT844 engine with a turbo booster that increased the performance to 225hp. The use of turbo boosters was in its infancy in the construction of machine engines at this time.

During the 50s in the USA most large construction sites featured a couple of HD21s. Between 1954 and 1958 Allis-Chalmers sold a total of 4,028 HD21s.

What SpecCast is for the TD24, First Gear is for the HD21. First Gear produced a great many variations of this model in both 1:25 and 1:50 scales, however, not as consistently as its competitor. An

early version with cable-controlled blade, rear winch and disc harrow was offered in orange and white. It has the very well-known high degree of detailing and functionality. Both rear winches can be operated (carefully!) with a key so that both the blade and the disc harrow can be operated. The blade itself can be fixed at three different angles. The disc harrow is a masterpiece of model building and would have been a great hit in 1:50 scale. The first models released came with a hydraulically operated blade and ripping tooth in yellow and white, as well as in a yellow set with a trailing scraper without a blade. The same machine was then released in forest green without the ripping attachment but with large rear winch. The Two-stage Dry air filter with the conspicuous intake over the engine hood points to the newer machines of the 60s; these units were generally painted yellow. The models are extremely finely detailed and have an excellent finish. Despite the use of a track tightening spring the single link tracks are very light going on these units.



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

by Remo Stoll

Many firms display an Old Timer at the entrance to their works yard. Once freshly painted, then they start to rust away and accumulate the patina of neglect. The trip to the cutting torch is then not far away. Not so with this little Frenchmen. On the first visit still a wall flower, but on the second visit cleaned and freshly painted. It is nice to see that a construction

firm takes such good care of its show piece.

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 August 2012. Should the-

re be more correct answers than prizes a draw will be held to determine the winner.

This time the three prizes are the Liebherr R 924 compact "Kibag" from HTM/Conrad, the Scania R6 Topline 8x4 from the WSI Premium line and the Liebherr L 510 Stereo "Frauenrath" from NZG.

Solution from BAGGERMODELLE 3-2012

The excavator loader from the last contest was a MR-40. Again, there were more correct entries than prizes, so a draw was held. The winners are Georg Schumann, from Leipzig (D) who won the MAN TGX XXL 6x4 with Doll-lowboy "Affolter" from HTM/Conrad, Alexander Scholler from Altenburg (D) who won the Dynapac SD2500WS from NZG and Roland Meier from Mitterteich (D) who won the Hamm HW 90 from WSI.

We congratulate all the winners!

Komatsu D155AX-7 from UH Sigma-dozer

Following from the D475A-5 from First Gear, the D155AX-7 from Universal Hobbies is the second dozer in 1:50 scale released by Komatsu in the last few months ...

by Daniel Wietlisbach

Komatsu International had ordered the model of the 100 t machine, but Komatsu Europe has commissioned the new model.

The D155AX-7 is a bulldozer in the 40 t class with a power output of 364 hp. Differences from the series 6 predecessor, due to higher emission controls, are generally hidden from view. The Sigma dozer blade for increased productivity and the special guide control for the rear ripping attachment are especially eye-catching. The machine has only two hydraulic cylinders for lifting and lowering as well as for the setting of the penetration angle of the attachment.

The model

After being for sale at the Inter-mat, the models are now available from your dealers through the importer, Holland Oto. Once the model has been unpacked it lies comfortably heavy in the hand. The French maker has obviously listened to the calls from modellers and has increased the number of metal parts used in the model. Discoun-

ting the 3mm height discrepancy, measured at the driver's cabin, the model is correct to scale. Both plastic-casted chassis frames with static running, guide and support wheels are finely engraved. The tracks have 49, one-piece links (42 on the original) that move very freely and are visually pleasant. Both running mechanisms are mounted to the main chassis frame as a static unit. This metal frame is mainly responsible for the weight of the model. It is difficult to discern the composition of any one piece as the maker has artfully mixed metal and plastic parts on the model. The engine cowl has all the important detail parts: free standing hand grips, steps, head lights, exhaust and air filter. The air intake grills on the sides are printed on and the radiator grille is a finely engraved, separately applied plastic casting. The area around the driver's cabin

is equally detailed showing the hydraulic fluid and the fuel tanks and the multi-colored cabin is completely furnished and detailed. The glazing with black rubber gaskets and bars is flush mounted. Highly detailed, free-standing handgrips, spot lights, antennae and window wipers satisfy all wishes.

Equipment

As previously mentioned, the first thing that an expert notices is the Sigma blade. The middle leans slightly forward allowing for optimal penetration while the side edges are engineered in such a way that the material is guided to the middle of the blade. The resulting increase in capacity results in reduced fuel usage. The double tilt feature of the blade is modelled, but just where the play value would be the greatest, both tilting cylinders are static and have no function. That is especially sad, because the blade itself is an excellent and very convincing model. The faultless lifting cylinders, including all the free-standing hydraulic lines, are fully functional. The three shank rear ripper attachment is very nicely detailed. Two flexible hydraulic lines serve each of the two hydraulic cylinders. Because of their size, the small Phillips screws used at the joints are less detracting than the ones used on the arms of the blade. The penetration angle of the ripper's teeth cannot be set, and because of the limited play of the hydraulic cylinders, the shanks are never real threats to the ground. The evenly applied paint has no thick areas and lettering is applied in all the right places in sharp and legible detail.

At a glance

- + choice of prototype
- + detailing
- functionality is minimal
- phillips screw head are visible

Faymonville Variomax and Kleemann Mobirex MR 110 Z EVO from Conrad in 1:50 Loaded Goods

These two models from Conrad are the talk about town at the moment. They are so different and yet they complement each other perfectly as a heavy duty transport set with wide load ...

by Carsten Bengs
and Daniel Wietlisbach

The Variomax model from the Belgian maker Faymonville was announced at Toy Fair this year while the Kleemann Mobirex MR 110 Z EVO was the discovery at the Intermat in Paris this April.

Faymonville Variomax

Faymonville has been underdeveloped as far as models are concerned. It is laudable that Conrad is now presenting the Variomax low boy trailer in addition to the Telemax trailer. Unfortunately, because the maker does not publish any scale drawings of the prototype it was not possible to check the model against known measurements. The model is comprised of a five axle wheeled dolly at the rear, a two axle dolly that can be attached between the low bed of the trailer, and the goose neck connector. For

this purpose, Conrad includes a set of small bolts to secure the low bed trailer to the Interdolly or the goose neck. This is a nice innovation from Conrad. All axles are steerable and have suspensions, but are made from plastic. They have a little interlock system that allows for two differing suspension heights. However, carrying a heavy load on the higher setting is not recommended. The maximum bridge length of the low boy is 42 cm and it is possible to extend it telescopically. There are a couple of side extenders included that can be attached to carry wider machines, for example wheeled loaders. On the rear dolly set and on the gooseneck assembly there are small warning signs that may be attached to warn following traffic of oversized loads. When not required they can be stowed away inside the trailer assembly. Simulated lights and the licence plate are at the rear of the trailer.

As a tractor unit, Conrad has included a five axle MAN TGX 41.540. The model has a very nicely detailed powertrain, steerable front and rear axles and a heavy duty towing tower. The driver's cabin can be tilted forward. Simulated window wipers, rear view mirrors, antennae, warning beacons, and a flashing light strip complete the model. Anti-skid treads provide secure footing at the rear beside the heavy duty towing tower. Conrad presents a very functional model with the Variomax. One hopes that this will not be the last model from the house of Faymonville.

Mobirex MR 110 Z EVO

The principal idea behind an impact crusher is that the material for crushing be fed into a sort of drum. Inside is a rotor that crushes the material at a high speed against the wearing plates that line the drum walls. As the rocks hit the plates they are crushed, sorted, and sifted down the line according to size. The metal wearing plates are replaced every couple of months. The Kleemann Mobirex MR 110 Z, weighing 44.5 t, processes 250 to 300 t of material per hour. The model from Conrad contains a large amount of metal and accordingly is heavy. The crusher, even

in 1: 50 scale, is a hefty machine that generally conforms, to the measurements of the prototype. One sideways moving conveyor belt exceeds the prototype's transportation height by a scale 50 cm because the upper part cannot be lowered. The chassis is equipped with continuous three link tracks made from plastic; optically this is very close to the one link tracks. The fact that they do not move very easy is less distracting on a power crusher model. The nicely engraved receiving hopper is made as a one piece casting. The vibrators are modeled but the walls of the hopper cannot be adjusted. From the hopper, the material goes to a two-step pre-screening process. The upper deck is prototypically equipped with a grizzly table. The conveyor belt that is included and can be attached on either side transports the screened material.

The housing of the main crushing unit is very detailed on the outside being equipped with many ladders, hand rails and running boards for the safety of our model engineers. The housing over the diesel engine is very simple, but even on the original, the plainness of the hood is broken only by a few air intake openings; these are hinted at on the model. The optional magnetic separator is mounted at the end. Just as on the original, this unit can be lowered over the conveyor belt by engaging two hydraulic cylinders.

It is very nice detail that the optional fine screening unit of finely perforated plastic is included making the model all the more interesting. The screen boxes and frames of the conveyor belt are made of metal. A soft rubber product is used to create the conveyor belts. Unfortunately, the main conveyor belt does not have a good guidance system so does not move freely. The paint scheme and the lettering are excellent. Conrad has created a very nice construction model with only a few compromises.

Variomax at a glance

- + choice of prototype
- + functionality
- axles in the upper setting cannot be operated with heavy loads
- high use of plastic parts

Mobirex at a glance

- + choice of prototype
- + inclusion of many optional attachments
- the guide for the main conveyor belt prevents free operation

Nootboom MCO-PX from WSI in 1:87 scale

Changeable

by Michael Compensis

Just released from WSI is the six-axled low boy trailer in the Nootboom red colour scheme, pulled by a DAF XF 105 6x4 tractor unit in a very attractive dark metallic red. The front grille of the all metal driver's cabin is pierced and finely engraved. Window wipers and rear view mirrors round off the detailing. The colour and lettering are crisp and neat. Unfortunately, the very simple chassis cannot deny its Promotoys heritage and is rather disappointing.

The six-axled lowboy trailer, our main interest in this duo, is impressive at first sight. The ext-

The low-boy telescoping trailer of the MCO-PX series from Nootboom is very adaptable. It can transport a heavy crane load today and a heavy concrete beam tomorrow ...

remely crisp and fine lettering is a hallmark of the "Collectibles 1:87" models and the paint job is nicely done. The safety thread is easy to see. The model can be telescoped as per prototype. It is unfortunate that the goose neck cannot be moved as it is cast as one solid piece. The wheels are nicely detailed and the axle suspensions are made

from unpainted black plastic castings as on the tractor.

The model can be purchased from The Nootboom Online shop in the Netherlands. In the meantime a further version with a MAN TGX 41.680 tractor in the Gruber design has been announced. It should be available this August.

Tinplate

Renault 120 CV

by Robert Bretscher

The French traditional firm of CIJ “Compagnie Industrielle du Jouet” situated in Paris, France started to produce high quality toys out of wood and steel in 1922. Many of the early figures and model cars were powered by clockwork mechanisms and a select few by electro motors. The almost noiseless performance of these toys is especially worth mentioning. In particular, the models equipped with electro motors are almost silent. This was surely appreciated by the parents of the small children who drove the cars around in circles for days.

The model shown here, the Renault 7 ton dump truck 120 CV 1954, is remote-controlled with 2! Electro motors, and has many interesting features. It was made mainly from steel and in 1:18 is in the favorite scale for toys of this genre.

The very well executed driver’s cabin with its rounded form is es-

The Renault 120 CV, a 7 ton dump truck, model year 1954, was offered by CIJ as a remote-controlled model in 1959 and is still a show stopper today ...

pecially eye-catching. The very solid chassis has front wheels with single wheel suspension and has twin tires on the rear wheel axle that is on an oscillating gimbal. The dumping body has a secured rear discharge flap that can be released using a metal lever. It is rare that the front wheel set steering angle and the dump mechanism are operated with the same electro motor. To set the steering angle, the remote control is advanced to the maximum possible either by turning the wheel on the control to the right or left. A very elastic transmission takes over from the running electro motor and mana-

ges the up and down functions of the dumping body. A second motor mounted directly on the rear axle propels the model forwards or backwards. 4.5V batteries provide the operating power. The remote has a 4 m long cable. Using the cable the “player” can let the model operate for quite a distance without having to move frequently. Additionally, it must be mentioned that all functions can be utilized together simultaneously thus making it possible to steer during driving and also to activate the dumping mechanism.

Deconstruction grappler from KCM in 1:50 scale

Wrecking US style

by Urs Peyer

The advantage for operators in the USA is that the excavator does not need to be equipped with an additional hydraulic circuit. The bucket mechanism cylinder controls the closing of the grappler attachment. The counter holder attached to the jib does not move. Several firms including Genesis, LaBounty, Caterpillar, NKP or Bodine are building these from size small to extra-large. The largest one is the HDR 900 from LaBounty with a weight of 17,700 kg! With its opening width of 5.84 m it is able to wreck a small wood frame building in one bite. This monster grappler attached to a Liebherr P994 Pontoon excavator was employed to fish the concrete debris of a four lane road bridge out of the ocean after Hurricane Katrina destroyed it.

Kit

The white metal kit discussed in this article is from Ken's Custom Models in the USA (www.kem-toys.com). It is available under the order number KCM06 and is also available through Buffalo Road Importers (www.constructionscalemodels.com). Because of its sim-

In Switzerland the preferred deconstruction tools are the 360° wrecking and sorting grappling attachments. In the USA, mechanically-operated grapplers are favored ...

plicity, the kit is ideally suited to a modeller attempting his first kit bashing project.

A similar size product is available from Steel City (at www.dhs-diecast.com with the order number SS795). This version comes lettered, assembled and pre-painted in the yellow of the maker, Bodine.

The Genesis wrecking and grappling attachment with a jib width of up to 8mm fits the following excavator models: Komatsu PC400LC backhoe and PC450LC with long reach excavating bucket from Universal Hobbies, Komatsu PC450LC from KMF, Komatsu PC300LC and PC350LC from First Gear, Caterpillar 330D and 336D from Norscot and the very current Liebherr R 936 from NZG.

This kit is comprised of four parts: the rigid counter holder with three teeth, the movable part with two teeth, a connecting rod piece and a mounting plate with a three position adjustment that has to be

fixed to the stick. As usual with these kinds of kits, the parts must be de-burred, cleaned and filed to fit. The brass plate on the attachment can be left off as it looks a bit out of scale. The parts must be spray-painted before assembly. The screws included in the kit must be replaced with 1.6 mm Ø aluminum bolts. The mounting plate is glued to the jib arm in the middle position using two component glue and has to form an exact 90° angle with the counter holder.

The creation of a Diorama, Part II

Photogenic please!

by Markus Lindner

The importance of planning for photographs is made clear by using the following examples: at the end of a demolition work site, only a heap of 1:50 rubble remains; at the end of a civic works project model there are only three cast iron lids remaining on the asphalt. What remains of the whole modeling effort are the pictures. And since these are supposed to be the actual result of all our modeling efforts, they deserve to be as meticulously planned in every detail as the diorama itself.

During the planning stage, one should imagine the pictures. How do the parts of the diorama, the models and the work scenes appear in a picture? From what positions are the best shots taken? To achieve a harmonious composition in the pictures, is it possible to integrate existing lines in the model, for example a road edge.

Focal length and the width of the picture

An important criterion in this age of zoom objectives is the often neglected question about the focal length and the connected picture angle. This has a considerable influence on the composition of the picture; it can be used to our advantage. A picture that conforms to our accustomed normal viewing

At the end of the last instalment of this series a plan was created. However, the diorama must also be photogenic ...

pattern can be taken with a small picture camera with a focal length of about 50 mm. Higher focal length (more mm) gives a more compact and less dynamic impression making the picture look more than a model but less than reality. This effect is even more pronounced due to the shorter focal range of the picture. On the other hand, wide angle pictures reinforce the foreground elements of the composition and give the impression that the object, for example a construction machine, is bulkier. The choice of a lower shooting position (frog perspective) reinforces this fact even more.

A question of the perspective

To achieve a realistic look, the camera lens should be level with the eyes of the model figures used. Pictures taken from above (birds-eye view) may be helpful in rounding out and better explaining a work process or in documenting the progress of a construction sequence. If used at all, they should be taken as if from an existing higher building, work platform or

crane. The diorama itself should be constructed in such a way that it supports the taking of pictures from the “model figure perspective”. This objective is very easy to achieve when a multi-level construction is planned. The front level is lower than the rear ones and the landscape rises like terraces to the rear. As on a stage in the theater, levels are created on which our models are the actors. Unfortunately, on our diorama of the cement plant this is not possible, due to the crane movement requirements. However, the buildings and the parts of the plant are arranged according to the same principle and rise towards the back of the diorama in a very dramatic way. Blurry objects in the foreground, like trees, signs, buildings and plant parts, are registered by the viewer as annoying. For this reason, at the beginning of the planning process it is important to keep the view lines to the main object free from visual obstructions.

In planning these views, the aids used in part one of the series are helpful. Drawings and a mock-up of the diorama can be used. In the drawing, the imaginary visual cut-outs can be calculated in advance

with the help of a drawn view angle (for example 42.94° at 55mm focus objective, with a full format-FX sensor). The sides of the angles show the edges of the yet to be taken pictures. The mock-up diorama model can be used to take test pictures with the camera.

Background information.

When the diorama is visible from all four sides, or when it is used to demonstrate purely technical representations, it is possible to forgo this. Realistic looking photographs are almost impossible to achieve without a background. It serves to give depth and gives the end and sides of the horizon, a conclusion of the scene and the suggestion that the “world” continues. The scene could be further extended on the background itself.

The possibilities are many and varied to achieve the right background effect. There are the numerous, ready-to-use backgrounds of the model rail road industry. If the modeller is a gifted artist, he may paint his own. Of course, one may use a highly enlarged picture, mounted on a stiffening backing. When choosing a motif for this purpose it is important to ensure that it matches geographically, thematically, and also that none of the elements used in the picture are out of scale with the diorama. Great care should be taken at the transitions between background and the surface of the diorama so that the illusion of continuation is maintained regardless of the viewing angle. It is also important that the edges of the background are not straight, but slightly rounded off. A 90° corner is visible on a

picture. For crane enthusiasts, the backdrop can't be high enough. Nothing is more annoying than pictures of a model crane in front of a cut off backdrop.

To put everything in the right light.

When we are ready to take our pictures, the daylight at our disposal in the room would not be sufficient or controllable enough. The temptation, to revert to the built-in flash in your camera should be resisted. The hard, frontal flash light would destroy any mood in the picture. A series of flashes mounted on a rail attached to the camera would make it possible to take indirect or delayed flashes. However, the use of this technique requires a lot of experience and knowledge. It is easier and better to use a special lamp or lamps that give the required light and produce no or only a few shadows. It is especially important to avoid shadows thrown on backdrops when photographing crane outriggers. This can be avoided by lighting directly from above. The lighting effect that we achieve by this method happens in reality only in equatorial areas, but it conforms to our natural perception of how sunlight should look.

The problem with this is that the objects located directly in the foreground are not adequately lighted. This is particularly noticeable on dark tracks. We use an additional light source to overcome this problem by carefully lighting up the foreground scenery. Soft light can be achieved from large radiating surface lights. Daylight neon lights are proven for this purpose. Several of these are mounted above the diorama in a box that is painted white. An interesting alternative could be several of the new, modern, white light LEDs. Power use and the heat released from this light source are reasonable, so that it is possible to leave the lights on for longer work sessions.

After so much theory, the next installment will show the building of the diorama.

Construction sequence

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

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

New Medias

Krupp Titan

By Bernd Regenber, released by Verlag Podszun, 144 pages about 290 pictures, 24 x 17 cm, Soft cover, ISBN 978-3-86133-616-7

The new album in the type's series chronicles a legend among commercial trucks.

Introduced in 1950 as the world's strongest truck, the Titan soon had the reputation of being an almost indestructible work horse used for the most demanding tasks. The heart of the powerful machine was a six cylinder, two stroke diesel engine of the SW 6 type, producing 210 hp. Because of its impeccable reputation, the Titan soon became the standard machine found on many international construction sites. This is documented very well in this new book which has some exceptional photographs. Also shown in the array of pictures are the related Cyklop and Gigant dump trucks with the easy-to-recognize, multi-cornered engine hoods for "heavy and trackless construction sites" as the prospectus dated 1953 reads. (dw)

Haulpak and Lectra Haul

By Eric C. Orlemann, published by Iconografix, 160 pages, 288 pictures (60 in full colour) English, soft cover ISBN 978-1-58388-292-4

Eric Orlemann has published 15 books about construction machines and should be well-known to most enthusiasts. The new tome before us introduces the history of the Wabco dump trucks. It starts at the beginning of the 50s and ends with the Komatsu 960E-1K. Wabco produced some of the milestones in heavy duty trucking, such as the 170C or the three axle 3200. Dresser continued the line with its Haulpak trucks and with the 830E, the highest selling truck ever in the 240 sht (short ton) class. Lectra Haul was not as successful as Wabco, however in 1969 it built the M-200, the first two axle dump truck with a loading capacity of 200 sht. The book is well illustrated with its many photographs. (up)

Making Tracks

By Ed and Sue Claessen, published by Beaver's Pond Press, 179 pages, English, hardcover. ISBN 978—1-59298-427-5

This book is a special treat for lovers of very old construction machines. The book shines a light on the history of C.L. Best. He lived from 1878 until 1951. His father, Daniel Best, built his first combine harvester in California, followed in 1889 by the first steam tractor. His greatest competitor was Benjamin Holt who invented the first tracked steam tractor in 1904. After a long legal fight, Best sold his firm to Holt. His son Daniel left the Holt Caterpillar Co. in 1910 and founded his own firm, the C.L. Best Gas Traction Co. Both of the firms amalgamated in 1925 and so the Caterpillar Tractor Co. was born. The many black and white pictures document the Best Tractors up to the year of 1925. (up)

Classic Vintage Crawlers & Dozers Volume 2

By Roger V. Amato & Donald J. Heimburger, published by Heimburger House Publishing Company, 256 pages, English, Softcover ISBN 978-0-911581-63-8

Tracked crawlers and dozers between 1950 and 1979 are the subject of this second volume. Most of the pages show models from Caterpillar, but there are also pictures and descriptions of machines from Cletrac, Deere, Eimco, Euclid, Terex and International Harvester including wheeled dozers, tracked loaders and pipe layers. Milestones like the Cat DD9G and SxS D9H, Euclid TC-12, Terex 82-80 and the International TD24 are included. There is also a separate chapter about makers of the accessory products. In the 50s it was common practice for the factory to deliver only the basic machine; the blade or ripping attachment came from LeTourneau or Bucyrus-Erie. (up)

Our partner page

Fiorini AG buys in Sardinia

The firm of Fiorini AG deals with stones from around the world. In this issue we introduce you to the quarry operation of a supplier in the north of Sardinia where the stone quarried is called Grigio Beta. The quarries are situated in the Gallura, a fantastically beautiful nature reserve. They are carefully imbedded into

the landscape, so that they are barely visible. Antonello, the owner, personally operates the cutting saw equipped with a diamond encrusted cable. As for construction machines, his preference lays with machines from Caterpillar and Perfora (Perfora now belongs to the Copco Conglomerate). With the Cat 988H Block handler it is

possible to transport blocks weighing up to 45 t. The Girodrill drilling rig from Perfora is used for cutting the granite slabs into smaller pieces. The quarried material is then transported by truck and ferry to Domodossola at the Simplon, where it is processed further for use in road construction.

50 Years of Weiacher Kies

Fantastic weather, good atmosphere and shining faces. The 50th anniversary celebration of Weiacher Kies had something for each of the almost 10,000 visitors. The small children played in a huge sandbox and the “bigger children” queued to operate a 30 t excavator. The Steel Parade displaying many historic vehicles and construction machines in action

was held several times during the day. On the demonstration grounds the drag line buckets of a 30-RB and a P&H competed against each other. For lovers of more modern technology, it was possible to steer a Cat 325C or to operate a 329D excavator.

The laser light show, called the Kieswerkspektakel, set in scene by the renowned artist Gerry Hofstet-

ter, employed 150 actors and 85 vehicles. The world’s first Excavator Symphony attracted over 5500 visitors on Friday and Saturday. Overall, there were 21 excavators from the 3t Cat 303C DR up to the 100t Cat 385C LME monster moving in sync with the music. The show was a huge success.

News in brief

Demlone DLH100k High-Lift Log Handler

In addition to the Caterpillar demolition version, Demlone is now building a High-Lift log loader based on the Cat 980K wheeled loader. The Log Handler is especially adapted to the unloading of logging trucks or the feeding of a de-barking and sorting line. It is equipped with a standard size log grabber and can reach a maximum height of 6.7 m with a load of 10 t. When closed, the logging grabber has a cross-section of 3.5 m² and opens to a maximum width of 3.9 m. The 40.5t, 980L as a log loader will be available as of September. (up)

Space craft lift for the CC 2800-1

Retired Space Shuttles are flown to aircraft museums around the US. Transportation of the shuttles, piggyback on a Boeing 747, is not a problem; unloading at the site however, is a little more complicated. The Shuttle Discovery landed at the Dulles International Airport, Washington DC, on April 17th. The transportation company of JF Loma used a Terex CC 2800-1 to unload the precious cargo overnight. The weight of the shuttle was 89 t and NASA had specified the use of the CC2800-1 because of previous, positive experiences. The task was not only to unload Discovery at the airport, but also to convey it to the Smithsonian Aircraft Museum and to exchange it for the Shuttle Enterprise and to transport the latter to New York. (up).

New huge excavator from Hitachi

To load a giant dump truck like the Caterpillar 793F, with a capacity of 240 sht, in only four loading cycles, Hitachi increased the shovel loading capacity of their new EX5600-6 by 5 m³ to 34 m³. To achieve this result, the engineers shorted the boom and jib and increased the size of the counter weight. The propulsion unit is two Cummins QSK diesel engines, with a total power output of 3000 hp. The same units are used in the new EX2600-6. Equipped with a 17 m³ bucket, this unit is a direct competitor with the Liebherr R9350. Hitachi is poised to introduce a new alternate current propulsion system for its dump trucks at the Minexpo. (up)

BAGGERMODELLE

U1-publishing GmbH
Gueterstrasse 6
CH-3008 Bern
+41 (0)31 301 74 44
www.baggermodelle.net
redaktion@baggermodelle.net

Redaktion Daniel Wietlisbach (dw)

Ständige freie Mitarbeiter

Carsten Bengs (cb), Robert Bretscher, Michael Compensis, Markus Lindner, Urs Peyer (up), Albert Schmid, Remo Stoll, Fredy Tschumi (ft), Thomas Wilk (tw)

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

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

Impressum

Bankverbindung

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

Copyright Nachdruck, Reproduktion oder sonstige Vervielfältigung – auch auszugsweise und auf elektronischen Datenträgern – nur mit schriftlicher Genehmigung des Verlags. Namentlich gekennzeichnete Artikel geben nicht die Meinung der Redaktion wieder.

Haftung Sämtliche Angaben (technische und sonstige Daten, Preise, Namen, Termine u.ä.) ohne Gewähr.

ISSN 1663-764X