BAGGERMODELLE

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BAGGERMODELLE

Baumaschinenmodelle, Krane und Schwerlast

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Mit Wettbewerb

English text

Neuer Dozer in 1:50

Dressta TD-40E

Neu von CCM 1:48
Caterpillar 349E L

Sammlerporträt
Modelle eines Allrounders

Neu von Conrad 1:50
Terex Superlift 3800

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Editorial

Securing the future

The problems of two advertising customers almost became ours! That cannot be, and this last couple of weeks I have thought about how the future of the magazine can be secured. An increase in the subscription price was never considered. Even though objective reporting and first class insider trade journalism has its price, we do not want readers who cannot afford to pay a higher price to be unable to continue reading the magazine. However, those who can afford to pay more will get a chance to support us so that they can contribute and ensure that we will be able to hold in our hands and read a printed, high quality magazine. This is why I would like to secure the future of the publication with a continuing flow of donations over the long run! The model is not new – donations are used today to support journalistic efforts and I am personally happy to support magazines over and above the subscription amount if they are "close to my heart" and I would miss them if they met their demise. Donations are social because everybody can contribute according to his ability but there is no requirement to do so. Donations make objective and independent reporting possible. From now on we will include a note with our subscription bills mentioning this. By the way, there have already been readers who have rounded up the subscription amount in very generous ways and I want to express my heartfelt thanks for that!

And now at the end, a word to our Swiss readers who have made some negative comments about the difference in price of the annual subscription between Swiss Francs and Euros. If one takes into consideration the difference in salaries and the exchange rate, and level out the difference in purchasing power, one arrives at a very fair "exchange rate". According to the NZZ [Neue Zürcher Zeitung] the purchase power difference is 35%!

I wish all our readers a lot of fun reading this issue!

Daniel Wietlisbach

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Martin Gredig collects in 1:50

All-rounder

by Daniel Wietlisbach

Martin Gredig shows off his collection in three tastefully finished display cases in his dining room. He uses the somewhat limited space optimally ...

Martin Gredig grew up on a farm as the oldest of six boys. He especially enjoyed operating the farm tractor as a child, riding beside the driver and later on, of course, as a driver himself. Because he was the eldest, his brothers often had to miss out and had to queue for this job.

He was fascinated not only by farm tractors but by all large machines on wheels. This included the trucks and construction machines that he discovered over time. When he was about 10 years old the shores of the river Thur were shored up. For this project, huge stones imported from Germany were used, transported to the site on trucks. Martin regularly asked to be allowed to go along for a ride, often right after school was over on his way home. He remembers how the dump trucks got mired in the mud with their heavy loads and had to be pulled out with a tracked loader from their precarious positions.

Naturally, the farmer's son was not able to spend all his free time hitching "joy rides", because in a family of eight everyone had to get stuck in and the kids had to help out. He was lucky to drive the tractor over the fields most of the time.

His first excavator model was an O&K MH 6 from Matchbox (Order # K1) and at each annual visit to the fair he got a new bulldozer because the previous year's model was "played out" and falling apart. When his younger brother got a Matchbox (K16) Dodge "Roadtrain" Dumper complete with trailer, the unit was frequently loaded by the mobile excavator when playing in a nearby gravel pit. There the boys had a two meter high gravel bank. They often "moved" gravel all Sunday long with the only break being lunch.

Dream job Touring Coach Driver

As a boy, Martin dreamed about becoming a truck driver and later on to be in charge of a Tour Bus. He regularly promised his Grandmother to "take her on a trip into the wide world". He was not interested in playing with toy busses, preferring vehicles that could be loaded. However, the collector favors a coach trip as transportation on his holiday trips, despite the fact that his entry into the job market was completely different.

It was during a job shadowing experience as a Farm Machinery Mechanic the he discovered wood as a material and became fascinated by it leading to an apprenticeship as a carpenter. He still loved wood as a material after the first half year but realized it was just to "quiet" a job, he missed the engine noises and the smell of oil and diesel fuel.

So in 1972 he decided, to train as a driver and was offered a place. He wanted to spend the winter at home, but it soon led to tensions between father and son. In the cold time of the year there was not a lot of demand for working with the tractor. Milking cows and cleaning out stables was not a favorite pasttime for the young lad. So he and his father were thankful as he could start from working at a construction company from one day to the next. He wanted only a "bridging job" over the winter months but stayed on for 18 years!

The most senior manager quickly realized how handy the 17 year old was at operating an MF-excavator loader and soon had him operating an O&K RH 6. That was not the end of excavators that he worked on; soon he got comfortable using a Ko-

matsu D60 tracked loader and later on, a Caterpillar 950 wheeled loader. He didn't like the Komatsu D30 bulldozer since "it kicked up a fuss anytime I operated it", as he puts it.

The collection

In 1974 he visited the Schweizer Baumaschinenmesse (Swiss construction machines exposition) in Basle for the first time, as a freshly qualified Construction Machine Operator. There he discovered and purchased his first models in 1:50 scale; they were a Komatsu PC650 with backhoe from Shinsei (order # 614), a Caterpillar 955 tracked loader from Joal (213) and a Cat 245 with front scoop from NZG (160). An O&K RH 9 from Conrad (277) was given to him as a gift by a salesman because Martin Gredig operated this machine himself.

After that he became the official test driver for the company (for the simple reason that no one else was interested). He was able to operate a Komatsu PC 200 and PC 180, Hitachi UH 81 and O&K RH 6. At the show, the salesman from MBA, the Swiss Dealership for O&K, promised him a model of the RH 120C, if his company would decide "for a red/white excavator". Even now the Conrad model (2771) of this nice story is on display in one of his cabinets.

Not only gifts from salesmen contributed to the collection that was growing steadily. Martin Gredig ordered price lists of available models from the dealerships of Caterpillar, Liebherr, O&K and Komatsu from which he ordered a few himself. A real epiphany for him was his first visit to a Bauma exposition held in Munich in 1986. From there he came away with some new models.

When in 1991 a few "gentlemen" in fine suits arrived at the construction site where he was working and had a close look at the machines, Martin suspected something was afoot and a short time later the whole company was bought out by the competition. Although personnel and machines were taken over by the other firm, the mechanic Martin Gredig did not want to move to the new company and quit.

On a suggestion from friends, he and his wife Ester became Janitor and School bus driver. The move of the family, now numbering five, included the collection which found a space in the dining room.

The collector

Martin Gredig (58) worked many years as an excavator operator. Today he is a janitor and school bus driver for a school in a remote village in the Swiss Canton of Thurgau. Earlier on in life he was an active member of a rifle club but today he prefers to spend his spare time with his six grandchildren. He loves bike riding and hiking. He lives with his wife, Esther, in Oberneunforn and enjoys talking to like-minded collectors. You can contact him at +41 (0)52 745 15 29.

Models from dealers

As the old display cabinet became too small to contain the ever-growing collection, three stout glass cases were added over the next couple of years. The load bearing capacity per shelf is 30 kg and additional shelves are available if the collection space becomes an issue again.

A visit every three years to the Bauma with collecting friends is "the highlight of my hobby life". That does not mean that he comes home with bags of models. He only buys models there that he knows will be difficult to find later on. He can wait for all other ones to show up at his dealer where he is a valued customer.

To date, he has not used the internet to search for models he is looking for. That is partially because the connection to the out-of-the way school house is dial up and that will change only next year. His hobby budget is not "huge" but he has great fun when he can add another model to his collection. He calls himself an "All-rounder"; he collects what he likes and what the budget allows with the only limitation being the scale, and there he keeps firm to the 1:50. This is also the reason why he does not collect coaches as these are mainly produced in 1:87.

One model does not sit in the display cases but welcomes visitors to the house in the entrance hall. It is a model of the huge Terex CC8800 from Conrad (2735). He would like to sell this model and replace it with a Liebherr LR 1600/2 from NZG (843).

Dressta TD-40E in 1:50

Steeped in history

by Daniel Wietlisbach

One of the surprises at the Intermat in Paris was certainly the model at the Dressta stand of the TD-40E by an unknown maker ...

That the designation TD-40E reminds us of the bulldozers International once produced is not coincidental. Dresser took over the construction machine division from IH in 1982. Dresser and Huta Stawola Wola (HSW) signed a joint venture agreement in 1991 to build dozers, wheeled loaders and graders under the Dressta label. Since the takeover by the Chinese, the exact company name, at the same location, is LiuGong Dressta Machinery Sp.

Dresser management used the mighty International TD-40 to develop the B- and C- series; Dressta continued to build this series without any changes. The TD-40E is the current series and brings a weight of 67.7 t to the scales. The power plant is a Cummins QSK19 six cylinder engine developing 515 hp (384 kW) and the capacity of the semi-U blade is just short of 40 m^3.

Model from China

The merchandising program is in the hands of LiuGong in China where this model originates. While there are no "made in China" signs, neither is there any hint as to who produced it. However, when taking a close look, it becomes quickly apparent that the people behind it know what they are doing! The competently executed model has mostly metal parts and transposes the character of the original very well. The track carrier with the full-length protective cover as well as drive, guide and support wheels are all nicely engraved. In place of the invisible guide wheels, a plastic insert ensures smooth operation for the tracks. The bottom plates of 850 mm are slightly wider that the standard version and look good on the TD-40E. The tracks have 43 (39 on the original) fine individual metal segments. The sprung guide wheels lack a bit of precision and are pushed upwards by the suspension springs.

The engine hood is a special treat as the radiator grille and all air intakes are made from very finely-etched stock; model makers can be forgiven for the faux-pas of mounting them behind the openings and not flush as on the prototype. Holding the model against the light we can easily make out the simulated engine behind the grilles. The cabin with the roll-over bar is made completely from metal and has perfectly flush-fitted windows modeled with elevated window wipers and black gaskets. The bi-colored interior is clearly visible through the openable doors. All hand grips are solid wire.

Equipment

The model of the TD-40E is equipped with the standard Semi-U blade that is 4.91 m wide and 2.23 m high. The arms for pushing the blade are finely engraved Die-cast pieces as is the blade itself. The hydraulic cylinders are made according to the newest techniques in model making with all the supply lines and spot lights, even though the screw fittings are missing. The blade can be tipped and inclined in a limited way.

Also very nicely detailed is the single tooth ripper at the rear but unfortunately, because of a design mistake on the cylinder, it cannot be lifted up completely. The adjustment cylinder for the ripper with its two hydraulic lines has even been modeled. The ripping tooth itself can be fixed in four dif-

ferent position and even the push block was remembered.

The paint job is correct, covers well and is very cleanly applied. The lettering is sharp and legible and the many warning signs have been modeled in great detail.

At a glance

+ Functionality
+ True to scale
+ Detailing
− Function off the ripper

Caterpillar 349E L from CCM in 1:48

A fine thing

by Daniel Wietlisbach

CCM delivers two versions of the 50 t Caterpillar 349E L excavator ...

With a working weight of between 47.7 and 53.3 t, the Caterpillar 349E L is a middle-size excavator. The Cat C13 Acert diesel engine delivers 295 kW (401 hp) and conforms to the European exhaust controls, tier IIIB.

The models from CCM are made mostly from metal and look well-proportioned at first glance. This was confirmed when checked against the original measurements. Even the track width adjustment is true to scale and the overall width is correct when fully extended and also when retracted. The chassis does not buckle in the extended position. The tracks, made up of 51 (52 on the original) delicate metal segments are some of the finest and most easily rolling ones. The drive units are exactly modeled and even the full protective cover is pierced. While the running wheels are only mock-ups, the support wheels turn. The main frame even has tie-down loops for securing the machine in transport mode.

The upper carriage with its precision detailing invites the eye to linger. Not only are the engraved details exact, but they have been further augmented by individually-applied detail parts: swivel engines, hydraulic valve block, steps, safety rails, fuel tank lid fire extinguisher and let us not forget to mention, the 12 individually-applied, photo-etched air intake grilles. Only the rear view mirror on the right hand side is missing. The engine hood as well as the service hatch on the side open to allow a view of the very detailed modeled engine. The door to the cabin also opens and a cleverly-inserted spring allows it to remain in open or closed position. The interior is greatly detailed and multi-colored. Many warning labels are on the inside of the window overlooking the arm. The glazing has been mounted flush and the gaskets have been modeled. A hand rail with a rear view mirror made from metal as well as work lights

and window wipers complete the workplace of the construction machine operator.

Equipment

The Cat 349E L comes with a 6.9 m HD-boom and an R3 9DB stick (not available in Europe), quick change attachment and two different buckets. The 349E LME however, comes with a 6.55 m arm, M3 0UB stick and ground excavation bucket. All components are made from exactly-engraved metal parts. The hydraulic lines, modeled complete with all connections, are mounted separately and are made from plastic or rubber at the joints. Unfortunately, because the rubber material is not very flexible, a connection can come undone during normal use. Even on the cylinders, the free standing hydraulic lines have been modelled as have the screw valve connections. The tiny control cables are partially cast on the arm and stick and on the LME are even painted black.

Unfortunately, the functionality of the models is not optimal. For example, the models do not reach the maximum digging depth nor the cutting in height or the transport height, even though the cylinder lengths have a lot of reserve in the give.

The three shovels are exactly modeled, right down to the Cat logo. The Cat 349E LME has a HD-Shovel (Heavy Duty) and the 349E L, a standard shovel plus a special shovel with wide teeth. The quick change attachment works really well when operated according to the included instruction sheet.

The satin and glossy paint job of these models is excellent and the lettering sharp and legible. Many warning labels, even on the fire extinguisher and the shovels, complete these excellent models.

At a glance

+ Detailing
+ True to scale
+ Metal content
− Functionality of the equipment

Volvo EC220E and L350F from Motorart in 1:50

Model updates

by Daniel Wietlisbach

Motorart releases two further Volvo machines which are now as up to date as the originals. The EC220E tracked excavator is a completely new model while the L350F wheel loader has been updated with the current safety features of the prototype ...

The Volvo EC220E belongs to the 20 t class and is powered by a six cylinder D6J engine producing 175 hp (129 kW) produced in house. Its working weight is between 20.6 and 25.8 t depending on attachments.

After the somewhat unfortunate EC220D predecessor model introduced at the 2013 Bauma, the E model was eagerly expected and pleases at first glance. It has a high metal content and hefty feel and has been made true to scale.

The drive units have been well modeled however, the tracks that they have been equipped with are a bit on the coarse side. While the drive and guide wheels turn, the running and support wheels are only mock ups. Because the tracks lack sprung guide wheels, they tend to hang down and also do not turn very easily.

The upper housing is a nicely-engraved piece with many details and has the raised Volvo logo on the rear. The especially fine wire safety railings, the exhaust pipe, air filter, rear view camera, rear view mirror and pierced running board complete the superstructure. The turning mechanism is open to inspection as is the hydraulic valve block. The engine hood opens to reveal the engine that is also visible through the finely-etched air grilles on the left side; this is first class! The cabin with its detailed interior has single and flush-mounted windows but the cast-on gaskets are unpainted. Hand grips from metal wire as well as rear view mirror, head lights, window wipers and a rotating beacon on the roof complete the details.

The EC220E is equipped with a 5.7 m Monobloc outrigger arm and a 2.9 m stick with bucket. Arm and stick are made up from exactly-engraved metal pieces and the hydraulic lines are attached as separate pieces although they are not modeled in their entirety. For example, the connections from the valve block to the boom and stick and the continuation to the hydraulic cylinders are missing. Only the lifting cylinders are correctly "supplied" and the hook up on the arm for further hydraulic circuits to supply attachments is present. The shovel is modeled but rather simplified and a quick change attachment is omitted. The model misses the maximum digging depth by a mile, but reaches the correct height and that is generally more important for displaying in a show case.

Adaptions to the Volvo L350F

While the EC220E is a completely new design, the L350F model could be adapted from the existing 10 year old tooling but this is hard to spot. As on the original, the mounting details on the left side were upgraded. There, for safety reasons, the steep stairs were removed, the safety railing was improved and access to the rear and on both sides was improved. In the new details there is one extra step in the remaining stairs and longer handholds on the bottom part. Also, the operator is now able to use an additional handrail on the engine hood. All handholds are made from wire material and accordingly, are solid. Other than these modifications, it is like the earlier, well-executed model ver-

sion of the L350F from Motorart. The satin gloss paint on both models is well done and the sharp, legible lettering is augmented by many small warning stickers, especially on the wheeled loader.

Volvo EC220E

+ True to scale
+ Metal content
− Supply lines

Terex Superlift 3800 from Conrad in 1:50

Strong Crane

by Carsten Bengs

With the model of the Terex Superlift 3800, Conrad has played catch-up as far as detailing is concerned. The functionality provides nothing to complain about ...

The model has a good heft and is solid, as we are used to from the folks at Kalchreuth. There were no defects found on the model. The dimensions have been translated true to scale to the model but unfortunately, the tracks are the same that were already used on the CC8800 and the LR1750, and so are incorrect.

The model of the 650 t crane comes complete with Superlift, flying jib and suspended ballast. Connecting all the separate parts is done with bolts, including the guy wiring. On the winches at the bottom of the outrigger arm caution is called for, as the key drags a bit. The tracks roll freely; all 24 running and the two support wheels per track carrier move. The assembly of the drive units is easy and is secured with the usual plastic bolts. The central ballast frames are clipped on both sides and are loaded with two pallets each, on the original that would be 50 t.

The upper carriage contains the lifting winches as well as the erection winch including the A-frame. On the prototype, a MTU engine would produce 405 kW. The exhaust pipe can be traced very well and runs front to back. Between the outrigger winch and the wheel block is a walkway with anti-skid tread.

On the upper part of the carriage, the walkways are just clipped in, as are the safety railings. There are even walkways on each of the parts of the arm. The way these are made from photo-etched pieces is especially impressive. The hand rails are made from white metal.

I highly recommend mounting the walkways before the mast is assembled. On the inside of the mast they clip to the inside of the mast with small plastic hooks while on the outside, small clips are used. It is important to ensure that they

are all done the same way, because here Conrad has given us another fine detail. Security is important on all construction sites. When the mast is assembled, the workers are at a height of several meters therefore, the Superlift 3800 comes with safety railings even on the main outrigger arm. Along the whole length of it little supports are clipped on and a safety cable that looks like thin steel is attached. A very nice solution and a detail that is unique.

The new Superlift convinces with its new solutions for details. The rearward ballast can be adjusted prototypically correctly. The floating ballast is connected to the upper carriage with two winches. Exciting too is the new way found for the solution of the height difference.

The two hydraulic cylinders on the Superlift head have an internal thread and so are easy to adjust. The maximum weight for the Superlift ballast is 325 t. Two white metal ladders including an erection platform are clipped on to the frame.

The two dolly wheel blocks are made of white metal and are very convincingly modeled as they function just as the original. Two sets of wheels are included. They are either both mounted on the main block, if no flying jib is needed, or one can be attached to the block at the main mast and one to the flying jib tip.

Matching them is the twin hook head that is also made up from modules. It can take a maximum of 10 wheels and on the prototype can lift up to 380 t. This requires rigging of 2 times 11 strings of cable. If the hook is connected to only a single head, it is easily changed to a block with five wheels. The two additional weights included are used on the prototype to keep hooks and cable vertical, especially on long distances. Of course, all cable wheels are made from metal.

Overall, the Superlift 3800 from Conrad is convincing because of its high degree of functionality and the super detailing. Only the tracks still have the potential for improvement.

Kurzwertung

+ True to scale
+ Extensive features
+ Walkways and safety railings
− Tracks

Tinplate

Excavator from NBN

by Robert Bretscher

A mobile cable-operated excavator with clam-shell bucket made from plastic and tin plate by NBN ...

The "Nürnberger Blechspielwarenfabrik GmbH" (NBN) (Nürnberger Toy Tinplate Factory) was founded in 1920 by Georg Levy and was originally called "GeLey". When Georg Levy immigrated to England in the 30s, he sold the company to the then part owner Karl Ochs who continued to trade under the name of the founder. Only later on was the name of the toy maker changed to NBN GmbH. NBN produced mainly clockwork action toys and vehicles.

Like many other German tinplate producers, Karl Ochs had to stop production in 1971 because of the growing competition from the Far East. Everybody knew their many crane models in all kinds of color combinations, equipped with the so-typical one lever controls. With the one lever it was possible to turn the crane in both directions or to operate the oversized lifting drums to lift or lower loads. This system, the so called gate shifter, was used not only on the cranes but also on the excavator introduced here. The very large and robust clockwork motor with its strong spring mechanism is without compare and guarantees long running play sessions. In addition to the up and down motion of the clam shell bucket it also has a neutral position on the winch setting. It is an extremely effective helper when excavating because the clam shell bucket drills itself into the sand hill. The opening and closing of the bucket is automatic with a delayed function on the closing winch.

Despite the blue plastic upper part of the machine the model gives the impression of being a massive excavator. The bottom plate of the cabin, the small outrigger base on the roof, the lattice mast and the clam shell bucket are all made from solid tinplate. It is a pity that the lower carriage is made of a garish colored plastic which seems to be at odds with the rest of the unit. NBN also dispensed with the usual automatic turning mechanism operated with a clockwork engine. Instead, one finds a turning knob at the side of the under carriage that can be used to turn the upper part by hand. All these feature reductions make it clear that the excavators produced at the beginning of the 60s had already been influenced by cost saving measures.

Many of these miniatures with the plastic parts suffered hard in the sand box environment and this is why today it is rare to find a completely-preserved and still well-functioning example.

EgliMag 1100A from Gaz Evans in 1:50

Magnet

by Daniel Wietlisbach

Gaz Evans tops his concrete crusher with a magnetic head from the same Swiss manufacturer ...

Magnetic heads are used in the sorting of metal building materials on a demolition site. For example, it is possible to remove iron parts with a magnet for recycling after the rubble is pulverized. Egli has three different magnetic heads in its program. The smallest, EgliMag 700 can attract up to 3 t, the middle one up to 5 t and the largest, the EgliMag 1100A, a maximum of 6 t. As it is clearly stated in the prospectus that these measurement are for "cold" magnets. When the magnets warm up during continuing use, the performance drops.

The model from Gaz Evans

Gaz Evans chose the EgliMag 1100A for excavators up to 20 t as its prototype. The designation refers to the 1100 mm diameter of the magnet. The model is built to scale, is made completely from metal and is finely engraved. To model the four side covers, finely-etched tin scale lids are used showing off the distinctive cooling grilles. On the model, the screws that attach the grilles, the operator's console and the legible, raised Egli logo have been etched in. The kicker of the whole thing is that the EgliMag 1100A is really magnetic! Again, as on the concrete crusher, the magnet comes with an Oilquick quick change head and the necessary hollow bolts to attach it. The width required for direct attachment of the magnet is 11.0 mm and with the Oilquick quick change adapter, is 9.0 mm. The paint has been applied cleanly and covers well.

Available from

The attachment from Gaz Evans are available worldwide from these dealers:
Setec HTM (CH), Giftdigger (NL) DHS (US), Quarry Diecast (AUS), Le bull-jaune (F).

Tool attachments from NZG in 1:50

Diversity

by Daniel Wietlisbach

It is not always the small series makers that produce excavator attachment tools. NZG, one of the big names, has something to offer in that department ...

The tools from NZG can be classified into four areas: cable controlled, demolition, material handling and special civic engineering tools. While the latter were produced as a special set for Liebherr, the others are from standard models and were offered separately only as an afterthought. For collectors, the Diecast models of the tools are welcome items.

Civic engineering

An accessory set matching the Liebherr LRB 255 pile driver and drill rig is available. This comprehensive set contains tool attachments for no fewer than five different specialized civic engineering situations. We are omitting a detailed description of each of the tools and direct the reader to the current series of Diorama building where Markus Lindner describes all methods in great detail. However we put each of the tools under a spot light. They are all true to scale. As per prototype, the tools can simply hang on the sled of the pile driver, bolted on with the included bolts. Kelly Drilling is the most widely-known procedure.

The Kelly rod and drill is a single unit and operated by the main winch cable. On the pile driver sled, the unit from BA 250, the BA220 drill power unit, Kelly cushioning and pressure pipe are attached. All are finely engraved and made up from separate parts. Because of the inventive construction of the model, all parts of the process can be simulated. The supply lines are made from flexible rubber and the hook up to the carrier is by simply plugging them in. It is praise worthy that one VRM 150 KL Casing pipe oscillator is included in the set as it is not always required for Kelly drilling. This machine is very lavishly constructed and can be operated using five hydraulic cylinders and is complete with flexible supply lines.

The DBA 200 double auger has an independently controlled power head for each of the augers. The insertion pipe mechanism turns counter clockwise at the same time. The twin drill unit is modeled in great detail down to the connecting pipe for the pumping in of concrete. Despite the fact that the twin drills are completely covered with the supply pipe cage, they have been modeled in their entirety. The pipe, when near ground level, is guided by a prototypically-correct, hydraulically-adjustable clamp on the pile driver.

For the SOB technique, a second endless auger fixed to the BA 250/ BA 220 drill driver is included. In addition to the exactly-engraved engine, there is a concrete supply pipe that turns 180°. Again, near ground level, the auger is guided by a second, but smaller clamp.

The 32 VMR high frequency ring vibrator is used for the making of slim concrete pilings. First, pipes with foot plates that seal the bottom are driven into the ground then the pipe is filled with concrete; the pipe is removed after the concrete sets and the foot plate remains in the ground. The vibrator has been modeled very nicely by NZG. Its size is impressive. All ladders and the platform including protective railings have been copied exactly. In this method, a guide clamp is required near ground level.

As a fifth tool, the H110 hydraulic free fall hammer is included in

the set. It is used to drive pre-fabricated steel, concrete or wooden pilings. The housing is modeled in great detail including piercings and it is true to the original. On the upper part the drive mechanism has been modeled and below the 9 t heavy hammer head is shown. To guide it, the previously-mentioned longer clamp is required.

As there is only one included along with only two ø 8.0 pipes, it is not possible to show all five methods off at one time probably because it is very unlikely that every collector has the necessary number of Liebherr LRB 255s to display all five configurations. Unfortunately, the supply pipes are modeled somewhat over simplified and without any locking device. Despite this, the set is an enrichment for anybody collecting civic engineering machines and it is also a great load for a couple of trucks with low-loader trailers.

Demolition

The two concrete scissors shown are from a model of the Hitachi ZX1000K. The large, almost 10 t Okada TS-W2200V develops a force of 210 t and is a good fit for excavators in the 70 to 100 t class. It has been modeled true to scale and is functional. The massive hydraulic cylinders are chromed and the jaws can be turned 360°. With an attachment opening just short of 16.0 mm it fits on the short boom of the Liebherr R 960 demolition excavator from Conrad.

The 2.3 t Ohsumi FE500 develops 69 t of force and is capable of cutting steel. It too is finely detailed, functional and turns 360°. It is possible to mount it, unmodified, on the 33 m demolition beam of the R 960, a lucky co-incident! Its attachment opening measures 10.0 mm and so is also suitable for smaller excavators. Included with the tools in the set are the necessary bolts for attaching them to the machines.

Material Handling

A functional and fine lumber grapple comes from the Terex Fuchs MHL454 log handler. It includes the hydraulic cylinders as well as the four rubber made supply lines. The attachment opening is 7.0 mm and the mounting pins are included.

The cactus grab is a little bit more elaborate mechanically. It has a central hydraulic steering that functions flawlessly. The metal model came originally from the Sennebogen 835M and has a maximum opening capacity of 6.5 mm. The hydraulic lines are also modeled and the mounting hardware is included.

Dragline excavators

NZG offers tools for them as well. The clam shell bucket comes from the Menck M90 and of course, fits other models in the 20 to 30 t class. The very fine mechanics function without a hitch if a thin and free running scale cable is used however, the rigging takes a bit of fiddling. The chain fixed to one side of the bucket has to be attached to the cable that runs to the tag line winch. The drag bucket shown was first used on the Weserhütte W180, was also included with the P&H 670WLC and is currently used on the Liebherr HS 855. The prototype used was a drag line bucket from the legendary maker, Hendrix. They are available in very small capacity increments from ¼ cu. yd. (English volume measurement Cubic Yard = 0.19 m^3) up to 14 cu.yd. (10.7 m^3).The NZG model is a 2 ¾ cu.yd bucket that translates to 2.1 m^3 capacity. Even 13 years after it was first released, it is still one of the nicest models made because of the very thin walls and the fine holes in the bucket of which there are a total of 148!

Rock crusher from Faller in 1:87

Ammann

by Daniel Wietlisbach

Since late last year, Faller has produced the imposing structures and installations of a large gravel quarry. Included in the program is a rock crusher ...

Discretely displayed on the processing silo, yet unmistakable, is the company logo of the worldwide operating firm, "Ammann". Together with Avesco, it forms the Ammann Group conglomerate. Ammann itself builds road surfacing machines, compactors, concrete and asphalt mixers as well as Mineral Processing Plants. Under the heading, "Large Gravel Plant".

Faller is offering such a plant in kit form. Matching it are a truck scale with office, a loader for trucks and railway cars as well as a rock crusher, in short everything one would need for a medium to large-sized operation. Even in 1:87 scale, this would swallow up a lot of room. We had the rock crusher with attached conveyor belt to look at. It comes in a large box containing 249 parts, of which only about half are used so that there are a lot of parts left over for the scrap box and for other projects in the future. The sprues come in four colors so painting is an option. The instructions recommend painting the conveyor belts black before assembling to increase realism. Of course, the whole model just calls out for weathering and is an ideal object on which to use all kinds of aging techniques to show the heavy use. On the other hand, single components could be used in factory-fresh condition as loads for lowboy trailers.

The assembly is straight forward and relatively easy for experienced modelers, but even beginners would find it doable. The conveyor can be made to operate with a small motor (available separately) that allows it to swivel 90°.

Caterpillar 769B from Gescha / Conrad in 1:50

Truck `n` Roll

by Thomas Wilk

After the Cat 769 became a more common sight, the model from Gescha/Conrad followed. Especially rare today are the pre-production series models ...

The race for ever-larger dump trucks began in the 50s. The green "Eucs" from Ohio in the USA became the synonym for dump trucks in general. Caterpillar watched the market develop and very quickly came to the conclusion that a dump truck was urgently needed for their product line in order for them to survive in the construction machine industry. Therefore, in 1962, Caterpillar launched their very successful 769 dumper with a carrying capacity of 31.8 t. It was powered with a 400 hp Cat diesel engine that could reach a respectable 66.8 km/h in transport mode.

Rare pre-production series model

Following acceptance of the Cat 769 by the construction sector, it was only a matter of time before a scale model was produced for the salesmen to give to customers when closing a sale for the dump truck. The choice of maker was the renowned model maker, Gescha, later Conrad, situated in Nuremberg. They received the contract to develop the model in 1:50 scale at the end of the 60s. In 1966, the original was still being offered with a flat bottom bin compared to the V bottom on the model. It is therefore probable that the model was based on an earlier version of the Cat 769B from 1967, with Pacman logo. In 1967, the old Caterpillar lettering was replaced with a more angular font.

The Cat 769B scale model shown here is an extremely rare, pre-production series model, which has some significant variations from the later mass-produced series model. With the exception of the rims, the 160 mm model is made completely from white metal castings and weighs in at a hefty 640 g. It is a very robust model that looks like it had a few hours of use in the sandbox at home without being damaged. The experts at Gescha/Conrad took great care to incorporate all important details true to scale in their model design.

On the pre-production series model, the massive die cast part incorporating the engine hood and additional parts has two additional drilled holes situated at the rear where it is connected to the chassis. The two screws used are located behind the air filter housing and near the cabin. A pre-assembly of the additional attachment parts was therefore impossible and the cabin had to be mounted separately. On the later serial production models a more massive and centrally-located mounting pin with a screw was used. This made the assembly of the models much easier.

A massive protection bar is mounted in front of the radiator. Further details can be found on the very nicely-engraved fuel tank; the original with a capacity of 510 l is attached on the right hand side of the dumper. Also very nice to see is the double cartridge air filtration plant with pre-separator. Even the securing belts for the covers have been hinted at. The driver's cabin has the correct form with its forwardly-inclined front window. The window has been colored in a light blue tone. The radiator grille with twin double front lights, the stylized protection grille on the overflow fence as well as the new Caterpillar logo are crisp, printed-on details. On the other hand, the two Pacman logos with the type identifier on the door and fuel tank are sharp but not as brilliantly executed as on later

series models. Ladders located on the right and left hand side of the radiator provide access to the driver's cabin. Simulated hand holds on the cabin and the anti-skid, pierced surface ensure a secure entry. Located on the frame on the driver's side is the hydraulic tank. On the opposite side are two large pressure reservoirs for the air brake. The model has a high, realistic play value because the two front wheels have independent suspensions and are steerable. The rear axle with the differential is also suspended. Between the twin tires at the rear, a freely moving stone ejector on rods has been mounted. The twin angle massive V-shape bin is 73 mm wide and has eight stiffening struts mounted at the side of it. The single wheel suspension at front is connected side to side with a tie rod; this rod is bolted to a control stick which exits between the radiator and the front bumper. With this small and almost invisible lever it is easy to steer the front wheels to a maximum of 39 degrees, like child's play. The last mentionable feature is the exhaust gas run with bin heater. On the original, when the bin sits on the chassis the exhaust fumes are routed through a huge exhaust pipe that is attached to the bottom of the bin. The hot fumes heat the bottom of the bin before exiting at the last upper stiffening rib on the right side of the bin. The opening has been simulated by a 3 x 1 mm engraving.

On the later series (Conrad 2760 model described here), the rims are made from metal. Unfortunately, they were swapped the wrong way around, and the tires had a rather rough profile. Apart from this, however, the Caterpillar 769B remains a desirable collector's piece.

Eye candy

Dresser 4000

by Albert Schmid

Along with excavators and dump trucks, wheeled loaders are getting bigger and bigger. Like this giant, the International Hough Payloader 580 / Dresser 4000 ...

The Hough Division of International Harvester Company first introduced the newly-developed big wheel Payloader 580 at the American Mining Congress Show 1971 in Las Vegas. The heavy 127 t prototype that was built in Libertyville, Illinois, had a loading shovel with a capacity of 14 m^3 that was controlled by a mighty dumping cylinder. It was designed for the efficient loading of a dump truck with 154 t net tare load. The propulsion system was handled by only "one" 12 cylinder Detroit Diesel Engine having 1075 hp. The Payloader 580 and the one from Clark Michigan 675 (outfitted with two engines), produced a year earlier, were the largest wheeled loaders of their time. The greatest innovation then was the modulation control for the gears which made it possible to shift the energy available from the engine to the drive or the loading hydraulics at almost constant rpms. Because of the relatively easy load sequencing maneuvering, real advantages for fuel economies and maintenance reduction were achieved however, it took four years until full series production could begin. It was not until 1975, when the first wheeled loaders left the assembly line. They were available with a choice of a 16.8 m^3 rock or coal shovel with more than 30 m^3 capacity and were delivered mainly to the mining industry. About 50 units of the Payloader 580 were sold even before the take-over by the Dresser conglomerate in 1982; this made it the most successful giant wheeled loader of the time. The Payloader 580 became the Dresser 4000. Because of a joint venture agreement in 1988 with Komatsu (KDC, Komatsu Dresser Cooperation) a re-design of the wheeled loader was undertaken. Starting in 1991, under the brand "Haulpak 4000", it was produced in Peoria and introduced to the market. It had a weight of 152 t, an 18.3 m^3 capacity rock shovel and an engine that was a strong 1280 hp. Only four years later Komatsu ceased production. The main reason for this was that only three or a maximum of six units could be sold. The experience gained however was used later on by Komatsu when they developed their own line of large machines.

The Dresser 4000 wheeled loader in 1:50 scale is still being built, albeit in a fine resin model. Responsible for the production is the US Model dealer Brandon Lewis, owner of Buffalo Road Importers and the EMD (Engineering Model Developments) model making company. EMD was created from a take-over of A.T.M (Art, Technique et Machines), founded by the French construction model enthusiast Francis Pierre. It was known for producing mainly historical construction machines. The handcrafted model made in Russia has the serial number 137. It impresses by its wealth of fine details. For example, it has two fire extinguishers, window wipers, hydraulic and supply lines, all round hand railings as well as assisting rails and hand grips all made from a very thin steel wire. Also worth mentioning are the driver's cabin with its dashboard and control units. The tires are made from rubber and have the exact profile of the original. In conclusion, this is a completely convincing model, were it not for the weight factor! This has to be taken into consideration when dealing with a resin model.

By the way, to demonstrate the huge capacity of the gigantic shovel, in 1971 at the Mining Congress show in Las Vegas, it was filled with water and a sail boat including a bathing beauty was sailing in it!

Build a Caterpillar 613G Water car

Water – On!

by Urs Peyer

Here in Switzerland the use of water cars is rather rare. In other countries special vehicles that spray water are built and used ...

To keep the dust down on a construction site in our country, usually an old farm liquid manure trailer used to sprinkle water is sufficient. In places where rain and natural ground moisture are scarce, the use of a water wagon is a necessity. Anybody who ever tried building a sand castle with dry sand without using water will understand this. Water tankers using Scraper heads start at 18,900 liters for the Cat 613G and end with the 651E with its capacity of 45,000 liters.

The Norscot Cat 613G elevator scraper is an excellent model. The front of the unit is ideally suited for conversion to a water wagon. The instructions here are for the 5,000 gallon tank of the MEGA Corp. from New Mexico, US.

Disassembly

With the loosening of a single screw at the goose neck, front and rear come apart. The front of the scraper stays as it is while a few parts must come off the rear. From the cross tube that has the two supports for the grader bucket, cut out a 22.0 mm long piece from the center (picture 1). Remove the mud flaps from the rear of the unit by pushing out the two burls that attach them. Cut off the two rear fenders along the engraved line and the frame and put aside as we use them later on. Take out the press-fitted pushing block at the end of the scraper bucket.

Building the tank

The tank for the water wagon will be 116.0 mm long and 49.0 mm wide. The height, in the middle, is 36.0 mm. The vertical side walls, bottom and lid are rounded off lengthwise (radius 7.0 mm) and elevated to 40.0 mm in the middle. This means that the middle part of the tank is a cuboid in shape measuring 116.0 mm long is 49.0 mm wide with a height of 16.0 mm. Bottom and lid are 49.0 mm wide. The rounding off begins on the outside with a quarter circle (radius 7.0 mm) and transitions smoothly from the circle to the 10.0 mm high vertex.

The technique used in building the tank is the same as building a ship using nine, 2.0 mm thick spars. The measurement between the spars is 12.0 mm. Glue two vertical side walls of 12.0 x 16.0 mm between each set of two spars. Put two quarter round profile pieces (radius 6.0 mm, length 12.0 mm) on top, and in the middle of the assembly put a 4.0 mm thick sheet stock support wall measuring 34.0 mm long and 12.0 mm high. Repeat this procedure eight times until the tank frame is complete. The sub-assembly should now have the following measurements: length 114.0 mm, width 47.0 mm and height in the middle, 34.0 mm. Sand the frame level with a large file before the next step.

Make the skin of the tank from 1.0 mm sheet stock cut to a width of 120.0 mm (trim material over lapping the edge after gluing on). Begin by applying glue 8.0 mm wide to the middle of a side wall. Then glue on the sheet stock, weight it down and let dry completely. When the glue has dried, the wrapper can be bent around the first bend, glued to the spars and let dry. Repeat this process five times until the tank is covered completely with the skin.

Now is the time to invest a few hours with a large fine file to remove any dings or scratches from the surface of the tank (without filing a hole into the wrapper!). To finish off the tank construction, glue on the two 1.0 mm side walls and file smooth. Use 1.0 mm triangular profile for the three black ribs on the outside of the tank.

The rest of the construction

Two brackets are required on the front wall to re-attach the cross tube we cut out earlier on. The brackets are made up from two pieces, each made from 1.0 mm sheet stock. Drill out the inner one out with a ø 8 mm drill so that the cross tube fits in the 1.0 mm deep hole. The distance measured from the middle of the hole to the front wall is 14.0 mm, from middle of the hole to the deepest point of the tank floor is 24.0 mm, and the length of the brackets is 33.0 mm (picture 1).

The 21 mm wide and 28.0 mm high axle housing is similar to the one on the scraper head. The distance, measured from the highest point of the tank is 6.0 mm and the distance from the middle of the axle to the lowest point of the tank floor is 6.0 mm. The distance from the axle center point to the pushing block is 30.0 mm and the measurement from the middle of the pushing block to the lowest point of the tank floor is 9.0 mm. On the sides and above the axle housing cut out three 17.0 mm openings and make a 24 mm long cover plate. Extend the two cut-off fenders to a length of 40.0 mm and glue to the sides of the axle housing (see pictures 2 and 3).

Before re-attaching the cross tube, the two new brackets and the axle housing, the tank is under pinned temporarily to 12 mm (clearance from the floor). Now check that all parts are assembled, insuring that the tank and scraper head are level. As a further step, we recommend priming the tank before the details are added.

Material used

ABS Sheet stock	0.5, 1.0, 2.0, 4.0 und 6.0 mm
ABS Quarter round profile	r = 6.0 mm
ABS Square stock	3.0 x 3.0 mm
ABS Triangular profile	length of the sides 1.0 mm
ABS rod stock	ø 2.0, 3.0 und 5.0 mm
Welding rod	ø 0.8 mm
Aluminum rod stock	ø 5.0 mm
Brass pipe	ø 15 mm, thin-walled

Detailing

The ladder at the rear (width 9.0 mm) and the two railings on the tank were fabricated from 0.8 mm welding rod (picture 4). The man hole is made from 4.00 mm long brass pipe ø 15.0 mm. The sprayer heads are turned from ø 5.0 mm aluminum rod stock and have a height of 6.0 mm. The sprayer beam at the rear is made from round ABS stock of ø 3.0 and ø 2.0 mm, and the mock-up of the pump from ø 5.0 mm round stock and a 3.0 x 3.0 mm profile piece. Sprayer beam and pump are attached to the bottom of the axle housing (pictures 5 and 6).

Head and brake lights are from model truck detail parts. (picture 7).

Special infrastructure construction Berlin Part 3

Diaphragm walls

by Markus Lindner

Protective wall work is among the most impressive of highly-specialized civic workings. We show you how this construction work can be duplicated in 1:50 ...

A diaphragm wall is a protective wall made from concrete or reinforced concrete that is built in equal sections in a ditch, depending on gradients. The wall then takes over sealing and static functions. Usually, installations are found on the perimeter of deep construction pits; they can also be used as walls for waste dumps or dams or as a foundation. The diaphragm wall is thought to be almost impenetrable and pressure resistant. The thickness of the wall varies from 50 to 120 cm. A special case is the diaphragm wall combined with imbedded pile sheets as an additional waterproofing element.

Since the outlay to set them up on site, compared to the actual cost of building the walls is relatively high, diaphragm walls are the preferred method only when especially large and deep protective walls are needed. In such situations they are without compare and can be installed quite quickly.

Procedural sequences

Ditches for diaphragm walls are excavated using either a cable-controlled excavator equipped with a specialized rock grappler and clam shell bucket, or are cut out in sections with a special milling machine. For this process, the whole length of the ditch for the diaphragm wall is divided up into sections. The layers in the trench are removed step by step using the Pilgrim method (using a back and forth movement). To guide the bucket of the excavator during the excavation, guide walls are made on site from concrete mix (15 cm thick, or from concrete or prefabricated steel modular units). The excavation of the layers is then done with the protection of a support liquid, in most cases a bentonite mixture that secures the walls from collapsing inwardly. The bentonite mixture is made on site and is constantly recycled. It is pumped out of the ditch once the concrete pouring for the walls commences and is then re-generated in a de-sanding facility to be re-used. Bentonite liquid that is not required is stored in large silos or containers on construction sites. When a diaphragm wall cutter is used, the spoil and the bentonite mix has to be washed out of the ditch. This requires the large, specialized installation of a re-generation plant. Diaphragm wall cutters can be attached to cable-operated excavators or a pile drivers. Using these kinds of machines is rather unusual in central Europe. When using a grappler bucket for excavation, the methods used differ between mechanical and hydraulic diaphragm wall excavations. The difference is in the closing mechanism of the grapple bucket. Hard rock can be removed with a diaphragm wall chisel that is attached to a pile driving rig on the cable-operated excavator and is used in free fall mode.

For a concrete wall in the trench used in the installation of a diaphragm wall, a reinforcement cage is lowered into the trench by the excavator in the section to be concreted. The concrete is then poured in via concrete pipes and funnels so displacing the bentonite as the concrete rises in the form. The sidewalls of the individual sections are temporary frames or elements. The resulting rounding at the end of the section allows for good dovetailing with the next section to be finished. Prefab wall elements that can be used are simply lowered in to the trench are a special case.

After the pit excavation, the necessary anchoring of the diaphragm wall and the installation of the excavation bracing follows.

Translated into model form

In the past, the theme of diaphragm wall construction in model from was the domain of specialized small series makers. As examples, the models from Horst Möhlers (www.hm-baumaschinen.de) and the Rossinelli diaphragm wall grappler bucket models deserve a mention. Only with the appearance of the Bauer BC40 Diaphragm wall cutter on the BG 40 carrier by Bymo and the Sennebogen 690 HD cable excavator with mechanical stone grappler with clam shell bucket from Ros, did large series models become available. Additionally, there is the current model of the Bauer MC 96 cable-operated excavator equipped with the BC35 diaphragm wall cutter from Bymo. Despite these offerings, modelers interested in this highly-specialized sector of the hobby will have to do a lot of scratch building and just because of that it is very interesting for some.

For the Berlin construction site introduced earlier, a further, exchangeable insert was made. This depicts an already-completed construction pit section above the ground water level with a pile wall and a diaphragm wall as a surround wall. For a lower-lying core pit, a further diaphragm wall is to be constructed.

If one would like, as shown here, to demonstrate all the steps required for the construction of a diaphragm wall, it is convenient to use Styrofoam as a base and cut a trench into it. This trench has its upper edges rounded off to simulate the excavation of the trench for the guide walls. The surface, now irregularly textured, is painted with a neutral tint primary color then finely-sifted ground material bound with primer is used as spackling compound to imitate the construction site surface. If one wants to show the excavation of the trench first, another technique would have to be used. For example, the inside of the trench could be made up as an insert. The insert could be removed after the end of the diaphragm wall construction and a prepared diaphragm wall could then be inserted. The insert would then be replaced with sifted ground cover.

A concrete diaphragm wall could be made true-to-scale quite easily from wood or MDF board. The surface texturing is made with a rough texture mix. On the sample diorama shown however, Styrofoam was the material of choice because texture can be worked easily into the surface and also it is easier to simulate the sections with this material.

To finish off, a coat of concrete color paint and aging with appropriate earth color pigments is used.

In the next issue, the extensive construction site equipment is featured in detail along with some suggestions on how to scratch build some of the items.

Remo's old iron

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

by Remo Stoll

This old dragline excavator is surely not used daily, but it still looks solid. Thanks to the double rear counterweight, even a full bucket of gravel out of the water never poses a problem. The somewhat different paint color on the cabin is due to an accident where the boom crashed back and landed not too softly on the cabin.

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

This time the winners will receive one of the following prizes: a Liebherr LTM 1350-6.1 "HN-Krane" from Heavy Transport Models, a Mercedes 8x4 with roll on roll off bin and the loading crane "Cardem" from Conrad, as well as the Mercedes Actros 8x4 with flat deck and crane "Liebherr" from NZG.

Solution from Construction Modeller 3-2015

The Scraper was a No. 428 with a Caterpillar DW15. Unfortunately, many entrants forgot the designation of the Scraper. Despite this, a draw had to be held to decide the winners: Bernhard Dorner from Neuhaus (D) who won the Liebherr 43 R4 XXT Concrete pump from NZG, Franz-Jakob Kolbeck from Furth im Wald (D) who won the Caterpillar 308E2 CR Mini Excavator with three tool attachments in 1:32 from Norscot and Alexander Scholler from Altenburg (D) whose prize was the Volvo L350F from Motorart. Congratulations to all the winners!

New on the market

Conrad 1:50

A plethora of attractive color variants arrived from Kalchreuth. In noble black comes the MAN TGS 6x4 three way dump truck with tandem trailer ”Wörmann Garten- und Landschaftsbau”, functional as unusual. The line-up of historical trucks is beefed up: The Mercedes-Benz LAK 2624 6x6 round hood comes with a rock bin in orange and as a rear discharge dump truck in yellow. The MAN HAK 16.192 4x4 joins the nice oldies as a rear dumper in red/grey color coat. A special treat to look at is the Liebherr LTC 1045-3.1 in the paint scheme of the Dutch company, “Boer B.V.”. The slick combination of black, white and yellow makes the model shine.

Bush 1:87

The Mercedes-Benz Vito in orange is working for the “Strassenmeisterei” (“Highway Maintenance”) on HO roads. The model has been equipped with a warning beacon and its printed-on lettering is sharp.

Motorart 1:50

We received a model of the JCB 540-200 Loadall telescoping loader from Sweden. The model has a high degree of functionality and the telescoping segments are from metal. The wheels are steerable and under the engine hood that lifts is a replica of the motor. Unfortunately, there are no attachments other than the lifting fork included with the model.

USK 1:32

Matching in scale to the agricultural models, USK is offering the Schäffer 9630 Telescopic Loader. The articulated loader is equipped with a telescoping lifting arm true to the original and it has scale-correct detailing. Originally these machines were designed for loading uses on a farm, but today they can also be seen on construction sites.

WSI 1:50

A welcome new item is the Scania 141 tractor trailer set in the paint scheme for “J. Brouwer”. The already-known flat deck trailer has been augmented with clip in side walls. This makes it possible to optimize it for a greater variety of loads and guarantees a high play value.

Tekno 1:50

The offering of loads is now expanded with a lumber load stack, ideal as a flatbed truck load.

Ad Gevers 1:50

This Dutch model maker offers a kit for a cable winch for the Cat D8T from Norscot. The parts are, as usual, well-fitting precision metal castings. Bolts and small brass details are included. (adscattachments@upcmail.nl)

CCM 1:48

At the same time as the Caterpillar 349E L models introduced in this issue, the model of the Cat 16M grader also arrived for collectors. We will take a closer look at this finely detailed model in a future issue.

Wiking 1:87

10 new items arrived from Wiking; all fall into the category ofmodel updates: the Unimog U406 with a low-boy trailer and cable drums “Nordkabel”, MAN Pausbacke (Chubby cheeks) Stake flat deck rig “Witten-Ruhr”, a construction site trailer and concrete mixer “Heitkamp” , Mercedes-Benz heavy duty tractor trailer set with Scheuerle low-boy “Siefert”, MAN truck with hood and dumping bin in red and green, Magirus concrete mixer truck “Readymix”, Mercedes-Benz Road Sweeper “Böllig”, Unimog U411 “THW”, Scheuerle lowboy in grey and finally, the Henschel dumper “Glück”. From completely new tooling comes the Renault R4 van in blue. It is a tradesmen van as can be seen by the ladder that is sticking out at the back.

Herpa 1:87

The in-house series of construction vehicles in yellow/orange is being added to with a MAN TGS M construction dumper and loading crane, the Magirus with hood dumper as well as the Mercedes Zetros with flat deck and loading crane. The brand new Volvos FH 16 SLT are coming with a semi-lowboy in yellow for “Wiesbauer”

in black and in blue color. Also new, the Mercedes Actros SLT comes with a 12 axle lowboy trailer lettered for "Hegmann Transit". The LR 1600/2 "Wasel" is getting two more ballasts as a load on the Mercedes Actros with semi-lowboy trailer. In neutral colors of yellow comes the Goldhofer TU4 and the TU3 in red.

Art-hobby 1:50

Marek Boryczka from Poland, a collector and model builder, is offering hand-crafted crane and heavy duty transport accessories on eBay. (EBay name art.hobby1). Among its offerings are: tie down straps, lifting belts, lifting beams, lifting chains, tie-down shackles and many more items. Workmanship is great and shipping works very well.

Peter Veicht passed away

Peter Veicht, age 57, passed away suddenly on vacation. He fell asleep in front of his caravan trailer and failed to wake up. Peter was an enthusiastic model builder of drag line excavators, a pioneer diorama builder and well known in the collecting community. We were privileged to introduce you to some of his models in Baggermodelle 5-2010. He built models of different makers however, he will be remembered especially for his unique Menck models.

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
D9H with ripper	1:24	CCM	Dealers	www.ccmodels.com
D10T2 with ripper or coal blade	1:24	CCM	Dealers	www.ccmodels.com
Bobcat E20 Mini excavator	1:25	UH	Dealers	www.doosan-eshop.eu
Set with four Mercedes semi-trailer tipper «Eurovia»	1:50	Conrad	Vinci Shop	www.webshop-vinci.com
Scania R 6x4 semi-trailer tipper «Dornbierer»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 semi-trailer tipper «Henrik Sorensen»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 semi-trailer tipper «SCT Transport»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 6x2 hooking arm container / trailer «Wolters»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1500-8.1 «Ainscough»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1350-6.1 «Trost»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1350-6.1 «Myshak»	1:50	WSI	Dealers	www.wsi-models.com
Tadano Faun ATF 70G-4 «Havator»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 / ballast trailer «Boekestijn»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 / Broshuis SL100 «Wocken»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 / Broshuis semi-lowboy trailer «Torben Rafn»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 / Broshuis semi-lowboy trailer «Pultrum»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 / Broshuis semi-lowboy trailer «Land Harkema»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Arocs SLT 8x4 «Silvasti»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Actros / Scheuerle Intercombi «Seeland»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XXL / ballast trailer «Trost»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF SSC / Broshuis semi-lowboy trailer «Sluimers»	1:50	WSI	Dealers	www.wsi-models.com
Flatbed trailer, red	1:50	WSI	Dealers	www.wsi-models.com
Scania R semi-lowboy with lattice derrick «Felbermayr»	1:87	Herpa	Dealers	www.herpa.de
Scania R roll-on roll-off tractor trailer set «Schlenter»	1:87	Herpa	Dealers	www.herpa.de
Volvo FH with flatbed trailer / ballast Derrick «Felbermayr»	1:87	Herpa	Dealers	www.herpa.de
Volvo FH16 semi-lowboy trailer «Rachbauer»	1:87	Herpa	Dealers	www.herpa.de
Mercedes Actros / ballast trailer «Riga Mainz»	1:87	Herpa	Dealers	www.herpa.de
Mercedes Vito BF3 «Riga Mainz»	1:87	Herpa	Dealers	www.herpa.de
MAN TGA XXL / Lattice derrick set «Felbermayr»	1:87	Herpa	Dealers	www.herpa.de
MAN TGA XLX / Stake bed tractor trailer set «Wasel»	1:87	Herpa	Dealers	www.herpa.de
Roman Concrete mixer truck and trailer set red/yellow	1:87	Herpa	Dealers	www.herpa.de
Gooseneck for Goldhofer axle sets 2 pieces blue	1:87	Herpa	Dealers	www.herpa.de
Heavy duty pulling tower white for Actros and Volvo	1:87	Herpa	Dealers	www.herpa.de

Northwest Engineering Company

A photographic Archive Collection, Buffalo Road Imports, by Matthew E. Folsom & Mario J. Torres. 156 pages, English language, soft cover
ISBN 978-0-9843442-2-2

Following the 346 page book about the history of the Northwest Engineering Company from Green Bay Wisconsin, the first volume of a picture collection has been released as the first of a planned three volumes. The first installment concentrates on cable-controlled Northwest excavators of the first and second generation dating from the 1920s to the 1940s.The many black and white pictures from the Northwest archives show cable-controlled excavators in soil excavation, on construction sites, mining and timber loading. The pictures are sorted chronologically by model number and each picture has a short comment. A picture book for fans of cable-controlled excavators (up).

Poclain des origins à 1973

By Francis Pierre and Jean-Francois Colombet, 207 pages, French language, hard cover book. Published by Histoire & Collections
ISBN 978-2-35250-296-8

Saurer vehicles are to Switzerland as Poclain construction machines are to France. Though they have not been produced for a long time, the French have never forgotten the brand. A new Poclain book has been published in 2015 following soon after that of 2012. The authors have collected hundreds of never-before-published photos, and have given each an expert comment. The book shines a spotlight on the history of Poclain from its beginnings in 1927 through to 1973. Each of the 29 chapters contains a short description of the excavators built in this time frame. Of course, the most well-known excavators like the TY45, GC120, HC300 and the EC1000, are included (up).

Our partner page

Small machine, huge workload

The Caterpillar It14G has been retired after working 15,000 hours over 10 years. The machine handled the workload in the quarry very well. Without major repairs, the wheeled loader was used in the main to supply the splitters machines and loading trucks. To replace it, a Caterpillar 914K has been acquired. The new machine is equipped with a hydraulic quick changer for forks and shovels. To establish the weight of the pallets, a weighing system from Prefund was built in. After a few days, the driver was used to the new machine and is very happy with the new workhorse.

Limmattal Hospital

The building envelope of the Limmattal Hospital in Schlieren near Zurich had reached the end of its life cycle and was no longer suitable for today's requirements. This is the reason for the construction of the new acute care hospital Akutspital LimmiViva on the same site. On the 2nd of March, 2015, working as a contractor for TU Losinger Marazzi, Eberhard Bau AG started with the demolition and civic engineering works on the first lot. The demolition work comprises a total of 30,000 m^3. After the de-coring of the ten-story extended care wing, a 100 ton excavator with demolition equipment was used. The demolition of the 36 m chimney of the heating plant is being handled by a cable controlled excavator with attached concrete shears. At the same time the 90,000 m^3 excavation is proceeding. Thirty trucks, four excavators and one tracked loader are in daily use to remove 1,500 m^3 of spoil and construction rubble. A wheel washer installed onsite ensures clean roads. The completion date for the excavations is planned for the middle of August 2015.

News in brief

Hitachi ZW220HYB-5

During the 2015 Intermat show in Paris, Hitachi unveiled a pre-production model of the world's first hybrid wheeled loader. The four cylinder diesel electric engine, completely newly developed by Hitachi, has a generator and two electro motors on the axles. As on the Hybrid excavator from Komatsu, braking is converted into energy, which is stored for a short time in a condenser and then used for the next movement of the unit. According to the maker, fuel savings of up to 26% are possible. The ZW220HYB-5 Hybrid model will be available in Japan at the end of the year. (up)

Caterpillar MH3022

The two new material handling excavators, MH3022 and MH3024 are based on the new F-series mobile excavators. The working weights are around 22.7 and 25.7 t respectively and the engines conform to the EU-exhaust control step IV. Studies in real life settings were a great help to Caterpillar in making technical improvements, lowering operating costs and giving customers maximum usage. An automatic idle shut down feature lowers the fuel use and the improved Eco-Modes lowers the rpms without affecting performance. The new design of the operator's cabin, additional lighting and two cameras contribute to greater security and easier operation for the driver. (up)

Liebherr HS 8300 HD

Originally introduced during the 2013 Bauma in Munich, the first Liebherr HS 8300 HD celebrated its premiere on a construction site in Bavaria. The machine, with a working weight of 350 t, is working in a "wet" excavating situation. It is equipped with a 44 m long boom and a 7 m^3 drag line shovel from Rädlinger. Its innovative hybrid power system makes it possible to increase handling efficiency by up to 25%. The braking energy is stored hydraulically and then regenerated. Liebherr has used the proven technology in their harbor cranes since 2010. (up)

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