

Bagger Modelle

Ausgabe 4-2016

Baumaschine ... im Modell

Mit Wettbewerb

Neu von Conrad in 1:50

Grove GMK6300L

English text



Neu von Ros 1:50
Sennebogen 875E

Sammlerporträt
Tom Kagerbauers Raupen

Universal Hobbies 1:50
Doosan DX140W-5



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Editorial

Transformation

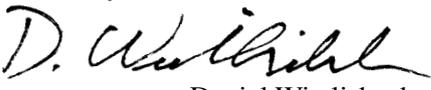
It will take until January 2017 for the first issue, but the planning and preparations have been ongoing for a few months now. Starting January 2017 readers will get a new magazine to read, one that still looks very familiar. After seven years, 'Construction Modeller' transforms into 'Trucks & Construction'. The new name says it all. In addition to the already known topics of construction machines, heavy duty transports and cranes we will cover the new topic of 'trucks'. Our faithful and dedicated readers can depend on my word: all model truck pages will be additional ones. In no way will they impact the coverage of the current topics.

An expansion of the magazine to include the topic of model trucks was a given, because several elements connect the two: trucks are needed to bring construction machines to the work site and construction machines load the trucks and build the roads that trucks run on to transport goods to customers.

The collectors of both model genres are connected by the love they have for their machines in miniature form. While the models of heavy duty transports have been part of the topics in the magazine right from the beginning, we are now including the whole colorful world of haulage contractors in all of its facets. If you would like to check out the look of the new magazine, go to www.trucksandconstruction.net and browse. There, free of charge, you can download a test issue. It is a prototype so that readers, advertisers and the Editor can see what the end product might look like.

I am convinced that Trucks & Construction is a magazine that will be enjoyed by old and new readers and I am looking forward to lively exchanges with all of you. Contact me at daniel@constructionmodeller.com.

Have great fun reading and enjoy the hobby!


Daniel Wietlisbach

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Tom Kagerbauer collects crawlers

Crawler Collector

by Daniel Wietlisbach

Tom Kagerbauer was not given this passion in the cradle, but nevertheless he can distinctly remember the moment when it arrived. When he was six, a large office building with an underground parking garage was constructed in his neighborhood. In addition to a Kobelco, two Liebherr hydraulic excavators, types R 912 and R 922, were in use. Small Tom spent every free minute at the site and later on replicated the action in the sandbox with his robust Bruder excavator toys. Since tracked excavators were then an unfulfillable dream because Bruder simply did not produce any, he subbed in an O&K MH6 as well as a Liebherr A 912. Over the following years, several of these excavator toys were played with for such a prolonged time that they literally fell apart. Every night the machines were carefully cleaned and parked in a self-made workshop shed.

During the winter he played inside with Siku models among them the popular Menck M500 hydraulic excavator plus other machines and trucks all in the fictitious yellow and black color scheme of 'Meyer'. The Menck M500 was even available, but only for a short time, as front scoop and cable-operated version (order # 3518).

After the office building was finished, the local hospital was rebuilt. A Liebherr R 942 was used for the excavations. After the excavation

No other species of machines epitomizes power and might as does a bulldozer for Tom Kagerbauer ...

was finished, young Tom's interest diminished because 'the machines have to be working in the dirt'. How fortuitous then that only 3 km away there was a quarry. At about age 12 he visited the place regularly either on foot or by biking there. He befriended the manager who gave him permission to walk all over the site and watch the machines at work. Once he was allowed to 'try out a Cat980G' for a little while and as an absolute highlight one Friday afternoon, he was allowed to drive the Komatsu PC 300-3 from the quarry to the workshop.

So, for a few years, the quarry became Tom's 'secondary residence'. Unfortunately, it has ceased to operate and today is used as a disposal site.

The first models

When he was about 12 years old, Tom discovered a model of the O&K L30 made by Auto Russia in the local toy shop. His aunt then bought it for him as a gift. It was his first model but unfortunately, it did not survive the hard use he put it through. At the same time, he found a NZG catalogue and started to dream about the beautiful models shown therein. In 2004, at the age

of only 16, Tom was allowed to accompany his manager friend to his first Bauma Fair. Shown there was the first O&K RH 340 as well as the Liebherr R 994B in the well-known color scheme of Mt. Arthur Mine, plus many other machines.

The second model he acquired, the Demag H55 made by Demag, he ordered by telephone directly from the dealer. Remembering his earlier experiences, the young collector carefully removed all the small detail parts and stored them in the original box. Today, the model looks as it was been played with but has retained its original looks.

The collection grew over the next few years because all pocket money, birthday and Christmas money gifts and as well a small inheritance from his grandmother were invested into his collection.

Digitalization

Two years later Tom discovered the Internet and by joining a forum came to know a collector friend who already had a driver's license. The new friend took him along for a 'quarry tour' and this was not the only tour the two went on. Two years ago, they fulfilled a long-held dream by visiting the only mine

operation in Europe with really large machines in operation: the Aitik operation of New Boliden situated in Sweden.

The young collector kept up to date about available models and collecting in general. Soon he won an EBay auction, a Cat 793C dumper in white from NZG (403). The Internet auction site became his favorite place to find models, especially older ones. From the models that at the time were more current, he was interested only in the Liebherr ones. These he bought exclusively from a licensed dealer. Stimulated by the frequent visits to quarries, the collector was especially interested in front shovel excavators.

Tom was a founding member of the 'LKW Stefan' forum and today is its administrator. It helped him to get into contact with like-minded collectors and so was able to add many a rare model to his collection. He prefers to buy new models for his collection from dealers or at exhibitions and bourses where he can take the models out of their boxes to inspect them. It is very seldom that he buys models from international sources because once one takes into account the postage and customs fees, the models are not any cheaper than when they are bought locally.

Many models from the beginning of the collection were sold, among them those from Liebherr and O&K, in their place came:

The tracks!

At the age of 16 he enjoyed a bulldozer at work for the first time. It was a Liebherr PR 751 that had found on one of his trips. It is the pure power, the brute force that is used when ripping and pushing that fascinated the collector and that fascination has never waned. "An excavator just does not bring this impression across so much", he tries to explain. The first tracked machines were added to the collection after this experience. They were the Liebherr PR 752 from Conrad (#2806) as well as the first Caterpillar D11R from Norscot, "despite the ugly rubber tracks and the oversized hand grips".

The later one discovers the main purpose of one's collection, the more models have to be purchased in order to have a complete collection. This means that many of the models in his collection today are items won on EBay. His favorite was also the most expensive item: the Allis-Chalmers HD-41 from EMD.

While in the beginning, Tom stuck pretty much to the 1:50 scale, today he collects everything he likes scale wise. In 1:87 one finds only the Schuco PR744, but many larger scale models up to 1:25 and 1:24 are in the collection especially exotic Asian models which often have their own charm and attractions do not give a fig about the scale wishes of the western collectors. As they cannot usually be found using the regular channels, Tom looked actively for Asian models at the Bauma.

He does not know how many models are in his collection and the number does not interest him the least. It is more important to him that they are all nicely displayed. The opportunity for this arose last year when Tom was able to move into a 'Model room' and ordered a custom-made display cabinet for his models. Smiling, he reports that during the stocking of the shelves he even discovered that he had some duplicate items. These will now be sold. One wall is still free but plans for another display case are in the works. He needs the space for the RH 75 from Keim that is already ordered as well the RH 300 'NSM' of a private seller. Among the tracked items still missing are the Liebherr PR 764 'Kibag' from NZG (#775/01) and a dream model, of course, would be the Cat D9H in 1:24 from CCM. A wished-for machine for Tom would be the 1:50 model of largest dozer ever built, from the Italian company of Acco.

And he also has some dream destinations: there is a large scraper building site in California and several small mining operations where older machines are used.

The Collector

Tom Kagerbauer (27) is stores manager for the concrete works division of an international building supply company. Besides collecting, he often takes pictures and film of large construction machines at work and is one of the three 'court photographers' of the Karl-Group. His films are published on his YouTube channel "bummbummkarl".

He lives with his mother in his parents' home in Waldkirchen in lower Bavaria near Passau. He likes to exchange information with like-minded collector friends. To make contact please Email him:

bagger-tom@baumaschinenbilder.de

Grove GMK6300L from Conrad in 1:50

Bestseller

by Carsten Bengs

The functionality and detailing of this 300 t crane are exceptional. As per usual with a Conrad model, it is robust and massive but has many nice details; the major measurements are correct and translate into a pleasing model.

The lower chassis is very convincing with its very realistically modeled drive train and its good looks. Typical for all Grove cranes of the GMK series is the single wheel 'Megatrak' suspension that at the time was developed by Krupp. It is very convincing on this model. The suspension on all the axles is very realistic, and the model rolls very smoothly.

The supports are nice looking and very well executed. The threads for the adjustments are on the insides. The bottom plates for the supports remain on them and during transportation are turned sideways to save space. Here Conrad has chosen a solution that shows the details well but at the same time the model is robust. All support legs are made from white metal and ensure a secure footing for the model.

On the lower chassis there are simulated anti-skid surfaces and ladders. The engine compartment behind the cabin affords a look at the air filter and the simulated radiator grille. The driver's cabin has small silver-colored steps,

Among the surprise models at the 2016 Bauma was the Grove GMK6300L. Finally, after a long wait, a manufacturer is again presenting a machine model from the Manitowoc group of companies ...

a total of four mirrors (to be attached) and of course, there are window wipers.

The upper part of the crane turns very easy without play and the additional counter ballast units can be fitted at the rear, up to a total of 92.5 t. On the model all ballast situations may be simulated from 7 t to 92.5 t. However, the uppermost ballast plate should not be removed too often to avoid wearing out because it is only clipped to the ballast frame. Ballast situations under 54.5 t (without the additional external ballasts) are possible. There are small warning lights that fit beside the winch.

The white metal railing runs behind the cabin. There are also some small steps there. The operator's cabin tilts and has a small white metal step underneath it. Window wipers and lamps round out the details. Engraved cooler, exhaust pipe and air intake filter are also present but only hinted at.

The telescoping arm can be extended to a maximum length of 1.66 m; on the prototype this is 80 m. The

six telescoping segments can be arrested at the maximum extension length for each segment. Unfortunately, Conrad has only modeled the maximum 100% locking position.

A flying jib tip is included with the set and so the top height of the model can be extended to 2 m. The jib can be mounted in two steps and is fixed to the outrigger arm side; it sits rather loose on the model. It can be continuously adjusted using a small hydraulic cylinder. On the wheel there is a small hydraulic line on the prototype.

The cylinder that controls the outrigger arm position is very well thought out. The arm is held in place by a nut that holds the arm in the desired position, even when fully extended. The necessary key is included.

Conrad has modeled the 3 wheel 80 t hook block in the typical Grove shape very nicely. The separate wheels spin freely and there is sufficient cable spooled on.

I am excited about the lettering on this model. Conrad has never before lettered a model in such de-

tail. The type lettering, Grove and Manitowoc logos, are perfectly printed on the upper carriage and behind the cabin. Additionally, several warning labels can be spotted on the lower carriage cabin or on the upper part of the unit. With the GMK6300L,

Conrad has released a functional and very detailed model of this successful 300 t crane. 200 units of the original have been sold. It can only be hoped that a few company-specific variations of this excellent model will follow.

At a glance

- + Functionality
- + Megatrak Suspension
- Only one adjustment step for segments



Doosan DX140W-5 from UH in 1:50

A question of mobility

by Daniel Wietlisbach

The DX140W is a fifth generation model and reaches a working weight of between 14.2 and 16.2 t. Depending on the options, the shovel has a capacity of 0.24 to 0.76 m³. The universally useable mobile excavator is powered by a six-cylinder DLo6P from the same maker which produces 102 kW (137 hp).

The model from UH

The DX140W-5 in model form also leaves an overall pleasing impression. It comes extensively detailed as is usual from UH. The model is mostly true to scale however, if measured over the tires, it is 4 mm too wide and with the supports stowed away is even 10 mm too wide. The second point

The French makers of this mobile excavator model, first shown at the toy fair, delivered it on time for the Doosan stand at the Bauma ...

could be dismissed as a technically necessary compromise but for the oversize width there are no explanations. When the machine is set up in working position however, both of these faults are hardly noticeable.

The vehicle frame and supports are made of metal. As per the original, the front axle is steerable with the supports and the blade on the other side fully functional. The movable, mounted hydraulic cylinder protection covers are also as on the original. Both supports are finely modeled and the rims are nicely engraved. The rubber

tires have a prototypically correct profile.

The main components of the upper carriage are made from metal die casts. Anti-skid surfaces, service openings, locks, ventilation slats, rear lights and the licence plate are engravings. There are a lot of separately-applied details, all made from plastic injection castings: handgrips and holds, safety railings, engine hood, exhaust, air intake pipe (transparent as on the original!), spot lights and rear view mirror.

Great effort was expended in the modeling of the operator's cabin

with no details overlooked, inside or out. The interior is multi-colored and the driver's seat even has the Doosan logo. The clear plastic window insert for the cabin has the black rubber gaskets printed on, looking very sharp. The skylight of the cabin has a prototypically correct tint to protect from the sun's rays.

The model comes equipped with a 4988 mm long adjustable arm and a 2500 mm long stick. Both are made up from two metal castings each. The attached plastic hydraulic lines are fixed

to them but look a little ungainly. How many hydraulic circuits are modeled is unclear. There are six flexible black lines that lead from the upper carriage to the outrigger arm. Both arm and stick are connected with four and at the end there are eight that end up at the stick. There they disappear in

some drilled holes. The functionality of the excavator equipment is excellent. By adjusting the arm it is possible to reach the maximum operating height as well as maximum reach. Only half of the digging depth can be reached. The bucket is made from finely-engraved die-cast metal and has metal side cutters attached.

The detailed coloring is very clean and has sharp edges between colors. The elaborate lettering with its many warning labels round off the positive impression of the model.

At a glance

- + Detailing
- + Functionality
- Chassis too wide



BaggerModelle

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Liebherr HS 8100HD from NZG in 1:50

Update plus

by Daniel Wietlisbach

Just as with the surface excavators, Liebherr is now giving the civic engineering machines a four digit model number so the HS 855HD becomes the HS 8100HD. The cable-operated excavator with a working weight of 90 t is comprised of the basic model with lower HD carriage, 11 m mast, 26.3 t basic ballast and a 50 t hook block. It has a self-erecting system and can therefore be assembled on any site without an additional helper crane. The machine is powered by a Liebherr D 850 A7 SCR producing 390 kW.

The true-to-scale model from NZG comes with the lower carriage of its predecessor. Formerly ordered as an option on the prototype but included in this set is the lower carriage with detachable drive units that allow the machine to be shown in two different, original transport modes. The telescoping drive units are equipped with single segment tracks. Of course, the supports for the self erection are included; they can be removed by turning them counter clockwise. The upper carriage has the majority of improvements. These are readily visible when the unit is viewed from above. The safety railings are plastic. Also new are the exhaust plant, the cooling assembly and further auxiliary generators, all factory assembled. The matt black surface is the result of the newest research; it is supposed to protect the driver from reflections.

The newest model of this cable-operated excavator is more than just a ‘cosmetic’ release. Many details are upgraded with the hit being the Diaphragm Wall Grab attachment that is included ...

The already-familiar cabin has had its interior re-worked and a control screen has been added. It tilts like the original and is protected above by a rock guard screen. Floodlights, antenna, hand grips, rear view mirrors and window wipers further refine the look. The one-piece plastic window insert has printed-on window partitions and rubber gaskets.

The mast is assembled following to the extensive instructions that are included. For the first time on a model from NZG, the block required for the adjustment of the outrigger arm is already reeved up. The system used, made up from M1 brass screws and real steel guy wires, is very convincing. In addition to the guide and the head piece, three 6 m lattice mast pieces are included.

Diaphragm Wall Grab

The model can be made up in three different configurations. As a Diaphragm Wall Grab, as a crane and just as the predecessor HS 855HD, as a drag line excavator. The Hendrix drag line bucket included is still a nice model, even by today's standards. For the crane operation,

a 40 t block and a single hook are included.

The newly-constructed Diaphragm Wall Grab is worth a closer look. It is a Stein K 810 HD and is made up completely from metal. Despite its size, the very dainty white metal castings make the model not too heavy and it functions exceptionally well. It is steered using thin wire cables that are fixed to the excavator ropes with small eyelets. For those who like functionality without compromises, we recommend replacing the original ropes with twist free ones. The closing mechanism works flawlessly and the silver paint job optimizes the wealth of details on the castings. It is laudable that the Diaphragm Wall Grab is also available separately in the NZG programme.

The paint and lettering are flawless, as usual from NZG.

At a glance

- + Functionality
- + Accessories
- + Diaphragm Wall Grab
- Plastic hand rails



Sennebogen 875E from Ros in 1:50

Big in the harbor

by Daniel Wietlisbach

Even in the small scale, this transfer machine with its tracked portal under carriage looks very impressive. Thanks to the detailed finish, it looks very good. This impression is enhanced by the true to scale realization of the model.

The tracked portal undercarriage has impressive dimensions and a truck has no problems driving underneath it. (On the prototype, the height clearance is 5 m and the usable width is 3.75 m. The finely-modeled tracks ensure the stability and, when translated to 1:1, they have a length of 8.45 m.) Despite the fact that the guide wheels are sprung, the metal tracks with their three plate segments sit rather loosely. Especially authentic looking are the many bolt fittings at the portal parts where the number of bolts heads can be counted.

To reach the crane platform at a height of 6.85 m, the operator has to ascend a steep metal staircase, a pedestal and a ladder. Then he can finally reach his working place by opening a bottom trap door. All parts of the ascent on the model are made from metal die castings.

Both the upper carriage which is made mainly from metal parts and the hefty machine chamber, which also functions as a counterweight, are finely engraved. The model is augmented by separately-applied ladders, runways and metal safe-

The Sennebogen 875E Material handler follows the 8130 EQ as the largest transfer machine with normal excavator equipment ...

ty railings, spot lights and the exhaust.

The cabin of the Mastercab Sky-lift E1000/4700 type can be height adjusted with the built-in parallelogram type of kinematic. The supply lines are made from a flexible rubber material and the bolts at the joints have not been painted. The cabin has a complete interior which is easily seen through the large windows. Unfortunately, the windows are not flush mounted and the rubber gaskets are only printed on; this detracts from the otherwise positive impression for the model.

Equipment

Behind the equipment key with the name, K26, hides a scale 15 m compact arm combined with a scale 12 m loading jib. Both are made from hollow white metal castings that have a plastic cover on the

bottom to close the openings. Just like the prototype, the model has an enormous reach. The hydraulic lines are all present in correct numbers. They run freestanding from the upper carriage to the jib by way of the hydraulic cylinders. They have a great looking diameter and the distribution points, where applicable, are correctly modeled and painted silver. As for tools, it has a clam shell bucket adapted to load coal as well as a polyp grab with six tines. Both are fully functional and detailed. Each has four hydraulic lines that are plugged into the openings for them on the jib.

The coloring of the model is without any faults and so is the lettering that can be deciphered down to the smallest warning decals. It is great news that there will soon be a second version of the 875E with a four-axle MS 180 chassis. A further, well done extension to the program.

The original

The 875E is designed to work in harbors and large industrial sites. It is assembled in a modular fashion and so can be adapted to suit. The buyer can choose from four diffe-

At a glance

- + Choice of prototype
- + Functionality
- + Metal railings



rent chassis, five different arm and jib combinations and, of course, many tool attachments. The carrying capacity is between 7.8 and

14.2 t when discharging cargo at a distance of 26 to 20 m, depending on the optional equipment in use. The 140 to 165 t machine is pow-

ered by a Cummins QSX-15 C525 engine, producing 391 kW (532hp) or alternatively by an electric engine with 365 kW of power.

Vögele Super 2000-3i from NZG in 1:50

Made for the USA

by Daniel Wietlisbach

A typical example of this is the Vögele Super 2000-3i Highway Paver especially designed for the US market; it was introduced at this year's Bauma. What are the differences between it and the European Sister machine, Super 1900+3i? In the main there are four major differences. The demand for a higher paving speed was made possible with the tracked drive units however this had to be paid for by a lower pre-compression for the engine. The VF 600 Front-mounted Extension for multi-variable width application has been optimized and the extension pieces on each side are run out from the front applicator (F = Front-mounted). These can be height adjusted by up to 10° facilitating the surface application for private driveways on a slope. On top of that, the environmental regulations require the siphoning off of the vapors created by the

'Other countries other customs' is more and more apt for the construction machine market. Those who want to sell in foreign markets have to adapt to local requirements ...

application of the surface material mix. This can be seen by the addition of an exhaust-like outlet at the rear left roof support. The Vögele Super 2000-3i also has an extra capacity fuel tank of 380 Liters and is powered by a Cummins six cylinder QSB 6.7 C-250, producing 186 kW.

The model from NZG

Vögele machines in 1:50 have the reputation of being very functional and close to the original. This NZG model can also be counted as such. It is true to scale in almost every aspect and is made up in the main of metal castings. The drives are nicely engraved and the guide wheels

are sprung. Despite being made of rubber, the tracks themselves have the original profile on them. From the loading hopper, one has a clear view below to the engine and the scraper belts to the dispersing auger. When the walls of the hopper are tilted inward, the front cover lifts automatically. The applicator beam with its two rollers pivots horizontally. The engine room is completely shown and the replica of the Cummins Diesel Engine can be looked at from the top and from both sides. The air vents on the left side are even pierced.

The driver's platform is extremely nicely detailed. Both seats swivel 45° towards the outside and the instrument dashboard can be mo-

ved from one side to the other and can rotate. On the dashboard all instruments are flawlessly printed on and the joysticks are also modeled. The extremely finely-detailed anti-skid surfaces at different locations have a variety of corrugated patterns. The protective roof can be widened on both sides and folded down creating a parallelogram-like shape. Exhaust and the fume vents are included in the fold down.

The model of the Vögele Super 2000-3i is equipped with the previously described built-in applicator

beam of the VF 600 type that allows a step-free application width from 3.05 to 5.95 m and, using the extensions, to the maximum of 7.75 m. These measurements are replicated exactly on the model and the two extension pieces can, as on the prototype, be adjusted

downwards by 10°, but not upwards. In addition, the whole beam can be lifted and lowered. All parts of the applicator are very finely engraved and printed on in a multitude of colors. Here too, the very fine application of the anti-skid surfaces can be found on the steps. The handholds are made of metal. The auger is, as per usual, modeled as a non-functioning item.

The satin color coat is superb and without any dust enclosures and the lettering, down to the tiniest decals, is sharp and legible.

At a glance

- + Detailing
- + Functionality
- + Metal content



Nooteboom OVB-95-07 from IMC in 1:50

Richly equipped

by Carsten Bengs

As a special bonus, the set includes the ballast cage, some ballast plates and a hook for the LTM1350 from WSI. All of the important measurements have been correctly translated into model form. The prototype is able to carry a load of 77 tons at 90 km/h. At 30 km/h the load capacity increases to 100 t.

As we are used to from IMC, the details have been perfectly executed. The trailer runs smoothly on its 7 axles that are sprung and give when a little pressure is applied from above. Excluding the center axle, all others are steerable, as on

IMC Models presents an interesting set with the 7-axle OVB-95-07 ballast trailer combined with an Actros tractor from Tekno ...

the original. The second-to-last axle has an additional small hydraulic cylinder. The whole guiding mechanism is especially thrilling because the steering rods that connect all axles have been replicated underneath the trailer deck, just as on the prototype. This makes a very small turning radius possible which is truly remarkable. Even the tire rims and their fenders, including mud flaps with their prin-

ted-on Nooteboom logo, are true to the original. The rear bumper is attached to the last axle so that it swings when the unit turns. Warning lights, blinkers and registration plate are easy recognizable; even the warning signs, 'Fahrzeug schert aus' (Vehicle makes wide turns!) and 'Achtung! Überlänge' (Danger! Over length vehicle) are present and legible.

A small ladder is mounted on the

right side towards the rear. On the same side towards the front of the unit is a small storage locker for the spare tire. It is very impressive that the small lid opens and the spare tire can be extracted following the included instructions. However, on our review sample this was difficult to do. In addition, there is a small tool locker on the other side of the trailer. The support legs are included but are separate and can be mounted in different positions using the small pins that are included.

The cargo surface has a silver colored anti-skid surface over the trailer hitch under the shoring tower. The remaining surface is made up from easily-identifiable, simulated wood. A great many tie-down loops are located on the deck sides. The total length of the deck is 15 m on the original and 30 cm on the model.

This makes it possible to transport several ballast sections of

larger mobile cranes and accessories up to the maximum weight allowed. Even complete booms like the one from LTM11200 or AC1000 crane models are suitable loads.

As a tractor, a Mercedes-Benz Actros 6x4 from Tekno is part of the action. It has the same level of detailing and functionality as the trailer. New, however, is that the mirrors and antennas are included separately and have to be attached by the modeller. This minimises damage to the model during transport. An extensive lighting package, signal horns, window wipers and the licence plate are all present

and correct. The very-detailed Mercedes-Benz engine hides underneath the cabin. Even the supply lines behind the cabin are there. The space to stow away items for the trip is hinted at.

The drive train of the Actros with its two powered axles has been nicely modeled and the fenders cover them well. On the side are the fuel tanks. The front axle is steerable and the turning radius is sufficient. The model runs very freely.

The whole of the lettering of the trailer and tractor is superbly executed, as we have come to expect from IMC. Logos, warning labels and a stylized crane on the truck cabin can be found.

Overall the Nooteboom Ballast Trailer Set is a convincing model and is an ideal companion for any mobile crane from about 200 t up to 300 t carrying capacity when the goal is to show it in transport mode.

At a glance

- + Detailing
- + Turning mechanism
- + Lettering



Caterpillar D10T2 from CCM in 1:24

As big as it gets

by Daniel Wietlisbach

The Caterpillar D10T2 is the second-largest bulldozer available in the sales program of the market leader. Including standard blade and three tooth ripper, it weighs an impressive 70 t. The Cat C27 engine used produces 630 hp (470 kW). The machine is designed for use for large earth moving and, of course, in the mining sector and fulfills all modern safety standards.

The model from CCM

After the models of the Cat D7E and 336E hybrid, this is the third model in this series of white metal casting models. CCM's 1:24 models have always been handmade brass models in small series and are, for many, financially out of reach.

The D10T2 has been produced in two versions, with the standard blade and three tooth ripper (420 pieces) and with a large coal blade and rear counterweight (280). Both were delivered at the same time. A big challenge must have been the packaging for the mostly metal, 7.5 kg model. On the standard version model we reviewed, two of the spot lights on the roof and a hand rail had come off during the transport, but with a drop

The announcement of a model by CCM in 1:24 was received with astonished enthusiasm ...

of super glue the repair took mere seconds.

The dozer was, as expected, made to scale in all measurements with a great deal of functionality and such a high degree of detailing that we can only give an overview in this report. The driving frames are extremely nicely engraved and, at the front are mounted so that they swing. The paired running wheels oscillate and are sprung together with the guide wheels. The tracks, translated to the original, are 600 mm wide with the correct number of single segments and move very easily.

The mighty engine room has been created with all operating lids and doors behind which hides the multi-colored, exactly-detailed replica of the C27. Of course it is possible to see the ventilator blade when looking through the radiator grille from the front. The area around the cabin is literally framed with safety railings all made from stout wire. On top of that, the collapsible stairs that make it possible to access the machine safely are an eye catcher. The cabin too, has been detailed down to the smallest item; the interior is multi-colored

and has logos and complete instrumentation.

Blade pushing frame, hydraulic cylinder and the blade do not deviate from the standard set by the basic machine. All hydraulic lines have been completely modeled and on the lifting cylinders are the modern LED spot lights.

At the rear ripping attachment too, every possible detail can be found right down to the screw heads. The three teeth have been included separately and can be fixed in two positions with small bolts. Rear and front equipment can copy all the prototypical maximum reaches and heights.

The paint job is faultless and the lettering is sharp and legible down to the smallest decals. Included with every model is a size-reduced copy of the sales brochure for the original. The serial number of the model is printed on it.

Historical construction site

Hanomag K60 and K7

by Wilfried Schreiber

Hanomag ('Hannoversche Maschinen AG') was founded in 1835 as a foundry and soon acquired a good name as a maker of boilers and especially steam engine boilers. The most important step towards the production of construction machines was made in 1933 with the K50, a bulldozer with ripping attachment developed in co-operation with Menck. Menck developed the tools and Hanomag the tracked dozer.

This was followed by the K55, replaced by the K60 in 1956. It was designed as a platform for leveling work and loading and had an engine capacity of 60 hp, with six forward and three reversing gears, hence the designation. The drive units, connected with a driveshaft, were controlled by a multi-plate clutch and two levers, differing from the predecessor model that was operated with a steering wheel. The hydraulic loading gear was sourced from a number of different companies including Meiler, Schaeff and Frisch.

The 75 hp, K7 model followed in 1960. With its huge variety of accessories including rear ripping gear, tilting front blade, swivel blade, loading and side discharge shovel, overhead loader plus a moor dozer accessory, this tracked machine became one of the

The contractor for the new church buildings is still working at excavating the sites which is very lucky for us because we discover further interesting machines ...

most commonly used machines in the German construction industry. It was built in a series of at least 10,000 units.

Hanomag Models

The excavations at the church site construction are still in full swing with the machines described above in use. A joy to be seen are the two wonderfully cast resin models of the K 60 with height-adjustable blade and rear ripping attachment from GMTS, produced in 2015 and the K7 as tracked loader from Dan Models (distributed by GMTS).

The K 60 sports a Fritzmeier tarp roof with side-mounted working lights and altered to have a slatted front grille; originally it had a mesh grille. To transport the K 60, a Langendorf three-axle, lowboy trailer (GMTS) and a Mercedes round hood truck (re-painted model from Metosul) were used. A special feature of the trailer is that the two rear tire box units swing

out sideways to facilitate the lowering of the loading ramps.

Despite the delicate look, the cast resin loading gear of the K7 from Dan Models is fully functional. The exceptionally finely-detailed loading dozer is available in yellow and in orange, even in orange as a bulldozer.

60 Years Conrad

Open House Day

by Carsten Bengs

The traditional Franconian firm is well-known by collectors internationally. Its name stands for high quality scale models. These are made in Kalchreuth, not far from Nuremberg, where the company is located. However the beginning was not with the production of scale models. When Ludwig Conrad started the company, the line of items produced were mainly accessory parts for the Nuremberg toy industry. Privately, the owner was fascinated by model railways and so he decided to make his hobby into a business. Out of his enthusiasm, he developed a track control panel system which grew to become the Conrad-System in the 70s with realistic, prototypical starting and breaking building blocks. In 1963, the system was expanded with an electrical signaling component. To make the parts needed for the production expansion, a technology was used that today is common place: die casting.

1970 was a milestone for Conrad as he was able to take over the Strenco Company which was founded in 1954. Strenco was known as a toy maker and had itself taken over the Gescha Company in 1965. The Kombikran ST (combination crane ST) was one of Strenco's greatest sales hits. Its accessories

Conrad sent out invitations to its very successful Open House in celebration of the 60th anniversary of the company. Part of the celebration was a special edition model ...

included a hook, magnet and grab attachment. Gescha was founded by the Max and Ludwig Schmid brothers and had the reputation of being a very inventive maker of tinsplate toys. The company logo was a square standing on a corner and, with a few changes, it still exists today. After 1977, the lettering 'Gescha' was changed to 'Conrad'. Over the years Conrad produced a great number of robust, functional and interesting construction machines with ever-increasing, ornate detailing. Even today many are still among the most sought-after models on the market.

A fascinating look at the history of the models was made possible on the 25th of June. On this day the newly-created museum, one that would make any modellers' heart beat faster, was opened. Models from almost all epochs were on display to be marveled at from the beginning with the model railway accessories, to tinsplate, the first Liebherr construction crane (30A35), countless special paint

schemes up to the current highlights.

Just behind the museum we took a walk through the production lines. This allowed for an interesting look at how these models are created, starting at the plastic injection molding machines and on up to the paint shop and final assembly. The GMK6300L was shown as an example. Made from 239 parts it is assembled in 40 minutes.

The jubilee was also honored with the release of a jubilee model, the Büffel Planierraupe B90 (Büffel B90 dozer) released in a series of 1000 pieces.

Rounding off the jubilee celebrations was an extensive sale of models and spare parts. Food to stave off the hunger was also at hand and visitors could assemble themselves a truck model with some coaching.

Several prototype machines, miniature versions of which are in the sales program, were on show behind the production halls including the LTC 1045 'BKL' and the A 920 'Georg Bieber', the latter

also available in model form. The highlight was being able to look at it all from a high-up viewing platform. The Tadano ATF220 from Schmidbauer allowed a marvelous view over the factory compound and surrounding area.

I take this space to convey our many thanks to the Conrad Family and Team for the super reception and the really well done look into the fascinating model world of this Franconian Company.

Diorama and model construction

by Daniel Wietlisbach



Dioramas and models built to order. Bring your ideas, drawings or pictures and I will build them for you. Specializing in scenery, engineering works, models etc. Complete or partial dioramas or single models. redaktion@baggermodelle.net

Other pictures:
www.facebook.com/DioramenbauDanielWietlisbach

Franz Bracht Kranvermietung

by Michael Bergmann
and Christoph Ernst,
published by Verlag Podszun,
320 pages, ca. 700 pictures,
hard cover, 32 x 23 cm,
ISBN 978-3-86133-790-4

The publisher promises a ‘book in a class by itself’ and this is not a case of hyperbole. The 320 pages with over 700 pictures invite the reader to study them for hours and also to admire the quality of the photographs. The two authors show the most interesting work situations of the past 10 years; as employees they have taken pictures in all of the company’s yards. They have chronicled not only the transportation and erection of the cranes but also their most spectacular lifts. While it is obvious that the yellow vehicles dominate, blue ones from Hofmann GmbH, Paderborn as well as red ones from Wilden, Wuppertal are not neglected. Both firms belong to the Bracht group of companies. (dw)

Roadbuilding Construction Equipment at Work

Edgar Browning &
Samuel Sicchio, 148 pages,
black and white pictures, a
few in color, English
language book, soft bound,
ISBN 978-0-578-17079-4

Edgar Browning is a very industrious; this is the seventh installment and is dedicated to the highway construction of the 1950s in the state of Massachusetts. The main emphasis is on cable-operated excavators from P&H, Lorain, Bucyrus Erie, Northwest, Link Belt, Koehring, Lima, among them a few jewels like the BE 88B or Lima 2400. Of course, the many Euclid dumpers are not short changed when the number of pictures is considered and everything else used for moving dirt can also be found: scrapers from Cat, Euclid and Michigan or bulldozers from Cat, International and Euclid. The majority of pictures are printed as half page size. (up)

Liebherr, Hist. Gittermast-Autokrane

Volume 1 from AUK 40 to
LG 1150, by Konstantin
Hellstern and Oliver Thum,
Published by Verlag Podszun,
128 pages, 320 pictures,
28 x 21 cm, hard cover,
ISBN 978-3-86133-810-9

Volume 2 from LG 1180
to LG 1650, by Konstantin
Hellstern and Oliver Thum,
published by Verlag Podszun,
136 pages, ca. 330 pictures,
28 x 21 cm, hard cover,
ISBN 978-3-86133-813-0

When, as a publisher, one asks the well-known author duo to re-vamp the history of the Liebherr lattice mast mobile cranes, one has to expect the unexpected! With the huge amount of material it was impossible to limit it to just one book, and so without delay the decision was made to collate the information into two books. Lucky, in hind sight, because one does not want to miss a singular of these historic documents or the pictures! The books are in chronological order. The success story begins in

the 50s in the factories of Kirchdorf and Biberach and continues in 1969 in the new production site in Ehingen. (All in Germany). It is not only the hand-annotated construction sketches that let the reader take part in the development of the lattice cranes, but also the unique, contemporary sales brochures and pictures that are all high quality reproductions. The three-axle AUK40 with its 24 t capacity was still dependent upon a ‘foreign’ chassis. Beginning with the AUK80, the unit was delivered mounted on a four-axle chassis.

Volume one ends with the LG 1150, a six-axle 150 tonner and volume two starts with the LG 1180 with a 77 m outrigger arm and goes up to the LG 1650 that was shown in an availability list for deliveries in 1985/86. Here the book seamlessly connects to the volume of large Liebherr cranes from the same duo of authors. These books are an absolute ‘must’ for anyone interested in historic cranes. (dw)

Tinplate

K77 front shovel

by Robert Bretscher

In 1959, the toymakers from far away Japan launched another successful model for the toy shops here. The toy maker, Alps Shoji Ltd from Tokyo, known for producing the wonderful 'Space Toys Robots' and tin plate toy cars for the European Market, began producing excavator and crane tinplate toys. They were inspired by the construction boom of the 50s.

These very robust models had several electric motors with many items even having remote control. Therefore, it is not surprising that even after 57 years, this model still works perfectly. The machine, equipped with two electric motors is put into action by activating a variety of levers, switches and push buttons. This makes it possible to duplicate all kinds of working

This K77 front scoop excavator from 1959 was made by the Alps Company in Tokyo, Japan ...

cycles true to the prototype. Keeping with the trend of the producers from the Far East, a working light feature was important. This is why a red light shines as soon as the excavator starts working.

The upper part of the machine is turned by activating a slide switch on the roof. A lever, attached at the chassis of the model unlocks the cabin rotation and the model is switched to 'drive mode' allowing the model to be driven both forwards and backwards. Using the additional two switches on the roof, the loading mechanism for the front scoop is activated. When the bucket reaches a certain working height, the lid opens triggered

by a small chain and spring mechanism and the material in the bucket then drops into a truck waiting underneath.

The model is made exclusively from a heavy tin plate material. The many cogs and wheels that almost fill the cabin are very impressive and can be seen through the open windows. Impressive too is the colorfully-printed, powerful drive mechanism. It is capable of negotiating even larger obstructions.

We will introduce another model from this K series in a future issue of this magazine.

Conversion of the Liebherr R 960 demo

A question of detail

by Urs Peyer

The original and the model of the Liebherr R 960 demo made their debut at the 2015 Inter-mat in Paris. The de-construction excavators on the trade stand and in the display cabinet were very impressive (see also title story, issue 3-2015).

In comparing the quick change attachment to the ones of their competitors, the Conrad one is a little bit oversized and the way the supply lines are routed does not allow for the full hydraulic change of excavator attachments. This made it an obvious subject for a conversion. The concrete scissors used by Conrad are probably based on the DA 580 from Montabert. This is why, after the completion of the conversation, it shines in the green color of this maker.

The first step is to take out all bolts on the scissors, quick changer and jib (including the cylinders for the scoop) by first pre-drilling them with a 1.6 mm \varnothing drill bit and then pushing them out with a center punch. Depending on what the model builder desires, the spring that keeps the scissors closed can be left on or off. The four hydraulic lines on the scissors can be dis-engaged as they were only push fitted. The two brackets and about 1 mm of the base plate have to be ground off (see picture 1). The new quick change attachment (grey in picture 2) is from the R 936

Urs Peyer wanted only to ‘quickly optimize the quick change attachment’. This story is about how this small project eventually grew into an extensive job ...

from NZG. Since it is narrower than the jib of the R 960 it is necessary to grind off the enlargements on both sides of the jib until the new quick changer fits (picture 3). The same goes for the mechanism of the scoop. The connection between the two yokes has to be cut out and the other part ground down until it fits into the quick changer of the R 936 (picture 5).

Re-assembly

The mounting pad for the new quick changer to connect to the scissors is from Refo-Tech although one could also scratch build it from 1 mm ABS plastic sheet stock. In order for the scissors to remain revolving, the mounting

pad has to be drilled out at the center with a 1.5 mm \varnothing hole and the attachment secured with an M 1.5 white metal screw (picture 1). The plastic lines used by Conrad are now a little bit too short and also a bit too thick. This means that the new quick changer now is not able to rotate fully and only 3 of 4 hoses have room in the quick changer. So we add a hose retainer to each side of the yokes made from 3.2 x 2.5 mm plastic profile and in it are two 1.3 mm \varnothing holes. The surface to glue it on the holder is further secured by inserting copper-colored rivets of 1 mm \varnothing on each side to re-inforce it. The two rivets are also used to re-connect the two yokes with a 2.4 mm \varnothing ABS pipe (picture 4). At the rear part of the grey quick changer, a piece of plastic profile is glued on. It has three 1.3 mm \varnothing holes drilled in it. In case the new quick change attachment does not need to be operational, we can also glue the profile on to the white part from Refo-Tech (picture 1).

Since there is only room for three of the hydraulic lines in the quick change adapter, the fourth one will

Material used

ABS-Profiles	3.2 x 2.5 mm und 4 x 2 mm
Brass rid	0.8 mm
Brass pipe	1.5 x 1 mm
Brass rivets	1 x 5 mm
Metal screw	1.5 mm

be replaced by a 0.8 mm ø hose. To attach it, we need to carefully lift the silver-colored covering on the jib's right side with a screw driver blade. The fourth hose is cut to size to fit underneath into a 0.9 mm ø

drilled hole (picture 3). The new hose takes over the water supply for the two sprinkler heads at the quick changer housing. Because of this, it is routed over the yokes to the middle of the grey changer part

and there glued into a 0.9 mm ø drilled hole. The heads are made up each from an 11 mm long, 0.8 mm brass rod and two 4.5 mm long brass pipes (picture 2).

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Presenting models in small dioramas

Mini studio

by Markus Lindner

With a little bit of forethought and planning it is possible to create an impressive model display without having to spend weeks working on accessory parts. The trick is really simple. All that would otherwise have to be built with a great effort of time and money can put on the backdrop as a photograph: whole rows of streets, buildings under construction or being demolished, the wall of a quarry that is being mined, the buildings on a gravel pit or a factory producing chemicals. The model is front and center of these backdrops and is displayed in an optimal way. All is augmented by a simple ground surface and a little bit of surrounding details.

This idea is not completely new of course. The author came across a leaflet from a French Model car maker from the 1980s. The whole range of models on offer was presented in this way. It was surprising how impressive the carefully arranged scenes were despite the sparsely detailed toy models and how the simple display materials used worked. Of course, much of the impact was achieved by carefully matching fore and backgrounds and with the almost poetic lighting.

Diorama builders are well aware of the effort it takes to build a show piece where they can display their models in appropriate surroundings ...

Building a photo box

In order to take the pictures later on it makes sense to build a kind of small photo studio. For this we built a suitable wooden box (picture top right) with a smooth white back drop. This allows us to attach background posters with removable sticky tape.

By making test placements it has been proven that for 1:50 scale, photographic backdrops of a width from 50 to 75 cm are optimal. This allows the capture of loading cycles or even a heavy-duty load tractor trailer set on film. To adjust the horizon, a smooth height adjustment was made from drawer slides and a clamping device that can be held in position with a locking screw.

A 75 x 50 cm base plate for the models has been found to be sufficient in most cases. An exact adjustment for the foreground is possible when the plate is loose and movable.

The background pictures

The right kind of pictures can be taken anywhere one would like to see one's own models at work. Pictures of construction sites, industrial and harbor locations and also appropriate landscapes come to mind. It is possible to purchase pictures from online stock photo archives (for example Fotolia) for a small amount. When selecting the pictures it is important to see that there are no foreground details visible, like people, cars, plants or other items: these could distort the picture when it is printed out to suit the diorama scale. Print outs up to 75 x 50 cm are handled without any problems by a normal copy service and are still quite affordable. To avoid annoying reflections later on, request to have the photo printed on matt paper.

The suitable ground

It is wise to accumulate a small selection of ground covering items

like concrete floor, asphalt and so on. These can be just grey painted sheet stock, plaster surfaces or cobblestones. To simulate ground cover materials, sand, gravel and rubble should be collected. A source for these items is pet shops that have a terrarium section.

The best way to proceed is to prepare a set of base plates with a variety of ground covers. If one desires to make pictures of quarries or open-cast mining operations, original material from their sites should be collected and used so that backdrop and foreground correspond. For further detailing on any diorama, construction material, construction site equipment, figures and more can be utilized.

Transition to the backdrop

During the planning stage, care should be taken over how to achieve a smooth transition from the modeled foreground to the photographic background. The transition should 'flow' for the viewer. Mistakes like unfavorable perspecti-

ves or visible edges jump out and should be avoided. Ideally, most of the transitional edge will already have been hidden by strategic placement of accessories, dirt piles, construction site material and machinery. A non-transparent wooden fence, a wall or dense bushes can also be helpful for this.

Ideal too are situations where there is a real edge visible because the terrain slopes for example, if a model is placed at the shore or at the edge of a construction pit.

Arrange the models

Finally, all that is left is to arrange the selected models on the prepared diorama. Typical scenes of machines at work: loading cycles, events like machine maintenance or 'only' a parked machine. The possibilities are endless.

Lighting and photography

The most natural effects are achieved by using a lens that copies what we see with our eyes.

Use a 50 mm lens for the small picture format.

The camera position should be at the viewer's eye level and just shy of the base plate level. To keep this position free from any shaking it is recommended that shots be taken with a tripod and remote release.

Careful and even lighting of all models is a must. It is important at all costs to avoid throwing shadows onto the background pictures. For the pictures in this article two daylight studio lamps with soft boxes were used to achieve a very 'soft' light for the shots.

The possibilities that open in these quite simple dioramas are endless especially with the 'exotic' machines in your collection. Take them out of their boxes, off the shelf or 'out of the closet' and put them on center stage.

For this reason, we will continue this series in the coming issue with further examples.

New on the market

Conrad 1:50

A new set matching the Goldhofer modules, contains three parts that assemble into a 24 cm lowboy deck. The new set also includes a MAN TGX XXL, one six and one four-axle module as well as the matching goose neck for it. All in the 'Schmidbauer' colors. The MAN TGS Euro 6 8x4 now comes with a

Liebherr concrete mixer in Geiger's attractive, pleasant paint scheme.

Busch 1:87

The Unimog U5023 with off-road tires is now available in olive green as the military version. The fine model has a matt paint job and a round hatch on the roof for an observer has been added. As usual, rear view

mirrors and two different kind of hitches are included and have to be applied by the Modeller.

Universal Hobbies 1:24

Two Kubota models, exact and detailed as we expect from this maker, have been delivered. Both the KX 080-4 Mini-Excavator and the SVL 75-2 Compact Loader have a

high degree of functionality even though the doors cannot be opened.

IMC 1:50

The mighty Scania R6 8x4 heavy duty tractor now comes combined with the telescoping Nooteboom MCOPX 2+6 low-loader trailer in 'Wiesbauer' decoration. The model has been nicely copied from the original especially with the eye-catching, photo-etched sheeting around the shoring tower.

MSW 1:50

As a new addition to the attractive Colonia series comes the exactly detailed Mercedes Sprinter from WSI as a 'mobile shop car' of the company from Cologne. Also at home in the cathedral city, and specializing in de-construction and remediation of pollutants, is the Jean Harzheim company. Their Liebherr R 960 Demolition is a real jewel in their line-up.

Herpa 1:87

Many are the new items from Herpa and so we are describing them in short form starting from the top left: MAN TGX XXL with Pendel X low-deck trailer for 'Timmerhaus', Arocs L 6x4 semi-lowboy trailer 'Wasel', Scania R construction material truck and trailer set 'Sackmann', Ford Transconti flat deck with stakes in orange, MB Sprinter double cabin 'Leonard Weiss', DAF XF 105 tractor in orange, Volvo FH

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	Infos
Caterpillar 416F2 backhoe loader	1:24	CCM	Dealers	www.ccmmodels.com
Caterpillar 287D Multi Terrain Loader	1:24	CCM	Dealers	www.ccmmodels.com
Caterpillar 777G off highway or Mega MTT20 water truck	1:48	CCM	Dealers	www.ccmmodels.com
Caterpillar D10 with U-blade or push with ripper	1:48	CCM	Dealers	www.ccmmodels.com
Terex AC 100/4L «Sarens»	1:50	Conrad	Sarens	www.sarensshop.com
Volvo F12 / stone transport trailer «Gerben Buiten»	1:50	Tekno	Dealers	www.tekno.nl
Classic flat deck trailer with goose neck and load	1:50	Tekno	Dealers	www.tekno.nl
Scania T5 8x4 «Iver Grini»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 «Vassbakk & Stol»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 / Ladekran «Jinert»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros SLT 8x4 «Bloedorn / Bigmove»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 4x2 / flat deck trailer «Wiesbauer»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs MP4 SLT 8x6 / Scheuerle Intercombi «Havator»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros 6x4 / low-boy trailer «Skaks Specialtransport»	1:50	WSI	Dealers	www.wsi-models.com
MB MP3 / ballast trailer «Thömen»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros 8x4 / Fassi 1100 / ballast box grey silver	1:50	WSI	Dealers	www.wsi-models.com
MB Actros 8x4 «Kristian Rytter»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs SLT 8x4 grey silver	1:50	WSI	Dealers	www.wsi-models.com
Iveco Stralis 8x4 / Fassi 1100 / ballast box red	1:50	WSI	Dealers	www.wsi-models.com
FTF F Serie 6x4 / stone transport trailer «Holtrop»	1:50	WSI	Dealers	www.wsi-models.com
DAF CF 8x4 with loading crane «Colonia»	1:50	WSI	MSW	www.msw-modelle.com
Liebherr LTM 1750-9.1 «Windhoist»	1:87	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1750-9.1 «All Crane Hire»	1:87	WSI	Dealers	www.wsi-models.com
Volvo FH / Goldhofer 4+4+4 / Powerpack «Max Bögl»	1:87	Herpa	Dealers	www.herpa.de
Volvo FH 6x2 / lowboy trailer «v. d. Vlist»	1:87	Herpa	Dealers	www.herpa.de
MB Arocs 6x4 / lowboy trailer «Colonia» with	1:87	Herpa	Dealers	www.herpa.de
Liebherr R 954 Longfront «Harzheim»				
MB Arocs 4x2 / half pipe tractor trailer set «Trio Trans»	1:87	Herpa	Dealers	www.herpa.de
MB Arocs 4x2 / Goldhofer TU 3 / forklift «Scholpp»	1:87	Herpa	Dealers	www.herpa.de
MB Actros SLT 8x4 orange	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XL 4x2 / half pipe tractor trailer set «Wagner»	1:87	Herpa	Dealers	www.herpa.de
Goldhofer TU 4 lowboy trailer green	1:87	Herpa	Dealers	www.herpa.de
Goldhofer TU 3 lowboy trailer white	1:87	Herpa	Dealers	www.herpa.de

lowboy tractor-trailer set with pipe cradle adaptor and shoring tower, 'Schwandner' MB Actros SLT with Goldhofer low-boy trailer and Sprinter BF3 'Bender', MB Actros lowboy tractor trailer set 'Max Wild', trailer for roll-off dumping bins black, Nooteboom ballast trailer, six axles, white, telescoping trailer, four axles in blue and last, but not least, a set with two ballast deck trailers in white.

Wiking 1:87

Concurrent with the releases of their new items, the matching presentation scale roads were delivered. Using set 1961, it is possib-

le to make a crossing like the one shown. The pieces simply click together. The models on it are the Büssing 8000 with flat deck and trailer 'Rosenkranz', another Büssing 8000 towing a Culemeyer trailer 'Maschinenfabrik Esslingen' as well as the Henschel HS 100 concrete mixer truck.

NZG 1:50

In our Bauma new items report we overlooked the fact that the Wirtgen W 100 CFi has been made using new dies. From the new dies come a narrower chassis and the new roof.

Bau 1:50

Not only for diorama builders but also very nice as loads are the three sets with parts for underground pipes and conduits. For 17 years now Walter Müller has had 'Bau 1:50', the contract resin casting company. The pictures show, top left, the 'Kanalset 1', a set of pipes for trenches and upper right, the 'Kanalset 2' with larger diameter pipes. The resin cast parts are very precise and they can be joined together like the original. The diameters of the pipes are 6 and 11 mm. Please contact Walter Müller directly by email if you are interested: Bau1zu50@gmx.de

Our partner page

Translation of page 40

P&H bucket chain to clear the spoils

Before hydraulic excavators were introduced to clear the spoils at Bärlocher AG, the work was done with a P&H bucket chain excavator. Since there hasn't been a model made of this machine yet,

a model was scratch built for the collection. These P&H excavators were once quite common in Switzerland and used for many jobs. Today they are seldom seen. Another very nice model of the

P&H on a four-axle truck chassis is from Lionel.

Track removal in Zürich

Track replacements in the 70 km long net of the VBZ (Verkehrsbetriebe Zürich/ Zürich Transit) happen on weekends. Commencing in 2016 to 2018, with an option to extend to 2020, Eberhard is responsible for the de-construction of the track bed and line construction.

The work usually happens on

Saturdays beginning at 6:00 am in a two week Rota. An excavator removes the asphalt between the tracks with a special tool as the first step. Next the new 395F or the 385C VA pulls the rail planer attachment thru the top concrete layer thus removing the rail which moves thru an opening of the rail planner and is nipped off. Mobile

excavators remove the rail and a tracked excavator crushes the removed concrete and then the next excavator cleans it away. A dozer with LPS builds up the new gravel bed on which the company of Keller-Frei AG, a subcontractor, lays the new lines. After that the VBZ lays the new tracks and on Monday morning the tram runs again.



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

by Remo Stoll

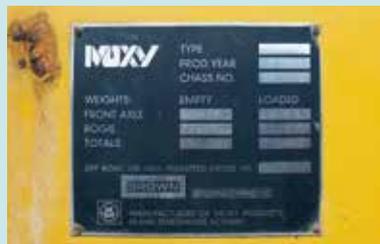
With its side boom and counterweight removed, this pipe layer looks smaller but chunkier than when it is completely equipped. Now that the job in the Swiss Alps is finished, it is made ready for transport to the next construction site. There, with its lifting capacity of 90 t, it will certainly have some heavy moving work to do.

Recognized? Then send us the exact manufacturer's name and the model number on a postcard by mail. Of course, we also accept email submissions (contact information is on page 42). The contest ends on 15th August, 2016. We will hold a draw if there are more correct answers than prizes.

This time the winners will receive one of the following prizes: the Vögele Super 2100-3 surface finisher from NZG, the MAN TGS M Euro 6 6x4 with roll-off dumping bin 'Alba' from Conrad and the MST 644 backhoe loader from Motorart. 



Solution from Construction Modeller 3-2016



The dumper in question is a Moxy 4212. A draw had to be held among the many correct answers. The winners are: Tino Wilde from

Crimmitschau (D) who won the MAN TGX XLX 8x4 'Nolte' from Conrad, Georg Schumann from Leipzig (D) who won the HBM-Nobas BG 190 TA-5 grader from NZG and Thomas Naber from Münchenstein (CH) who won the New Holland WE 170B Pro from Motorart.

Congratulations to all the winners!

News in brief

Caterpillar 340F UHD

The new 340F UHD represents the re-entry of Caterpillar into the demolition excavator market. With a 3.6 t accessory capability and a working height of 22 m the excavator reaches a working weight of 45.1 to 50.4 t depending on the choice of chassis. The chassis with 4040 mm long support tracks is available rigid (2590 mm) or with adjustable width option (2390 to 2820 mm). The plug-in backhoe arm can be combined with a jib that is available in three lengths. The attachment memory control can remember the parameters of up to 20 attachments. (up)

Liebherr R960 SME

The model series of the SME tracked excavators from Liebherr is especially adapted for the hard working conditions found in a quarry setting. Available are four models with working weights of 44 to 102 t. The SME-Excavators have re-enforced chassis and the drives are upgraded to the next larger model in the series. The Sanssouci quarry uses an R 960 SME to load the 50 t dump trucks. The Excavator is equipped with a backhoe that has a capacity of 3.5 m³. With this the machine achieves an average loading volume of 350 t/h. (up)

Kleemann Mobicat MC 125 RR

The largest item shown at the Wirtgen Group's Bauma stand was the Kleemann Mobicat MC 125 RR. The special model is based on the heretofore known MC 125 Z. The mobile tracked jaw crusher is used in the first round of crushing medium to hard natural stones. The speciality of this machine is the pre-sifting part of the unit. For working on material especially heavily contaminated with clay, a two roll screen is used. The approximately 160 t machine is powered by a diesel electric system and can process up to 600 t of material per hour. (up)

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