

BAGGERMODELLE

Baumaschinenmodelle, Krane und Schwerlast

Nummer 5-2012

Mit
Poster

English text

Neu von NZG 1:50

Liebherr SR 714



Neu von WSI:
Historische Auflieger

Sammlerportrait:
Lehrgerüstebauer

Schmankerl:
Lima 2400B von CCM



Editorial

Who is Tonkin?

Today, many collectors around the globe are asking this question. Tonkin is the new licence holder for the production of Caterpillar models. Together with Norscot, Tonkin will produce most of the new models. CCM, TWH and others will receive licences on an ad hoc basis. With this decision it becomes very clear that exclusive licences to make models of the market leader Caterpillar will no longer be issued.

Darin Straton of 3000toys, a US wholesaler, reported the detailed background information for this deal to us shortly before our publishing deadline. 3000toys has a long history of co-operation with Tonkin. The model production program will start with 3 models in 1:50 scale. The choice of prototypes was unconfirmed before this issue went to print. Also unclear is which models in 1:64 and 1:87 scales will be realised. It is possible that a survey of collectors will be taken in order to make an informed decision. Initially, about ten models will be released between

now and next summer. Depending on how the program proceeds, up to thirty models may be released.

Today in the US, Tonkin is known for their truck models in 1:87, 1:64 and the somewhat exotic in-house scale of 1:53. The models are similar in quality and detail to those of Norscot. In the 70s, Jack Tonkin the model maker was the person largely responsible for the structuring of the merchandising program for Caterpillar. Erik Anderson took over as president for Tonkin in 2000.

According to official information, the previously announced new models from Norscot will be available from dealers in Europe in the next few months. This is a logistical challenge because the long-time relationship with the distributing company of Maher & Partner came to an end at the middle of June.

As always, best wishes and have fun reading our newest issue.

Daniel Wietlisbach

BAGGERMODELLE online:

www.baggermodelle.net

www.facebook.com/baggermodelle

www.youtube.com/baggermodelle

New on the market

Conrad 1:50 scale

A mid-summer surprise out of Kalchreuth: The Sandvik TH550 is now available in the standard program with rounded body and the MAN DHAK 26.240 is now available in green. The Terex AC500-2 appeared suddenly in the very conspicuous paint scheme of “Wagenborg” from the Netherlands; the smaller version, the AC 100/4L, appears in the very attractive colours of “Bruns”. To supplement the Goldhofer modules there are some new eight-axle module units in red or yellow. A really optimal combination is the Putzmeister M42-5RZ and the Liebherr HTM904 concrete mixer. The Mercedes Sprinter has now been released in a neutral white colour and the Case CX240B appears in a shining yellow paint scheme for “Heffner”.

Viessman 1:87

Two ready-to-run models lettered for Strabag and built on a base model from an old Kibri mould join the eMotion world line-up of this firm. The Demag DF 120 P surface finisher has bright shining front spot lights. The Bomag Tandem Roller is equipped with a BS180 road split dispenser and has working spot lights and a flashing warning light.

Kibri 1:87

Kibri returns to offering kits for model builders! In a re-release are

the Atlas 1604 for the fictitious construction firm “SchwarzBau” and the Liebherr LTM 10360/2 FL in the original paint scheme. The kit “small fire station garage” is, of course, ideally suited for inclusion in a scale workshop for your construction machines.

NZG

The new fall items from NZG are very colorful indeed. For the first time there is a model of the Komatsu PC3000-6 in the proprietary colours of “Celtic Energy”. This is the largest coal mining conglomerate in the south of Wales. The somewhat subdued grey base color paired with the red and green logo suits this classic machine from the NZG program very well. The Vögele Super 2100-2 surface finisher appears in two different colours. The orange version is for the family-owned business of “Leitenmaier”, an outfit that is often seen in the south of Germany. The blue one is lettered for “Richard Schulz Tiefbau GmbH”. The company’s main office is in Neuburg, and it has many branch offices in Germany. The Liebherr R 944 C Tunnel for the construction company “Käppeli”, located in the eastern part of Switzerland, is especially nice. The excellent model with its glistening green lacquer paint is equipped with red tools with quick change capabilities and is extremely attractive. An in-depth look at the original model appeared in the issue 3-2010.

Promotoys 1:87 scale

As a further addition to the value-priced lineup, comes a three-axle tank trailer combined with a DAF CF tractor. The prototype has a steerable third axle on the trailer making the rig very manoeuvrable. Rear view mirrors to be attached by the modeller are included.

Wiking 1:87

The Opel Blitz with attached trailer comes under the heading, ‘model upgrades’. The flatbed trailer and the orange warning beacon make it a great model.

Friho 1:87

Dumping bins made by Moser are very widely used in Switzerland. Friho now offers a variety of high quality, resin dumping bin castings for modellers who want to upgrade their model trucks. The shortest kit, with a length of 63 mm, is suited for a three-axle chassis while the two longer ones measuring 77 and 82 mm are for trucks with five axles. Included in the kits are two bulk discharge sheets.

Keestrack 1:50

Keestrack Frontier produces a mobile material sifter which is the machine used after a stone crusher has done its work. It sifts the material into different grades, as required. The high metal content of the model gives it a hefty feel. Despite

its low price it is fully functional and can also be folded into transportation mode. The single segment tracks are made from a plastic material and turn without binding. The attractively detailed model was made exclusively for the Belgian Keestrack company and is available in their dealerships.

Shapeways 1:87

The 3D printing maker (www.shapeways.com) has produced a model for “Lenni’s Modelshop” called the “Lenni-Crane 3a”. The crane model, which takes after the Grove GMK 3055, is available in two versions. A more expensive one (123.22 €) includes all parts, like wheels and other detail parts; the less expensive version (shown here, 103.52 €) must be completed using parts from Herpa’s Liebherr LTM 1045/1. What is new is that the model is printed in the 3D process using a plastic material called “Frosted Ultra Detail” that, when compared to the compounds available heretofore, gives a very detailed and significantly smoother surface.

Herpa 1:87

Among the tractor trucks offered without trailers is the Mercedes Actros Streamspace available in a lovely gentian blue colour. The new driver’s cabin comes in the red in-house colour of the Herpa construction company. The flat deck tractor trailer combo in the colours of “Rivitrans” has the same cabin. The load, comprised of 18 complete wheel sets for the Liebherr wheeled loaders, is especially realistic looking. For the fans of Swiss transportation company liveries, comes the Eutersilo tractor trailer unit for “Holcim”. Its brown Mercedes Actros L ’08 tractor is lettered for “Spedition Fischer” from Chur, Grisons.

Lettered for the “Wacker” Company, of Filderstadt, Germany comes a set of two items that make up an attractive pair: the MAN TGX XXL combined with an 8 axled low boy trailer and the matching Mercedes Sprinter as the BF3 scout car. If a transport company wants to stand out from its competition, it often reaches to the air brush.

Following this industry trend is the transport company of “Wagner” at home in Mitteleschenbach in Germany. It commissioned the artist Walter Rosner to design a paint scheme for a Mercedes Benz Actros with dumping bin trailer. The model has fully chromed rims and will certainly find many friends.

Siku 1:50/ 1:55

Siku is increasing the size of its construction machine fleet with three new items in 1:50 scale: a fully functional pre-fab garage transporter based on a Mercedes Actros Chassis, the W 120 cold planer made by Wirtgen and the Fendt 936 with the Streumaster SW 3 FC and Wirtgen WS 250 attachment for surface stabilization work. The attachments are very nicely engraved and therefore could be of interest to collectors. In the Siku scale of 1:55 there is new a VW Amarok Pickup with a dumping trailer; five concrete dividers are included as a load. A figure is included with the set.

Collector's guide

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

Typ	Scale	Producer	Available at	Additional information
Atlas Copco XAS 97	1:25	—	Dealers	—
Atlas Copco QAS 150	1:30	—	Dealers	—
Atlas Copco Crusher PC 6	1:50	—	Dealers	—
Atlas Copco HB 10000, TEX 230 PE, Cobra Pro	—	—	Dealers	—
Caterpillar 775D	1:50	Faubourg	direct	www.miniaturesdufaubourg.fr
Liebherr R 954 BV «Rino»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LR 634 «Jean Lefebvre»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LR 1750 «Wagenborg Nedlift»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R 954 C «Geiger»	1:50	Conrad	HTM	www.heavy-transport-models.de
Mercedes Actros 8x4 «Colonia»	1:50	Conrad	MSW-Modelle	www.msw-modelle.com
Mercedes Actros with Schmitz Cargobull «SKBB»	1:50	Conrad	Vinci	www.webshop-vinci.com/
Hamm 3412 «Giorgetti»	1:50	NZG	HTM	www.heavy-transport-models.de
Vögele Super 1900-2 «Van Wellen»	1:50	NZG	Vinci	www.webshop-vinci.com/
Vögele Super 2100-2 «Eurovia»	1:50	NZG	Vinci	www.webshop-vinci.com/
Volvo FH03 with sand cement trailer «Bremat»	1:50	Tekno	Dealers	www.tekno.nl
DAF 105 XF hookarm container «Lion Metals B.V.»	1:50	Tekno	Dealers	www.tekno.nl
Set Scania R semi lowloader and Scania 2-Serie «MGS»	1:50	Tekno	Dealers	www.tekno.nl
DAF XF 95 semi lowloader «Multiwheels»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1050-3.1 «Boekestijn»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGA XXL flatbed «Torben Rafn»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Actros cargo floor trailer «Andrey»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Sprinter BF3 «Kübler»	1:50	WSI	Dealers	www.wsi-models.com
Scania R Topleveline with low loader «Tage E. Nielsen»	1:50	WSI	Dealers	www.wsi-models.com
Scania R Topleveline with brick trailer «Jakob Schipper»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 143 8x4 single truck «Bautrans»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 143 with tip trailer «Zeldenrust»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX 41.680 set «H.N. Krane»	1:50	WSI	HTM	www.heavy-transport-models.de
Caterpillar 5230 FS or ME, white color	1:87	CCM	Dealers	www.ccmmodels.com
Liebherr 112 EC-H «Van Wellen»	1:87	Conrad	Vinci	www.webshop-vinci.com/
MAN TGS L Meiller tandem dump trailer «Trio-Trans»	1:87	Herpa	Dealers	www.herpa.de
DAF XF 105 platform trailer with crane «Bernhard Land»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XXL flat bed semitrailer «Franke Bremen»	1:87	Herpa	Dealers	www.herpa.de
Mercedes Antos half pipe semitrailer «silber/rot»	1:87	Herpa	Dealers	www.herpa.de
Edition «Max Bögl» series	1:87	Herpa	Haertle	www.haertle.de
Mercedes Actros with semi low loader «Hegmann»	1:87	WSI	Dealers	www.wsi-models.com
Volvo FH3 Globetrotter FL, semi low loader «Cepelludu»	1:87	WSI	Dealers	www.wsi-models.com
MAN TGX XXL with semi low loader «H.N. Krane»	1:87	WSI	Dealers	www.wsi-models.com

Eye Candy

Lima 2400B

by Albert Schmid

The factory in Lima, Ohio first produced the Lima 2400 in 1948. As the largest excavator model in their product line-up it was a great seller from the beginning. It is at home in quarries, sand pits and gravel pits as well as in surface mining operations. In addition the well thought out engineering features of the model, the sheer size of the 200 t machine made it so successful. There were few competitors in this weight class. The front shovel version had a 4.6 m³ capacity shovel; in the drag line bucket version it was capable of moving 3.2 m³ of spoil. Lima launched the first upgrade in 1967, bringing the 2400B to the market. Now the machine weighed in at 237 t and was equipped with a shovel bucket with a 6.1m³ capacity. A 547 hp

Both the prototype and the CCM model of the Lima 2400 are considered legendary ...

diesel engine from Caterpillar was the power plant for this model version. The end came rather abruptly at the end of 1981, when Lima ceased production of all excavating machines.

A new edition of the Lima 2400B appeared in 1999. The American model maker, CCM released a 1:48 scale model of the impressive dragline model followed two years later by a limited edition of 240 pieces of the front shovel version. Behind CCM were the firm's founder, Bob Peterson, and subsequently, his sons Grant and Garry. The model of the Lima 2400B has

numerous outstanding details just like all the other exclusive CCM models. The very heavy brass models are Korean made. All of the front shovel functions employ lockable winches. Even all the rivet heads on the upper carriage are found on the models. Two operating sliding doors round off the nice details on the models. By the way, for the past few years CCM has made a series of the Caterpillar version in a Chinese factory. These models are die cast and in 1:48 scale.

Peter Gysi collects and builds bridge models

A bridge builder

by Daniel Wietlisbach

It all started with an accident at work. Peter Gysi was at work as a supervisor on a highway bridge project during the construction of the false work scaffolding. After the accident he had a few weeks of recovery time at home. To have to stay home from work was bad luck. Fortunately, he had at home the plans from a previous bridge work site. These drawings were for false work constructed completely of wood, one of the last to be constructed in this manner.

In the beginning, the freshly minted model builder wanted to build only the false work for the two parallel running viaducts in 1:100 scale. But the project grew exponentially. The plans were complete, including the elevations of the ground, so they led to modeling the landscape and then also the building site itself and finally, the crane runway with the two gantry cranes between the bridge segments. The modern crane from Simma had a huge boom with a length of 42 m, and was able to lift 10 t when the boom was extended to 16 m. The older crane, from Pignon, with its 40 m boom was still capable of lifting the same load with the boom extended for 11 m. After a whole year of construction a complete diorama measuring 260 cm x 100 cm stood completed in front of the modeller. He was permanently in-

Before Peter Gysi is able to add a new model to his collection, he must build it himself! He collects dioramas of bridges under construction ...

fectured with the “model bridge building virus”. Unfortunately, this first work was lost during a move.

The fascination started when he was a child

On weekends during his younger years he would climb the false works of the first, large reinforced concrete bridges in Switzerland. Peter Gysi remembers being discovered quite often by the watchmen on duty who chased him off the building sites. Not able to ride a bike yet, he walked a long time on a footpath for his first visit to the Weinland Bridge. The size and scope of the wooden false work on the various bridges fascinated the young boy, as did their load bearing capacity. From his grandfather, a farmer, he inherited the gift of being able to make anything with his hands. The grandfather built everything on his farm, from furniture to ladders himself. Today, Peter Gysi lives in the old farm house on that very farm. Peter completed an apprenticeship as a cabinet maker because his parents considered the profession of a carpenter “too low”. After the appren-

ticeship he worked on the farm for about a year re-building the house and temporarily, for different cabinet makers. After completing the compulsory Swiss military service he got a job through an uncle, on a construction site as a concrete form carpenter. The job was situated in Eptingen, in the Canton of Basel Land. The young carpenter was hired on for only two months but the job was extended to 27 months at the end of which he was charged with the cleaning up of the worksite. Instead of burning all the plan sets, as ordered, he was able to collect complete sets of both false work plans for the bridge. After some intermittent work, he came to his second bridge work site where he had the accident that led to the beginning of his modeling.

Extensive preparations

A lot of research is required before the building of a new model. Sometimes the acquisition of a set of plans is a small adventure in itself. The plans of completed bridges are archived and are easily obtained, but plans for the false works, because they are for only temporary

structures, are of lesser interest and are seldom archived. However, these are an absolute must-have for a perfectionist like Peter Gysi in order to build a model. During the past forty years of his collecting activity he made many valuable contacts. A folder containing many pictures of his finished models is always at hand. The pictures often act as “ice breakers” because they excite construction bosses and engineers alike.

Coray false works

The false works for the Rhätische Bahn, built around the turn of the 20th century, by the famous bridge builder Richard Coray are especially fascinating. Coray was ‘the’ specialist when it came to building false work for bridge construction. Today, the third generation of Reto and Andrin Coray are very successful in building false works.

But how are the very impressive models actually made? Initially, the wood used on the models was gleaned from off-cuts of construction site saws at the end of the day. Today, it is cut to exact scale size on special machines in his hobby room. The variety of brass profiles for scale models available earlier was rather limited, so compromises were made. The limited range of structural brass profiles available earlier does not compare to that of today. The wood profile and scale wood are glued together using mainly white glue. Some high stress assemblies are made with two part epoxy. Concrete is modeled from wood and painted a grey color. Random stone walls are first cast in plaster, dried completely, then wetted and engraved with a sharp-pointed tool. Plans showing the actual

The Collector

Peter Gysi is 65 years old. He apprenticed as a cabinet maker then worked as a supervisor on false work bridge construction on many different sites. Later he was in charge of Waterway construction on the Winterthur-Tössegg section of Töss river (junction with the Rhine). In addition to his bridge models he also collects old post cards with bridge subjects and is interested in construction machines, and regularly visits regularly construction sites.

He is married with two grown children and lives in Thalheim-Gütighausen in the Canton of Zürich. He always welcomes interested visitors. (Please call first at +41 (0)52 336 17 04).

elevation of the terrain are the basis for building the dioramas.

The elevations in the diorama are cut out from Styrofoam sheets and glued together like a sandwich. A rasp is used to shape the landscape into a rough form then the whole assembly is coated with a plaster mix. Usually, Peter uses a scale of 1:100 when building a diorama. If the diorama includes figures and construction machines, he uses the scale of 1:87. By doing so he then has access to the wide supply of the items available in that scale.

The future

Until now he has created about 25 dioramas, some of them are occasionally exhibited at hobby shows, but normally they are displayed very tastefully in the garret of the farm house especially renovated for that purpose. A very compact model made by Peter Gysi is on loan to the Engineering School of Switzerland (ETH – Eidgenössische Technische Hochschule). The school uses the model to give presentations to graduating students as an enticement for them to study engineering. Not surprisingly,

sometimes the model interests the students more than the presentation about the profession.

All his combined models chronicle the history of bridge building over the last 150 years. The oldest of his models depicts a covered wooden box bridge near Disentis in the Canton of Grisons, built in 1857. The newest diorama is for the bridge spanning the Melezza in the Centovalli region. Constructed from pre-stressed concrete, it was built in 2007.

At the moment, Peter is in what he calls the “idea phase” for his next project. His favorite model to build would be the Monbijou Bridge in Berne because it was the first time that a re-enforced, hollow core bridge construction was used. Unfortunately, so far, he has not been able to find a set of plans for the false works for this bridge.

Since retirement, Peter Gysi has become more and more concerned about the future of his very impressive collection. He is anxious not to leave this problem to his heirs. His wish would be that the whole collection finds a new home in a bridge museum so that the general public could enjoy it.

Liebherr SR 714 LGP in 1:50 scale from NZG

Welding tractor

by Daniel Wietlisbach

Who is not familiar with long lines of pipe laying dozers at work? Initial welding of the pipeline is done in a welding tent placed over the joints to be welded. The welding itself occurs either manually, half automatically or remotely controlled, fully automatically. The welding tractor is equipped with a crane, an optional compressed air generator and a welding generator that can supply power to up to four welding torches.

Maats Pipeline Equipment, the exclusive, worldwide dealer for Liebherr Pipeline Equipment, produces the Liebherr SR 714 LGP, based on the PR714. The engine, a standard John Deere PowerTech 6068H producing 86 kW (117 hp) is capable of supplying the necessary power to all attachments as well as the hydraulic plant of the crane. The crane and generator are easily controlled from the operator's seat.

The model from NZG

Let us start by looking at the model from the bottom up. The machine's chassis is a prototypically correct LGP version of the undercarriage. (LPG stands for Low Ground Pressure) It is equipped with the widest version of single segment track, measuring 760 mm on the original, which looks really nice on the model. Thirty-four segments make up

It is not every day that a model of a welding tractor appears! There was a lot of suspenseful waiting for the release of the SR 714 model ...

one track, compared to 42 on the original. The guides and the propulsion wheels are nicely engraved. The seven running wheels are also modeled; however the protective skirting mostly obscures them. The engine compartment and operator's cabin are engraved nicely and augmented with a variety of separately applied detail parts. The driver's cabin has a multicolored interior. The flush fitting windows have black rubber gaskets painted on. Some extremely fine air circulation screens on the engine hood and the air conditioning unit on the driver's cabin are printed on in black.

The most noticeable feature of the model is the deck that surrounds the whole tractor. The generator and welding equipment are hidden below the large housing behind the operator's cabin. The model has the correct number of doors and openings each with correct handles engraved on. The operating and

control panel, visible behind a green glass window as on the prototype, is especially nice to look at. On the right side is an additional cooling unit for hydraulic fluid while on the left there is a lockable tool cabinet. The front platform is out of scale by 7 mm, a compromise to make it possible to turn the crane 360°. Other than that, the model is true to scale over all. It is interesting to note that on the original machines the end user often lengthens the front platform. The finely modelled crane is a XS from Hiab with a triple telescoping action. The many lines that run from the machine to the welding tent are modeled as a triple cable, an acceptable compromise. At the front of the crane, there are six large gas cylinders, secured in a cage. As a cost factor, due to the small number of models made, the welding tent was omitted. Maats has plans to offer more detail parts for pipe laying models in the future. The cleanly applied paint covers well. As usual with NZG, the lettering is faultless, crisp and legible and even includes all the small warning signs. The model is built to enable conversion into a bulldozer as per the prototype. At the moment however, no model of the PR 714 is planned.

At a glance

- + choice of prototype
- + detailing
- platform is not to scale

A history of the large bulldozers Part II

When size matters

by Urs Peyer and
Daniel Wietlisbach (models)

We continue with the trip in our time machine to the mid-50s. This was the moment when a machine was introduced that shaped the look of bulldozers forever and gave the maker the image that made him a market leader, and not only for tracked dozers.

Caterpillar D9

Sales for the legendary Caterpillar D9 Dozer started in 1955. The engineers however, had started the design process in 1946 with the development of a larger companion to the D8. The first prototypes, like the Euclid TC-12, still had the radiator behind the cabin. The first of the new, pre-mass production series, designated as D9X, with a power output of 200 hp, left the factory floor in 1954. A year later, the production began, with the designation of D9D. The built-in Cat Turbo six cylinder engines, with a displacement of 24 litres, produced a remarkable 286 hp. The dozer was available in two versions: with direct power or with a three phase converter. A re-designed version appeared in 1956 with a re-engineered D9D that produced 320 hp. A successor model, the D9E was available 1959; this model had an additional 15hp and weighed in at 27 t.

The second part of the article details the development history of three of the world's largest, legendary dozers and their models ...

For the 50th jubilee of the original machine, First Gear released the only model ever of a D9D in a limited series of 2500 pieces. That is, until now. The model, in 1:25 scale was available only from ACMOC (Antique Caterpillar Machine Owners' Club) and is one of the best bulldozer models ever made. (Not that First Gear does not produce first class models generally.) It was certainly a benefit to the design process that the club commissioning the model was made up of hard core fans and perfectionists; for them the model had to be correct down to the last rivet. As a prototype, a machine of the very first series with direct drive was chosen. The frontal #30 winch that operates the #95 blade spools the cable up and holds it with a spring in any position required. Alone, the detailing of the engine is a joy to behold. A year later the D9E with a rear winch, as a tractor for the 491 Scraper was introduced. A year later again, the version with a hydraulic blade was also introduced.

Euclid TC-12

Caterpillar was not able to keep the title of the world's largest bull-

dozer with its D9D for long. At the beginning of the 50s, the Euclid division of General Motors was quietly developing the TC-12. Introduced in 1955, GM's bulldozer loomed large over every other model available in the market. Due to a lack of larger engines, the engineers decided to use two GM 6-71 two stroke diesel engines, each producing 201 hp. The dozer had a split frame therefore; it was possible to power each track with its own engine. The oscillating half frames were better suited to absorb uneven surfaces than those of their competition. Despite the high operating weight of 40 t, the TC-12 was very manoeuvrable, due to its inventive propulsion system. In 1966, Euclid changed the designation to 82-80. Beginning in 1968, the green monster became Terex 82-80. The oldest known model of the dozer, made by Corgi Toys, had rubber tracks and was available in toy shops. Later the TC-12 was a subject for many small series model makers. It is known that OHS produced a 1:50 scale model in white metal and resin. The ready-to-run model was offered with a blade and a three shank rear rip-

ping attachment, nicely detailed but only partially functional. Black Rat of the UK with its high standard of quality construction makes the latest model. The very heavy brass model is made in 1:50 scale. According to an Australian collector, the model has been offered in at least eleven different versions. A variety of blades, rear ripping attachments, operator's cabin equipment and different engine details are what make the models differ from each other. Seven of these variants were in the traditional light green of Euclid. Others include one in light yellowish green and three in the orange colour of the very well-known, Australian Western Mining Company. The smallest "series", if one can call it so, was a special commission by a collector. All Black Rat models are handmade in a very labour intensive process from only the best materials, but they have only limited functionality.

International TD-25

In 1959, International replaced the model TD-24 with the TD-25. To supply sufficient power, a 6 cylin-

der turbo engine producing 187hp- was used from its own production line. The TD-25 was offered with either a synchronized four gear engine or with a power converter. The operating weight was around 20.4 t. The operation of the dozer blade was still done using cable and a rear mounted winch. With the blade removed, it was possible to use the rear winch to operate a cable controlled scraper trailer. Also in 1959, International released the 295 Pay Scraper with a capacity of 26m³. Generally, it took two TD-25 dozers in a pull-push tandem configuration to operate. In 1962, after only three years, the up-dated model TD-25B was introduced.

Ten years ago, First Gear produced the first model in 1:25 scale: the "C" series International TD-25. With this model, the maker set the high standard against which models are still measured today. After the first version with ROPS, the three shank rear ripping attachment and blade appeared; this was soon followed by a version with an open driver's cabin and pad foot compacting roller. There are currently no fewer than six other versions of these legendary models

available: two forest machines, fire department and army versions, as well as pipe layer versions in yellow and in white. As a great surprise in 2005, the TD-25 model was released in 1:87 scale impressing collectors with a previously unheard of high standard of detail including single segments on the track chains. The equipment was just as on the larger models. It was released over the following years in four colours: yellow, white, fire engine red and light green. A pipe layer version was also offered.

Friends of 1:50 scale had to wait six years for the first model in their scale! It appeared in 2008 with a ROPS cab, three shank rear ripping attachment with hydraulic blade, in yellow and white. Shortly after came the sun umbrella and rear coupling attachment. Unfortunately, it came without a pad roller trailer. The model thrills collectors with the many details in the engine compartment and in the cab. There are some finely etched protective screens and radiator screen. The hydraulic lines are modeled in their entirety, but the ripping attachment is permanently attached thus is non-functional.



Remo's old Iron

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

by Remo Stoll

This dumper is an early model by a Scandinavian maker. It entered service in the mid-seventies. The picture of this very well maintained specimen, shown at work, was taken on a nice and sunny day. It is still in regular use. The identical brother truck, purchased at the same time, has already been replaced with a modern articulated dump truck from Volvo.

Recognized? Then send us the exact manufacturer's name and the model number on a post card by mail. Of course, we also accept email submissions (contact information is on page 42). The contest ends 15th October 2012. Should there be more correct answers than prizes a draw will be held to

determine the winner. This time the three prizes are a Mercedes Actros with a six-axled Goldhofer low boy trailer in the colours of "Franz Bracht" by Conrad, the Liebherr PR 764 "Hilti" from NZG and from the WSI Premium Line, the Scania R6 Topline 4x2 "Dark Diamond".

Solution from BAGGERMODELLE 4-2012

The compact excavator in question was a Yumbo Y 35. Again, there were more correct entries than prizes, so a draw was held. The winners are Sven Ullrich from Kempten (D) who won the Liebherr R 924 compact "Kibag" from HTM/Conrad, Mario Schalbetter from Glis (CH) who won the Scania R6 Topline 8x4 from the WSI Premium Line, and Markus Vertacnik from Bochum (D) who won the Liebherr L 510 Stereo "Frauenrath".

We congratulate all the winners!

Liebherr A 918 Compact from NZG in 1:50 scale

Compact and mobile

by Daniel Wietlisbach

The A 918 Compact is a short tail excavator in the 20 t market segment. It is ideal for construction sites with limited access. A Liebherr D834 four cylinder engine, producing 110 kW (150 PS) fulfills the new emission control requirements according to tier IIIB.

At first glance, the new model from NZG leaves a positive impression. When checked against the prototype, in either drive or work positions, from the highest extension of the arm and scoop, the scale measurements are correct. Due to the high content of metal used in the model it also exudes value.

The undercarriage

As per original, the steering of the model is with one rigid and one oscillating axle. The turning radius of the model shows the impressive manoeuvrability of the prototype. However, the oscillation of the axle is somewhat hampered when the model is used in the maximum turning radius. The axles are modeled completely with the differential housing and drive shaft. The wheels are engraved as per the original and are equipped with rubber tires of a matt black colour. On the side with the rigid axle there is a simulated blade support and two hydraulic cylinders. The original

The Liebherr A 918 Compact is especially well suited for civic construction and landscaping. NZG now offers the model ...

can be ordered with an optional two-point support attachment. The looper holder in front of the oscillating axle as well as tool boxes, steps and some shocks complete the undercarriage.

Upper carriage

The well-rounded forms of the design for the short tail are nice and carry over to the rest of the structure; this form is mainly responsible for the fact that this excavator won the desirable “reddot design award” for 2012, well deserved recognition for the excellent industrial design of the machine. The nicely engraved upper carriage shape includes many additional details. All flaps have hinges and handles and the fuel caps and service panels are

modelled. The greatest challenge must have been to model the air intake grilles; these are covered with a window screen-like material as on the original. As on the R 936 these grilles are a printed on detail in a two tone grey and black colour; this is an acceptable compromise. Exhaust, air filter and rear view mirror on the right hand side are separately applied parts, the latter made from sturdy metal.

The solid ROPS operator’s cabin has a two-coloured interior. The flush-mounted windows have partly printed-on gaskets; some windows have three-dimensional gaskets. The hand grabs, an antenna, rear view mirror and the window wiper are all attached separately.

Equipment

The A 918 Compact is available in several jib and boom configurations. NZG modeled the hydraulically operated boom with a length of 3.4 m and a jib of 2.45 m. All three parts, showing the simplicity of the design, are well captured in the model. What is really exciting on the model, with the exception

At a glance

- + true to scale
- + functionality
- + detailing
- lack of additional attachment and tools available

of a short piece on the boom, are the consequently free standing hydraulic lines. From the valve block to the cylinders, it is possible to trace the path of the hydraulic fluids. Even the ditch cleaning bucket hydraulic lines up to the quick

change attachment are shown on the model. On the bucket for earth working, the pivoting cylinders are mock-ups. Once more, the modeller bemoans the fact that unfortunately, despite a quick change attachment, alternate buckets and

attachments are missing on the model.

The paint job covers, but not too thickly. The multi-coloured lettering, applied in the correct places, is sharp and legible and includes all warning stickers.

BAGGERMODELLE

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



For more information visit www.baggermodelle.net

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

€ 49.– (Germany, Austria)

€ 55.– (other countries)

Subscription renews automatically after one year, without cancellation.

First Name _____

Last Name _____

Street Address _____

Zip /Post Code _____

City _____

Country _____

Date _____

Signature _____

Please mail to:

BAGGERMODELLE, Daniel Wietlisbach
Gueterstrasse 6, CH-3008 Bern

Historical semi-trailers in 1:50 scale from WSI

Fun and first class

by Hans Witte
and Daniel Wietlisbach

Previously, the semi-trailers were available as complete rigs in a variety of paint schemes; now they are available separately in the Basic Premium Line. Painted red, they match many of the trucks available. They are also a delight to play with.

Semi-trailer for brick work transport

The Dutch transportation company of Huët revolutionized the transportation of bricks in 1963 with the introduction of the Hulo loading crane attachment. Until then it took four men about four hours to unload a semi-trailer of bricks. With the Hulo crane, the driver was able to unload the whole load of bricks in one hour. To accomplish the bricks were loaded in a special way at the brick kilns. They had to be loose. A so-called Hulo packet was as wide as the loading width of the trailer. With the lowest row of bricks made up in a “finger” configuration, the lifting rake of the crane was able to lift the whole packet. During the lifting process, the load was held in place by mechanically activated large pins. At the same time, the

The very beautiful old trucks from WSI can now be augmented with two construction trade configured semi-trailers ...

metal side plates pushed against the sides and so held the whole load together. A packet was comprised of from 330 to 360 bricks.

The Hulo crane’s metal wheels are guided in U profiles along the bed of the trailer. The four electric batteries powering the crane receive their energy from the truck engine. A cable-controlled remote enables the driver to operate the system. With a three-axled trailer, the total allowable load in the Netherlands at the time was 48 t. It was also used in some instances in Belgium and Germany. While still in use today, the great capacity increases in truck-mounted, hydraulic cranes, and increasing palletisation are pushing the system towards oblivion. Today, Hulo,

known as GSP, specializes in automatic load transfer systems.

Floor made the prototype for this WSI semi-trailer model beginning in 1965. Both front axles are rigid and attached underneath leaf spring imitations. The mechanically steerable third axle is modelled with air suspension. The model follows the prototype here correctly having a disc that turns the axle with a cable when the rig goes around a curve. The supports have internal threads so that the trailer looks very nice even without the tractor unit. A tiny bolt on each side secures the side wall that fold down in one piece. The crane extensions fold backwards and of course, the crane is fully functional. An operating key is included in the set.

Semi trailer for brick

- + choice of prototype
- + functionality
- detailing

Flatbed semi trailer

- + functionality
- + detailing
- lack of accessories (no stakes)

Flatbed semi-trailer

The prototype was somewhat plainer; at first glance this also seems to be the case with the model. The three axles are sprung and have mock ups of the blade springs. The supports work like the ones on the brick trailer and have movable support pads. Spoiled

by the legendary WSI extensive detailing, the modeller searches for stakes in the square box underneath the deck. Unfortunately, this search does not prove to be successful; the stakes are missing. That is a pity because they would have extended the range of possible uses exponentially. Therefore, the purchase of a set containing 2

x 5 pallets and the lashing straps in three different lengths is highly recommended. These items allow prototypical loading of the trailer with the materials and machines used on and around a construction site. This model is a lot of fun and functions really well.

Liebherr LTM 1750-9.1 from WSI in 1:87 scale

Cross border commuter

by Michael Compensis

It was the middle of June of 1992, during customer appreciation days, when Liebherr introduced the LTM 1750-9.1 for the first time. The crane, weighing in at 108 t in transportation configuration, has a power chassis with a 680 hp Liebherr engine with a torque converter of 2856 Nm. This motor also powers the upper carriage during the self-assembly stage, because the actual crane engine sits on the ballast deck and is only bolted on to the crane during this stage. Because of the weight savings achieved when moving the crane in the transportation mode, it is possible for the LTM 1750-9.1, including the boom, to use public roads. The rear of the four bracing supports in the X configuration has to be disassembled when the unit uses the road in Germany. However, as the crane itself can load the supports they pose no great hindrance.

Surprise from WSI

In conjunction with the introduction of the crane, the invited guests received a 1:87 scale model as a keepsake. A model of a current Liebherr crane in 1:87scale? Yes, that is correct. The Dutch maker, WSI has taken on the work and walks the fine line between scale model and cheap give away. How

Open houses for customers always provide some model surprises. This was the case at Liebherr Ehingen where a model of the LTM 1750-9.1 was given away at the door ...

well they have succeeded in this endeavour and if the model is also interesting for serious modellers? We will try and answer this question here on these pages.

All measurements of the model, when compared with the prototype are correct, confirming the initial favourable impression. However, the model cannot hide its heritage as a give-away. Some of the detail parts are rather simple and have no function. The ballast, for example, is cast in two solid pieces and the foot plate and deck are only sparsely detailed, however, they are prototypically correct and can be bolted together with the upper carriage. The lifting cylinders are more concerned with providing a secure anchor for the boom than being to scale. The boom can be

telescoped only once and the boom head with its fixed wheels is more like a toy than a model. The hook block does not even have a single wheel and is a disappointing detail. The lifting winch is operated using the two keys that are included with the model. They operate very convincingly, due to their easy operating mechanics and a twist-free scale rope. The keys are inserted at the correct location. Unfortunately, while the supports swing out, they do not extend any further thus are not quite correct when shown in working mode. Also, they cannot be detached; a compromise in both cases. The operator's cabin is also rather simple, however, in transportation mode it can be lowered between the supports as per the prototype. All parts show fine, detailed engravings and are of a high grade of perfection seldom seen on models cast from metal. The application of the paint and the fine, crisp lettering on the model are of the same quality. The fine quality of the castings for the rims and tires is also remarkable. Unfortuna-

At a glance

- + choice of prototype
- + true to scale
- plain detailing

tely, the detailed tires are found only on the powered axles.

Possibilities for the model builder

What looks pretty bleak at first glance does not look as bad if we take a second look. This is because most of the limitations of the mo-

del can be overcome by an experienced modeller with a little bit of time and effort. For example, the hook block or the hydraulic cylinders could be replaced using parts from Kibri kits to make them more functional. The supports, plastic parts on the model, could be made more like the prototype by using the supports of a second model to

extend them to their correct size. All in all, the fine line walked by WSI with the LTM 1750-9.1 gives a surprising good result. Especially so when comparing it to the LTM 1400-7.1 from Siku and so gives more potential modeling scope to the model builder. Expect this model to be available at your dealers in the fourth quarter of 2012.

Meiller Dump trucks from Herpa in 1:87 scale Three way capability – all-round use

by Michael Compensis

Today, the versatile three way dump truck trailer units can be found on almost every construction site. One of the market leaders in this segment is the Meiller Company of Munich, founded in 1850.

Long overdue

At first glance, Herpa seems to serve the market well for models of dump truck trailer units. However, when looking in detail at the models offered one cannot help but notice that the Kögel dump truck and trailer model have been on offer since 1997. The trailer of the unit is a true three way dumper; however the truck is a rear discharge only unit. After 15 years, a new three way dump truck trailer

After 15 years, Herpa releases a new three way model dump truck, modeled after the Meiller dump trucks. For now, it comes in only two colour variations ...

combo from Herpa with the legendary detailing of that maker was way overdue. The high functionality of the dumping bodies, with half height side boards as per the Meiller prototype, gives the modeller additional pleasure. All side boards fold back and both the truck and trailer beds dump to all three sides. The two hydraulic cylinders with different length extensions, included with the model, hold the bins in two positions. These cylinders are very delicate; unfortunately this does not bode well for the

multiple changes necessary when using the truck and trailer unit. The truck and trailer come in the colour of Max Bögl, using the MAN TGS M 6x4 chassis, and in the classical red and silver in house company colours on a MB Actros M on a 6x4 chassis. Both are relatively new all-wheel drive units and, like the dumping bins, are convincingly modeled. As the cherry on the icing, the super rims on the new models make them wonderful additions to any construction modelers' collection.

Tinplate

Hitachi pile driver

by Robert Bretscher

An excavator with automatically working pile driving attachment had never been offered on the toy market in Europe before the ingenious toy makers of Asakusa Toys presented their technically refined model in 1965. Great skill and advanced technology put the Japanese miles ahead of the Europeans. They were very successful in bringing technically advanced, realistic and high functioning toys to the market. This is especially so for the pile driver, operated with two electric motors, shown here. Three 1.5 Volt batteries are required for this machine. It is the only operating model toy that has a pile driving attachment and works like the prototype.

The model functions by use of a cogwheel operated winch. After

The battery-operated Hitachi cable excavator with operating pile driver from Asakusa Toys of Japan amazes onlookers ...

three winding up turns it disengages automatically and the hammer of the ram attached on to chain, falls on the pile's head. As soon as the ram hits the pile head, the cog wheel re-engages and the sequence starts again. Notably, the whistle is heard when the ram hits the pile head has a sound similar to a steam-operated pile driver of long ago. A plastic control lever on the roof of the operator's cabin activates this sound. The use of another lever on the under carriage enables the excavator to move backwards and forwards. The whole upper

carriage turns 360° manually. The Hitachi pile driver, made almost exclusively from tin plate, is detailed using lithographs. In addition, the two tracks detailed on the outside make it look more like the prototype. Asakusa Toys made their toys in about 1:20 scale. Hitachi excavators with front scoop or grapples were also in their production line (see issue 6-2010).

Today the pile driver still functions without any problems. It and its colourful box are highly desired by collectors.

Modify a Volvo PL4611

Laying excavator

by Urs Peyer

As an alternative to the pipe layer based purely on a bulldozer, Volvo offers several “excavator pipe layers”. Instead of the normal bucket and scoop attachment, a crane arm attachment with a winch is substituted. To simplify transport, the Volvo Pipe Layer can attach its own tracks. The models on offer at the moment include three versions with lifting capacities from 31 to 70 t. The largest machine of the trio is the PL4611 based on the EC460C and has a working weight of 68 t. Motorart has produced a model of the PL4611 in 1:50 scale. Excluding the rubber tracks and the rubber, non-functioning lifting cable, the model is quite acceptable.

Urs Peyer has a favorite saying: from two make one. This leads to the desired result with the Volvo PL4611 ...

When NZG introduced the Volvo EX460C at the 2010 Bauma, the possibility arose to build a “better” PL4611.

For this, the tracks, propulsion and guide wheels of the PL4611 are replaced with those of the EC460C. There is only a small problem; the running wheels of the PL4611 are too wide and must be replaced with narrower ones. Using 1mm thick ABS plastic sheet and tube shapes, a new non-working winch has been constructed. The winch shown in the picture is fully functional, but it needs to be secu-

red using a small screw. To show how the re-mounting of the tracks functions, one of the track assemblies needs to be removed. To do so, the simulated hangers for the track unit must be sawn off where they connect with the under carriage. Using a 2 mm ABS plastic sheet make two new hangers (for the right dimensions see the prospectus from Volvo for the PL4611 on line at www.volvo.com). To hook the track unit on, make two loops from aluminium sheet stock using the photos as a guide.

The creation of a Diorama, Part III

Finally building!

by Markus Lindner

The greatest knowledge of model landscaping lies with the model railroading fraternity followed by that of the military modelers. Mountains and valleys, rivers, roads, fields, forests and sand or stone quarries: they have created everything in high quality. Accordingly, there is a vast amount of printed information available in shops and bookstores specializing in these genres.

Particularities

Two basic construction methods, with proven records of success, can be used for the building of construction machine dioramas and can be combined to get the best results. These methods are firstly, the creation of the landscape contours using Styrofoam as a medium and secondly, the wooden box grid system in which the diorama is built on a solid piece of plywood over a wooden frame. For the construction site recesses, where basements are to be shown, the appropriate openings cut. Later the openings will be filled in with the necessary detail of rubble, sifted earth and so forth. This method is equally ideal for construction sites depicting inner city locations or large construction sites in the country. Construction pits have fixed measurements and their bottoms are flat.

After discussing the theoretical principles behind the creation and planning of our diorama, it is now time to take some tools in hand and start the work ...

The places where cranes and construction machines will be placed are also flat and are able to support the weight of these items. Weight-bearing, structural parts of the model are attached to the wood with screws and so are very secure. For construction sites located in the countryside, the first method using Styrofoam is better suited because the geometrical shapes of wood construction would look unnatural in such a setting. Styrofoam, a material used for insulation in house construction, is readily available in different thicknesses and at a reasonable price. These sheets are cut to size with a craft knife, shaped with a rasp and sandpaper and glued together with white glue. Not only excavated construction pits, but whole landscapes can so be modelled. Of course, the combination of a wooden under frame topped with Styrofoam layers for landscape combines the best of both methods.

Construction Base

The complete diorama was constructed in the workshop before it

was placed in the apartment. For this reason the whole diorama surface measuring 180 x 65/110 was divided into three, 60 cm wide segments in order to facilitate easy navigation of narrow stairs and doorways. The base for all three segments is a portable frame made from fir with OSB board as a top. Openings for construction pits have to be cut out now, also the openings where buildings in the process of being deconstructed are located. During the planning stage it is important not to locate any of the openings over a joint between the segments. One layer of Styrofoam was placed on top of the OSB. For the back of the diorama, where the landscape rises gently, several layers of Styrofoam are used. Now the roughly finished landscape is covered with a layer of plaster coloured slightly brown. When the plaster is still a bit damp, some fine earth is sifted on as a surface finish.

Concrete base

On the actual cement plant work site, there is a re-enforced floor

made of concrete, bitumen or cobble stones. As the cracks between the segments of the floor are readily visible, I have chosen to model a concrete floor with approx. 2 x 3m segments (4 x 6 cm in the model); this is ideal, because existing diorama segments can be integrated into the simulated floor without the need to fill and sand the gaps. As a base for our concrete floor we use the Styrofoam sheet that is the first layer on the diorama. Now we draw the grid of the single segments on it using a oscillating saw instead of a cutter (Fein Multimaster or similar) because of its better cutting profile. After that, using an oscillating sander with grade 40 and 60 sanding discs, we sand the surface slightly to roughen it a bit. Small dents, gouges and such are ok and add to the visual appeal; after all we want to show a floor that has been there for a few decades. The surface now is painted with concrete colored emulsion paint. Now only the openings in the base board remain to work on. Those that simulate the foundation locations for the new buildings, we fill with light earth close to the surface and then cover with a concrete mix made of real concrete, sand and

water, flush with the other surface. This makes a “nice” concrete floor that can be broken up later very easily. The surface needs to be adapted to surrounding surface. With a little patience, it is possible to make it almost disappear so that it appears seamless.

Sow some weeds

Cracks between concrete slabs fill in with dirt and earth over the years. To simulate this we use a disposable syringe filled with a mixture of white glue, water and a dash of dishwashing detergent filling the cracks carefully. Then we sift some fine earth on to the floor and sweep it into the cracks using a fine brush. Should more glue mix be needed to fix the earth in the cracks, just re-fill the syrin-

ge and add a little more. In nature, these dirt-filled cracks are a perfect growing medium for weeds and moss of all kinds. These may be purchased in small, ready-made bunches (for example from Silhouette) at any Model Railroad store. The little bunches of weeds are on a sticky foil and can be transplanted with ease using a pair of tweezers. Now the concrete floor itself is weathered using some more paint pigments. Perhaps repairs have been made in some spots. (Make asphalt by coloring spackling compound with grey colour) Oil spots, where machines and trucks have stood for years, can be made using real oil.

Greenery

The model train sector has many choices of greenery to choose from for the landscaping at the back of the diorama. For size, the trees offered for O scale (1: 45) are ideal for us. In the last few years a whole slew of realistic looking products have appeared in stores.

With the rear of our diorama complete, the next installment will concentrate on constructing the buildings for our site.

Construction sequence

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

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

New Medias

Poclair

The Poclair Adventure "La Mémoire Vive", published by Generation Deux, 171 pages, English language book, www.generationdeux.fr

The construction machines made by Poclair in France have the same legendary status that Saurer trucks have in Switzerland. Even though they have been out of production for quite a while now, the French have not forgotten them. The first book about this remarkable maker came out in 1992 with the title "La Mémoire Vive". The 20th anniversary of this book is completely re-designed and has been translated into English. The book tells the story of Poclair from the beginning in 1927 to the end in 1985. Pictures from the production line and from the construction site, augmented by reproductions of some of the sales brochures, illustrate the history of the famous maker. Very well-known machines like the TY45, the TC45, the EC1000 and the 1000CK are included among some of the more exotic examples like the CMC BC21 Bulldozer. (up)

Baumaschinen 2013

A calendar, issued by Verlag Podszun, 52 weekly pictures, 53 pictures in total. 25 x 21 cm ring binding ISBN 978-3-86133-627-3

The new calendar is a welcome companion throughout the year; every week has a new picture of a construction machine. About a third of the pictures are of historical machines, for example a Kockum dump truck, a Cat 955 tracked loader, the Liebherr R 994, a Demag H55 and a Kaelble 610 dozer. The pictures showing the newest machines include all varieties of construction machines. In addition to excavators, some for very specialized applications, pipeline construction with a total of nine photos contributes a respectable number of the pictures. Bulldozers, wheeled loaders and the demolition sector are also covered. The fields in the calendar have enough room for some notes and the calendar can stand on the desk or hang on the wall. (dw)

Massive Machines 9

Massive Wheeled Loaders I, by Steven Vale, released by Old Pond Publications Ltd. English language DVD, running time about 75 Min. ISBN 978-1-908397-17-1

The ninth DVD in this series of "Massive Machines" is dedicated to the largest wheeled loaders in Europe. In the first part of this DVD, Steven Vale takes a close-up look at the wheeled loaders from Caterpillar, Liebherr and Volvo. The DVD begins with the Liebherr L586 and the Volvo L350F at work loading marble blocks in the quarries of Carrara. The show continues with the Caterpillar 992G and 993K at work in a quarry in France. The largest wheeled loaders in Europe work at the Carrières d'Antoing in Belgium. The older Caterpillar 994 machine weighs in at total of 180 t. The 994F weighs 200 t when equipped with wheel protection tracks. It has a shovel capacity of 35 t and produces 1577 hp. (up)

Massive Machines 10

Massive Wheeled Loaders II, by Steven Vale, released by Old Pond Publications Ltd. English language DVD, running time about 75 Min. ISBN 978-1-908397-39-3

The tenth DVD in this series of "Massive Machines" is the continuation of the story started in the ninth; it is dedicated to the large wheeled loaders of Hitachi, Komatsu and LeTourneau. One filming locale is the marble works of Carrara where one finds the largest wheeled loader from Hitachi, the ZW550. The DVD continues with shots from a Komatsu WA 900, a machine in the 100 t class, at a site in England. The Komatsu WA1200, weighing 200 t, is almost twice as large as the former; it is the world's largest mechanically powered wheeled loader and is found at work in Norway, together with an O&K RH170 face shovel. The LeTourneau L-1400, working in Belgium, has a diesel-electric power plant and brings 186 t to the weight scale. (up)

Our partner page

Quarrying of natural stone at a height of almost 2000 meters above sea level

Seven years ago, the Bärlocher AG, together with two other partners, opened a quarry on the San Bernardino Pass. The material quarried is the grey-green metamorphic rock called San Bernardino Gneiss. In the past this rock was used for stone roofs; today it is used to make products for facades, interior decorating and garden

structures. The effort required to quarry rock at this height is quite substantial. The time window is short due to the very long winter and the closing of the road in the early fall. Using a process called press splitting, the rock is first drilled and then blasted. The block to be quarried is drilled with holes row on row at a distance of about

20 cm. The holes are not filled with explosives; detonating cord is used to split them. The machines used on this site are a Cat 320 BL with a rock shovel, a Cat 966 G with a quick change attachment for forks and shovels from the Italian maker, Lameter and a Tamrock Commando drill rig.

Three shifts work around the clock on the Diameter Line

Only 12 weeks were available to finish work on the track bed, lot 4.1 and 4.2. At the end of May, the removal of the old double track and the 5000 m³ of ballast began. Every day up to 700 trains had to use this bottleneck, despite the work in progress. During the three weeks, work continued around the

clock to ensure compliance with the time line. Despite the use of deconstruction hammers and Vibrorippers, some of the rock had to be blasted away. A Cat 973D tracked loader transported the rock spoil along the 600 m long construction site and dumped it into a tunnel entrance. From there a

Cat 972H wheeled loader moved the rubble along a cross tunnel under the tracks to the installation place. The last machine in the chain was a Cat 329E that loaded the spoil on to the waiting trucks. Man, machines, logistics and material worked together seamlessly.

News in brief

The impossible becomes possible

A freighter rammed the Egger's Ferry Bridge near Aurora, Kentucky and destroyed a 98 m long segment of the 1063 m long bridge in January 2012. It was deemed essential to replace the destroyed segment in the shortest time possible. On the 15th of May, a Terex CC2800-1 crane and a Kobelco tracked crane lifted a replacement bridge section on to the old supports. Both Super Lift cranes and the new bridge section were pushed into place with tugs. The trip to the bridge site started 50 km further up the river. It took 6 hours for the two cranes to lift the 98.1 m long segment weighing 290.3 t into place.

Minexpo 2012 in Las Vegas

There is a meeting of all the large and heavy duty construction machines in Las Vegas every four years. If your machine does not weigh at least a 100 t it will not be admitted. In the underground mining sector, Caterpillar showed the new AD60 dumper with a load capacity of 54 t. As a loader, the low profile R3000H wheeled loader is ideally suited as it weighs in at 195.5 t. More than a year ago, Caterpillar took over the Bucyrus label and with it the former O&K line of large excavators. With the 6030B FS (formerly the O&K RH120E) there was already an updated model on show in Las Vegas. Liebherr showed the T 284, an updated model of the T282C, first shown at the Bau-

ma in 2010. With a load capacity of 363 t it is a direct competitor to the Cat 797F. With the T 264, Liebherr is re-entering the 218 t class. Engines from Cummins or MTU with 2013 kW or 2700 hp propel these machines. For the first time on view, the 127 to 130 t R 9150 is the direct replacement for the very successful R 984C model. Also seen in Las Vegas was the R 9400 in the 22 m³ class, a heavier version of the R9350.

BAGGERMODELLE

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

Redaktion Daniel Wietlisbach (dw)

Ständige freie Mitarbeiter

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

English translation

Daniel von Kaenel, Canada, Steven Downes, UK

Druck D+L Printpartner GmbH, D-46395 Bocholt

Erscheinungsweise / Bezug

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

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

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

Impressum

Bankverbindung

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

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

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

ISSN 1663-764X