

BAGGERMODELLE

Baumaschinenmodelle, Krane und Schaufelradlader

Nummer 5-2014

Mit Wettbewerb

English text



Neu von EMD 1:50

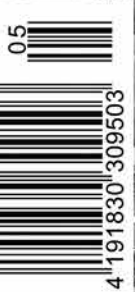
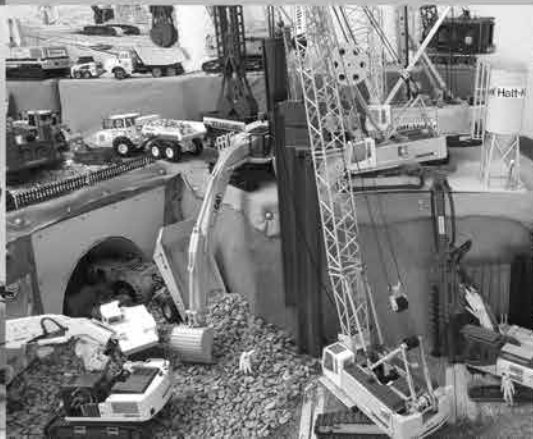
Bucyrus-Erie 22-B

Ruston-Bucyrus 22-RB

Neu von Tonkin 1:50
Kobelco CKE2500G

Sammlerportrait
Stetige Veränderung

Neu von CCM 1:48
Caterpillar 777



Editorial

Moving and a new address

Baggermodelle has a new address. 90% of this issue was produced in our new location. We are renting space from the largest European Greeting Card producer ABC, which has its own in-house printing shop. We received a warm welcome at our new abode. For our new address information please see page 42.

A move and all that it entails is always a work-intensive time. If it involves packing up models it can be even more complicated than thought at the beginning.

Are models better protected when they are tied down with wire to the bottom of all-round hard plastic clam shells? Once unpacked, it is almost impossible to get them back into their original container sometimes that is only accomplished with non-printable comments of the collector. Other makers use a kind of "egg carton" packaging. The model is protected, but the floor construction is weak, so it can happen that the model falls through the floor. Also popular are the boxes with the soft foam inserts, these protect the models very well and are great space savers, but who wants to take off the attachment parts that are packaged separately just to store the model

again? Hard clear plastic boxes with models attached to the floor by screws protect the models well, but who is able to re-screw them again to the box, especially if you can't find the screw again?

What is the conclusion that we can draw from this? Personally, I prefer models in boxes that are packaged in a two part Styropor shell. They fit nicely and their attachments do not have to be taken off in order to store the model again. Best case scenario is that the attachments have already been factory-mounted when I purchase a model: open the box, lift the Styropor lid, display the model, finished! Just as easy is the process in reverse for the next time I move. (Cranes and similar models of course are exempt)!

My wishes for you today are that your next move is far away and of course, like always, do have fun reading this issue.

With my best regards,



Daniel Wietlisbach

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www.youtube.com/baggermodelle

New on the market

Tekno 1:50

One of the best known Swiss transportation companies now has a very welcome model. It is the MAN TGX XXL with a Goldhofer XLE 3+5 lowboy trailer. It comes with lots of extra parts and the centre section of the trailer can be telescoped to a larger width if required. The paint on the model covers well without hiding any details and the lettering is crisp and legible.

NZG 1:50

The Mercedes-Benz Actros 8x4 with a Hiab loading crane is among the many new color variations now available in the color schemes of “Beuthauser” and “Liebherr” as well as in blue and red, and matching them is the Nootboom ASD 40 lowboy. The possible uses for these combinations are almost limitless. The Liebherr R 916 classic is now available in the somewhat subdued colours of “WK Bau”. The Wirtgen W250i in its colorful paint scheme for the Dutch Company “Freesmij” is a joy to look at.

The Sennebogen 860R-HD, introduced by us in the issue 1-2014, is now available as a pure load transferring machine, with tracks as 860R and with the new mobile lower chassis as 860M.

Completely new designs hide behind the Atlas Weycor AR75E T and Komatsu WA 380-7 wheeled loaders. The special design detail on the smaller, orange model is that of the telescoping lifting arm that allows it to reach a higher dumping height than comparable loaders of

its class. Finish and detailing are up to current model standards. The same can be said for the Komatsu WA 380-7. The second model of the series of NZG’s new Komatsu copies the original very nicely even in places where other models skimp, namely the front axle parts and wheels. This makes it enjoyable to look at even with the lifting gear extended to full height.

Heavy Transport Models 1:50

The truck fleet of the “Kibag” company gets a new member with the Mercedes-Benz Actros 8x8 with a Palfinger PK150002 complete with jib. This exclusive model from WSI with its many details and high functionality promises a lot of play value.

Thommys 1:50

In a limited series of only 100 pieces from Thommys Modellshop, a Man TGX XXL 8x4 with the Euro lowboy trailer “Aborgast”, is now available. The model is made by WSI. As usual, the model is prototypically correct with many details and is a great addition to Thommys’ “in house firm”. The Liebherr A 924 shown is also from Thommys but is not in the current production program.

Motorart 1:50

The Volvo A40F with K-Tec 1233 Scraper is an impressive team. This unit is used very successfully mainly on sandy soil. The loading fleet is complemented

with a limited release of the L60G “USA/Canada” and the brand new excavator loaders BL71B and the similar wheeled loaders L35G and L30G, each equipped with different kinds of shovels.

GMTS 1:50

The newest model in the “Golden Oldies” series of trucks is the Büssing Commodore LS11 4x4 dump truck in four attractive colors. The blue/red truck has been specially equipped with snow plow mounting plates, additional headlights and rear fenders as used in Austria and Switzerland. In the other versions the adaptor plate is packaged separately to be attached by the modeller. The resin models are, as usual, executed very nicely and the new chunky off road tires underline the characteristic look of the truck.

Conrad 1:50

Conrad is releasing a total of four new excavator’s at once: two Link-Belt 250 X3s in the “Longreach” version, and as MH sorter grappler with a cabin that can be raised that is also available as Case CX240B MH in the “Hebo” color scheme. The Liebherr R 954BV with demolition attachment now looks very elegant in its new colours of the “Bonaria” company. By the way, on the website of the maker there is a new link to “Kundenmodelle” (custom-ordered models) were all exclusive models available for purchase are supposed to be shown – a great service!

Fritzes Modelbörse 1:50

The well-known dealer is releasing an exclusive NZG model of

the Mercedes Actros 8x4 with a Hiab loading crane and the matching Nootboom ASD 40 trailer in Liebherr yellow and marked for Delmenhorst.

CCM 1:48

Based on the Caterpillar 777 (see page 20) CCM is now also building a model of the tractor with the designation 776. Hitched to it, as a trailer, is a MET-185 lowboy with a carrying capacity of 185 sht for the transport of large machines in mining settings. Since no histori-

cally correct models as loads are available, the question arises if a bottom discharge dumper or rear discharge dumper trailer would not have been a more useful model to produce. The quality of the model is up to par with the model of the Caterpillar 777.

Brekina 1:87

This Land-Rover 109 with hard top and canvas top in grey is marketed as a vehicle for the construction supervisor of large earth moving construction sites. The chassis is a

very exact engraving and the whole car is finely detailed.

Herpa 1:87

The last four transport sets with lattice masts, offered in pairs for the Liebherr LR 1600/2 “Wasel”, has now been released thus completing the whole set. We will introduce the crane and the transports in a future issue.

Looking at the released models: there are two MAN TGX XLX with three hook blocks, i.e. reduction and head piece, an Actros L

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	Producer	Available at	Additional information
Holt 75 with Howitzer	1:24	CCM	Dealers	www.ccmmodels.com
Yanmar SV26	1:32	Motorart	Dealers	www.motorartmodels.com
Caterpillar 349E LME and L	1:48	CCM	Dealers	www.ccmmodels.com
Liebherr TA 230 update version	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LG 1750 «Dufour»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr LG 1750 SL7 DHS «Wasel»	1:50	Conrad	MSW Mietz	www.msw-modelle.com
MAN TGS M 4x4 with truck crane «SRBG»	1:50	Conrad	Vinci Shop	www.webshop-vinci.com
Kaelble Atlas L260	1:50	NZG	Dealers	www.nzg.de
Liebherr R 936C red	1:50	NZG	Dealers	www.nzg.de
Liebherr R 936C «Korz»	1:50	NZG	Dealers	www.nzg.de
Hamm H13i with cabin «Eurovia»	1:50	NZG	Vinci Shop	www.webshop-vinci.com
Set Vögele MT3000-2i / Kleemann MC110Z «Eurovia»	1:50	NZG	Vinci Shop	www.webshop-vinci.com
Scania R «Geurtsen»	1:50	Tekno	Dealers	www.tekno.nl
Scania R with stone trailer 3 axles «Gerben Buiters»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 with stone trailer 3 axles «Goyens»	1:50	Tekno	Dealers	www.tekno.nl
Tadano Faun ATF 70G-4 «Nederhoff»	1:50	WSI	Dealers	www.wsi-models.com
Scania T143 6x4 with Ballastbox «Hecker KG»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 wrecker «Vorgers»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 with stone trailer 4 axles «Van der Meijden»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Benz Sprinter BF3 «Hecker KG»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XXL semi low loader «Kübler»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XXL 8x4 / Intercombi «Markewitsch»	1:50	WSI	Thommy's	www.baggermodelle.com
Liebherr LR 1600/2 complet «Mammoet»	1:87	Herpa	Dealers	www.herpa.de
Liebherr L 580 «Franz Fischer»	1:87	Herpa	Dealers	www.herpa.de
Scania R13 «Wagner»	1:87	Herpa	Dealers	www.herpa.de
Volvo FH semi low loader with John Deere «Eibel»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XXL «Circus Krone»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XL «Trio-Trans»	1:87	Herpa	Dealers	www.herpa.de
Actros MP3 «Max Bögl»	1:87	Herpa	Dealers	www.herpa.de
Actros M08 «Schmuttermair»	1:87	Herpa	Dealers	www.herpa.de
Mercedes-Benz Sprinter «Schmuttermair»	1:87	Herpa	Dealers	www.herpa.de
Schmitz semi halfpipe black / silver	1:87	Herpa	Dealers	www.herpa.de
Semi low loader 4 axles blue	1:87	Herpa	Dealers	www.herpa.de
Goldhofer TU-4 red	1:87	Herpa	Dealers	www.herpa.de

with a boom pivot piece and finally an Actros Bigspace with lattice masts. Available in sets of two are the Goldhofer THP-SL four-axle and three-axle modules as well as the power packs in blue.

The new Volvo FH16 is now available as a black tractor unit, the MAN TGS transports the SA-Bock of the LR 1600/2 in “Felbermayr” colors, and the Arocs M with dumping trailer completes the orange construction vehicle fleet.

First Gear 1:50

The Komatsu GD655-5 Grader equipped with GPS is available by itself or equipped with the instruments and a figure in a set. The D51PXi-22 bulldozer comes with wide crawler tracks or as D51EXi-22 with narrow tracks or as D51EXi-22 with narrow tracks and a ripping tooth attachment at the rear. The mighty Komatsu 830E-

AC dump truck has been very nicely modeled.

Vladimir Chekhuta 1:50

The mighty MZKT-79086 12x12 has been refined and is now available again. The very detailed model made by Vladimir Chekhuta in Minsk is a limited series made from resin with white metal and etched metal detail parts. The model is distributed by MSW Mietz.

Erwin Greber 1:50

The collector and model maker (see issue 5-2011) produces tanks to order for construction sites in all kinds of colour and lettering schemes. The models are hand-crafted from wood and plastic parts and can be lettered with the desired logos. (Erwin Gerber, Bleichenbergstrasse 17A CH-4562, Biberist, grebi@beamter.ch).

Siku 1:50

Siku produces the Mercedes-Benz Actros 6x6 with Roll-on Roll-off in the usual robust quality and play-friendly way. The lifting of the bin functions without fail and the doors of the bin are easy to open and close. A set of separately available bins would make the fun of playing with this model perfect.

Ad Gevers 1:50

For the careful lifting of the huge pipes used in the construction of pipelines, special cradles are available. Ad Gevers from the Netherlands is producing a brass kit of this cradle. It is a good match for the Cat 583T from CCM, for example. (marian-ad@cello.nl or Tel+31 (0)499 47 40 45).

Eye candy

Gottwald G45

by Albert Schmid

Commencing in 1948, the American construction machine pioneer, R.G. LeTourneau, developed an off-road crane. The so-called "Tournacrane" was based on a Scraper driving head. A great advantage of these articulated off road cranes was that heavy loads could be lifted without the use of additional support legs, and the load could be transported while hanging on the hook. The successor firms of Westinghouse and later Wabco also kept the off-road cranes in the program and developed them further. At the beginning of the 50s the first all-round useable off-road cranes showed up in Germany. They were used in the brown coal surface mining industry. Following their success, German crane manufacturers like Krupp-Ardelt and later Gottwald developed similar articulated off-

The off road G45 crane from Gottwald was a most unusual crane for unusual tasks ...

road cranes. The latter received an order to deliver a crane for Rheinbraun with specifications similar to the original LeTourneau concept crane. The Gottwald G45 had a lifting capacity of 45 t and a total overall weight of 56 t. With the use of an hydraulically extendable arm within the outrigger of the crane, a maximum height of 11 m could be achieved. As a power plant, a 475 hp Caterpillar 631 Scraper head was used. A few years later, by strengthening some of the load-bearing parts as well as adding some additional counter weights, the lifting capacity was increased to 55 t. Up to the mid-90s, a total of seven units of the G45 and G55 were built.

Commencing in 1999, the first of 50 units of a 1:50 G45 model

appeared from HiMoBo which is located in Bochum. Because it was probably impossible to obtain a licence from Caterpillar to use a Cat 631 power head, Karl Heinz Hirsch decided to use a Wabco 333FT Elevator Scraper power head with Rops protective roof as a prototype. The very heavy model is formed completely from hand-made, white metal castings. The outrigger arm is moveable at the crane arm: it is possible to lower it prototypically to 4.5 scale m. The resin cast tires look huge. Hydraulic lines, to be added by the modeller, are included with the model. By the way, as we have described in depth in issue 3-2014, HiMoBo is currently building a very impressive model from Gottwald.

Gilbert Rossinelli is more than a collector

Constant changes

by Daniel Wietlisbach

From childhood on, Gilbert Rossinelli was fascinated by cranes. He remembers well that he sculpted a Liebherr TK28 while attending kindergarten. When he attended grade three, a house in his neighborhood was being demolished by a cable-operated crane with a wrecking ball and dragline shovel. Following his observation of this experience, he added the same kind of machine to his sphere of interest. Later on, he was able to observe a large construction site regularly where first, a P&H cable-operated excavator and a Hough wheeled loader were engaged in a de-construction operation and later on, two cranes from Peiner were used in the construction phase. After grade 7, the young Gilbert expanded his 'tours of discovery' to include the whole area of the city of Berne by bicycle, learning new construction techniques. It was in 1965 when the most interesting construction site opened just across from his block of flats. There, with a length of 45 m, the longest piles ever used to that date, were driven. The firm of Losinger used a Menck M250 and a Northwest Model 6 with an HW rotary swing to install the piles. The approximately 8t swing would be attached to the end of the casting pipe for the piles that were then driven by the use of small

In collectors' circles the name Rossinelli was for years a synonym for special civic construction models. Standing behind that statement is a collector who knows only one constant thing: change ...

bursts of pressurized air. In order to pull the pipes sections out again, the pipes would be capped and filled with compressed air then both of the excavators combined their power to pull the pipes out of the ground again. During this manoeuvre, Rossinelli says it was not uncommon "to see the stern of the excavators being lifted about half a meter of the ground". By the way, the 45 m depth was reached in steps; the first 15 m used a 1.25 m diameter drill, the next 15 a diameter of 1.0 m and the last 15 a diameter of 0.90 m.

'A grouser'

From his family's point of view Gilbert Rossinelli's choice of becoming a brick layer was rather rebellious because all other family members were office workers. He groused about the idea of following in the family's path. However, the career path of a construction supervisor was such at the time that an ap-

prenticeship as brick layer was a requirement. The relationship with his family improved greatly when he added a technical drawing apprenticeship specializing in reinforced concrete design. For him it became increasingly clear that he was not made for an "office job" and after finishing his apprenticeship he became a crane operator on an EWG Gigant with a flying jib arm. In his seven year long career as a crane operator he operated 31 different types of cranes from 11 makers. It would have been hard to find any at the time that he did not operate and the crowning glory for sure was the Wolff 100S, then the largest crane in Switzerland. As an expert, during the next ten years he oversaw the examination of new crane operators. Gilbert Rossinelli later on got a commercial truck driver's ticket and worked on several construction machines but also as a warehouse keeper and as a superintendent. To list all of his professional careers

would go beyond the confines of this article.

Collector

During the technical drawing apprenticeship Gilbert Rossinelli made some money on the side by giving courses, organized by the unions, to brick laying apprentices. For one of the courses he invited the dealer for Caterpillar in Switzerland, Ammann, to give his pupils a better understanding of the kind of construction machines they might encounter. As a thank you from Caterpillar, he was given a model of the Cat 941 tracked loader in 1:24 scale, which was given away as a promotional item to customers in a series of parts. (NZG 103, see issue 3, 2014). Later on, in the same scale, the Cat 950 with driver figure (Strenco 2840) was added to the collection. But these remained one-off pieces and the collector concentrated on 1:50 and 1:87 items. The first model was the Fuchs 703R from NZG followed by the three-axle Coles crane from Schuco in 1:87 and the four-axle mobile crane Demag HC100 (NZG 123); Gilbert Rossellini found those machine models by chance when visiting a dealer's shop. As the real beginning

of his collecting hobby he names the year 1973 when he was hospitalized after an accident at work. He had four models from Amman delivered directly to his bedside. They were: Cat 621 Scraper (NZG 122), Cat 621 / Athey PR 621 (NZG 132), Cat 988 (NZG 134) and D9G (Gescha 287). His passion for construction cranes was rekindled with a model of the quick-erecting crane Liebherr 30A35 (Gescha/Conrad). On one union trip for crane operators organized by the collector to the factory of the Peiner Company, he added the first crane model with trolley in 1:87 to his collection (Peiner SK71 from Conrad). This was followed by the Wolff 200SL (Conrad 2030) and the Liebherr 1230HC (Conrad 2020) in the same scale. The collection then started to diverge into two main streams: cranes in 1:87 and earth moving machinery in 1:50.

Gilbert Rossinelli's collection must have had "upwards of 1000 models over the years" says the collector, but was never larger than 200 pieces at one time and today has a total of 110 pieces. If the collector wants a new piece, an older one is sold off to make room and so his collection is always fresh and up-

to-date. On top of that, his models never rest in display cases but are shown at work in a diorama. Many models have been altered by stick-on decals that the collector has ordered directly from the manufacturers. His personal favorite model is the Manitowoc 4100W from TWH; this model will remain in his collection for a long time yet and later on this year will be joined by the Kobelco CKE2500G from Tonkin.

And a producer

At the end of the 80s Gilbert Rossinelli changed his job and became Caretaker in a cooperative workshop for persons with disabilities (Band Genossenschaft). In 1992 a poll among the employees was held because the goal for the workshop was going to be to produce sellable products. Until then everything that was made was occupational therapy only and finished products were later just thrown away. At the same time, Conrad released the model of the cable controlled HS 881 from Liebherr (2831) that re-awakened unforgettable memories of his encounters with construction machines. Rossinelli suggested to the Workshop that they produce attachments for models and ordered prospectus and flyers from Casagrande for a diaphragm wall grabber. Plans and a first prototype were made and assembled. The fully-functioning grabber was made from metal parts, machined, drilled and screwed together because no other tools were available in the workshop. The diaphragm wall grabber was offered at construction model fairs and swap meets by Gilbert Rossinelli and fast found a circle of interested buyers. The collector sent a sample to Lieb-

The Collector

Gilbert Rossinelli (66) has had a career spanning jobs from brick layer to caretaker, has operated cranes, driven trucks and construction machines. By the time of his retirement he had changed jobs and addresses 18 times. As to other interests, the collector, with a twinkle in his eyes says it is the "Pensioner's Cinema" by which he means his visits to view construction sites. He is married, the father of two, now adult children and lives in Spiez in the Bernese Oberland, Switzerland.

herr in Nenzing. He received in the return mail an order for an hydraulically operated version. That was soon followed by a large grappling shovel attachment, a drill grappler with HW rotary swing head and finally a Liebherr concrete bucket for their cranes in 1:50 and 1:87.

But Rossinelli would not be Rossinelli if he did not order further attachments for his cable controlled excavators from Conrad. On his own initiative, he ordered kits for his cranes from a metal worker friend. For the Liebherr HS 883 there were two kits, one for a Bauer BG50 drill

attachment with a Kelly Drill and endless screw and the other a drag line shovel including a new flying jib. These joined his own production program. But from both production lines only a few items are left in his collection, and then even those have been swapped for newer models.

BAGGERMODELLE

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



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22-B and 22-RB from EMD in 1:50

Best Seller

by Daniel Wietlisbach

In 1927, The US firm Bucyrus amalgamated with Erie. And in 1930 a co-operation agreement with the Ruston & Hornsby Company in Great Britain was finalized. In the years following this agreement, models produced by Bucyrus-Erie were absorbed into the production program of Ruston-Bucyrus and made in the factory in Lincoln, England. The 22-RB was produced from 1950 until 1955 with the distinctive, squared off “continental cab”. Only after 1955 was the cabin design changed to the US design. Over the very long production run, many design changes were made. As a universally usable excavator with a working weight of around 22 t, the 22-RB / 22-B was seen with all kinds of tool attachments. The shovel capacity was around 0.6 m³ (600 liter). The factory standard engine supplied with the 22-RB was a Ruston 4YEN four cylinder diesel engine producing 66 hp. This changed at the beginning of the 70s to an air-cooled Dorman 6DA or a Detroit 4-71 available as an optional engine. The excavators were best sellers on both sides of the Atlantic: up until 1995 a total of 10,245 units of this legendary machine were sold and of the 22-B, a further 8,828 sold between 1937 and 1976.

We had to wait five years until the most widely used dragline excavator of all time became available as a lattice mast version complete with three different tool attachments ...

The models from EMD

The almost completely metal, true-to-scale models exude a high degree of value. This is due in no small part to the presentation of the model that includes not only the set with the drag line bucket but also a clam shell bucket, crane hook and additional lattice mast components. The chassis is correctly equipped with the longer crawler tracks that are prototypically correct in width and are made from single metal segments just as the very fine and fully functional driving chains are. The width of the upper part of the machine is correct for the ones produced in the US; this was also available to be mounted on a truck chassis, but is too narrow for the

22-RB. The raised lettering on the counter weight and the raised air intake flaps are true to the original. The right section of the three-part sliding door at the rear opens to allow a look at the replica engine. The prototypically correct, moveable door to the driver’s cabin shows a very detailed working space. The windows, with their printed-on gaskets, fit very flush. The drums for the winches can be seen behind the openable doors on the right hand side. With the keys included with the model, any position of the original can be simulated. The fine hand grips made from wire must be added individually by hand.

The equipment

The outrigger bottom piece has been modeled with the exactly-proportioned, foldable Fairlead. A manual tagline winch has been installed and the boom adjustment cable puller has already been pre-rigged. Additional to the mast tip mounted on the model, further mast pieces, two of 3.0 and one each of

The model at a glance

- + High metal content
- + Detailing
- + Extra tools in the set
- No spare screws or nuts

6.0 and 1.5 m are included. These allow the dragline excavator to be shown in a variety of poses. All lattice mast parts are stamped metal pieces and are solidly rigid. The adding on of these pieces is done with the proven method of using M1 screws and nuts. They have been included only in the exact number

required. Since only 3.75 m long guy cables are included, the cable has to be further spooled off when the lattice mast extension are added and this is not prototypically correct. The one dolly wheel crane hook head is very nicely done and the drag line bucket and the clam shell bucket are excellent in

their engraved details. Their great weight make all movements of the original possible without any problems; this is especially satisfying with the clam shell bucket attached.

The satin finish with it sharp colour separation is faultless and the lettering is sharp, legible and correct.

40 years Caterpillar 777

Successful model

by Urs Peyer

There were three construction machines made by Caterpillar that re-wrote construction history: firstly, the D9 tracked dozer introduced in 1954, secondly, the 51-year-old 988 wheeled loader, and thirdly, the 777 dump truck presented in 1974. All of these construction machines are still sold today.

The first Caterpillar dump truck, 769, was built in 1962. The larger 773 followed in 1970, and four years later the 777 arrived. The load capacity was 77 tons and an 870hp 12 cylinder turbo engine was the power plant for the model. The bin had a capacity of 51.3 m³ and a tare weight of 13 t. The weight of the chassis added another 42.7 t giving a total weight of 132.7 t. After total sales

No other dump truck in its class has had so many units sold. Because of the new model from CCM we are shining the light on this 40-year-long success story ...

of 1900 units, the 777B followed in 1985 with a loading capacity of 86 t. Seven years later, the C model replaced the B series. In between the C and D models the first cabin with black color in the window area appeared. On the D series, the engineers were able to add a further 5 t to the load capacity and installed the new Cat 3508B double turbo engine producing 938hp. By the end of production in 2006, Caterpillar had sold 3600 units of the 777D. For

32 years the 777 looked the same, aside from some slight changes in the dumping bin. A radical design change of both the cabin and the radiator grille followed with the introduction of the F series. The front window of the new all black cabin went all the way to the bottom and the black “snout” with the radiator was slightly rounded. With the same load capacity, the engine output of the new C32 became 952 hp. The bin had a capacity of 60.2 m³ and the total

running weight was 163.3T. Over the years, the 777 advanced to the most sold dump truck of the 100 sht class. The production counter stood at 10771 units in 2010! The oldest 777 still in operation had an almost unbelievable 150,000 hours of use on the clock.

During the 2012 Minexpo in Las Vegas, Caterpillar presented the Caterpillar 777G. The engine used in this model conforms to the current exhaust control measures of Tier 4 Final and is capable of producing 916 hp or 683 kW. The maximum load capacity, including a 10% overload allowance sits at 99.4 t. The “snout” remains black but is once again straight vertically. Since 1974, the 992 wheeled loader was the

ideal machine to load a 777. It takes four to five loading cycles for the current K version to load the new 777G. The approximately 100 t 992K has a loading capacity of about 21.7 t. The 34 t heavier 993K needs only 3 to 4 loading cycles to load a 777G. Its loading capacity is about 27.2 t.

Caterpillar 776

Commencing in 1976, Caterpillar offered an “Off Highway Tractor” under the 778 number designation. Based on the 777, Caterpillar built a tractor to pull bottom discharge trailers for soil or coal. The capacity for such tractor/trailer combination was about 135 t. The designation of 776 disappeared with the C

series. That does not mean that these bottom discharge tractor trailer units have disappeared. Up until today, 777 units are used as tractors for these trailers in mid-sized coal mines. The Mega Company, home in New Mexico, builds bottom discharge units with the designation MHT175, having a capacity of 175 sht or 158 mt. The 993K wheeled loader is a favorite machine to load this kind of combination. It takes about 9 loading cycles for the unit, equipped with an 18.4 t coal shovel, to fill a trailer.

Another favored use for the 777, is as a water tanker for dust binding. Such a trailer has a capacity of 20,000 gallons or 76,000 litres of water. Mega also manufactures the tank trailers.

Caterpillar 777 from CCM in 1:48 Successful model

by Daniel Wietlisbach

As a critique it has to be said that the series of the newly released model is only 500 pieces compared to the 1500 for the wheeled loader and therefore many collectors will have to forgo owning a model or will have to bid high prices to acquire one for their collections.

It is clear that the successful scale replication of the most-

Two and a half years ago, when the Caterpillar 992C appeared, the clamouring for a matching dumping truck grew louder and louder. A year ago, the model of the Cat 777 shown here was announced ...

produced dump truck of that scale certainly will awaken desires to own one in many collectors' hearts. The traditional high qua-

lity and finish in the best tradition of CCM has resulted in a fine model that is correct in all measurements when compared to the

original and it even reaches the maximum dumping degree of the bin! The wheels are very nicely engraved and the rubber tires have the correct profile. The rear axle is sprung and the two front axle struts are also spring-suspended to the two front wheels that turn and are controlled by two hydraulic cylinders. The massive frame gives the model the necessary strength and robustness and carries all of the drive components from the front to the rear. The 870 hp Cat D384 V12 engine, the seven gear automatic power shift gear drive and the differential gear are all completely replicated. While the diesel fuel tank is situated at the right side, the hydraulic oil tank and the hydraulic system pump is placed on the left side. Two lines run from there to the dumping cylinders at the rear. As on the original, the two-step dumping control cylinders are chromed and hold the dumping bin securely in any desired position.

A little bit unprofessional looking are the two Phillips screw heads with washers that are visible underneath the bin, but the rub-

ber shocks on which the bin rests upon the frame have been modeled very nicely. The V-shaped ribs on the dumping bin are of the correct shape and number and the dumping bin is mainly white metal casting parts. It has been up-graded with finely-etched eye bolts for transportation and has mud guards for the rear tires with fine rock protectors. Also remembered was the small metal sheet on the cabin protection that shows the operator that the bin has been lowered.

The cabin and the service deck

The service deck and cabin invite closer inspection, because both cabin doors as well as the

two large service hatches over the engine open. Underneath the hatches the mock-up of the engine, including the cooling system, can be spotted. Made up of a finely photo-etched part with correctly shaped ribs, the radiator grille is a real eye-catcher. To open the flush fitting doors and hatches, a special tool that is included with the model operates them without damaging the paint job. The anti-skid surfaces on the service deck are correctly lacquered in a very matt black. The running board beside and in front of the cabin is deeply engraved but not pierced metal. The cabin has individual (!) flush fitting windows with gaskets. Capping that off, the interior of the cabin is excellently detailed and multi-coloured in the correct paint colours. The dash board has printed-on gauges. All hand grips and ladders are metal and the rear view mirrors have reflective surfaces.

The famous “Highway-Yellow” from Caterpillar has been matched perfectly on the model and the up-to-date lettering is correct and sharp.

The model at a glance

- + Choice of prototype
- + Detailing
- + True to scale
- + High metal content

Kobelco CKE2500G from Tonkin in 1:50

Successful Debutant

by Carsten Bengs

On the model as delivered, the central ballast and the crawler side frames have to be assembled initially. The length of the chassis and the width of the tracks are prototypically correct. The metal track segments are connected to the frame with bolts making them very stable. The guide wheels are sprung, but not too tightly, therefore the tracks turn easily. The running wheels are only hinted at. Very fine ladders are included to be added to the four sides of the model. Bolts are used to attach the crawler tracks; however on the test model they were rather loose. The ballast is attached using fixed small bolts and each ballast plate is connected to the main ballast with little screws. On the upper carriage the first thing one notices is the massive 90.4 t ballast block this is tightened down with latches and screws as on the original. In front of it is the engine compartment that has been modelled including all the lines. Even the warning label, “Hot”, has been applied to the exhaust pipe. On the original, a 271 kW Hino diesel engine is the power plant for the crane. On the upper carriage the anti-skid surfaces are only hinted at. Small hand rails and ladders have to be inserted into the appropriate pre-drilled holes. As well, there are several running boards with railings that are made from etched parts and are true to the prototype. The ca-

Tonkin Replicas present the CKE2500G as their first crane model. The model of the 250 t crane convinces with its quality ...

bin is also a very realistic model. It includes mirror, hand grabs, protection cage and window wipers. In the cabin, one can make out the seat, Joystick and steering console. The printed-on dash display in the cabin is also very nice. Typical for Kobelco are the propulsion systems for hydraulic and engine situated behind the cabin. On the other side are the hydraulic winches that are covered with a removable metal cover. This makes it possible to operate both of them with the keys included with the model. The very detailed and fully functional outrigger arm has a height at the tip of the dolly wheel of 1.27 m and of 1.84 m with the flying jib attached. All segments are connected to each other using the familiar M1 screws. From an optical point of view, the black screws fit well with the colours of the model. On the lattice main masts, the

climbing cage parts are made of separately applied photo-etched parts. With the two 6.0 m and three 12.0 m segments it is possible to rig several versions of the crane. The outrigger support cables are true to the prototype and are locked in place using small plastic locks. They are capable of holding the crane's outrigger arm in a stable position, despite that it is recommended to keep the mast in a fairly steep angle. All the metal cable guide wheels run freely. A three wheel (70t) and single wheel (35t) block hook as well as the single strand “Headache ball” are included with the model. Plenty of extra cable has been rung up onto the winch drums; however it is not of the twist-free scale variety. Warning labels on the base of the model are now standard on models but Tonkin takes it a step further by having them on the erecting mast, the cabin and even on the lattice segments. Worth mentioning is that the model comes with a data page as well as the prospectus for the original in addition to detailed assembly instructions. Over all, Tonkin has produced an impressive model with a high degree of detailing and functionality.

The model at a glance

- + Functionality
- + Detailing
- + Instructions and Prospectus
- Cable not twist free

DJB D35 from CypModels in 1:50

Puzzle

by Daniel Wietlisbach

The DJB D35 was built beginning in 1981 in Peterlee, Great Britain, and stayed in the Cat production program when DJB was taken over by Caterpillar in 1986. It had a payload capability of 35 sht and the famous Pacman logo found on the engine hood was there for a good reason. Like a giant puzzle for the construction of this 4x4 dumper, most of the major components came from Caterpillar. The front axle came from the 966C, the rear axle and gear shaft from the 980B and the six cylinder turbo engine 3306 PCTA, producing 255 hp, plus additional parts were from Cat.

The model from Cyp

Hiding behind the CypModels name is Ciprian Ursulescu from Rumania. For a number of years now, in addition to military models, it has produced resin construction

Historical models of articulated dump trucks are one sphere of activity in which producers of small series excel ...

machines with additional detail parts in metal (cypmodels.com).

The model of the dumper is very attractive and correct to scale when compared against the measurements of the prototype. The tires, completely cast from resin, have a very finely-engraved profile and the rims, just as on the original, stand out a bit over the tires. Against the stability of the model can be attributed to the fact that the frame, like on the prototype, is made of a one-piece closed-in profile piece. This means the most sensitive spot on the vehicle is the articulated joint, it functions correctly but care should be taken and excess movements avoided.

The front part of the model is also done very nicely; it is made

from a set of engraved castings and enhanced with an assortment of separately-attached metal parts and wire. Hand rails, rear view mirror, window wipers, head light protection cages, steps, transportation tie down loops and a fine, photo-etched protection grille on the rear window complete the model. The dumping bin on the model is a casting with a great finish. The etched metal loops are attached separately as is the grille on the overflow protection cage. The metal dumping cylinders can hold the bin at an acceptable maximum dumping degree.

The very cleanly applied paint allows one to forget that this is a resin model. The lettering is comprised of sharply-printed decals.

Liebherr R 9800 from Conrad in 1:50

Backhoe

by Daniel Wietlisbach

When the original machine made its name firstly as a backhoe in the worldwide mining sector, a few long faces were noted in the collecting community. But Liebherr wanted to show off the brand new version of their front shovel on this model. This is also why we will look only at the new backhoe version here; for the in-depth look at the model see issue 3-2013.

Again, just as on the first release, the stick and arm are metal castings that are true-to-scale. The backhoe reaches the maximum working height as well as the maximum digging depth. The jib has to be equipped by the collector with two protection railings that are included separately. The hydraulic lines, all

A few collectors expressed their disappointment when the Liebherr R 9800 was first released as a front shovel version. A year and a half later they can now rejoice ...

26 of them, have been modeled without any compromises. They are made from grey and black plastic castings and conform to the current norm for model making. The connection pieces are once again the previously-criticized cams however, they are now hidden from prying eyes by their location on the underside. The hydraulic cylinders equal the ones on the front shovel model. To move the boom and stick requires a good amount of effort, however it remains solid

at any chosen position. The boom tends to “sink” if left standing for any length of time. The backhoe shovel is made of nicely-engraved and detailed die cast pieces. The bolts on the joints are hidden behind authentic lids and made invisible at the screw connections. Flood lights all around complete this very well executed model of Liebherr’s flagship machine. Coloring and lettering are up to their high standards and are, as per usual, clean, crisp and legible.

Tinplate

Truck-mounted crane

by Robert Bretscher

It is hard to comprehend today what motivated the maker to produce this open version. We can only guess that savings in material had to be found to counter the ever more aggressive competition from the Far East. One advantage of the openly visible mechanics and cogs is that one can follow the workings of the model. However, even those models with enclosed gears and mechanics were explored by curious children who just took off the excavator cabin coverings to get at them. Despite the not-so-robust model of the mobile excavator crane, Hans Biller was able to produce a technically-advanced toy using a combination of plastic and metal parts. The buttons and cranks liberally scattered around the model make it possible to imitate all movements of the prototype when in the sand box play mode. Even

The Biller truck-mounted crane #860 released in 1963 looks more like a vehicle from the Eastern Bloc than what we would normally expect an excavator with a proper cabin to look ...

the very important freewheeling movement of the clam shell bucket winch was included. By simply pulling out the pressure-supported crank for the clam shell bucket lifting winch, the winch was freed from the arresting brake and the bucket with its eight sharp teeth crashed to the floor. A crank on the rear of the upper part of the crane controls rotation. Unfortunately, because of the large size of the rear of the machine it is not possible to make a full 360° turn. To set the truck crane into transport mode it is possible to adjust the outrigger arm using a lockable knob in

such a way as to rest it beside the cabin. For the clam shell bucket there is a designated place at the side. Since the truck does not have its own propulsion system, the innovative maker built in a metal ratchet that made quite a loud noise when pushed. (It could be possible that parents, during a covert action at night, dis-assembled the noise-maker to forestall complaints from neighbors).

Today, after 50 years, this fine model is a real rarity because it is very unusual to find it still in original condition.

Remo's old Iron



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

by Remo Stoll

This early version of a grader was present as the only entry of a German maker at the Old Timer Construction Machine meet in Cordelle, France. At this meet, held every year at the end of August, mainly French and American machines are shown. Even though it does not look it, the machine is in full working order as the pictures shown here prove.

Recognized? Then send us a post card with brand name and type on it and send it to us. Of course we also accept entries by email (address information can be found on page 42) the entry deadline is the 15th of October 2014. If there are more correct entries than

prizes a draw will be held to determine the winners.

The prizes this time are: the new Sennebogen 860M from NZG, the Komatsu PC210LC-10 from Universal Hobbies and the Volvo L160G in the limited USA/Canada paint scheme.

Solution from BAGGERMODELLE 4-2014

The machine, the cult-like revered "walking excavator", in question was, of course, a Brøyt X2 as many readers recognized correctly. A draw had to be held to determine the winners. And they are: Madlaina Martig from Grüningen (CH) (Switzerland), who won The Liebherr 81 K with a transport vehicle from NZG, Franz-Jakob Kolbeck from Furth im Wald (D) who won the Liebherr L 576 from Conrad and Mario Schalbetter from Glis (CH) who won the Caterpillar 966K from Tonkin. We congratulate all our winners!

Komatsu PC 490LC-10 from UH in 1:50

A fine thing

by Daniel Wietlisbach

The new excavator has a nice, solid feel in the hand unlike some of the other models released earlier by this French maker. The upper part of the machine, jib and arm as well as the scooping shovel are made from white metal castings. The model was produced true-to-scale and the only place where it diverges from the prototype is at the gauge, it is 4.00mm too narrow. The lower carriage is made up of finely-engraved castings and separately-attached details including plastic guard rails that combine to bring the detailing up to the high standard we expect from UH.

The metal cabin is nicely done with engraved details and a multi-coloured interior. The windows are

This new model of the 50t excavator detailed to the usual standards has just been released from Universal Hobbies ...

a one piece clear plastic casting and have printed-on gaskets. The 7.0 m outrigger arm as well as the 3.4 m stick are each two exactly-fitting, engraved pieces; the gap where they join can be seen when observed from below. However, on the top this joint is cleverly disguised by the replication of the hydraulic lines. All eight lines are combined in a separately-applied plastic casting piece. More exactly modeled is the further run of the lines, including the hook-up to the cylinders and two spare hook-ups at the stick for alternative attach-

ments. Unfortunately, on our model the lifting cylinder was too loose to keep the excavator arm at the desired height. The model's plastic rubber lines are a bit too thin and not flexible enough. The bolts on the joints are barely visible and screw heads are only visible on the shovel attachment to the arm.

The colouring has been applied very well and the lettering is crisp and legible. The PC450 predecessor is already known and the PC490LC-10 will appear later on with a long front and demolition equipment attachment.

Caterpillar 982M from Norscot in 1:50

Mmmmm

by Daniel Wietlisbach

Because of the higher weight, the 980K morphed into 982M. They look very much alike, differing only slightly.

However Norscot did have a close-up look at the new machine and translated the changes into model form. From the 980K, the front of the chassis, lifting gear, engine hood, wheels and a few detail parts that did not change on the original model were retained. The most obvious change is the counterweight on the stern; it is slightly larger than on the predecessor. On the other hand, slight changes on the cabin are hardly noticeable but are there. For example, the radius of the rounded edges of the side windows is new, the head lights are now round rather than square, the

The most modern wheeled loader from Caterpillar is now available in model form from Norscot. The model of the 982M was released at the same time as the original ...

handrails have been changed and even the rear view mirror and window wipers had design changes. A completely new die casting created the finely-engraved material transfer shovel. Now it is possible to reach the very top of the dumping height with it and to discharge at the prototypically correct discharging angle.

The paint job and the lettering are both impeccable with the lettering being sharp and legible. What is possible to achieve with a little bit of color applied at the right

place is shown at the rear part of the chassis: the openings on the air intake for the cooling system have been painted in a matt black colour and look very realistic.

The Caterpillar 982M has been translated with great care into model form by Norscot. Unfortunately, the opportunity to replace the hydraulic cylinders with something more appropriate was not taken. On the model they are once again made from a piece of wire that has been bent to fit around the bolts on the lifting gear.

Poclair models from Wespe in 1:87

Charm initiative

by Michael Compensis

Production of the 45 t Poclair 220 excavator equipped with a 226 hp engine began in 1976. The backhoe shovel had a capacity of from 1.30 to 2.15 m³. The 90 backhoe excavator was also built by Poclair in 1976; later Case took over production. The 21 t excavator had a backhoe shovel capacity of 0.55 to 1.15 m³ and was equipped with a 100 hp engine.

Poclair 220

At first glance both the backhoe and front shovel variants look attractive and true-to-scale although the white engine cover looks a bit too narrow. As per the prototypes, the two machines have not only differing equipment but also different chassis. Both are executed as fine engraved parts that are immovable. The upper part of the excavator is made of fine resin castings, and the hand rails and exhaust pipes are made from bent wire, separately attached. There are also flood lights at the front and on the engine hood there are two radiator grilles all separately attached. The resin parts, and that goes for all models, could have been cleaned up a bit better before painting. The cabin, looking a bit higher than on the original, is convincingly modeled and has a multi-colored interior; unfortunately the

At the 2014 Nuremberg Toy Fair, Wespe showed several models of the historically important Poclair excavators. The excavator models TY 45, LY 80, LC 89, 90 and 220 have now been released ...

cabin door has not been engraved in. On both examples, the stick and arm have all hydraulic lines. These have been added piece-by-piece. What makes the model so visually attractive and prototypically correct in details is both a blessing and a curse. Because of the many inflexible connections of the lines that should be fully moveable, the models are limited in their functionality. This does not allow the collector to show the models in transportation mode or in a realistic-looking loading position. While the front shovel model had a set of decals included with it, the backhoe version came fully lettered.

Case 90B

The Poclair 90 backhoe excavator was made exclusively for the French Dealer Tchoutchou (www.tchoutchou.fr) as a Case 90B version in the typical yellow/brown Case color scheme, but unfortunately it is not lettered. Also with the 90B, the tracks are inoperable. The finely-

engraved upper part of the chassis is equipped with fine, separately-attached handrails. The model has a more attractive cabin than the one on the 220. Additionally, it is more finely engraved, but on the down side, the interior and the window glazing is simpler. The rigid hydraulic lines are cast-on resin parts. Unfortunately, on this model, the inflexible hydraulic lines severely limit the range of movement. Here again, it is not possible to set the machine in transport or working mode.

In conclusion it can be said that the models are attractive display case models. But the “play factor” and the flexible use on dioramas is unfortunately impossible. Despite the

The model at a glance

- + Choice of prototype
- + Detailing
- Limited flexibility
- Finish of resin parts

short comings, especially for collectors and model builders who focus on the late 70s and early 80s, these models are a welcome addition.

Poclair Ty45 with front scoop from Conrad in 1:50

The well-executed, but rather simple model from the famous French

manufacturer has been offered in several versions in the past. The series is now complete with the newly-released front shovel version. As a prototype, the version with “special loading shovel equipment with a parallelogram enhanced version” was chosen. On this version the shovel is mounted on a standard arm. On the model, the shovel is true to the

original, fully functional and is a joy to watch being put through its paces. Attached is the “sorting shovel” that is dumped using a small cylinder. (dw)



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Kit bashing a Caterpillar D7E LGP

Broad gauged beastly

by Urs Peyer

Caterpillar presented the D7E, a diesel electric powered model, for the first time at Conexpo 2008 in Las Vegas. Eberhard Enterprises was able to test one in their gravel pit in 2009. A year later, the first D7E LGP (Low Ground Pressure) started to work at the Weiach gravel quarry. The new machine was equipped with a wider, taller, U-shaped blade as opposed to the standard LGP version with a straight blade. Since the beginning of 2014, three of these D7E bulldozers have worked in Weiach.

As a basis for our kit bash we used that D7E model from Norscot. The tracks and the blade are from a Brami Liebherr PR 734LGP.

Taking apart the PR 734LGP

Just by loosening two screws, it is possible to disassemble the Liebherr into four parts. By pulling out the two press-fitted bolts, the blade can be separated from the chassis. The pushing arms can be taken off by drilling out the four rivets that are on the back of the blade. As the D7 has only one lifting cylinder, the two brackets on the shield back are no longer required. Use a saw to cut off the imitation blade attachment found in the middle at the top of the blade frame. Saw off the overflow protection shield and the two side

Eberhard Enterprises in Switzerland owns three of these machines. Reasons enough to build a model of the D7E LGP bulldozer ...

material ejection shields for use later on. Finally, take off the running wheel protection apron on the Liebherr model.

Taking apart the Cat D7E

Take off the cabin platform and the engine cowl by unscrewing the two screws on the underside of the machine. Remove the brackets that hold the blade arms and sand smooth the place on the chassis where they were attached.

Drill out all seven rivets on the blade in such a way that they can be used again later. This means that you now have five different parts: the blade, the two blade arms, the tilting cylinder and the blade bracket. Now pry off the glued-on rear wall on the blade using a small screw driver blade. Now it is possible to grind off the rivet that is on the inside holding the lifting cylinder bracket in order to remove it. Of the two cams at the chassis, remove the one with the larger diameter. After taking off the tracks, screw off both front running wheels including support brackets and springs and take off the rear support wheels from the chassis by

removing the cotter pins using a 1 mm cotter pin punch. Remove the protective covers on both sides with a hobby knife taking care not to damage the holding plugs that fit into the sockets. The reduction gears at the end of the chassis are removed by pulling them off the steel rod. For the construction phase it may be an advantage to remove the ripping tooth attachment as well; to do this, drill out the six rivets.

Adapting the chassis

First, following the engraved line, cut off both driving units between the steering of the blade arms and the simulated chassis suspension. (See picture 1). Grind off all of the simulated running wheels and sand smooth (see picture 3). Insert a 4.8 mm thick ABS plastic sheet stock piece between the two driving units checking for a correct fit, sand them smooth and glue them in using a two-part epoxy glue (see picture 1 and 2). Shorten each of the grey protection aprons from the Liebherr PR 734 to a height of 5.0 mm. Cut a 3.0 mm long piece from the middle to shorten its length and re-glue to-

gether. Glue this adapted protective apron to the yellow chassis (see picture 1). The new deflection brackets for the blade arms are 22.0 mm long, 6.3 mm wide and 5.0 mm high (picture 2). They are made from a ABS profile with the measurements of 22.0 x 6.3 x 3.2 mm and a piece of 20.0 x 6.3 x 3.2 ABS profile cut off at an angle on both sides, and a 1 mm slice of a 5.0 mm ABS rod with a 1.6 mm hole drilled in the middle. After all has been sanded smooth, re-attach the rear drive wheel and the cog wheel cover (picture 4).

In order that the difference between the drive units and chassis matches the wider tracks you need to add a piece of ABS Profile with

the measurements of 18.0 x 6.3 x 6.3 mm as a spacer. To ensure better stability and a simpler way to mount the piece, drill 2.0 mm holes distanced 12.5 mm apart (picture 1) then drill two matching holes in the chassis and on the inside of the drive units. On the chassis, the front \varnothing 2.00 mm hole is 4.0 mm to the right of the demarcation between the engine hood and the chassis (picture 3). The height of the drilled holes depends on the axle height of the drives at the end. Now attach the two ABS profiles you made to the chassis with two \varnothing 2.00 mm metal rods. Both drive units including the tracks, can now be attached temporarily to the chassis. The end drive unit has to be

underplayed by a washer made from an \varnothing 5.00 mm rod and a height of 3.5 mm (picture 1). A new axle (brass rod \varnothing 2.0 mm, with a length of 52.0 mm) is used for this. The chassis is provisionally underpinned at the front until all parts fit exactly. At this time, glue the two distance-keeper pieces to the inside of the drive unit (picture 4).

The blade

The left blade lifting arm is too long, so cut out a piece 2.5 mm in length from it and then glue back together. To mount the lifting cylinder to the dozer blade, glue a 4.8 mm wide and 2.5 mm thick ABS plastic piece to it and sand down to match the vertical plane of the blade (picture 7). Drill a hole to attach the yellow bracket. Extend the two pushing arms for the bulldozer blade with an ABS profile 3.2 x 4.0 mm and a length of 4.00 mm in the area where the lifting cylinder brackets are (picture 6). Finally, glue the cut-off overflow protection piece and the two side material deflectors on the blade top and sides (picture 8).

List of materials used

Base models	Caterpillar D7E (Norscot) Liebherr PR 734LGP (Brami)
Sheet stock	ABS 4.8 mm
Profiles	ABS 3.2 x 4.0 mm, 2.5 x 4.8 mm, 0.75 x 6.3 mm, 3.2 x 6.3 mm, 6.3 x 6.3 mm
Rods	ABS \varnothing 5.0 mm, Aluminium \varnothing 2.0 mm, Messing \varnothing 2.0 mm

New Medias

Road building Construction Equipment at Work

Edgar A. Browning, self-published, 168 pages, about 300 pictures. English, Softcover, 21.5 x 28 cm
ISBN 978-0-578-14978-0

The fifth book in the series about road construction has the state of Ohio in the north-eastern part of the US as its main focus. And here again, the author is able to take full advantage of his rich archive of pictures. All of the photographs have been taken by professionals and show earth-moving construction sites at the time when the Caterpillar D8 was the largest dozer and dump trucks like Euclid and Mack as well as scrapers like the Caterpillar DW-21 were common daily sights on construction projects. Cable-controlled excavators from Northwest, Marion, Manitowoc, Lorain, P&H were also common but the ones from Bucyrus-Erie were less so. The newest book in this series is once again an absolute 'must have' for all fans of historical construction machines. If the presentation was a bit more professional, it would add considerably to the reader's enjoyment. (dw)

Scholpp Heavy Duty Transports

Thorge Clever, published by Verlag Podszun, 144 pages, 290 pictures, soft cover (linen) 24 x 17 cm
ISBN 978-3-86133-712-6

In the very handy series of books called "Podszun Special", Thorge Clever's newest tome, the Stuttgart company's heavy duty transports of 80s and 90s are shown. The author was still a hobby photographer at the time and so was able to document a very interesting part of the early history of the company, that being before it started to specialize in heavy duty transports.

An especially suspenseful part of the book is when a heavy duty transport gets stuck in the narrow roads of a village. It is finally rescued by a farmer using his tractor and front end loader. The hydraulic engine of the low boy is dismantled thus decreasing the size of it and making it fit through the road.

The firm, founded in 1957 by Alfred Schlopp employs 1000 people spread over 16 German and 3 International sites. (dw)

Northwest Engineering Company

By Matthew E. Folsom & Mario J. Torres, 346 pages, English language book, Softcover
ISBN 9781494342012

Again a book for dragline excavator lovers. Worthwhile mentioning here is that Northwest also built the large 107.5 t 100-HD hydraulic excavator at the beginning of the 80s.

The Northwest Company got its start as a ship yard on the Great Lakes in Green Bay, Wisconsin. The first crane they produced was in 1920. The book, divided into seven chapters, sheds light on the Northwest dragline and hydraulic excavator production up to their bankruptcy in 1982 and their final end in 2002.

In 1963, Northwest presented their largest dragline excavator ever, the 190-D. The maximum working weight was near 138 t and the capacity in the backhoe configuration had a shovel capacity of 6.3 m³. (up)

Moderne Liebherr Mobilkrane III

By Michael Schauer, published by Verlag Podszun, 180 pages, 450 pictures, hard cover 21.5 x 28 cm
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In his third volume about Mobile Liebherr Cranes, the author again presents a large spectrum of the species: from the LTL 1050 off road crane to the LTM 1750-9.1, LTM 11200-9.1 and LG 1750 from a variety of users. There is some duplication from previous tomes but only as far as model types, none of the companies' liveries depicted appeared in earlier books. At the beginning of each model introduction there is a box with all the technical data and measurements, information taken from Liebherr data pages. In addition to pictures of the units at work, some others show ballast and mast transports. Especially detailed are the erection and operation of a couple of units of the LTM 11200-9.1, a very special treat for fans! (dw)

Road construction in 1:50 part III

Traffic circle

by Markus Lindner

The starting point for our Diorama story is the finished country road from issue 3-2014. To tie in a future small business district, a new connecting road is needed. For the connection with the existing country road, a traffic circle will be constructed. We have to differentiate between so-called small or large circles with a centre island as well as the so-called mini-circle (found only in populated areas). The middle island is designed in such a way that buses and heavy trucks are able (and allowed) to drive over it. If there are heavy traffic volumes, the traffic capacity can be increased by adding bypasses. For our project we chose a small circle with a diameter of 26 m (52 cm in 1:50); this allows us to model all the features such as circle road surface, landscape edging, road entrances and exits, the width of the lanes, and other features that can be modeled true-to-scale.

Creating the construction site

Among the first jobs is the creation of a construction site. Compared to other construction projects, that for a road construction site can be a relatively simple affair. However, solid parking facilities for the heavy trucks and their equipment,

In this installment of the series we endeavour to show road construction in detail. This gives us a stage to show off the models available that are especially designed for road construction ...

construction site trailers, office trailer, site toilets as well as a material container for a variety of construction materials including navy jack mix, and waste bins are all absolutely necessary. The most important details for traffic control like construction fences (NZG), traffic cones and lane dividers (Conrad) or wire mesh site fences (Zapf) and the necessary signage (NZG and scratch built) make the site a safe working environment and isolate it from existing traffic flow.

In the case of construction of a traffic circle, two methods are commonly used. If it is possible to detour traffic around the construction site, the circle is constructed by dividing the lot into two parts, constructing one side first then changing the detour and building the other side. The traffic flow is usually regulated by a temporary traffic light (NZG). The construction is much easier when the area to be built can be fenced in during

the entire construction phase, as we have done here.

Earth works

The first stage of the construction process is the earth works to create a level sub-stratum. A disadvantage here is that the diorama surface is already finished and an oscillating saw must be used to carefully cut the shape of the circle into the finished styrodur material. We planned a bit ahead by constructing the base of the diorama with a two-layered process (2 x 2 cm sheets of styrodur). This means the surface of the lower layer plus the removal of the landscape materials gives us a perfect starting place for the earth works. A cardboard template is very helpful here. For the actual earth moving work we use typical construction machines: mobile and tracked excavators from 8 to 30 t, small to middle-size wheeled loaders and

possibly bulldozers. To smoothen out and level the earth surface we use a grader and some road rollers.

Street surface

The street is now constructed on the level earth surface. The number of levels, their thickness and how the materials are placed depends on the amount of traffic expected. The lowest level is the frost protection tier that can be simulated with the use of model railway ballast. Kitty litter also can be used as a lower cost option here. The next level with finer gravel can also be modeled in this way. Following this, at least one asphalt layer for load bearing plus a finishing layer are necessary. For heavy use roads, a further binding layer is installed between the two aforementioned layers. For this installation, at least one surface finishing machine is required. To create this in model form, asphalt can be simulated by using black decorative sand in a variety of grain sizes. The support layer(s) and binding layers use a coarser grain size and the top layer a very fine (Lava) sand. To get a clean edge for the roadside, scale

wood planks can be temporarily fixed and then the surface can be smoothed out using a spatula or a similar instrument. Street rollers are used to compact the just-installed asphalt. Remaining small corners of squares are installed by using material carted to the site in an excavator shovel. The finished surface on our diorama was made up from an anthracite colored cardboard material glued to the carefully leveled surface. While the paint was still wet, some very fine sand from the hobby shop was dusted on to get the effect of a freshly paved road surface.

Further work

Corners, curbs and other containment stone work and the traffic dividers can be made from plastic, cardboard or Balsa wood cut to size in advance using the very handy template we made earlier. To get a tight fit and prototypical look we glued them to their final positions on the template before we installed the cardboard surface. During these construction phases we can use a multitude of smaller construction machines in action, for example,

compact loaders and mini excavators which are used to backfill the centre of the traffic circle island. After all the work has been done, it is necessary to install all of the required signage for circle traffic control. The signs can be found on the Internet, scaled down to 1:50 and glued to thick paper. The rear of the signs get a coat of grey paint. Florist wire provides an ideal and cost-effective material for posts. After all is finished, the site can be opened to road traffic. The only thing missing is road markings (for these see issue 3-2014) and the installation of notice boards to round off the project.

Art in the circle

Usually, the centre of these traffic circles are planted and grassed in. Many municipalities now choose to increase the visual appeal of these islands by installing art pieces. Exactly this has happened on our diorama. As an “art installation” a wire ball object from the craft store was used. A mobile crane has to lift the “object” from a low boy trailer and lower it onto the prepared concrete plinth.

Our partner page

The first machines at the Bärlocher Quarry

The firm of Bärlocher AG, situated in Langenthal, bought its first forklift in 1963, a Hyster H100C with a lifting capacity of 5 t. At the time this was considered a large and powerful machine. Unfortunately, the 6 Continental Gaso-

line Engine consumed enormous amounts of fuel; however, it served the firm very well for over 30 years and brought a good price once it was finally sold off. The next machine purchase was a second hand Cat 944 tracked loader that

was used to move and load rubble and quarry waste. From the transportation arm of the firm they were able to take over an old Saurer 5DF to be used on the quarry property only. Unfortunately, the company sold all the equipment later on.

EBIANUM Excavator Museum & Events

The time chosen for the start of construction for the new EBIANUM-Excavator Museum & Events in Fisibach was ideal. It is now 60 years since Heinrich and Rudolf Eberhard founded the Company of Gebrüder Eberhard, Bagger und Traxunternehmen in 1954.

On July 7 2014, Heinrich, Hansruedi, Heinz and Martin Eberhard turned the first sod. No sooner had

the shovels been used than Heinrich interrupted the proceedings and announced: "Eberhard uses machines for digging". The four brothers disappeared behind the hall and came back driving four old timer construction machines.

The EBIANUM contains a 3,300 m² hall. On the west side, 600 m² is reserved for the maintenance of 'Old-timers' by EbiO. The

museum and display space has 1800 m² allotted to it. The remaining 900 m² contains a foyer with an events and dining hall above it seating 500 to 700 people. The foyer is the reception and lounge and serves as turntable for adjacent rooms like the Cafeteria, Bar and Shop and invites visitors to linger. The opening is planned for May 2015.

News in brief

Caterpillar 627K

For years the look of the Caterpillar Scrapers was angular. With the new H series that arrived in 2011, the look changed to a more “rounded” one. The H series included only the models 621, 623, and 627 and is now already history. Together with the new step IV exhaust emission control engines, Caterpillar introduced the K series earlier this Spring. For all three models, the engine in the tractor produces 304 kW. The capacity is around 17.6 m³ for the 623K Elevator-Scraper and 18.4 m³ for the other two. For the 627K double engine scraper, a further 216 kW is available from the rear power unit. (up)

Caterpillar 374F

Caterpillar introduced the two new large excavators, the 374F and 390F at the beginning of the year. The engines conform to the level IV of the exhaust emission controls and are able to produce 352 and 391 kW respectively. With this introduction, Caterpillar is among the first to offer two excavators in the 100 t class with step IV emission controls. Zeppelin showed off a 374F during the Steinexpo. Depending on the attachment options, the machine has a working weight of between 71 and 75.2 t. A 7.0 or 7.8 m long arm can be combined with six sticks of different lengths. The maximum shovel capacity is set at 4.6 m³. (up)

Liebherr R 9150

The official market launch of the R 9150 happened at the Minexpo 2012 in Las Vegas. With a working weight of 130 t for the front shovel version, the R 9150 is the successor to the very successful R984C of which Liebherr sold over 1000 units. The 12 cylinder engine that produces 565 kW (757 hp), is certified for the Emission Control Tier 2. The shovel capacity for both the backhoe or front shovels on the standard version is 8.3 m³. During the Steinexpo 2014, the R9150 was shown for the first time in Europe. (up)

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