

BAGGERMODELLE

Baumaschinenmodelle, Krane und Schwerlast

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Mit Wettbewerb

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Neu von UH in 1:50

Komatsu PW148-10



English text

Neu von Bymo 1:50
Bauer RTG RG 21 T

Wilfried Schreibers
Krane und Dioramen

Neu von Replicars 1:50
Tadano GR-1600XL



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Editorial

The future, once more

There have been rumors brewing around Norscot and Tonkin and at the end of August the cat was out of the bag. The new licensee for Caterpillar models is “Diecast Masters”. In an official press release it heralds that “Owner and Manager” of the new company have “14 years of experience in the production and distribution of Cat models”. The experience comes in the main from the Norscot side and after three years as licensee, Tonkin fades into the background going back to concentrate on their truck models.

In the initial gearing up phase, “many of the former Norscot and Tonkin models will become the basis of the model program”. Just as nebulous is the announcement of a “comprehensive program of new releases for 2016”.

The formation of a new company looks very much like a re-structuring of existing debt and so creditors will have to wait longer to see if they receive any of their monies owed. A knowledgeable insider’s opinion is that “even if the new licensee invests a lot of money, he

will quickly disappear should Caterpillar not improve its support” By this, he means the giving out of expensive licenses without a guaranteed order of a certain number of models. Finally the long awaited Caterpillar 390F will appear ...

Change of subject: Joal is announcing that it will close up shop at the end of 2015! Even though it has been rather quiet around the Alicante Company, the closure would produce a great void which only be fully understood in two decades. Then it will become crystal clear exactly what the upcoming modelers are missing! It is well known that for many collectors, the starting point was the affordable models purchased at fairs. Now, only Siku with its solid toy machines remains on the shelves.

Despite all this, I would like to wish you a lot of fun reading this issue and fun with the hobby.


Daniel Wietlisbach

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Wilfried Schreiber collects construction cranes

Hobby became the profession

by Daniel Wietlisbach

The parents operated a very work-intensive fruit and vegetable wholesale business and that meant that the boy was frequently out with Granddad. One day, he stood right in front of a shining silver EWK Herkules luffing jib crane, Swiss Spa Bad Wörishofen. The tandem of Granddad and Grandchild were soon well known by all construction crews.

When he was four years old, Wilfried wanted a model of an overhead crane with trolley by Gama and later on, the Liebherr Form 4A fast-erecting crane from the plastic series of models from Siku (see *Baggermodelle 1-2015*). This was a quantum leap forward as this crane could be properly erected and broken down again for transport. Thus, the collector calls this his first real model. Later on, the additional Fuchs 301 crane from Märklin also qualified. Before he started the first year of school, two more Siku models were acquired: the Menck M60 with front scoop and the Liebherr A 350 Mobile excavator. All four models survived the boy's childhood thanks to their solid construction and because they were treated like "treasures" by the owner.

Not many can say that their hobby is also their profession, but Wilfried Schreiber is one of those who can. It all began with a "key moment" when he was three years old ...

Dioramas since childhood days

Another important discovery happened during a holiday stay with the Grandparents. Wilfried discovered a gravel pit diorama complete with a Hatra swing shovel loader, Menck M60 and Krupp Zyklon from Siku in a window display of a real estate agent's office. Since this encounter at about six years of age, the collector has built dioramas to show off his models in suitable surroundings. The first "construction site" was simply made on a board with stones and sand collected in the back yard, with twigs to simulate trees. Thanks to a solid wood frame around the board, his mother accepted this 'indoor sand box'.

His first real metal model of today's standards was the Liebherr R 961 from Strenco (order # 280.1). He discovered it on a school outing and was able to purchase it for

DM 12.– with his saved-up pocket money. He also played outside with this excavator. From parts of a Märklin metal building set, purchased at a great discount from a friend, he was able to construct a completely functional Liebherr 45A 65. This model had a telescoping tower, flying jib and a height at the crane hook of 3.5 m! With this model and a friend, he played in the yard of a construction company. Pallets loaded with bricks were 'high rises' and provided a suitable backdrop.

The beginning of the collection

His passion for collecting began in 1971 at the age of 15 while on a visit to the Oktoberfest in Munich. By chance, his mother parked in front of a tiny toy store in the window of which was the legendary model of the Liebherr 30A35 from Gescha (238). It completely mesmerized the young collector and he

dreamed day and night about it, as he fondly remembers. Because the store was closed, it took over half a year until he was able to buy it somewhere else. Wilfried Schreiber remembers fondly the 4A, the A 350 from Siku, the 30A35 from Gescha, the before-mentioned 961 from Strenco and the very first promotional Models from Liebherr.

Later followed the well-known Fuchs 703R excavator (NZG 102), the small Cat D4 (NZG 119) and the MF 300 bull dozer (NZG 129). The increasingly expensive hobby was financed by Wilfried Schreiber by doing jobs in his parents' business or during the summer holidays on construction sites.

With his hobby, the collector felt like an exotic animal and he was aware that 'he was the only oddball collector far and wide'. He was convinced about this since he spent the evenings of his six years in boarding school drawing crane plans for his metal construction set while his school mates followed other pursuits. On weekends, his plans were put into action and cranes were built from the metal construction set.

Later on, the collector went to technical college and with an increased interest into the opposi-

te sex, the hobby faded into the background. After completing his education, he was interested in a job in the construction sector, but the industry was in a lingering slump during the mid-70s and the future did not look rosy at all. Luck would have it that he also was very interested in medicine and he completed an apprenticeship as a Physiotherapist, a job he then worked at for 25 years.

In 1981, after three years, he reduced his work load by 25% and began renting out cranes and construction equipment on the side. At the time, he was one of the pioneers and his first crane was from Boilot; the BP2020, a folding crane which was the first of its kind. Later followed cranes from Peiner, Reich and Liebherr.

New beginning as a father

The hobby was in abeyance until Wilfried Schreiber and his three-year-old son visited the Bauma in Munich and came back home with some new models. The junior Schreiber put pressure on the senior Schreiber to take out the models from the display case and very soon a first diorama was created

on the table with wood, Styropor, sand and twigs.

The collector still had the belief that he was one-of-a-kind of collector until he found a small ad in an antique magazine with the headline: "looking for Siku Models". He contacted the advertiser and, with some detours, finally managed to make contact with like-minded collectors.

His goal as a collector he defined as: to collect as many original brands and all necessary models to simulate the different construction techniques, correct for the time frame, reaching from post war to today. Cranes, excavators, trucks and wheeled loaders are the main points but many other models and accessories are necessary to fully equip construction sites.

Since many detail items are not being produced even today, Wilfried Schreiber had to scratch build them. In the beginning, toys were the basis for model conversions. But mixing plants, silos, on-site toilets, framing, scaffolding, construction office trailer and huts were all built by him. Today, he promotes 'model building co-operation'. This can manifest itself in different ways. Wilfried Schreiber has an idea, draws the plans and builds a lot of the parts himself. Model building friends and specialists in other areas deliver the missing bits that could be parts of a crane or a whole building.

For his dioramas (construction, civic engineering, street building and subway construction), only a small part is shown at the time. The collector has chosen to build the dioramas in a modular form so that he can combine and change scenes when he wishes. In

The collector

Wilfried Schreiber (58) is a trained Physiotherapist and nowadays, a business owner. He sells and rents construction cranes, mainly the Liebherr brand ones. Alongside his passion for collecting, he also is active in the Kran- und Baumaschinenmuseum Rattelsdorf (crane and construction museum Rattelsdorf). He likes working in the garden and has sung in a classical choir for the last 35 years. He lives with his wife and the youngest of three sons in the Spa Kneippkurort Bad Wörishofen. Like minded-enthusiasts can contact him via email at Schreiber.krane@t-online.de

his large 32 m² hobby room, between six and eight square meters are available for dioramas. The unused diorama parts are stored like ornaments underneath the diorama table and models that are 'inactive' at the moment are kept in the display cases. Tearing down

and re-building happens when interests are awakened and time allows for it.

The collection has models starting at a plate tamper up to the Liebherr R 966. It has to be mentioned that only models in the classes that can be found locally are used on the di-

oramas. Accompanying the models are accessories from a hammer to a complete construction container, in 1:50, of course. The collection contains about 60 crane models, none of them still in the standard version because the collector is too much of a perfectionist.

Komatsu PW148-10 from UH in 1:50

Quick changer

by Daniel Wietlisbach

The PW148 is a mobile excavator of the 10 series from Komatsu. It weighs, depending on equipment, between 14.4 and 16.3 t and the maximum bucket capacity is 0.86 m³. As is required for a mobile excavator, it is available in many different configurations and the minimal rear turning radius makes it a pre-designated machine for construction sites with space constrictions. As a power plant, the four cylinder Komatsu SAAD107E-2 engine with 90 kW (122 hp) was used and so fulfils the European exhaust norm tier IIIB.

The model of the PW148-10 from Universal Hobbies comes in the usual highly-detailed form and has a pleasant weight when held. Upper carriage, chassis, arm and jib are all metal parts. The mobile

The Komatsu PW148 model now available from Universal Hobbies is a model of a current mobile excavator ...

excavator is made mostly to scale, the only departure is the support width where the legs are 9 mm too far apart.

The chassis for the model is the maximum variation with blade and support arms, fully functional, of course. The rims are very nice and fully detailed even on the inside and the rubber tires have the full correct profile. The axle closest to the shield is steerable and the power train has been fully modelled. The small Phillips screws used at the articulation points are black and so almost invisible on the dark grey frame.

The upper part of the machine is made up of two engraved diecast parts screwed together, and the plastic cabin. There are a myriad of details, beginning at the exhaust pipe and up to work spot lights, hand grips and real reflecting rear view mirrors. Unfortunately, all hand holds are made from plastic injection pieces. The cabin has been modeled exactly to scale and looks great thanks to the thinness of the material used. The windows are not flush fitted and are only backing against the frames, quite out of tune with the overall pleasing look. The window gaskets and

partitions are printed on and the interior is highly detailed in many colors. Even the Komatsu logo on the driver's seat is there!

The model comes equipped with an adjustable outrigger arm, a 3.5 m stick, quick change head and two buckets. It surpasses the maximum working height by 10 mm and under performs the maximum digging depth by 24 mm. As on the original, the rather plain main parts achieve a highly detailed look with the many separately-applied detail parts. The hydraulic cylinders are exactly to scale and include the

At a glance

- + True to scale
- + Detailing
- + Possibility of quick changing the buckets.
- Handgrips made from plastic

screw unions. The hydraulic lines from the upper chassis to the stick are mounted free standing. The extra circuit for attachments is a nice touch. At the quick change head Universal hobbies is going its own way: the attached bucket

can be removed by pulling it forward when a Phillips screw is loosened. In addition to a narrow backhoe shovel with four teeth for ditch digging, a wide tilting bucket that has two prototypical and functioning hydraulic cylinders are included in the set. Both buckets are nicely detailed.

The colors have been applied neatly and cover well. The only complaint is that the yellow of the cabin does not quite match the yellow base color. The extensive lettering is legible and is sharply printed.

Caterpillar 16M from CCM in 1:48

Soft and hard

by Daniel Wietlisbach

The 16M is the second-largest grader in the Caterpillar program. It was designed to be used in the maintenance of roads in smaller mining operations or on larger earth moving sites. The 30 t machine is powered by a Cat C13 Acert six cylinder engine that produces 221 kW (297 hp). The blade width is an impressive 4.9 m. At the same time as the model is released by CCM, Caterpillar has already delivered the successor, the 16M3 (see page 41).

The model feels heavy when held in the palm of the hand de-

In the series of Diecast models of Caterpillar machines, the 16 M Grader is CCM's new kid on the block ...

spite its delicate, detailed appearance. The 16M is comprised of mainly metal parts and is made exactly to scale. The wheel hubs are very nicely engraved even on the inner side and the rubber tires have an excellent profile. The driving wheels on each side are paired and they oscillate. The front axle also oscillates and the wheels are steerable. Unfortunately, despite the hydraulic shown there, the wheel camber

adjustment does not work or it is hardly noticeable. Thanks to the excellent turning radius and the additional articulation steering mechanism behind the cabin, the model achieves the prototypically correct minimal turning radius.

The rear of the chassis with its finely engraved engine hood and the many separately attached detail parts is a singular jewel. One can discover rear flood lights, exhaust pipe, air filter and metal grips. On

top of that, all cooling grilles and the radiator grille are made from finely photo-etched parts. Of course, when viewed from below, the engine can be seen behind the radiator grille. Right beside it and rather simple are the printed-on rear and indicator lights.

The ripping attachment at the rear has seven individual teeth and is fully functional. There are two supply lines that connect to a hydraulic cylinder.

The cabin, made almost completely from glass, has been transposed perfectly from the original. The flush fitting individual window panes look great. The cast on window wipers are painted black. Mounting ladder and hand grips as well as rear view mirrors with

glass are all made from metal parts like the original. Both doors open and there is a very detailed, multi-colored interior. The instruments on instrument panel are printed on. The orange warning beacon on the roof has been painted in such a way that it looks translucent.

Especially fine and detailed is the area in front of the cabin. The massive main frame is made up from two bolted, exactly-cast me-

tal parts and has search lights, horn and manifold valves added to it. Also nicely detailed is the oscillating grader blade assembly. No less than five different hydraulic lines take care of the adjustment for it as on the original. A whole lot of supply lines in this area give the necessary “grader feeling”. The powered slewing ring is also finely detailed however, it can only be seen when looking up from below. All bolts are painted yellow on moveable parts and so become almost invisible.

The paint job is without any faults and the lettering is sharp and legible. A few warning labels and signs complete the high detailing of this excellently-produced model.

At a glance

- + Detailing
- + True to scale
- + High metal content
- Wheel camber adjustment does not work

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Bauer RTG RG 21 T from Bymo in 1:50

Complex

by Daniel Wietlisbach

The Rammtechnik GmbH (RTG) is a company of the Bauer Group specializing in pile driving. RTG has two lines in its program, fixed mast drivers and telescoping mast drivers. As the name reveals, the latter has a telescoping mast that makes it possible to transport the machine completely assembled and thus be immediately ready for work. A large hydraulic cylinder hidden in the lower part of the mast handles the extension with a complex system of cables and wheels that transfer the power to the vibrating pile driver head. The RG 21 T, the company's largest telescoping vibrating pile driver, accepts profiles to be rammed up to heights of 21 m. The maximum height of the pile driver, including the auxiliary winch, is 27.6 m. The auxiliary winch is an RTG invention that makes it possible to attach counterweights independently. The machine, without the vibrating driver head, weighs 71 t and is powered by a Cat C18 engine producing 563 kW (755 hp). This kind of raw power is needed especially for the operation of the pile driving unit.

The model from Bymo

The RTG RG 21 T is true to scale and has a high degree of function-

The new RTG RG 21 T has nothing in common with the one we introduced in issue 4-2010. For this test, a completely newly-designed, pre-production series model was made available to us ...

ality. For Bauer, the firm that ordered the model, it was important that the pile driver head reached the original height and that the way it functions and feeds the piles is prototypically correct.

The undercarriage and track frames when fully extended are prototypical to scale in both width and length. The width can be fixed in four different positions by using the including bolts. The unit sags almost undetectably when working at fully extended working height. Both drive units are nicely engraved. Unfortunately, the single segments of the tracks are a bit too long and therefore not tight enough. (We took out two segments on each side for photographing the model). To maintain the transportation width, the eight stair steps that are included can be plugged in.

The simple lines of the upper carriage were perfectly translated into model form. The ladders, handrails, work spot lights, rear view mirrors, back up camera, warning lights and exhaust and the large

venting cage behind the cabin are all eye-catching. The top of the cabin is covered with a finely-pierced grating and two cooling fans are visible. As on the original, the funnel-like cover beside the cabin opens up; behind it one sees the air filters and radiator. This "simple" additional cooling system allows a significant reduction in the noise from the massive radiator system.

The cabin, including the handholds, is made from a single, clear plastic casting with printed on details. It is augmented with window wipers and a photo-etched protection cage on the roof. The interior decoration of the cabin is grey and nicely detailed; the running board has to be mounted by the modeler.

The parallelogram kinetic of the guide for the driver head has been excellently modelled. The hydraulic cylinders are complete with screw unions and free-standing supply lines. The two-part driver head in all its complexity is finely modeled and includes the optional auxiliary winch on the top. The winch is

functional but modelers may want to change the 70 mm long scale rope for a longer one. The finely-detailed, two part MR 150 AVM hydraulic vibrator is mounted to the sled with a yellow bolt. The supply lines are made from a flexible rubber material and run from the upper chassis all the way to the pile driver sled, guided precisely over four dolly wheels and tolerate all

At a glance

- + Detailing
- + True to scale
- + Functionality
- Tracks are too slack

adjustments to the pile driver head and the vibrator; this surely is an unequalled 'tour de force' of model

building! Two 250 mm long profiles with working, latching locks are included and can be attached with chains to the vibrator and pulled into position.

The paint on the model is blemish free with the coats applied not too thickly. The lettering is sharp and legible. The many warning signs look especially nice on the rather plain side walls.

Tadano GR-1600XL / GR-1450EX in 1:50

Off-road capable

by Carsten Bengs

The model comes in a solid cardboard box without any maker's identification. On the Tadano Fanshop site however, mentions Replicars. A dual language instruction pamphlet helps with the easy assembly of the crane. For North America the crane is marketed as GR-1600XL and is offered as having 160 US tons of lifting capability, while the Asian version for the three axle crane is offered as the GR-1450EX capable of lifting 145 metric tons. All measurements of the original have been correctly translated into model form.

All wheels of the three axle crane are steerable with a sufficient radius. The support arms lock into two positions and so offer the

Surprisingly, this summer the three axle

GR-1600XL / GR-1450EX appeared as a nice 1:50 model from Tadano ...

choice of a smaller support basis. However, the support uprights do not have any threads inside them. To reduce the weight for transportation purposes, both support cases are made to be taken off. To do this, only a small lever on the underside has to be moved. Compared with the much smaller GR1000, the ladder with handholds area attached to the lower chassis is made much more delicate. The lowest step can even be folded to optimize the clearance.

The engine, radiator and filter are also convincingly modelled as

is the small Tadano logo sitting on the radiator grill. On the other side are many small mirrors as well as printed-on spot lights. The small mirrors near one of the support boxes are very impressive; these can be turned inwards so as not to protrude over the width of the machine when it is on the move. A small containment bracket for the small, one-strand hook is also modelled. A clasp secures the hook during transport. Ladders with grips are attached onto the chassis. These turn and fold downwards, a very nice detail until now only seen on

the Liebherr LTM 1400 from YCC.

There are two sets of stickers included with the model, one for the American and one for the Asiatic Version to allow a choice. These have to be attached at the rear of the cabin and the other side. The interior of the cabin shows off its detailing, seat, operation levers and joy sticks as well as window wipers. On top of that, the cabin can be reclined backwards. As a mounting aid a foldable step ladder is included.

The ballasting on the original is 29.3 t, and this is also to scale on the model, and it is fully functional. Little bolts are used to attach the counter weight and it is possible to attach two additional weights as well. The arm is massive and looks well-proportioned with all its five telescoping parts. The ma-

ximum height at the tip is 1.24 m or 61 m on the prototype. With an additional flying jib, 1.60 m can be reached. A small hydraulic cylinder allows the smooth continuous adjustments. Very interesting is the solution to secure the arm at the maximum extension. Compared to securing the arm with a bolt at the hydraulic cylinder, as it is commonly done, the GR-1600XL arm is secured at the bottom of the deflection by an unobtrusive plastic piece that is almost un-noticeable.

At a glance

- + True to scale
- + Steps and ladders
- + Detachable support boxes
- Wheels on winches are not individual

The two winches are nicely detailed with their hinted at drives. However, they do not have a breaking system, so that the hooks would be unable to hold a load. The model comes with three hooks. The large one comes with a single wheel with seven grooves for the 100 t capacity. The smaller one for 45 t has only four grooves on its wheel. Single, individual wheels would have been much nicer. Additionally the set contains a single wheel hook for the 7.2 t working weight. The model therefore can be shown off as a twin hook crane with the mounted flying jib.

Tadano is extending its model series further with the GR-1600XL/GR-1600EX. The massive yet fine model is very convincing with its nice and innovative details and good functionality.

Dolberg D 200 from GMTS in 1:50

Small is beautiful

by Daniel Wietlisbach

The D 200 is considered one of the very first German small excavators overall. It was constructed by “R.Dolberg AG, Fabrik für Feld- und Industriebahnen, Wagen-, Weichen-, und Baggerbau” (“R. Dolberg AG, factory for light and industrial railways, trucks, turnouts and excavator production”), was introduced for the first time in 1950 and got a firm foothold in the industry. Promoted as a “true one-man machine”, it was possible to transport the machine quickly from one construction site to the next on the back of a 6 t truck, and furthermore it had “on and off loading under its own power!” The power plant was a horizontal, one cylinder diesel engine producing 15 hp. It had an optional electric motor. This all-round excavator could be delivered with backhoe and front bucket, as well as with lattice mast and clam shell bucket. The bucket capacity was 200 Liter (0.2 m³) for all options.

Five years later, the D 200 appeared with a completely new and more modern design simultaneously with the much larger D 300 model.

It is not every day that historic cable-controlled models become available on the market. It is therefore very pleasant when there are initiatives in that direction ...

Beginning in 1959, the excavators were produced under the Krupp Dolberg label and in 1960 the successor D 201 and also the mobile version D 200 M followed. The 200 remained the most successful machine of the whole series, however.

The model from GMTS

Regrettably, since most of the large model manufacturers have withdrawn from the production of vintage cable operated excavators, it is left to the “small ones” to service this “niche market”. GMTS, well known for its series of vintage trucks has taken a chance in realizing the Dolberg D 200 in model form. The resin casting process was selected because it is possible to produce smaller series cost effectively. Despite pre-conceived notions against

resin, it is actually more stable and flexible than many think. Even so, movable parts are difficult to produce. This is why the Dolberg D 200 is almost immovable except for the upper chassis that turns. However, the decision made it possible to produce all parts true to scale. The model looks well-proportioned and at first glance, looks like a perfect copy of the original. In addition to the delicate-looking lower chassis, the upper part impresses with the individually flush-mounted windows. The equipment with the backhoe bucket is true to the original and the bucket itself even has limited movement.

Both series in red and in blue are already sold out, but a green version is coming soon. The blue D 200 will be re-released later on with white window seals and sitting on a small diorama.

Historic dumping trailer from Conrad in 1:50 Found in a barn

by Daniel Wietlisbach

The trailer in question is probably made by Meiller. The original was found in a very dilapidated condition in a barn near to where the Conrad business is located. However, at least a load limit sign was found that read "8 t". The very good-looking, solid metal model has all of the original's functions: three opening side walls and a trailer that dumps in three directions.

The matching trailers for historical trucks are now available from Conrad. Thanks to Fritze's Modellbörse they are available in 10 colors ...

Fritze's Modellbörse has seen an opportunity here and has made an exclusive order: 100 of each of the ten different colors. This means that all of the Conrad trucks made so far can be matched with a trailer in the corres-

ponding color. The white version is meant for those who like to paint their own designs. Because in the past not all Conrad trucks had trailer hitches, each trailer has a hitch included in the matching color!



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Unimog U 5000 from NZG in 1:50

The second Unimog

by Daniel Wietlisbach

While the U 400 introduced in issue 6-2014 is designed as an off-road equipment carrier, the model series U 3000/U 4000/U 5000 are off-road capable trucks. The U 5000 is equipped with the four cylinder OM 924 LA and gives the vehicle 160 kW of power.

The U 5023, with the longest distance between axles of 3850 mm, has been modeled true to scale. The chassis is finely detailed, with drive train and brake cylinders. Both axles have suspensions and the front axle is steerable. Unfortunately, the two cylinder-shaped screws that are necessary for packaging purposes spoil the look on the underside.

Lettered as U 5023, the model is available from NZG in four different versions: three flat deck trucks and one fire truck ...

Cabin and hood are each made from one exactly-engraved cast piece. Rearview mirror, window wipers, the air intake mounted high up on the right hand side and exhaust are separately-applied pieces. The heat protection shield made from a photo-etched grille is excellent. The radiator is decorated with a chromed Mercedes star and the interior has been modeled in two colors. The windows with printed-on gaskets and window separations fit

exactly and are flush mounted. The flat deck is made from one cast piece and shows a nice checker plate pattern on the surface. The sides are rather on the flat side. We would have liked to see it as a dumper version. The firetruck's upper chassis' built-in equipment is nicely engraved and has all the aggregates and details.

The paint job and the lettering are of the high standard we are used to from this maker.

Loading construction materials correctly in 1:50

Great loads!

von Daniel Wietlisbach

Loaded trucks just look better and the necessary loads are available from many different makers ...

Trucks losing their loads and causing a traffic delay are, unfortunately, an almost-daily occurrence. The driver is usually at fault by not taking enough care when securing the load or by underestimating the forces that develop when negotiating curves or when braking.

What is important with the “big guys” is also important for the “small guys”. In the last little while a whole palette of tie down belts, chains and other important details for the correct securing of loads has become available.

Flat deck trucks with or without side boards of different heights are especially suited for loading.

Examples of interesting loads can be found on our roads anytime. Equally inspiring to use are ready-to-use scale loads from the well-known makers like Tekno and WSI; these have only to be added to the truck, but still have to be tied down.

Most of the scale truck models are designed so that the hooks of the tie down belts hook on below the sides. Should this not be the case, a small groove for the purpo-

se can be cut carefully with a motor tool equipped with a cutting disc. The model does not have to be taken apart for this and the groove does not necessarily have to be cut the length of the truck bed. When there are obstructions like fenders, tanks and such, the groove can be left off.

In the next installment, we will show how to load lowboy trailers correctly.

Tekno has the best ones!

A construction company leaves the building site. The equipment is being returned to the company yard. On the truck are left-over insulation, a bobcat and other things. On the original, the belts can be attached to hooks on the deck or under the frame but here on the model we have only the second possibility. On this truck we used the rubber belts from Tekno which worked very convincingly for us. The length can be adjusted at the hooks and the ends do not have to be cut of but can be “knotted”. By the way, the loading of the model took a prototypical 90 minutes of time!

Loads from Tekno, WSI, NZG & Co.

In the program of Tekno and WSI especially, we can find a whole assortment of interesting loads. We do not intend to show the complete line-up at this time. On the upper left-hand side is a selection from WSI and on the upper right from Tekno. In addition, parts of construction machinery, tools and a variety of construction site details are ideal candidates for loads. NZG, in particular, has excellent details from electrical power distributors and light signals for construction sites, up to table saws.

Sword as pioneer

Sword is one of the pioneers in this subject: the model of the Mack Granite that we introduced to you in issue 4-2011 had not only removable side walls, but was delivered with a load and tie down belts. The excitement was big about this feature and a short time later a set with two belts, each in three lengths, was offered. The rubber bands are rather thick and therefore not very flexible but this is partially compensated for by the different lengths offered. A ratchet for tightening is not available.

WSI

A short time after Sword, WSI came out with its own variation of tie down belts. The red rubber cloth are perhaps closest to the real thing as far as material is concerned but therefore are thick and not very flexible. The belts cannot be adjusted and a ratchet is not available. They are offered in a set with two of each short, middle and long size belts and twenty pallets.

First Gear's Ford F 500 with flat deck trailer loaded with steel from Tekno is on its way.

art-hobby

Marek Boryczka, the go-getting modeler from Poland, also offers belts with ratchets on his eBay-Shop "art.hobby1". They strongly resemble those from Tekno, but use a stronger and wider rubber band in yellow which unfortunately, makes it impossible to adjust. However, they are sufficiently long so if the length does not suit the purpose, the easiest solution is to cut the excess off. The Scania L 76 from Tekno is on the road loaded with construction material from Tekno and WSI. The pallet fork is from NZG.

Eye candy

Carmix 3500

by Albert Schmid

Metalgeante SpA, situated in Noventa di Piave in the province of Venice has been producing construction machines for nearly 50 years. The need for a mobile and more importantly, “self-loading” concrete mixer truck had been promoted by smaller construction companies. Recognizing a market gap, the challenge was to produce a vehicle that could mix concrete and so was independent from fixed concrete producers and make it so it would be efficient and practical to use. Using input from customers and constantly re-engineering the first test models, today’s four wheel powered and all-wheel steering concrete mixer emerged. The concrete mixer truck is available in four sizes. The 7.3 t Carmix 3500 can produce 3.5 m³ concrete mix per load and discharge it from the 300° tilting mixer in almost every direction. The loading bucket with its separate hydraulic cylinder operated flap has a 600 l capacity. To open concrete sacks efficiently, the bucket has a

Simply genial – genial simplicity is the self-loading concrete mixer truck Carmix 3500 respectably transferred to model form by Joal ...

built-in blade for this purpose. The necessary water for the mix is carried in two 400 l internal tanks. To get a precisely-balanced mix, an optional electronic scale is available. A rear-mounted Perkins four cylinder turbo diesel engine develops 114 hp. The drive train is hydrostatic and allows the choice of regular driving or crawling. The company claims that the Carmix concrete mixer is in use in over 140 countries worldwide.

There is probably not one collector without a Joal model in his collection! One finds the very varied offerings of the company mainly in toy stores. For many collectors, the models made in the Spanish town of Alicante were (and still are) “a beginner’s drug” for the collecting fever and so became the cause of many a collector’s passion. The

model of the Carmix 3500 is made in 1:43 scale (Model# 171) and is convincingly and robustly modeled. The rotating mixing drum can turn exactly 300° and can be filled using the loading shovel including measuring flap operated with two cylinders. The front axle is steerable and the rear axle oscillates. A black plastic water hose is a separately-applied piece, the concrete trough extension is only molded on.

By the way, at the beginning of the year quite surprisingly, the news carried a report about the impending insolvency of the model toy maker Joal. We carried out some research ourselves and could find neither confirmation nor denial of the statement!

Volvo FH16 from Herpa in 1:87

Coming on strong

by Michael Compensis

Therefore, the truck builder and Volvo dealer, Popp, in Nuremberg is offering the machine with a turning radius of 3600 mm and with a forth or even fifth axle to increase the saddle load. In connection with the I-Shift automatic and planetary hub reduction axle with adapted transmission, some of the usual features like a torque converter clutch and the additional cooling system for it are not required. Behind the driver's cabin only the compressed air storage tank and an 1100 l fuel tank have to be accommodated. This allows plenty of space for the goose neck and heavy duty tower and leaves room for storage lockers.

With this third generation FH cabin, Herpa has translated it perfectly into model form. That meant starting at ground zero and the people from Diethofen have designed the correct heavy-duty pulling

With the strong 750 hp engine developing 3550 Nm of torque, the strongest serial produced truck on the market. The Volvo FH is pre-designated basis for a heavy-duty truck ...

tower as well as a completely new chassis. The tower with side cowling in the NEW-FH design was made in two different heights so as to be able to use it with the Globetrotter as well as the Globetrotter XL cabin. Unfortunately, frame and tank are a one-piece casting but the tower supply tanks are in the same paint color as the chassis and the lockers are in chrome just like the original. The perfectly-executed side cowlings even have the fine Popp logo on them! The details on the chassis are very fine and include separately-attached detail parts and the large catalytic converter. Unfortunately, the fen-

ders are parts from stock and the real Volvo fenders have not been modeled. It is also unfortunate that the all-round lights as well as the light bracket are already fixed to the model because, by no means does every user have the same set up as modeled here.

However, it is great that Herpa, plus the well-known models of the two major German makers of heavy duty haulers, is now offering this lesser-distributed model. And with an alternative side cowling it could also morph into the second generation of FH's. The only thing missing now is a heavy duty model of the Scandinavian competitors.

Tinplate

Harbor crane

by Robert Bretscher

In addition to many beautiful car models, this Italian toy maker produced some remarkable diecast and tin plate construction machines in a variety of scales.

The toy maker “Sommavilla Fratelli” from Chirignago in Venice Province, was founded in 1949. It specialized in making remote-controlled excavators and bulldozers with electric motors. Often, up to three or four motors were used to power the different movements of the toy. This very imaginative maker of tinplate toys even had in its program some construction machines that were controlled with two remotes, therefore, it took two children to operate the machine. The harbor crane shown here is

Sommavilla of Italy produced the harbor crane with clam shell bucket, serial #234-R5 ...

from the 60s and is cable remote controlled with four different buttons. The two electric motors in the upper part control the winch and turn it 360° in both directions. The turning of the upper chassis is done by a rotating axle with a rubber band that turns the lower red disc. It is very forgiving and tolerates involuntary hand turning during play. Rather unusual is the operation of the clamshell bucket with only one cable.

It functions rather well despite the complicated-looking lever mechanism and two counter weights.

The lower chassis is totally without any power thus the crane has to be pushed into place by hand.

The rather rough operation of the model takes a bit of getting used to and the quick-turning mechanism can make the bucket swing violently back and forth. Otherwise, the very robust construction of the crane and its dazzling paint job are pleasing to the eye.

Like many other European toy makers, Sommavilla Fratelli had to cease production permanently in 1984.

Build a Caterpillar 980K LL LogHandler

by Urs Peyer

With the L180H High-Lift and the L580 LogHandler, Volvo and Liebherr each have one log loader for the timber industry in their line-up. Until 2014, Demolone produced mainly demolition attachments for Caterpillar, but in 2012 also produced the DLH100k, a LogHandler using the 980K wheeled loader as a starting point.

LogHandlers have been especially designed to transship timber. With the high lifting attachment it can reach wood at great heights. This makes the LogHandler especially suited for emptying log trucks or to feed logs into peeling and sorting machines in saw mills.

The adaption described here is based on the 980K model from Norscot. Alternatively, the newer 982M from the same maker could also be used. The High-Lift attachment comes from a Volvo L180E from Motorart (Order # 10143).

Dismantling the base models

The front tires on the Caterpillar are removed by pulling and turning counter clock wise simultaneously. Each of the two bolts on the lifting attachment and the two lifting cylinders are lifted up by inserting

After Urs Peyer described how to alter a Liebherr L 566 2 plus 2 to a material handler in issue 1-2012, NZG introduced a model of the L580 LogHandler at the 2013 Bauma. To get the same, but from Caterpillar could be more difficult ...

a diagonal cutter and then pulling them out gently. Now the hollow bolt on the bucket tipping cylinder has to be drilled out. Once all bolts and the axle have been removed, the front part of the model falls apart into three pieces. Because of this, it is recommended to replace the bolts temporarily with M2 screws.

On the Volvo, using a 1 mm pin punch, both of the bolts on the lifting attachment base are removed from the inside. Using a screwdriver, both screws on the front cover with the four lifting cylinders and the grey trunk pusher (this also has two screws holding it) are removed. Caution: The four hydraulic lines of the lifting attachment that are glued into the front cover should not be cut off, but carefully pulled out. The two short and two long piston rods as well as the cylinder protection, can be taken off using the pin punch.

Unfortunately, the hydraulic lines on the High-Lift attachment cannot be taken off without damaging them. Leave them and just paint over them later on. The wood grabber is attached with a small Phillips screw and should be saved for later.

Building

We need to build the new cylinder base from a 2 x 4 mm ABS profile stock (pictures 2 and 3). This frame is fitted above the axle housing and in the small gap left there (picture 4). About 8 mm behind the front axle, two \varnothing 1 mm holes are drilled thru the frame and the front axle housing. This makes it possible to screw the new frame to the front part of the machine (picture 4). The new brackets for the cylinders are made up from 0.75 and 1.5 mm ABS profile stock (pictures 2 and 3). The distance

and height measurements are the same as the cylinder brackets of the Volvo.

Since the Volvo cylinders cannot be used, make new ones from a piece of $\varnothing 3 \times 2$ mm tube and 1 x 3 mm flat profiles (picture 4).

The grey log pusher is now separated at the two large screw holes (picture 2). The two sets of matching new $\varnothing 1$ mm holes in it and in the new frame are used to attach the pusher to the frame. The holes in the log pusher must be drilled so that the distance between the edge of the tire and the front edge of the

Material used

ABS-Profiles	1.0 x 3.00 mm, 0.75 x 4.00 mm, 1.5 x 4.00 mm, 2.0 x 4.00 mm
ABS tubes	$\varnothing 3 \times 2$ mm, $\varnothing 4 \times 3$ mm for the cylinder head of the shorter cylinders
Screws	M1 x 5 mm plus M1 nuts

log pusher (measured at the middle of the axle) is kept at a distance of 2 mm (picture 2 and 3).

On the front part of the chassis, behind the bracket for the bucket dumping cylinder, two $\varnothing 2$ mm holes have to be drilled. This is to take the hydraulic lines when the

lifting apparatus is re-assembled (picture 1). Now the brackets on the outrigger foot where the grey lifting attachment is have to be sawn off so that they fit on to the appropriate brackets on the Caterpillar (pictures 5 and 6).

Moderne Liebherr Mobilkrane IV

By Michael Schauer, published by Verlag Podszun, 174 pages, 420 pictures, hard cover, 28 x 21 cm, ISBN 978-3-86133-732-4

With this new installment, we have the fourth tome in a series of books by Michael Schauer. While many of the crane types shown here were also part of the three earlier books, in this newest installment we see pictures of these cranes in action with other crane operators. Especially welcome are the pictures of transports and the erecting of these sometimes huge cranes. Not quite fitting into the title of the book, but very welcome all the same, are the introductions of cranes on tracks and tracked telescoping cranes. In addition to the types LR 1400/2 and LR 1750, LTR 1100, LTR 1220 are shown as well as the very impressive LTR 11200. Of course these are shown in a variety of configurations. (dw)

Earthmoving Trails 2 Northern Spain

By Steven Vale, released by T&V Films, English language DVD, length about 120 Minutes

Steven Vale, very well known from "Massive Machines", is releasing a new DVD film under his label with the title: Earthmoving Trails 2 – Northern Spain.

Steven Vale undertakes a trip from Ourense to Ariño. The first stop is at a slate quarry operation where we see the "small" Hitachi ZX870 at 90 t up to the huge Hitachi EX5500 at 522 t and a shovel capacity of 29 m³ plus a few older large excavators like the Demag H185 or Liebherr R 994, which is seen with the T 252, Europe's largest dump truck. Ending the film are four Liebherr R 9350s of the 300 t class and a fleet of Caterpillar 785C dumpers. (up)

Shovel

Published by Edgar Browning, a quarterly periodical, English language. Every issue has 36 pages. Contents are black and white, sleeve is in color, Format 21.5 x 28.0 cm (available directly from: edgarbrowning@yahoo.com)

Those who like the state-by-state books will also enjoy the new magazine by author, Edgar Browning: "Roadbuilding Construction Equipment at Work". "Shovel" is the official newsletter of the Historical Heavy Civil Construction Association" and the name gives the purpose of the publication. The chapters concentrate in the main on construction companies or construction projects and the emphasis is on historical construction machines. On view are historical machines at work during the golden age of earth moving equipment from the 50s to the 80s. The author has an immensely large archive of pictures from which to illustrate the articles. (dw)

Bau der Hauenstein Basislinie Sissach – Olten 1912 – 1916

By Luigi Coletti and Heinz Spinnler, published by Eital-Verlag Tecknau, Format A4 across, 240 pages, more than 300 photographs, ISBN 978-3-033-04000-7

To shorten the Basel to Olten rail connection, the Hauenstein, the Hauenstein basis tunnel, was constructed. It is 8134 m in length. The two authors document this undertaking with many pictures and drawings including the history of the construction, the life of the construction workers and the people living around it. In 1911, it was the first construction project abroad for the Berlin Civic engineering company of Julius Berger Tiefbau AG (later Bilfinger + Berger). Up to four steam-powered excavators from Menck, Modell G with a 2 m³ shovel capacity were in use simultaneously. For the removal of the spoil, 200 tunnel mining wagons and 500 dump wagons were used. (dw)

Special infrastructure construction Berlin Part 4

Bentonite plant

by Markus Lindner

By far the largest piece of machinery on site is the Bentonite plant with all its components. The Bentonite suspension slurry is needed to fill the individual diaphragm wall segments during their construction to protect the wall from collapsing. The Bentonite is a pulverized rock of volcanic origin made up from various clay minerals with a high degree of water absorption and swelling capacity. It is kept in a silo until it is mixed with fresh water in the connected mixing plant. Then, with the help of a pump, the mixture is pumped thru pipes and hoses to where it is needed on the site.

During the Bentonite application, all surplus mix is sucked up and pumped back to a de-sanding plant where it is cleaned and kept in tanks to be re-used in the next cycle. To date, none of the major 1:50 scale makers has such a plant in its program so a complete scratch build is necessary.

The well-known manufacturer of the prototype is MAT, part of the Bauer group of companies. There are a few others making such plants. The Internet yields a relatively small amount of detail information about such plants. Drawings with measurements, the most important information for scratch building, are only rarely available. Sometimes they are

In the last issue we showed how the process of a diaphragm wall on construction site can be duplicated in model form. In this installment we look at the extensive array of equipment found on a site with special focus on the Bentonite plant ...

made available for downloading after registration on the site, or by request.

An ideal material for building the plant in model form is Polystyrol that comes in sheet and profile formats. It has the advantage of having a nice flat and easy-to-paint surface. A challenge is always the construction of the funnels or round parts of a project. For the latter, it is often difficult to find the matching shapes unless one wants to fall back on the 3-D printing process. For this model, a small perfume funnel, pen housings and plastic cocktail glasses were “re-purposed”.

Scalpel or CNC cutter

The equipment shown here can be built out of plastic components without a fully equipped workshop. The basic tools needed are a sharp hobby knife, straight rule and a small drill press. A small modeller’s table saw is also a use-

ful tool to have. If the plans and drawings of complex assemblies are printed out on plastic foil with a sticky side then cutting them out is so much easier.

More precise, is the use of a CNC cutter, especially if there are multiple identical parts to be manufactured. Portal milling machines with speed regulators make it possible to use head stocks to cut the X, Y and Z axis.

Bentonite plant

The silo is modeled after a commonly found prototype, as they are offered by many suppliers. It is made up from plastic plumbing pipe of a suitable diameter with a plastic martini glass as a funnel end. Legs, ladders, railings vents and other details are plastic parts.

The pump and mixing plants are often protected from the inclement weather and are built into a container. This makes modeling them re-

latively simple and has been done here. The container from a kit was augmented by a filling funnel with batching attachment (made from plastic parts).

In addition to storage basins or space-saving silos, containers as shown here are used to store the Bentonite mix. As a prototype, are containers that are made by the MFS company (www.mfs-mafa.com). On their internet pages one can find a drawing with measurements. This makes the construction easier.

A special feature of them is the fact that the containers can be stacked into each other for easier transport (small and medium into the largest) and then stacked in the reverse (largest to smallest). Such a stack can store up to 98 m³ of Bentonite mix.

The models were produced using mainly 1.0 sheet stock. Even the flanges on the pipe unions are made from it, cut by the CNC cutter. They could also be made from round profile stock and sliced off just like salami. The cross members for the container stacks are removable as on the prototype, so that the containers can be stacked inside each other for transport.

The de-sanding plant was also constructed using a MFS prototype (Type II); it has a capacity of 50 – 100 m³/h and is made mainly of CNC-cut Polystyrol parts. The cyclones are made from writing pens without the ink. The pipe sections were made from round Polystyrol profiles carefully heated up with a hair dryer and then bent to suit. Among other parts is another con-

tainer to be used as an intermediate storage silo.

Further details

For the additional pumps required to suck the surplus mix back to the plant, matching prototypes were also found on the MFS site. The many pipe connections between them are easy to make from brass or plastic profile as shown in the article in issue 1-2015. For hoses, cables with insulation, painted black, are used. These are certainly not all the details required to complete the installation. Concrete shuts with matching storage racks, Bentonite funnels, shut off valves and elements complete with the tackle used to position them, round off the picture and give the modeller plenty to work on.




Remo's old iron

by Remo Stoll

This rubber-wheeled road roller was built in the middle of the 70s in a smaller factory in the beautiful Emmental region of Switzerland. It can still be found at work on construction projects all over the Canton of Berne. Shown here, it is hard at work compacting a layer of gravel. Thanks to its robust and simple construction it can be operated by almost anyone.

Recognized? Then send us the exact manufacturer's name and the model number on a postcard by mail. Of course, we also accept email submissions. The contest ends on 15th Oct, 2015. We will hold a draw if there be more correct answers than prizes.

This time the winners will receive one of the following prizes: the exclusive «Daher» XL Set with two Mercedes Actros 6x6 and 8x6 with ballast flat deck and two Scheuerle Intercombi 4+5 dollies from HTM, The JCB 540-200 Loadall from Motorart and the brand new Unimog U 5000 in blue from NZG. 

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



Solution from Construction Modeller 4-2015



The cable-operated excavator was a Ruston-Bucyrus 30-RB. A draw had to be held to decide the winners: Carsten Lang from Eisenberg (D) who won the Lieb-

herr LTM 1350-6.1 "HN-Krane" from Heavy Transport Models, Roland Meier from Mitterteich (D) the Mercedes 8x4 with roll on roll off bin and the loading crane "Cardem" from Conrad, and Filippo Costa from Li Curt (CH) who won the Mercedes Actros 8x4 with flat deck and crane in "Liebherr" colours from NZG.

Congratulations to all the winners!

New on the market

NZG 1:50 / 1:32

The Unimog U 430, first introduced in issue 6-2014, has now been released for road maintenance in two highly-detailed versions, one with a Mulag MKM 700 grass cutting attachment and the other one with a Schmidt Tarron snow plough and Stratos road sander. Both are extremely nicely detailed and, of course, are fully functional. The Mercedes-Benz Econic with a Faun Variopress garbage truck is now also available in white. The rubbish bins, including lifting chains, are newly available in blue and in green. A matching pallet fork is now available for the Atlas Weycor AR65E and AR75ET wheeled loaders. A great surprise was the release of five 1:32 models from Genie (part of the Terex group). The impressive SC-180 cherry picker as well as the GS 409RT scissor lift will be available in both a US and European version. Also coming are the GTH2506 European and the GTH5519 US telescopic handlers (no picture). All models are nicely detailed and fully functional.

Conrad 1:50 / 1:35

The transportation company of Senn Brunnen AG, located in central Switzerland is also active in the recycling sector and has an impressive fleet for municipal work. The road sweeping machine Bucher Cityfant 6000, built on a MAN TGS has now been released in an exactly-lettered version for the firm. Offered for the model build-

der in mind is the huge Palfinger PK 100002 without the flying jib. To augment the Putzmeister model offerings, the stationary concrete pump BSA 702D has been released in the odd scale of 1:35. The model is made up in the main from metal castings and has three extendable support arms. The model is painted without any runs or faults and the extensive lettering is sharp and easy to read.

Thommy's 1:50

Very attractive looking are the two models made exclusively by Conrad, the Terex AC 500-2 "Markewitsch" and also shining new, the Liebherr R 922 with quick change attachment, bucket and clam shell in the "Aborgast" paint scheme.

Motorart 1:50

With the New Holland D180C, Motorart is delivers a long-expected and much-discussed model. It is functional, not badly detailed and has partial metal hand grips. However, the rubber tracks detract very much from the overall look. Also, there are two lids on the left side that open to reveal rather "flat" imitations of the engine and electric equipment.

Busch 1:87

Busch has been busy with its Unimog U 430 models and now the modeler can enjoy two more color variations, yellow and white, for the exceptionally finely-detailed

model. Additional to the red-white caution stripes and the flashing beacons on the top, the partially chromed rims are a nice feature. Rear view mirrors are included in the package.

Wiking 1:87

Many attractive new releases that fall under the theme of "model re-design" have arrived. For the Mercedes-Benz round hood L 3500 truck mounted crane "Mercedes-Benz Service", the engineers had to dig deep into the box of dies however the result is worth seeing. The VW T1 van sports a very intricate print job for "Henschel Service". The fully-functional hydraulic car lift is a good companion for both and for hobby mechanics has high play value. The VW 1600 Kombi comes with the very meaningful printed-on lettering: "W.Roth-Kanal in Not" (emergency dentist car, play on root canal). The Magirus Deutz has a roll on roll off bin and is painted for the fire brigade. And finally, the Mercedes-Benz flat deck with high side boards comes with the cubed cabin, in a beige and dark red color scheme.

Herpa 1:87

The series of Liebherr LR 1600/2 tracked crane transported in segments for "Wasel" is being continued with the derrick mast. For this, two MAN TGX XLX Euro 6s with flat deck trailers have been released, one with the derrick lattice

most of 12 m length and the other one with a 6 m derrick mast and two ballast plates. On the “Riga Mainz” series, the mast extension is being continued. The Mercedes-Benz Actors with flat deck and two lattice mast segments and the Mercedes-Benz Sprinter with flat deck augment the series. The MANTGX XXL Euro 6 now comes as tractor truck 4x2 configuration in orange and as 6x4 in white, the TGX XLX Euro 6 is now also available in red. Two half pipe tractor trailer units round off the new items: the MAN TGS L with a two-axle trailer painted for “Schlenter”, and the Mercedes-Benz Arocs is coupled with

a three-axle trailer in dark yellow matching the in-house construction vehicle fleet.

Espewe 1:87

The IFA L60, a once very common truck in East Germany, is now available in yet another color variation with an olive green cabin. It is a functioning three-way dump truck. Production and distribution are handled by Busch.

Gaz Evans 1:50

Made entirely from metal are the new Xcentric XC30 crusher bucket

and the Mutley Plant MPP mechanical Pulverizer for excavators of the 50 t class. Both accessory tools are excellently made, for example the XC30 has no fewer than six individual parts.

MSW 1:50

The Liebherr LTM 1400 made by YCC that we introduced in issue 1-2015 is now available in a limited series exclusively by Modellspielwaren Mietz in the very attractive colors of “Colonia”. The model, produced in a small release of only 90 pieces in the colors of the Cologne Company, looks great.

NEW Construction Modeller



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Collector's guide

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

Type	Scale	Maker	Available from	Info
Cat D4 with 4S blade	1:16	SpecCast	ACMOC	www.acmoc.org/store
Cat 660 Scraper	1:48	CCM	Dealers	www.ccmmodels.com
Volvo BM DR631 historic articulated dump truck	1:50	Motorart	Dealers	www.motorart.se
Liebherr R 936C «Pongers»	1:50	NZG	MSW-modelle	www.msw-modelle.com
Scania R with 3 axle dumping trailer «Bovecchi»	1:50	Tekno	Dealers	www.tekno.nl
Scania 111 / classical trailer with tarpaulin «Simon Loos»	1:50	Tekno	Dealers	www.tekno.nl
Volvo F88 with flat deck trailer and load «Hooymeijer»	1:50	Tekno	Dealers	www.tekno.nl
Scrap load for roll off container	1:50	Tekno	Dealers	www.tekno.nl
Pipe load for flat deck trailer	1:50	Tekno	Dealers	www.tekno.nl
Load under a tarp for flat deck trailer, red	1:50	Tekno	Dealers	www.tekno.nl
Kamag Slag transporter	1:50	Tonkin EU	TII Shop	www.tii-shop.com
Kamag Wiesel «Kamag», «DPD» or «DHL»	1:50	Tonkin EU	TII Shop	www.tii-shop.com
Liebherr LTM 1500-8.1 «Felbermayr»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTF 1060-4.1 «Mc Nally's»	1:50	WSI	Dealers	www.wsi-models.com
Tadano Faun ATF 70G-4 «Fricke-Schmidbauer»	1:50	WSI	Dealers	www.wsi-models.com
Scania R with dumping trailer «M. Werth-Transporte»	1:50	WSI	Dealers	www.wsi-models.com
Scania R tipper 4 axles «Olsen»	1:50	WSI	Dealers	www.wsi-models.com
Scania T113 with dumping trailer «Röhlich»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 10x4 dumper «Addor»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 with dumping trailer «Kingma»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGS L dumping trailer, 3 axles «Max Wild»	1:50	WSI	Dealers	www.wsi-models.com
DAF XF SSC dumping trailer «André Voss»	1:50	WSI	Dealers	www.wsi-models.com
GINAF 5 axle dumper «Leenaerts Born B.V.»	1:50	WSI	Dealers	www.wsi-models.com
FTF F series «Lommerts»	1:50	WSI	Dealers	www.wsi-models.com
Broshuis Semi lowboy trailer three or four axles, black	1:50	WSI	Dealers	www.wsi-models.com
Jumbo flat deck trailer, three axles, red	1:50	WSI	Dealers	www.wsi-models.com
Liebherr R 954 «Schlenter Aachen»	1:87	Herpa	Dealers	www.herpa.de
MAN TGS 4x4 dumper, orange	1:87	Herpa	Dealers	www.herpa.de
Mercedes Arocs dump truck with loading crane, orange	1:87	Herpa	Dealers	www.herpa.de
MAN TGS M 6x4 concrete mixer, orange	1:87	Herpa	Dealers	www.herpa.de
Volvo FH / lowboy with derrick head «Felbermayr»	1:87	Herpa	Dealers	www.herpa.de
Scania R / lowboy with derrick accessories «Felbermayr»	1:87	Herpa	Dealers	www.herpa.de
Volvo FH / lowboy with derrick pivot piece «Felbermayr»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XXL Ballast trailer «Wasel»	1:87	Herpa	Dealers	www.herpa.de
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MB Actros lowboy trailer set «Max Wild»	1:87	Herpa	Dealers	www.herpa.de
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Trailer for roll-on/off bins, red	1:87	Herpa	Dealers	www.herpa.de

Our partner page

The white gold of Carrara

The marble quarries at Carrara are some of the most impressive ones worldwide. Michelangelo used the white stone for his buildings and sculptures. Today there are about 200 quarries on the same mountain. Close to 5 million tons of material

are extracted annually. Huge chain saws and diamond-encrusted cables are used in above and below ground quarrying. The access roads to some of the quarries are an adventure by themselves. The marble is used today, as in the past, for floors and

sculptures. From the waste, a white powder is produced that is part of many cosmetics and pharmaceuticals. Most of the machines used in these operations are larger ones. Cat 988 and Cat 345 are the basic machines found in almost every quarry.

Schiffbauplatz Zurich

The Schiffbauplatz square in Zurich is getting a face lift. On the once industrial site, new office and business spaces are being created. At the beginning of May 2015, the ARGE Eberhard Bau AG/ Eberhard Recycling AG started the first de-construction work. The first step was to remove some contaminated material including asbestos and

PCB-contaminated wooden liners, the so-called «Holzklötzliböden». This was done by a specialized subcontractor. Both a 50 t and a 100 t excavator were used in the demolition. The de-construction of the somewhat massive structure produced 6500 m³ of concrete and 1500 m³ of other mixed waste. The excavation and the de-construction of the

basement part of the plant have been under way since July. At the same time, the Triage of the waste material continues to fill the site slowly; among the waste is some casting sand and spoil contaminated with mercury. Of the roughly 13,000 m³, about half of it is so affected. The completion date is expected by October 2015.

News in brief

Liebherr R950 Tunnel

With a working weight of 43.2 to 45.3 t, the new R 950 Tunnel replaces the R 944C Tunnel excavator. The built-in Liebherr diesel engine produces 150 kW or up to 190 kW, optional. It conforms to the EU exhaust protocol tier IV. The new excavator is a perfect design for tunnel work because of its compact measurements and rear swiveling radius of only 1975 mm. With a special arm that folds left or right and has the capability to fold this arm up to 45°, tunnel ceiling heights between 5 and 8 m can be worked on. An automatic lifting restriction feature prevents unwanted contact with the ceiling in the tunnel. The unit is equipped with a hydraulic quick change mechanism for additional tools such as cutter or hammer. (up)

Volvo EC750D

Volvo Construction Equipment is replacing the very successful EC700C excavator with the new EX750D. It has a working weight of 72.7 to 74.7 t, 5 t more than its predecessor. The designer also increased the power output by 58kW. The built-in 6 cylinder Volvo diesel engine with a displacement of 16.1 Liters produces 374 kW. Using the short 6.6 m arm and a 2.9 m long jib, the largest bucket that can be used is the 5.16 m³ rock shovel. A 7.7 m arm and a 3.55 m jib are available as options. For transportation purposes, the 12.7 t heavy counterweight can be removed. Thanks to the larger bucket and the new engine, it is possible to move more material per liter of diesel fuel. (up)

Caterpillar 16M3

After the smaller graders, the large 16M (in the -3 series) is now available with an engine that conforms to the EU tier IV exhaust protocol. With a working weight of 32.4 t and a scraping width of 4.9 m, the 16M3 is a bit too large for road construction. In small mining situations (with dump trucks up to a 136 t capacity) or on large earth moving sites, the 16M series graders are the machines in demand for the upkeep of unpaved mining roads. The power production of the 6 cylinder engine depends on the selected gear. For example, in first gear, “only” 216 kW of power are available, while in 8th gear the power output increases to 259 kW. As well as eight forward gears, six backwards gears are available. (up)

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