

# Bagger Modelle

Baumaschinen, Krane und Schwerlast im Modell

Mit Wettbewerb

Diecast Masters 1:50

## Caterpillar D9T



# English text

IMC 1:50 Scheuerle Windflügeltransport



Sammlerporträt: Gregor Blickenstorfers Krane



Conrad 1:50 Kaiser S12 Allroad



06  
4 191830 309503

# Editorial

## Together into the future



I would like to give a heartfelt thank you to all subscribers who have voluntarily rounded up their subscription fees. You are making an important contribution towards "unbiased reporting".

From the collector's point of view, Palfinger supplied the biggest surprise at the IAA International Motor Show in Hannover, Germany. Not because of a 'really' newly mastered mold, but because of a model that was produced thanks to the co-operation of two model producers. Tekno delivered the Scania cabs to Kalchreuth where they were combined with the chassis, top and a Palfinger PK 200002L SH.

Such co-operation between model builders is really not a new thing. Lowboy trailers from IMC are augmented by Tekno trucks, Ballast trailers from IMC have a set of Ballasts made by WSI and seven years ago, WSI released the special transporter set for the outrigger arm of the LTM 11200 by NZG.

But the new thing is that to produce a new model using parts from differing sources is a thing from which we all can profit: Palfinger gets their wished-for model, the makers can make hefty savings from not having to master new molds and thus for us collectors there awaits a new cornucopia of such models. The question of whose name would be on the box

was handled very elegantly as the model went exclusively to Palfinger. On the sticker from Conrad is written: 'in co-operation with Tekno'. I can only hope that this will not be the last such model produced.

Going together into the future with Laster & Bagger, the name of our expanded successor magazine to BaggerModelle. After concentrating for seven years reporting on construction machines, beginning in issue 1-2017 we will feature articles about truck models on 16 new, additional pages. Besides enjoying the new theme, this is also a way of securing the future of the magazine. I have great hopes that we will attract new readers, advertisers and partners too without losing any of the regular readers. That is why the number of pages for construction machines and the price of your favorite magazine remains the same.

And now have fun reading this issue.

  
Daniel Wietlisbach

### **BAGGERMODELLE online:**

[www.baggermodelle.net](http://www.baggermodelle.net)

[www.facebook.com/baggermodelle](https://www.facebook.com/baggermodelle)

[www.twitter.com/baggermodelle](https://www.twitter.com/baggermodelle)

[www.youtube.com/baggermodelle](https://www.youtube.com/baggermodelle)

## Gregor Blickenstorfer collects more than cranes

# Liebherr & Scania

---

by Daniel Wietlisbach

Gregor Blickenstorfer did not get his passion for collecting construction machines in the cradle. His father ran a butcher shop and it took Gregor a great amount of persuasion to be permitted to learn his dream profession of brick layer and not to take over the parents' shop.

On school free afternoons Gregor and a cousin were passengers in a two-axle Saurer 2 D with hood and a three way dumper as the truck went to construction sites. At this time, the transportation company purchased the first Scania 140 Cab Over with a V8 engine in Switzerland. The three-axle dumper with its V8 engine and 350 hp left everything else in its dust.

His passion for construction work and trucks continued and an apprenticeship in construction was a done deal. Once his career counselor agreed with him, the youngster was allowed to go on a job experience, and at the end of that was promised an apprenticeship as a brick layer. The three years of his apprenticeship were spent working for the well-known construction company of Locher Cie AG in Zurich, Switzerland.

After his apprenticeship, he was required to complete his milita-

**For over 30 years now Gregor Blickenstorfer has collected models and enjoys looking at them anytime. For this reason they are displayed on open shelving in a room of their own ...**

ry service during which time the engineer corps trained him in the operation of construction machines. He learned to drive the Caterpillar 955K as well as the Hough HOD with a Cummins engine. He fondly remembers group driving school lessons taking a wheeled loader on public roads, much to the 'joy' of the other users. After his military training time, he attended further development courses in the construction trade.

### Liebherr-fan

At the age of 28, Gregor Blickenstorfer was appointed to be the person in charge of inventory at a construction company. There he met Pius Meier (see issue 1-2010), a crane specialist, for the first time. He took part in overseeing the change from the aging Wolff tower cranes to five newer ones from Liebherr. Since then Gregor Blickenstorfer's heart skips a beat when machines of

the traditional family firm are mentioned.

Later on he saw the expansion of the company into civic engineering work that required the purchase of more Liebherr machines. An R 912 Litronic tracked excavator, an A 902 Litronic mobile excavator as well as a LR 621 tracked loader further expanded the fleet of machines that he was taking care off.

After the bankruptcy of the company he worked for, the collector got a new job as the person responsible for the whole of Switzerland for the construction machine fleet of the Ed. Züblin AG company in Schlieren. During this time he got the driver's licence for truck and trailer (category C/E in Switzerland). Even today, this gives him some joy and a change of routine in his spare time.

Later on Gregor Blickenstorfer changed careers and became responsible for transport scheduling for a brick manufacturer. Five years with Eberhard Bau AG followed as

manager in charge of all road transports in Switzerland.

For the last year he has been in charge of a large segment of construction machine sales for Liebherr AG, where he can sell machines he knows so very well.

### Looking at the collection

The first model in his collection was a promotional gift at the end of the 80s. It was a Scania 142H from Tekno, at that time already made in a factory in the Netherlands. In 1991 Gregor Blickenstorfer was a guest at the Liebherr Krantage (crane days) at the Ehingen factory. Even then, every visitor got given a model as a present. In this case it was a model of the LTM 1025 with special lettering from Conrad (#2083).

Both of the models were displayed on his desk in his office and gave him great joy every day he looked at them. This meant of course that they could not remain alone for long. With his collecting buddy, Pius Meier, he started to visit swap meets in Switzerland and

abroad as well as the now long-forgotten dealer, 'Franz Modelle', in Basle. The collector remembers it as a shop "crammed full to the rafters with models and chaotically organized", however one could, given some patience and time, regularly find searched after models still at the old prices.

At the time before digitalization, the collector had to organize himself to get the desired models. Regular meetings with like-minded collectors were the places to collect information, and collective orders were the only way to buy models at an affordable price or to get them at all.

One of the members of this circle made regular trips to the Netherlands from where he returned with the first kits from Zon. These extremely well-fitting, white metal kits demanded a high degree of capability from the model builder but, for the longest time, were the only way to put a special kind of heavy duty transport or crane model into your display case. Dating from this time are the Demag TC 2000 mobile crane, the CC 2000 tracked

crane, and a Hitachi KH 150 cable-operated excavator as well as some Goldhofer modules.

A few of these kits still slumber away in the basement because the time for assembling them is scarce. Storing models in the basement however is not in keeping with the philosophical thinking of Gregor Blickenstorfer who wants to enjoy looking at his collection at any time. For example, when he changed apartments he sold all of his construction crane models because there was not going to be enough space for him to display them all.

### Liebherr and Scania

The collector visits only two swap meets a year now, the one in Wettingen, because it is close to his house, and the Modelshow Europe in Ede, the Netherlands. For him this is still today one of the high points of the collecting year. Now, he relays heavily on eBay, the internet auction site. Many of the promotional models and special paint scheme releases he comes upon there find their way to his display shelves.

He estimates that he owns about 95% of all the Liebherr factory models ever produced. He also includes models that have been re-released over time with some minimal changes and ever-new paint schemes. The collection stands now at about 800 models, 300 of them carry the Liebherr logo. On the 150 Scania models the logo is the radiator grille.

He is especially proud of the two almost complete series of the Liebherr LTM 1060 and LTM 1160 in the company colors of Conrad. He is still searching for the series of

### The collector

Georg Blickenstorfer (55) has worked as brick layer, construction foreman and inventory controller in many construction firms. Today he is in charge of a sales department for Liebherr construction machines AG in Switzerland.

In addition to his collecting hobby he enjoys taking pictures of the 'real thing' and is also a member of the IG Ebi O that is involved in maintaining the historical machines of the Ebium and there he operates the Saurer D330BN 6x6 dumper truck.

He is the father of an adult daughter and son and lives with his partner Mia in Eglisau, Canton Zurich. He enjoys showing his collection to like-minded collectors. To make an appointment contact him at: [gregor.blickenstorfer@liebherr.com](mailto:gregor.blickenstorfer@liebherr.com)

the 'Scott Greenham' variation in orange and the 'Poignee' version of LTM 1060. The collector is not in a hurry when it concerns his hobby. He has learned that any model will appear some time at a fair price and so a hectic rush to find the model is misplaced energy. Also, he is not a 'wheeler dealer' and for this reason has never bought a complete collection although it happened by chance that together with two friends he bought a collection. The models were shared out, right then in the parking lot, in three parts without using a calculator, but with every-

one just taking turns in choosing a model, 'a very fair way', he says.

In principle, he prefers the older models without the 'modern paraphernalia'. On the older ones for example, it does not matter to him if the correct number of hydraulic lines is present; it is more important that the overall look is correct and this makes the model look 'right'.

Gregor Blickenstorfer always had space for the slowly but steadily-growing collection in a hobby room in the basement of his rental apartment. When he and his part-

ner moved into new living quarters one of the extra rooms was available for equipping with open shelving. That there are no display cases is no co-incidence. Open glass shelving was chosen so that he can view the models anytime without obstructions. On top of that, shelving is cheaper than display cabinets and since the door of the 20 m<sup>2</sup> room is closed most of the time, dust is not a serious problem. Completely new however is a very sophisticated lighting system with spot lights on the ceiling.

NEW

# Construction Modeller



Fully-translated, digital English version of BaggerModelle magazine.

Get your copy today:

For Apple iOS please download our „BaggerModelle“ App from App Store

For Android please get the „Keosk“ App from Google play and search for „Construction Modeller“

For PC please visit keosk.de and search for „Construction Modeller“

For direct links visit our website [www.constructionmodeller.com](http://www.constructionmodeller.com) Or Facebook [www.facebook.com/constructionmodeller](http://www.facebook.com/constructionmodeller)

## Tinplate

# Overhead loader

---

by Robert Bretscher

The most basic kind of construction paired with solid production and the very well thought out mechanical parts of this machine made it a feature in many a boy's dreams in 1954.

Founded in 1924 by the brothers Ludwig and Max Schmid, Patentspielwarenfabrik Gescha produced a great number of interesting construction machines and tractors in the 40s and 50s. So it is not surprising that a variety of loading machines were also made. The unpowered tracked loader was also sold with a clockwork as the catalog # W-720. As well as the steering wheels and the pair of rubber tracks, the model is made up in the main of thick tin plate. Especially worthy of mention are the well-

**This red and blue lacquered overhead loader # B-720 by Gescha conquered the hearts and minds of sandbox users at that time ...**

executed and separately-applied parts for example the exhaust, the small front wind screen and the driver figure that give the unit a coherent look.

The robust front clearing blade, part of the bottom plate, lends additional support to the nice design of the model. Of course a trailer hitch was remembered because Gescha had several matching trailers in their assortment. The fine lifting mechanics with hand crank and two pushing rods was a robust solution that allowed the shovel to glide at a safe distance above the

head of the operator and finally dump the loaded material further back. With this simple but genial trick Max Schmid, an inventor and developer of many Gescha models, greatly increased the stability of the machine. Even today the fully-functioning, colorful tracked loader is still a lot of fun to play with.

It is interesting to note the Patentspielwarenfabrik Gescha was sold in 1965 to Ludwig Streng, the founder of the toy manufacturer that in turn sold it to today's very well-known model producer, Conrad.

# Caterpillar D9T from Diecast Masters in 1:50

## A legend

by Daniel Wietlisbach

The new dozer comes well protected in its tinplate box. The model feels heavy when held, no surprise since it is made mostly from metal. Driver 'Bob', as we have christened him, has his hands firmly on the joy sticks. The true-to-scale model has extensive functionality.

Compared to the prototype, the main changes are the re-designed cutter on the blade and the different color of the hand grips which is cosmetic.

The rigidly-mounted drive frame and the drive wheels are engraved to look like the original. The front guide wheels are sprung and very well balanced so that the single segment tracks turn extremely easily. The eight running wheels on each side have been cast on the frame as has the support wheel that is optional on the real thing.

The clean and simple lines of the original engine hood are well copied into model form. The air intake grilles on the sides are printed on while the ones on top are engraved. The radiator grille is an exact plastic injection casting that fits perfectly.

Cabin and roll-over cage are made from metal but the glass in the cabin is clear plastic. 'Bob' at the controls provides some contrast to the black interior of the cabin. Work spotlights and the air conditioning unit are separately-applied

**After a rather quiet summer, the autumn sees new Cat releases coming fast and furiously. The D9T has been expected for a long time ...**

parts. The window wipers made from plastic and, as on the original, are there to provide a clear view. Hand grips and safety railings are metal however the fittings used are a bit on the large size.

The pushing arms with steps, ascent supports and hydraulic cylinders are convincingly detailed and that also goes for the lifting cylinders with the LED spotlights and the non-reflecting rear view mirrors. The blade moves easily but is kept perfectly stable in any desired position. The blade stabilizer and the completely modeled hydraulic lines mimic all movements. The blade itself looks true to the original however, a pierced overflow protection grille remains a wishful dream.

The single tooth rear ripper attachment with adjustment feature is very functional and has been modeled with all 11 (!) supply lines. Unfortunately, the large number of hook-up parts for the cylinder looks rather toy-like and leaves a

negative impression. How to make it better is shown at the same place by the maker on the very detailed cylinder for the adjustment of the ripper, however it is mounted rigid.

The trademark high gloss finish is applied cleanly but has a tendency to obliterate small details. Satin finish would be better to duplicate the look of the original machines. The lettering is without any faults.

### The original

The Caterpillar D9T is the current version of the perhaps most legendary machine of the yellow giants ever. The working weight is now around 48.36 t and the Cat C18 Acert engine is capable of producing 325 kW (436 hp) and complies with step IV or Tier 4 final of the emission control protocols. Seen from the outside, the changes compared to the earlier D9T is minimal, for example the new modern LED lights. Hidden for us are the technological improvements to increase performance and emission controls. The buyer can choose between a U or SU blade and as well between many specialized blades. Single or multi teeth rear ripper's versions are available or a counter weight can be installed.

#### At a glance

- + Functionality
- + Metal content
- Fittings for hydraulic lines



## Kaiser S12 from Conrad 1:50

# Princely

by Daniel Wietlisbach

To introduce a pre-production model at a fair has its own challenges; Kaiser found this out the hard way at the Bauma. The sample plastic model of the S12 Allroad shown was a huge surprise and triggered many discussions. For example, it did not have any hydraulic lines. The model now available from Kaiser is rock solid, pleasing to look at and has flexible hydraulic lines.

Despite the compact measurements, or because of them, the translation of the mobile 'walking excavator' presented some unique challenges for the maker. To produce so many functional but compact parts is unique and most certainly caused some model constructors' heads to smoke.

By now the smoke in Kalchreuth will have dissipated and the model of the S12 Allroad can be pronounced as well done! It is not only the true-to-scale aspect of the model but also its functionality and the perfect translation of the prototype into model form that are noteworthy.

The lower chassis is a very complex construction using plastic and white metal parts in combination. Every single wheel has its own leg and is connected to the central frame. This frame is adjustable not only in height but also in degrees horizontally. On top of that, every

**We do not know if the Prince of Liechtenstein was allowed to operate a walking excavator from Kaiser himself however, he would surely like this new Conrad model ...**

wheel can be steered individually. Because of its flexibility it can move even where it is difficult for people to move. At the work area, two outrigger claws provide additional support. All these mobility features have been duplicated on the Conrad model; sometimes this required additional parts but they are well hidden. All parts move freely but are able to hold the unballasted excavator in any position desired. All parts have been excellently duplicated to scale and even the tires with the off-road profiles are there and are very well done giving a good impression of the original.

The upper part of the machine, including the ROPS (roll over protection) for the cabin is made from metal parts and contains all of the important details of the original. The generous glass parts of the ca-

bin leave an excellent impression and allow a look into the nicely-detailed interior of the cabin although it looks a bit darker than the original.

While the Mono block outrigger arm looks familiar, the telescoping jib is something really special. Both are made fully from metal and true to prototype and of course the latter is fully functional. With it the model reaches the extreme maximum digging curve of the original almost exactly. No fewer than 8 hydraulic lines run from the upper carriage to the arm and onto the jib where they end at some pins as we are used to from Conrad, but this is not very prototypical. The well-known hollow rivets, usually used by the maker, on all moving joints hardly distract from the look of the model. The shovel attachment is mounted via a quick changer and is easy to take off and re-mount but no alternative tools are included.

The coloring is clean and the lettering is sharp and legible. It would be really great if this model from the 'Ländle' would not be the only one.

### At a glance

- + Choice of prototype
- + True to scale
- + Functionality
- Fittings for hydraulic lines



## The original

The S12 Allroad HP is the flagship of the excavator producer from the Principality of Liechtenstein who was honored at the 2013 Bauma with the Innovation Prize for design and functionality.

The minimum weight is given as 12 t and varies depending on the tool attachments. Five independent hydraulic circuits, and the many tool attachments available, make it a very versatile machine to use.

The HP version is powered by a Biturbo Diesel engine from Perkins

that produces 129 kW (175 hp) and complies with step IIIB, or Tier 4i of the exhaust control protocols. By the way, 'Allroad' for Kaiser does not mean all-wheel drive, as some other models have, but that in addition to the all-wheel drive, all of the wheels are off-road capable.

## Translation of page 16

# Büffel B 90 from Conrad in 1:50

# A Jubilee 'Büffel'

---

by Daniel Wietlisbach

In 1949, after the Second World War, engineer Kuno Kiener founded the 'Maschinenfabrik Kiener Wasseraffingen MDW' and specialized in repairing and the reconfiguration of old Caterpillar D4 and R4 dozers; these were left behind by the US Army and were very welcome with the re-construction of Germany. MKW re-fitted the R4 as well as the D4 with the more powerful, 80 hp Kaelble diesel engine.

In 1948 the first 85 hp dozer with the 'Büffel' (Bison) designation was produced, in a small batch. However, the run-away success was the B 90 with a 90 hp engine, the Kaelble GN115V, which was produced starting in 1956 and only slightly re-designed in 1960.

The model from Conrad shown here is the second version. It created much joy among friends of

## Continuing a good tradition, Conrad released an exclusive historical model on the occasion of its 60th anniversary ...

tracked construction machines and historical machine model collectors in particular. The petite model replicates the original well and has been produced correct to scale. The oscillating front drive units are exactly engraved and the drive wheels are pierced as on the original. Only upon second look is it possible to recognize that the single segment tracks are made up from plastic parts. Unfortunately, this greatly influences the stability of the model therefore it should not be driven around often. As on the original, the engine hood is closed but the air intake openings have been engraved on it. The work space of the operator is very interesting being

rather Spartan. All levers and the hydraulic lines are present, if only a bit oversized, and made from plastic. Spot lights, exhaust pipe and air intake manifold are separately-applied parts. The roof construction with the rolled up tarps looks a bit simplified.

The pushing arms and blade with detailed cylinders and functional adjustment are very well modeled. The rear ripping attachment with six small teeth is functional and the middle 'deep ripping tooth' can be raised or fixed in working position using the small bolt that is included.

Paint and the prototypically-sparse lettering are clean, sharp and legible.

## Dolberg D 300 from GMTS 1:50

# Big Brother

by Daniel Wietlisbach

### One year after delivering the D200, GMTS is releasing a resin cast model of the D300 ...

After the model of the D 200 GMTS is now issuing the slightly bigger D 300 that was first built in 1955. Fortunately, the new model is equipped with a front shovel with a capacity of 0.4 m<sup>3</sup>, as on the original, double that of the D 200. In consequence, it needed a lowboy trailer to transport it. The machine could also be found in clay pits and quarries.

As usual, the model is well protected by a Plexiglas cover. The resin casting techniques used on this model are among the finest and push the limit of what is possible today. There are no visible air bubbles and the surfaces are very smooth. The drive unit has been modeled with rich detailing and the wheels as well as the tracks have been finely engraved. The plain

upper carriage that houses all machinery has been skillfully transposed into model form. There are five air intake openings simulated at the rear. The hand grips for the side doors that are modeled in open position are separately-applied metal wire parts. The glass for the cabin is flush fitting and the frames have been painted white, as on the original. That the resin model does not have any functionality has at least one advantage: this allowed the richly-detailed interior of the engine compartment to be modeled without compromises. In front of the rudimentary seat of the operator one can find all the pedals and levers needed for the operation

of the excavator. The drums for the winches can be seen and at the rear, the mock-up of the engine.

The choice of a front shovel is very appropriate and it has been finely executed. So too the red deflection pulleys with spokes at the A-frame, outrigger head and at the front shovel.

The blue lacquer finish, so fitting for the original, has been applied very cleanly and without any dust inclusions. The lettering, using decals, is sufficient and works well on the flat surfaces, but on the uneven parts it pushes the limits for this technique.

## Hamm H 7i from NZG in 1:50

# Compacting & smoothing

by Daniel Wietlisbach

Not one, but four different versions of the Hamm H 7i road roller have been released by NZG. The versions with a smooth surface (H 7i) or with the pad foot roller (H 7 I P) are available with open platform or with cab. The road roller, transposed into miniature form by the Nurembergers, is nicely detailed and to scale. The main material used, and preferred by collectors, is white metal. This means that despite the compact size of the model it has a certain heft to it when held in the hand and so exudes value.

As on the originals, the tires on the smooth surface roller version are road tires, while the pad foot versions have off-road tires. As the original picture shows, off road tires can also be seen on smooth surface rollers. Rims and wheel hubs are finely engraved and the screw heads are even painted in a contrasting color. The engine hood is exactly engraved and the recessed vents are painted black. The rear lights protrude and are colored according to the original.

The articulated steering by a small hydraulic cylinder is prototypical. The frame for the roller, in its simple form, including the bolt

**Hamm counters the wide-spread assumption that road construction vehicle models such as the H 7i are the stepchildren of model makers ...**

heads of the correct size and number, has been reproduced in fine detail. The roller surfaces of both versions are very well executed. The operator can reach the work place on either side using two steps that have been individually added to the model and have the correct surface texture.

The cabin allows the operator an almost unobstructed view of the work ahead and its replication is excellent. The lightly-tinted windows fit very flush giving a perfect impression of the original. Door handles are raised moldings and the window divisions and rubber gaskets are printed on. The interior equipment can be seen best on the open platform version of the

model. The console with the steering wheel as well as the driver's seat are in two colors and are exactly as the real ones. Hand grips and holds, as well as the rear view mirror and window wipers are of metal; on the cabin version they are plastic. Mounted on the roof is an orange warning beacon. On top of that, an additional one has been included as a spare part.

Coloring and lettering with the new Wirtgen-Group logo are cleanly applied and the lettering is sharp and legible.

### At a glance

- + True to scale
- + Detailing
- + Many variations available

## Sennebogen 875E Mobil from ROS in 1:50

# Harbor worker

---

by Daniel Wietlisbach

**The 875E with a mobile under carriage further expands the Sennebogen model line ...**

We had the privilege of introducing the 875E portal tracked under carriage in issue 4-2016. Now the mobile version is available. This time we are concentrating only on the undercarriage. Running on eight wheels, the mobile self-driving excavator uses its features to its advantage mainly on larger load transfer installations but has to secure itself at the site with four massive support arms.

Using the four support arms

with their prototypical oversized round bottom plates fully run out, it achieves excellent stability. The very eye-catching platforms on each end are made from plastic but the stairs and safety railings are metal. The wheels are nicely engraved and the rubber tires show the prototypically correct profile. The steering linkages of all

four axles are connected to the sides of the undercarriage and should be moved only very carefully. On the other side, as on the original, is the supply harness with steering and supply lines. Included with the model are the existing clam shell and the cactus grab.

Translation of page 21

## Mecalac AS 900 from Conrad in 1:50

# Small Jack of all trades

---

by Daniel Wietlisbach

**The legendary Conrad functionality can be experienced to its fullest on this articulated loader ...**

The trademarks of this company situated in in Büdelsdorf, north Germany, are the compact and very versatile wheeled loaders. The articulated loaders are made by Ahlmann who also belong to the Mecalac consortium. The shovel capacities for the AS 900 range from 0.9 to 1.5 m<sup>3</sup>. They have a working weight of 6.64 t and an engine producing 55 kW (75 hp).

**The model from Conrad**

The fine, true-to-scale model is made mainly from metal and so is anything but breakable. That is because traditionally, the model is used

as a demonstration object. This also accounts for the high functionality and the four attachment tools that are included. Both the 4-in-one shovel and the fork lift fork can be attached to the quick change head on the pla-

te of the swivel out rigger arm. An extension with clam shell grappler and crane hook is also included.

Taking the model in hand, one starts to play with it immediately. Thanks to the breath-taking turning radius of both axles, the model can almost turn on a dime, just as the original. The wheels have been finely

engraved and are equipped with rubber tires. The 180° slewing chain works and the equipment has been modeled exactly. Placed mid-unit, the Monobloc outrigger is operated with two simply-detailed hydraulic cylinders. Hydraulic lines have not been modeled but none-the-less, the model can reach all maximum reach

measurements of the original. The engine compartment and the almost completely glass-enclosed cabin are exactly engraved and show different details correctly. The flush fitting windows are also very well done.

Coloring and lettering are without fault and the lettering is sharp and legible.

## Translation of pages 22 – 23

# Scheuerle wind turbine blade transporter from IMC in 1:50

# Turning in the wind

by Carsten Bengs

This new technique makes it easier to transport large wind turbine blades especially in tight curves with obstacles. Even steep serpentine streets are markedly easier to navigate because the blade sticks into the air and thus does not require a rear-runner module to rest on. Well-known companies such as Felbermayr or Wiesbauer are betting on this kind of transporter.

The set is made up of a two-axle module to which the rotor blade adapter is bolted, then the six-axle module with the drive coupled to the unit. The model has a finely-made, high value look.

The most noticeable item for sure is the blade adapter with its

**With the release of the Scheuerle wind turbine transporter from IMC Models, models of self-drive modules have been given a very interesting addition ...**

massive hydraulic cylinder. The turbine blade is attached to the adapter with some small bolts. IMC includes a 60 cm long wind turbine blade with the set. This is also available as a separate item in their shop. To avoid obstacles, the adapter can turn in either direction by 110°.

A massive hydraulic cylinder holds the blade in two different positions; these are fixed with a small bolt. The small hydraulic

power unit beside the cylinder has also been modeled. Exhaust and fuel tank are visible at that spot.

On the two-axle module, behind the adapter, are a total of eight ballast plates to balance the weight of the massive blade and give the wheels the necessary traction. All ballast plates have the Scheuerle logo at the front. Small bolts secure the plates and prevent them from sliding around. On the six-axle module there is

additional ballast made to be adjusted by sliding back and forth. A small hydraulic cylinder, included on the model, would do this job on the original. This assures that the whole unit has the necessary stability. After all, the highest point on the blade is 47 cm on the model or 25 m on the prototype.

All axles of the module move freely and roll smoothly. All wheels have oscillating suspension and hug the contours of the ground. All axle suspensions are made of metal.

The turning radius is sufficient and the guiding system has been completely and perfectly modeled. Even the two guiding hydraulic cylinders are modeled on the modules. Photo-etched cover plates that cover the guiding assembly are included with the model.

The modules can simply be coupled together with the use of a bolt. On the prototype, this is done with the help of hydraulics, while on the model, the bolt runs in a keep and so always remains with the model.

The propulsion system for both modules is the Powerpack PPU. On the prototype they are in accordance with the Tier 4 final of the exhaust control regulations. The anti-skid surface on the Powerpack has been modeled. On the sides are covers and small doors partially made up from photo et-

chings as is the exhaust stack cage.

The lettering for the modules is very extensive. One can find the logos for Scheuerle on the sides. There are notices about the speed of the two-axle module. The instruction leaflet shows how to put the modules together. The depiction of the parts has a potential for improvement. It would have been much better to use pictures instead of rather small formatted sketches.

Overall, IMC has translated yet another model from the TII Konzern (conglomerate) perfectly. The degree of functionality and detailing do not disappoint and in particular, the choice of a turbine blade as a prototypical load is very convincing. A most welcome addition to any large crane model collection.

#### At a glance

- + Functionality
- + Wind turbine adapter
- + Guiding of the turning radius



# Attachment for the Tadano ATF400G-6 from WSI in 1:50

## Flying jib

by Carsten Bengs

With this release the crane model is finally complete. WSI has produced it true to scale and has found a good balance between details and functionality. Matching the already-released basic model, the jib is available only in blue, so far.

The single segments of the jib are made from plastic injection parts as is the case with the LTM 1500. Only the guys and the boom pivot piece, including the guides, are made from metal. The weight impact to the base model is markedly diminished because a complete flying jib set made from white metal would surely have a big impact on the finely-built crane. The fact that different materials are used is not noticeable immediately because WSI has been able to match the colors of the two quite well so that is difficult to see where metal ends and plastic starts.

Using all the segments, the maximum configuration of the jib reaches the prototypical height of 76 m and, in the smallest version, reaches 20.3 m. In the box are three large segments and one with a smaller profile; all are a scale 12 m long. The segments fit perfectly and can be assembled wi-

**In the beginning, the flying jib for the model of the ATF400G-6 was available only for the Japanese market. WSI now offers it for the international collectors' market ...**

thout any problems using the well-known M1 screw system.

On the jib shearing guides, the boom guide and the adapter pieces for the mast are very fine; safety walks and railings are made from detailed, photo-etched parts. Hand railings are also mounted on the lower jib guide, their silver color makes a nice optical contrast. The fallback preventer struts prevent the flying jib from falling over backwards. All cable guide rolls are made from metal as on the basic model and turn smoothly. The two hooks from the basic model can now be used on the attached jib, reeved in a single strand for a 12 t lifting capacity or reeved in three strands for a maximum of 36 t.

In its detailed instruction sheet, WSI has described how to attach the jib in a prototypical and simple way. Even the small assembling trolley is included in the set for the erection of the jib. On the basic model the block is already reeved with sufficient cable so that it only has to be connected to the jib guide.

For the pictures shown here, the ATF400G-6 was assembled with the 40 m flying jib tip. Without guying, the prototype has a 9 t lifting capability when fully telescoped out at 26 m and loaded with 138 t of ballast. However, to permanently attach a fixed jib tip to the model is not possible.

Over all, with this jib set WSI completes the extremely well-done model of the ATF400G-6, in the usual functional and perfectly-detailed way especially due to the consideration given to the weight of the jib on the basic model. It is hoped that this jib set will also appear in the colors of other users.

### At a glance

- + Functionality
- + Weight proportions
- + Color matching



## Historical construction site

# Reich mixing plants

by Wilfried Schreiber

That means two more needle beam cranes of the same type class as the Reich F 17, two Liebherr 14 A 17, were brought to the site and erected. The Liebherr 14 A 17 is optically and technically different from the Reich F 17, for example having only one gravel ballast container on the backside of the turntable deck assembly and two removable gravel containers on each side of the spreading spar chassis. The inner tower is no longer conical but the corner tower beams run parallel. One of the two Liebherr 14 A 17s used for the construction of the manse was deployed with the tower not fully extended while the second one, for the construction of the church nave, was used with the tower fully extended. The second crane sports a special livery. The maximum reach of the cranes was 18 m and they could reach a top height of 35 m at the hook.

The 1955 predecessor model of the 14 A 17 was the Liebherr 14 A. At that time it had a silver paint job on the tower, outrigger arm and upper carriage and either a yellow or black cabin. Even for this crane Liebherr introduced three new features that are still common place today in cranes that turn on a platform: telescoping tower, ball and socket turning joint instead of the roller sle-

### **The site is now further set up with the first cranes in position on the church building site ...**

wing ring with a king pin connection and the spreading spar chassis that was common until that time. Before this innovation only rigid, oversized under carriages were used and transported to site on the roads.

Since these early needle beam outrigger cranes, as opposed to ones using a sled or dolly, were able to reach only one area of the job site, it became necessary to set them on tracks so that they could reach closer into sites on the job by self-propelling. This also made it possible to navigate some curved tracks.

Both of the models shown are kit bashes made by the author. Siku toy crane models were used for both cranes but the outriggers and upper carriage parts were scratch built by the author using brass and plastic materials.

### **Reich mixing plants**

After all cranes are operational on their tracks, a supply of hydro for the building site has been secured and the proper connection boxes are installed on site, further construction material like switching gear, framing timers, a hut where the drawings are kept, tab-

le saws, concrete bins, pallet forks and stone slings are delivered to the construction site and installed. Also in place on site are the stationary Reich mixing plants of the type UEK 375/500 fed by hand and the UEK 500/750 with a fully-automatic loading scraper and automatic portioning out that were very common in the 60s and 70s. At that time, the production of 'in situ' concrete was an everyday occurrence.

The second number of the type designation of 375 or 750 gives information about the volume of the mixing drums in liters. Both of the machines were usually trucked to site, without the scraper/loader, on a one-axle trailer and erected on four adjustable legs. For the smaller type with hand loading of the scraper it was necessary to dig a hole into the ground at the rear of the mixer so that the loading bin could be level with the ground. The drum could then be loaded with gravel, sand and concrete (in turn), the measuring scraper being controlled manually and then the contents raised to the mixing bin with the electric cable winch and dumped automatically. The concrete was delivered to the mixer

either in bags or to a storage box and brought to the top of the mixer by an auger from an onsite silo to a concrete scaling unit on top of the mixer and there, by the push of a button, automatically measured and added. The Reich UEK 500/750 with scraper was

operated like a small crane with all the controls in a small cabin. Behind the mixer was the so-called measuring wall from which the scrapper filled the four boxes situated there. From the boxes the material was then lifted into the mixer.

The addition of the concrete and its measuring was fully automatic at the push of a button as described above. The addition of the required amount of water was fully automatic too because the mixers were connected directly to the water mains.

## Caterpillar DW10 by Reuhl in 1:24

# Back to the roots II

---

by Thomas Wilk

The history of scrapers goes back to the time when animals were still used for earth moving projects. These scrapers looked more like pans and were pulled by donkeys, horses or oxen. The ‘operator’ had to walk behind the unit directing the team of animals used.

Robert Gilmore LeTourneau was a genius as an inventor and constructor and in 1920 he laid the foundation stone for a motorized scraper factory that would produce the motorized scrapers as we know them today. To profit from this new kind of machine, in 1941 Caterpillar produced the ancestor of all the scrapers that followed: the DW10 pulling tractor with the #10 Scraper with a loading capacity of 8.4 m<sup>3</sup> (heaped). Later followed the Cat DW15 with a #10 Scraper. On suitable locations, scrapers are the most economical machines to use

**Following the tracked Cat D7, introduced in the last issue, we are now introducing a further historic jewel from Reuhl ...**

for distance of up to 1500 m and no other earth-moving machine in the same class surpasses them.

### The wheeled tractor

The second Caterpillar scale model from Reuhl was the DW10 two-axle tractor unit and the #10 Scraper, in 1:24 scale, available separately. Both are great examples of Andy Reuhl’s engraving skills. The 115 hp DW10 tractor unit has been excellently transposed into model form. All major measurements including length of 195 mm, width 97 mm (without the rear fenders), height 84 mm (not including exhaust stack), wheel base of 118 mm and the gauge are correct.

The Good Year tires with measurements of 12 x 20 and 21 x 25 on the rear axle are a highlight. The Good Year logo has been duplicated in raised form on the rubber tires. The front axle oscillates and is sprung in such a way that the unit adapts without any problems to the undulations of the ground surface. Using the steering wheel and reverser at the steering column, the ambitious sandbox operator can easily change the turning radius of the front unit. One might say that it is as easy as child’s play. There are only a few colored plastic parts on the massive white metal casting model: air filter, driver’s seat, rims, springs and the very-detailed Cat D318 in-line six cylinder die-

sel engine with a two cylinder petrol starter engine. On both sides of the radiator front the logo of Caterpillar is engraved and on the engine hood is 'CAT' DW10. A raised Caterpillar logo can also be found on the water box just above the finely-engraved radiator grille. Two imitation headlights adorn the front fenders. The universal joint, where the scraper attaches to the tractor with a king pin, can move on two axis and so compensates for oscillations during operation to increase stability and safety. The optionally-available, curving rear fenders round off the pleasant look of the model very nicely.

The great advantage of the three-axle scraper was a better driving behavior at higher speeds on very long transport journeys. The two-axle concept tends to swing back and forth when driving on bad road surfaces. Against three-axle scrapers, spoke the higher purchase and maintenance costs, price of ex-

tra tires and finally the end of super large construction projects.

### The Scraper

In 1947 the cable-controlled Caterpillar #10 Scraper was developed especially for the Cat DW10 tractor. It was to displace products from other makers that customers often hitched to their cats and to bind them to the Caterpillar product brand. The length of the fully-functional scraper model, made from metal except for the tires and the two cable winches, is a shade over 300 mm. With a capacity of 6.6 m<sup>3</sup> or 8.4 m<sup>3</sup> (heaped), it was capable of scraping, moving and dumping of around 10.5 t of material at one go.

The model from Reuhl with a total length of 480 mm is very impressive. The apron of the scraper can, using a small reversing lever on the right side of the bin, lower the 118 mm wide bin and keep it in

the 'open' position. The extruder is fully operational and can be adjusted infinitely forwards to empty the bin. The following engravings are found on the rear of the extruder: 'Caterpillar REG.US. PAT. OFF' with the lettering used originally as of 1941; left and right hand sides of the scraper bin and on the goose neck is 'CAT' #10 in the more modern lettering style used after 1957. Neither of these scrapers, be it the two or three-wheeled one, is able to operate without the assistance of a tracked or wheeled caterpillar. This then is the reason that the 7t heavy #10 Scraper has a built-in massive thrust block at the rear. Models in good condition are rarely found nowadays and when found usually have signs of heavy use. Despite this, prices for these models are in the four figure range. Nostalgia has its price and the mythic Caterpillar still lives on in our display cabinets!

### **Wiking-Magazin 2016**

52 pages, lots of color and black and white pictures, German language, format A4, order # 000623

The current issue of the Wiking Magazine is all about the upcoming company's 85th anniversary. It looks back into the past but does not omit upcoming new developments. Especially interesting for us is the history of the Fuchs F 301. Release is expected shortly of the many any versions of this cable-controlled excavator that was announced at the annual Toy Fair and. On other pages, all previously produced excavators and cranes are shown in all the colorful variations produced over the years. (dw)

### **Roadbuilding Construction Equipment**

Edgar Browning, 189 pages, pictures are mostly black and white with a few color ones, soft cover, ISBN 978-0-578-17947-6

Edgar Browning is very prolific, since this is already the eight book in this series. It covers highway construction in the 40s, 50s and 60s in New York State, USA. The emphasis of the book is the larger cable-operated excavators from P&H, Lorain, Bucyrus-Erie, Northwest, Link Belt, Bay City, Lima and Marion. Among them a few real jewels like the BE 88B or the Lima 2400. Of course, the many Cat and Euclid are not short changed either. Deserving of special mention are the Euclid R105, a 4 x 4 dumper with articulated frame and 95 t carrying capacity and a Cat DD9G observed when pushing Cat 641 Scrapers. The layout of the pages accommodates the majority of the pictures that are half page in size. (up)

### **Northwest Engineering Company**

Matthew E. Folsom & Mario J. Torres, published by Buffalo Road Imports, 212 pages, soft cover, ISBN 978-0-9843442-3-9

After the book about the history of the Northwest Engineering Company from Green Bay, Wisconsin, and volume 1 of the photo collection, volume 2 of the photos has now been published. Three volumes of pictures are planned. Volume two takes a look at the Northwest cable-operated excavators of the third and fourth generation covering the years from 1941 to 1966. The many black-and-white pictures from the archive of Northwest show the excavators hard at work on soil removal, at construction sites and engaged in timber handling. The pictures are sorted by date and chronologically by model and every picture has a short comment with it. A picture book for fans of cable-operated excavators. (up)

## Car models for building 1:50 dioramas

# Cars as extras

by Markus Lindner

The only feasible solution to get around this problem is to avoid having any or to limit oneself to the ones on offer and to explore other alternatives.

The root problem of the lack of suitable 1:50 models is the fact that for model car collectors the scale of 1:43 is the de facto norm. So, almost all vehicles that have ever been produced by a car maker are available in model form. Here the offerings range from exclusive collectors' issues to the surprisingly well-detailed toy cars for little money.

It is true that on paper the model difference between 1:43 to 1:50 is not that big. If you calculate this however, the difference in size is a whopping 14% (!). Easily seen when for example one puts a 1:43 car next to a truck or a figure in 1:50 scale. This is especially so because we know the proportions and sizes of vehicles very well as we encounter them on a daily basis and our eyes notice these differences right away.

This means that 1:43 cars are unsuitable for use in a 1:50 diorama as long as there is a scale relation to other items, which is generally the case. For those who despite this still want to use 1:43 vehicles, it is necessary to place and take pictures in such circum-

**The lack of choice in 1:50 car models is driving diorama builders to distraction and even in the age of 3-D printing, building them yourself is hardly do-able ...**

stances that they are away from other objects and are staggered by size. Because this is not possible to do convincingly in most cases, the only option remaining is to look at what is available in true-to-scale vehicles in the market today. In this small compilation that makes no claim to completeness, light utility vehicles up to 3.5 t have been included.

### 1:50 models

For some time now, WSI has had a number of light VW utility vehicles in its line-up. They are the lines of Crafter, Transporter and Caddy. They come in a neutral white color as well in a range of special paint schemes such as service vehicles for a variety of construction machine producers and others. Additionally, there is the sister model of the Mercedes Crafter in the program. For US diorama themes this is also available in the Freightliner version. A Sprinter model is available from Conrad.

NZG offers VW transporters with the crew cab and flat deck versions so popular with construc-

tion companies.

The predecessor of the Sprinter, the Mercedes 207, which has by now almost disappeared from the roads, was available from Conrad as a model. Very rarely seen today too is the small MB 100D; as a model it was made by Pilèn in Spain.

### 1:50 toy cars

Siku too offers a little bit toy-like, but still very usable, version of the Mercedes Sprinter, in many variations. Plus, Siku offers the Smart Fortwo and the Smart Forfour as 1:50 models.

There are a bunch of other cars available in the Siku program that are marked as being 1:50 scale but in fact, are made to fit the blister pack and are therefore kept at the classic Siku scale of 1:55 or even smaller and therefore visibly too small for us to use.

A further model of the Mercedes Sprinter is available from the toy maker, Dickie (Schuco). Among the variations on offer are models of car rental companies as well as

courier and parcel service companies. As they have a friction engine they are certainly toys but if you ignore the missing outside rear view mirror they are a respectable representation of the real thing. The affordable price makes this vehicle a great candidate for alterations and other building projects.

Bburago offers a 1:50 model of the Mercedes Vito in many versions, principally as police, fire and other emergency services for many countries. One set even has a boat trailer. The Land Rover Defender from the same maker is also marked as 1:50 but actually measures out as a 1:43 scale model. Further models are available, for example the Mercedes Sprinter and the Renault Master.

### Norev 3inches

For quite some time now, the model car maker, Norev, has offered a collectors' series named '3 inches'. These are white metal diecast models that all have the same length i.e. 3 inches or 7.5 cm.

That means that smallest and small cars that originally measure between 3.5 and 3.75 m are made roughly in the correct scale of 1:50. Even a 4.0 m long car like the VW Polo would be approximately in

the scale of 1:53 and so still could have limited use on a 1:50 diorama. These cars are simply yet nicely detailed but are not always easy to find.

As offerings for fans of French cars, Norev offers models of the French makers, Citroën, Peugeot and Renault. In addition, there are many VWs and vehicles of other makers as well. Because of their size, for us the Fiat 500 or the Mini Cooper are interesting. With a bit of luck one can find such models from car model dealerships, otherwise at swap meets or on EBay. Here too, a look into the French EBay pages can be rewarding. Frequently, however, on Shop pages the Norev 3inch models are not marked correctly, for example, as 1:64 scale and so are hard to find. Basically, Norev 3inch models can be used up to a prototypical size of the VW Polo (just short of 4m) larger vehicles do not look convincing in the small scale.

### Other models

Other than that, it pays to keep your eyes peeled. Look into Ebay offerings, swap meets and toy shops. Besides the already mentioned vehicles, there are other ones offered in a near to 1:50 scale such

as 1:48 to 1:53 sizes. Sometimes they are simple toy cars and usually they are not badly detailed at all, many times better than one of our exclusive collectors' construction models. However, one cannot rely on the scale information printed on the packaging. Here it is better to measure and check against the prototype's measurements. These can often be found with an internet search.

The available offerings of vehicles in 1:50 scale are, in the main, light utility vehicles and the emphasis is on small transporters as well as emergency vehicles and small cars. This allows us to correctly simulate traffic scenes from the ever-so-popular inner city streets to the company parking lot. It would be nice, however, if the still-missing cars of the middle and upper price class would be available in model form so as to get the proper mix of cars usually seen on streets.

Number plates are an important detail and can be printed off on thicker paper. Samples and measurements can be found on the Net and then sized to scale. Graphics for road worthy test plaques and tax stamps can also be found there. Fonts used for the current German plates use the so-called FE-font; the download for this can be found at Europlate.ttf. The previous style of plates (up to 2000) used a font called Mittelschrift nach DIN 1451. This font is also available.

# New on the market

## Diecast Masters 1:50/ 1:87

The Caterpillar 335F LCR compact radius excavator now released has been improved in a few places when compared to the model we reviewed in issue 3-2016. From the upper carriage four single very fine hydraulic lines now go to the outrigger arm. Overall, the supply lines are finer and the additional rear view mirrors at the cabin and safety railings improve the model. Unfortunately, the tracks on the right hand side of the model have been attached the wrong way around. At the same time, the M318F that was announced at the Bauma was delivered. The mobile excavator of the current generation has been successfully transposed into model form. Especially the prototypically modeled upper carriage is very convincing and the flexible hydraulic lines are all modeled free standing. In addition to a wide ditching bucket, a sorting grab that has a high degree of functionality overall is included with the model. Paint job and lettering too are very convincing. The five new releases shown on the right arrived at the last minute. We will look at them in detail later on. The two underground mining machines, the AD60 and R3000H give a good impression as do the 18M3 and 12M3 Graders, the latter also offered in the smaller 1:87 scale.

## Conrad 1:50

Another welcome release of the three-axle, low-deck trailer from

Fliegl in another set with an Arocs 6x4 three-way dump truck as the towing vehicle. Unspectacular, functional, attractively colored and widely used, it certainly will find a lot of admirers. There should be no lack of items to be transported in collectors' show cases.

## Nooteboom/ WSI 1:50

At the IAA Nooteboom introduced the new model of the telescoping MPX Semi-lowboy trailer being pulled by a DAF XF Euro6 6x4. We will introduce it in detail in the coming issues of 'Laster&Bagger'.

## NZG 1:18

NZG is covering new ground with the release of the Mercedes-Benz Actros Euro 6 in this large scale. The model is unique concerning execution and detailing that includes attractive lighting of cabin and star. An extensive description can be found in the free sample number of 'Laster & Bagger' ([lasterundbagger.net](http://lasterundbagger.net))

## Wiking 1:87

The dainty looking Schaeff HR 18 excavator now comes new in olive green. Unique for this scale size is the included wrecking hammer as an exchangeable tool attachment. The four other new releases are 're-worked' older model dies. From the company with the star logo come a Unimog in the municipal orange with off-road ti-

res and as well, the LP 321 with flat deck and low sideboards in dark red/ beige. The MAN round hood is now available as a semi with dumping trailer in a very nice turquoise and red color combination and the Krupp semi-truck and trailer lettered for 'Walhalla-Kalk' leaves a good impression with its simple paint scheme.

## Siku 1:50/ Blister

New excavators from Siku are not an everyday occurrence and so far a Swiss product has never been produced. The Menzi Muck M545 has been produced in the same robust and functional way as all Siku releases. A walking excavator must surely have been a big challenge for the engineers. It remains to be hoped that the model is capable of handling the enthusiastic play of the younger crowd. In addition to the four moveable legs it has a telescoping arm. The Arocs three-axle with a very considerable bin makes its debut in the children's play room. The very attractive metallic-blue paint will make many child's heart beat faster. Without any scale and in a blister package comes the Bergmann 3012 as a new item.

## Mammoet

The next generation is very important to this internationally active company. Therefore it is releasing some new and robust sets for inside and out. Future mechanics can practice with the new tow truck and toolbox set. Those who prefer taking to the steering wheel will find a rich field of playing opportunities with the wheeled

loader on a lowboy semi-trailer, while small crane operators will be very happy with the Volvo mobile crane. All are made of stress-tested plastic parts. Further items can be seen at mammoettoys.com

### Herpa 1:87

The Goldhofer low-deck trailers TU4 and TU3 with loading ramps are appearing in a new color combination. The four-axle one in dark

green/red and the three-axle version in white. For the Liebherr LR 1600/2 there is a set available containing ten ballast plates for the balance arm of the Derrick, in the original paint scheme.

## Collector's guide

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

Type	Scale	Maker	Available from	Infos
Cat 6015B	1:48	CCM	Dealers	www.ccmmodels.com
Cat 631K, 637K and 637K with coal bowl	1:48	CCM	Dealers	www.ccmmodels.com
MB Arocs 8x4 / Liebherr HTM 904 concrete mixer «Alas»	1:50	Conrad	Dealers	www.conrad-modelle.de
Volvo FH04 8x4 / Nootboom MCO-PX 3+6 «Bolk»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Arocs 6x4 / ballast trailer 7 axles «Mammoet»	1:50	IMC Models	Dealers	www.mammoetstore.com
Scania 4 Torpedo 8x4 «Iver Grini»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1050-3.1 «BMS»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTF 1060-4.1 on Scania 8x4 «Michielsens»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 8x4 / Fassi 1300 / semi-lowboy «Stephen Dixen»	1:50	WSI	Dealers	www.wsi-models.com
Scania R 6x2 / lowboy trailer «Hardeman Isolatie BV»	1:50	WSI	Dealers	www.wsi-models.com
Scania P5 6x4 / semi-lowboy 4 axles yellow	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 / Broshuis SL 100 2+6 «Havator»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 6x4 / ballast trailer 5 axles «SE Levage»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 6x4 / Nootboom Euro-PX 0+3 «Sitca»	1:50	WSI	Dealers	www.wsi-models.com
MB Arocs 8x4 SLT / wind turbine transporter «Aertssen»	1:50	WSI	Dealers	www.wsi-models.com
MB Actros SLT 8x4 «Baumann»	1:50	WSI	Fritzes Modellbörse	www.fmb-shop.de
MAN TGX XXL 6x4 / Nootboom Multi-PX «MSG»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XXL 8x4 / Scheuerle Intercombi «Gruber»	1:50	WSI	Dealers	www.wsi-models.com
MAN TGX XXL 6x3 / Palfinger crane «Aaltonen»	1:50	WSI	Dealers	www.wsi-models.com
Half pipe dumping trailer 3 axles white	1:50	WSI	Dealers	www.wsi-models.com
Cat 349F	1:87	CCM	Dealers	www.ccmmodels.com
Liebherr L 580 Loghandler	1:87	Herpa	Dealers	www.herpa.de
MB Actros L08 8x4 half pipe dumper «Leonhard Weiss»	1:87	Herpa	Dealers	www.herpa.de
MB Actros timber transporter truck and trailer orange	1:87	Herpa	Dealers	www.herpa.de
MAN TGS L 4x2 half pipe tractor-trailer set «Geiger»	1:87	Herpa	Dealers	www.herpa.de
MAN TGX XLX 6x4 / Semi-lowboy «Leonhard Weiss»	1:87	Herpa	Dealers	www.herpa.de
MAN TGL 4x2 / cargo box «Leonhard Weiss»	1:87	Herpa	Dealers	www.herpa.de
Lowboy trailer 3 axles orange	1:87	Herpa	Dealers	www.herpa.de
Set Goldhofer modules THP-SL 3+4 red	1:87	Herpa	Dealers	www.herpa.de
Liebherr LTM 1250-5.1 «Baumann»	1:87	IMC Models	Fritzes Modellbörse	www.fmb-shop.de



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

by Remo Stoll

Telescoping arm excavators are, unfortunately, a dying breed in Europe. Earlier on they could be found at many road construction sites. This machine is exceptionally rare as it is mounted on a truck chassis. The unit was built in the US and the maker is still known for its telescoping arm excavators and sells the majority of them in America.

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

This time the winners will receive one of the following three prizes: a MAN TGS Euro 5 with roll-off bin and a Fliegl Lowboy trailer «Wörmann» from Conrad, the Vögele Surface finisher Super 1900-3 from NZG and the Case Mobile excavator WX 168 from Motorart. 



### Solution from Construction Modeller 5-2016



The Grader in question was a Komatsu GD300A-1. A draw had to be held from among the correct

answers. The winners are Friedrich Ströbele from Konstanz (D) who won the MAN TGX XXL with Goldhofer modular trailer from Conrad, Thomas Naber from Münchenstein (CH), winning the Wirtgen WR 240 from NZG and Stefan Thümmel from Aachen the winner of a Bobcat S450 from UH. Congratulations to all the winners!

## Our partner page

### Quarrying without machinery

Construction machines and specialized tools came into use only at the end of the 50s. Before that, all quarrying and further shaping were done by hand. The blocks were rolled on large oak pilings

that were also used as ramps to roll the block on to trucks. In the picture, the block shown being loaded weighed about 5 tons. Part of the transport was also done using railcars as many customers had their

own rail sidings. Even then, stone blocks were sold in Germany and Austria. Two of the well-known buildings that used the Rorschach Sandstone are the cathedrals of Ulm and Konstanz.

### Nordring Zürich

The starter's pistol signaling the official beginning of the extension of the 10 km long bypass north of Zürich went off on June 6th 2016. Part of construction is the third Gubrist tunnel (Start of that construction is 2017/2018).

In the current ARGE Nordring Los 4 (Working group Nordring part 4), Eberhard Bau AG is res-

ponsible, among other things, for the widening of the road plenum between the Gubrist portal and the Stelzen tunnel. The conditions of the contract stipulate that all four lanes must always be available for the traffic, thus the only space available for the earthmoving and construction machines is the road shoulder that is just wide enough for a truck

and a 30 t excavator. Currently on the go is the road widening in direction of St. Gallen. This special civic engineering project requires 700 driven piles for the 580 m long parcel covering the Katzensee and construction of the new access ramps for the highway at Zürich-Affoltern.

## News in brief

### Liebherr T236

On the second day at the Minexpo, Liebherr unveiled their new T 236 mining dump truck with a capacity of 100 t or 54.4 m<sup>3</sup>. As usual with the larger mining dump trucks, the diesel-electric propulsion system allows for a constant and power saving way of keeping the engine revolutions between 1800 to 2100 rpms. To provide sufficient power, a 12 cylinder Cummins Diesel QST30-C is built in and produces a net power output of 835 kW. Despite a total weight of 180 t, the unit is capable of a maximum speed of about 55 km/h. For ease of servicing the T 236 almost all service points can be reached from ground level. The 'smallest' Liebherr dumping bin can be loaded with the new R 9200 in five loading sequences. It is estimated that it will be available by the beginning of 2018. (up)

### Caterpillar 994K and 794 AC

During the last Minexpo, Caterpillar presented the new 240 t 994K, the world's largest non-diesel, electric powered, wheeled loader. New in the mining dump truck department is the 794 AC with a 291 t capacity. This diesel-electric powered dumper is based on the UnitRig MT5300 model design which came to Caterpillar via the acquisition of Bucyrus four years ago.

To increase the capacity of the shovel from 35 to 40.8 t on the 944K compared to the predecessor 944H, an increase in the working weight of 45 t was required. This unit is powered by a 16 cylinder engine having a displacement of 78 liters and is capable of producing 1296 kW. (up)

### Komatsu 'Innovative Autonomous Haulage Vehicle'

Komatsu showed off their futuristic mining dump truck without driver cabin in Las Vegas, to be a reality in the not-so-distant future. Only upon a second look can one recognize what is front and what is backside. The two-axle dumper has single wheel suspension, all-wheel drive and four wheel steering. The engine for the diesel electric power system sits between the two axles and can produce 2014 kW. Despite its total weight of 416 t the GPS-steered mining dump truck can reach a speed of 64 km/h. The 15 m long and 8.5 m wide machine can be loaded with 230 t of mining spoil. (up)

## BaggerModelle

U1-publishing GmbH  
Postfach 135  
CH-3322 Schönbühl  
+41 (0)78 601 74 44  
www.baggermodelle.net  
redaktion@baggermodelle.net

**Redaktion** Daniel Wietlisbach (dw)

#### Ständige freie Mitarbeiter

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

#### English translation

Daniel von Kaenel, Canada, Steven Downes, UK

**Druck** D+L Printpartner GmbH, D-46395 Bocholt

#### Erscheinungsweise / Bezug

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

Das Jahresabo kostet CHF 72.- / € 52.- (Schweiz, Deutschland und Österreich) / € 58.- (übrige Länder). Die Rechnungsstellung erfolgt für ein Jahr. Schriftliche Kündigung spätestens acht Wochen vor Ablauf des Abonnements, ansonsten erfolgt automatische Verlängerung für ein weiteres Bezugsjahr.  
Preis Einzelheft Fr. 14.- / € 9.50 (CH, D, A) / € 10.50 (übrige Länder).

## Impressum

#### Bankverbindung

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

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

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

ISSN 1663-764X