

Laster & Bagger

English text at lasterundbagger.net

Ausgabe 2-2018

Lastwagen, Baumaschinen und Krane im

Grosser
Messebericht

Motorart 1:50
**Kobelco
SK140SRLC-5**

Eigenbau 1:50

Scania 140

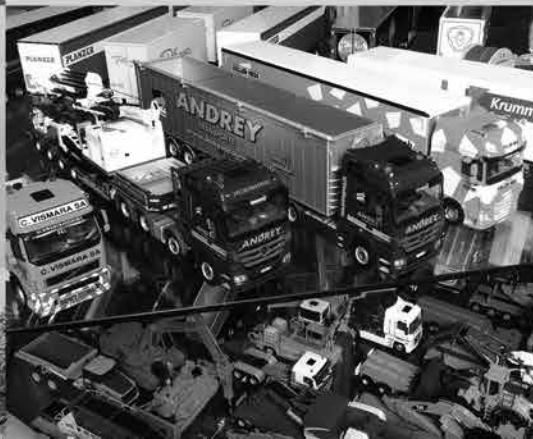
English text



Diecast Masters 1:50
Caterpillar 980M

Sammlerporträt
Laster & Bagger von Andrea

Conrad 1:50
Grove GRT8100



Editorial

The charm of the imperfect

What is model building and is there such a thing as a perfect model? As the publisher of a model (construction) magazine I am always asking this question anew and regularly find new answers.

It is no surprise that the Japanese are the inventors of the Bonsai trees. It seems to be almost a sport in the land of the rising sun to capture something beautiful and show it off in a small scale. The building scale of 1:150 is found there and practically everything has to be built from scratch with tweezers under a magnifying glass.

The picture shown above is done in 1:18 scale and has only a few vehicles in it. It is an ideal diorama to refer to when making some philosophical remarks about model building in general. The builder of the diorama is the Brazilian Guilherme Holtz and the Ford truck was contributed by Luis Paulo Ierizzi Magalhães, a model-building friend of Guilherme. It shows unique modeling but is still recognizable as a model. Each model builder would have modeled this particular street corner interpreting it in his or her own way.

For me, model building is not the attempt to achieve a perfect replica of the original but more an interpretation of the original. Models that exude the charm of the imperfect fascinate me; not every screw, nut or bolt has to be at the correct place.

In the model manufacturing industry there is more than meets the eye. It is not enough to input the necessary CAD data and then produce the molds for a new model from it. Many parts cannot be scaled down, others are impossible to duplicate and lastly, it is important that the company's philosophy is recognizable in model form. Therefore, even commercial models are also interpretations of the originals.

The next opportunity to exchange models and information is on April 28th at the Ebianum (see the advertisement on the left-hand page) and I look forward meeting you there and having some interesting conversations with you.

I wish you a lot of fun reading the newest Trucks & Construction

D. Wietlisbach

Daniel Wietlisbach



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".

Laster & Bagger online:

www.lasterundbagger.net
www.facebook.com/lasterundbagger
www.twitter.com/lasterundbagger
www.youtube.com/lasterbagger

Andrea Vallesi collects trucks and excavators

Connections

by Daniel Wietlisbach

Andrea Vallesi's grandfather served in Africa in the Italian Army as a driver during the Second World War. "Maybe this is the reason for my fascination for trucks in the sand," muses the collector. However, he has certainly inherited his interest in construction sites from his father who immigrated to the southern part of Switzerland as a construction draftsman in the 1970s and took part in working on the large road construction projects of that time.

The father met his wife in the Tessin, married and started a family. Visits to the construction sites on his weekends off showed that he was really interested in 'his' projects. No question, the little Andrea always wanted to go along too. Even then, he was interested in trucks as well as construction machines. When the father was employed by Monteforno, a steel mill, he was able to organize truck rides for his son. Andrea remembers a Volvo F88 dump truck as well as a Scania Series 2 with suction equipment for the transport of slag. Between the ages of 10 to 14 he was even allowed to help in the shop where he loved the smell of oil and grease and wanted to become a car mechanic.

Andrea Vallesi has only been collecting for the last seven years and he has some connections to each and every model because he has serviced many of the originals or knows the drivers personally ...

Driver and construction machine operator

He did not work a single day in the profession he apprenticed in but his knowledge about engines was regularly in demand for his future activities. He began as a driver on a Mercedes-Benz Sprint with reefer body and after a year changed to a job as a machine operator in a quarry. He got several weeks of careful instruction from a very experienced machine operator and then took over the operation of a Hitachi ZX350 that, with its 500 hours of use, was still relatively new. Granite was the quarried product and so he also drove a Komatsu WA500 wheeled loader with forklift attachment for the heavy blocks of stone. After he became certified as a blasting expert, his work in the small company became even more interesting.

After four years, Andrea Vallesi changed jobs to work in the timber industry where he operated mate-

rial transfer excavators, wheeled loaders and, in another company, a Doppstadt wood chipper. After three years, he changed to the Ferrari Company, a large construction firm in the Tessin with construction sites all over the canton. There he steered a Volvo 220E on a disposal site belonging to AlpTransit AG because the construction of the Gottard base tunnel was in full swing. After the wheeled loader, he also operated a Komatsu tracked excavator where "several times a day I had to change the attachment from bucket to demolition hammer."

In 2012, he was unemployed but used the time to help in the construction of the new home his parents were building. Finally, he found a job as a driver of an Iveco Turbo-daily with tandem trailer. He delivered furniture made in Northern Italy to Swiss restaurants.

After three years, at age 35, he fulfilled a dream of his and began an apprenticeship as a truck driver with Fela Ticino, an animal feed distribu-

ter with its own feed mill. Because of the first trade he learned, he was able to shorten his apprenticeship to only two years. There he drove a Mercedes-Benz Actros and a brand new Volvo FMX 6x4 with a divided box for palletised and loose freight. Andrea was the first ever apprentice of the company and they bought a trailer in especially to fill the requirements for apprentice instruction.

Andrea Vallesi completed his apprenticeship in June of 2017 and since last November has worked with TSM Trasporti speciali SA. The fleet consists of an Actros SLT, an Actros 2648 tractor truck, a DAF 8x4 with Palfinger crane, an older DAF 8x4 with dumper and, as the newest addition, a MAN 6x4 Euro6 tractor truck, plus several low deck trailers from Nooteboom and Goldhofer including two semi-trailers especially adapted for the transportation of excavator tools. Finally, Andrea can drive 'real' trucks.

The collector

The visits to construction sites with his father naturally led to certain preferences when playing at home. In and outside the apartment, machines and trucks from Siku and Joal were in use and they have been kept until today. Their condition gi-

ves testimony to very careful use. As the only child in two families, Andrea received many toys from grandparents and other relatives.

The boy got his first 'real' model in the summer holidays of 1989 when he and his father visited the Scania shops in Bellinzona. The Scania 142M 6x4 truck and trailer set from Tekno in the blue and white factory colors captivated him immediately. His father noticed, and showing his generous nature, gave his son the desired model. It still looks perfect and barely played with even though Andrea at 10 years old was still at a 'playing age.' The Scania remained for many years his greatest, and only, treasured model.

During his training, he did not spend his money on models but saved up for a motor scooter and later on, his first car. While the Siku models were stored away in a box, the Scania always remained on display.

Andrea began to collect in 2010. The spark that lighted the 'fire' was from a friend who had collected models for many years and had them tastefully displayed in show cases. In the beginning, Andrea collected construction machines; after that, low deck semi-trailers and cranes followed. For the last five years his fleet of freight trucks has grown continuously. The reason for this is

that there are more and more of the Swiss models that can be seen daily on the roads. The collector has a connection to most models and that is very important to him which is why nowadays he limits himself to models from Switzerland and the Near East. Truck models from the beginning of his collecting time that do not fit into these criteria are sold off. However, should he personally know the driver of a 'foreign' truck with trailer set, it will remain in the display cases.

Many of the construction machines are familiar to him from his varied professional experience. He is an especially big fan of the Hitachi tracked excavators, not only because of the excellent models by TMC, but also because they are, "The best excavators."

It is noticeable that no truck is displayed empty; all low deck trailers have a machine or tools and equipment loaded on them and even the freight truck and trailer sets are loaded if not covered with a tarp. Andrea often takes a drill, saw or file in hand in order to make the additional tools for his excavators fit.

His interest in freight traffic to the Near East has developed into a 'hobby within a hobby.' Andrea Vallesi collects everything that he can find about the theme and also has many books on it. The drivers and their vehicles have an aura of adventure about them. This is especially so when one considers the kind of old technology was available at the time. Then, real camaraderie, mutual support and solidarity was very much in demand and breakdowns had to be 'fixed' with ingenuity and improvisations.

Just like on a giant parking lot in the desert, 40 truck and trailer sets

The collector

Andrea Vallesi (38) trained as a car mechanic but right from the end of his apprenticeship worked as a driver and construction machine operator. He finished his additional training as a truck driver in 2017. Besides his passion of collecting models, he also enjoys the hobby of restoring of Opel Kadetts. Currently he is working on his fifth one. He lives in Biasca and is amenable to showing his collection to interested parties. To make an appointment call: +41 (0)78 600 84 10 or email: andy79-ae86@hotmail.com

are parked close to each other in the vitrines. Among them are some really rare ones that were produced in series of 150 pieces or less and were not even advertised in the newsletters from Tekno or WSI.

While the models are currently being hyped up, information for him

is the most important thing. Every Wednesday the collector visits the website of Tekno and every Friday the one from WSI. He has made many collecting friends in Facebook groups and has also swapped some models with them. He gets his new models from dealers locally

and abroad. At the moment he is especially looking forward the Mack F700 from Tekno and, to complete his Near East fleet, he is searching for the first Astran-Model by Tekno, the Scania 111 from 2010.

Tinplate

Steam road roller

by Robert Bretscher

Many of the post WW II toy makers did not mark their products with a logo with either a stamp or a printed-on label therefore it can sometimes be difficult to divine the origins of an unknown tinplate toy. This is especially so in the case of the 30 cm long steam roller from the early 50s introduced here. A search for a company logo proved fruitless. With the help of a magnifying glass, we were only just able to decipher that it was 'Made in Gt. Britain.' Finally, further enquiries lead to the well-known English toy making firm of 'Chad Valley.' In their hey-day, this Birmingham Company employed up to one thousand people and produced countless tinplate trains and cars as well as stuffed animals for the world market. On top of that, 'Chad Valley' was known to have the Royal Warrant and supplied the Royal Family. At that time, this was

Chad Valley was a toy maker that had the Royal Warrant however, it is not known if its 1950s steam roller, or one like it, was ever played with in Buckingham Palace ...

a guarantee for the impeccable quality of toys.

Our handsome steam roller with its pleasing form is made from tinplate. It is a pure fantasy model and was certainly a very popular children's toy. The model is powered by a reliable clockwork mechanism that allows the vehicle to move automatically forwards and backwards easily due to a built-in slipping clutch. During operation the moveable front wheel turns arbitrarily left or right with the result that the vehicle, during its brisk and uncontrollable drive direction, most probably often collided with pieces of furniture in near proximity. This

kind of unwanted action attracted the attention of the supervising parent who took steps to end it forthwith. Even though we are dealing with a children's toy, the model has moveable dirt deflectors on the two large rolling wheels. Otherwise, the rather heavy tinplate model is a bit plain and has no printed-on color details. In addition to the rolling wheels on the model that are painted red, only the fly-wheel was painted, in a different color. The fact that this almost 70-year-old vehicle still runs today is remarkable. It shows that despite the simple production methods used, the toys still lasted a long time.

Scania 140 'Buscar Sdr. Felding / Herning'

Danish splendor

by René Tanner

Even before the first Scania 140 and 141 from Tekno were available from dealers, Hans Witte and I each received a pre-production series model, arriving in two plastic baggies full of parts accompanied with the challenging words: 'Make something beautiful out of it.'

Hans decided to build another truck for his imaginary 'Intertextrans' hauling company. After researching for a while on the Internet and looking at many pictures of the Buscar shown here, I chose to build it in the appealing typical Danish color combination, as a tarp-covered lumber load with the 140 tractor as shown in Fredrikshavn going from the ferry towards Herning.

One thing was clear, it was not going to be just a simple assembly job of all the loose parts. We both decided to re-work the parts and exchanged many emails about the step-by-step progress we each took. We also wanted to find out how we could improve the detailing. The end result was that we both profited from this exchange of ideas.

The interior was completely new and adapted to the 0 Series: a new, shorter dashboard that included the parking brake; a grey Bakelite steering wheel; the inside ceiling with three separate sun visors. Everything was spray painted in grey color tones.

This Danish long distance truck train was made with parts from two plastic baggies and a lot of lively conversation between two friends ...

The DS 14 Liter V8 engine was upgraded with lines to the fuel injector pump, a new oval shift knob and other small improvements then enriched with details. We added brake lines to the spring suspension cylinders at the drive train. On the chassis we added the cabin tilting feature with locking mechanism, an especially large, scratch-built Danish-style storage box and the obligatory end beam with adapted tool box and the exhaust without any muffler attached.

New, asymmetric flashers for the cabin were scratch built, roof rack with illuminated lettering box and ladder was attached, additional tarps were made from letter writing paper, folded and added to the roof rack.

The aluminum trim pieces on the cab and on the front bumper were also typical features of Danish trucks of that time. For many years in the past they were always highly accessorized, a far cry from the uninspired standard white that was to come years down the road. These trim pieces were made up from 0.2 mm aluminum sheet stock and 0.4 mm copper wire that later, after painting, were polished to shine using a Proxxon

Minimot. Using adhesive foil they were then attached to the rubber strips on the cab.

Because the main headlights of the 140s were anything but bright, many drivers swapped them out for double headlights from BMW, Ford and VW. Now, four additional high beam lights below the main headlights emit enough light to keep many elks from crossing the road in front of the truck.

As already described on the Scania 'Stubbe,' Tekno made a small mistake when producing the classical tires for the truck. I fell back to using the Economy Rims and the normal Tekno Old Style tires. This now gives a coherent look instead of the large, chunky Sprenging rims with the thick 12.00 tires. In the shop of bemomodels.com one can order any of the older or even the newer rims and tires as parts. Bemo is indeed offering a large choice of spare and detail parts. These can help to complete a model (shipping by mail in Switzerland and Germany is problem free).

My 140 got a load of Finnish cut lumber used to build those cute Danish country houses. I used a Lion-Toys semi-trailer that had 0.3 aluminum sheet stock glued to the

side. The cut-out handholds and glued-on side hinges give it a distinctive Scandinavian vehicle look. The construction of the rear light beam was very time-intensive. I made it from 2.0 mm plastic sheet stock. The three chamber lights are punched out from 3.0 steel disks then painted and framed with 3.5 mm rings cut from aluminum tube stock. A brass, three-axle rear drive unit from Bemo and Tekno Super-Single Rims, scratch-built rear fender made from 0.3 mm aluminum sheet stock, two separate storage boxes and the spare wheel

holder complete the look of a real, Danish HFR Rodekro semi-trailer.

The load is made up of wooden strip stock cut to size and glued together with wood glue. Strands of thick sewing yarn stained with a brown stain are used as tie-down ropes. The covering tarps are made from hygiene towels soaked in thinned white glue and painted blue once dry.

The lettering was custom printed by Scaleprint; unfortunately, despite the very good quality, Scaleprint is no longer active in the market. The model was painted

using rattle-can spray cans from Dupli-Color, however, since then I have switched to using Motip paints because these give a superior shine when dry. All RAL tints are available. Intermediate color tints can be mixed by a dealer and ordered in spray cans. For lighter finishing colors I usually choose a white primer coat which gives the color additional brightness. Below darker tints, a grey primer coat gives better coverage at the edges and corners.

Translation of page 15

Hitachi ZW310-6 from Replicars in 1:50

Update

by Daniel Wietlisbach

For the production of the current ZW310-6, Replicars was able to use the existing predecessor. The changes are mainly concentrated at the rear of the chassis. Cast in totally new molds, it copies the original very well. In addition to the replicas of rear lights, rear-view camera, openings, bolt heads and screws that are integrated into the master mold, exhaust pipe, air intake manifold, steps and mud flaps at the fenders are separately-applied parts. The only thing missing are the three handholds for safe access to the engine compartment. Even though prototypically correct, the radiator fan

The Hitachi models are appearing one after the other in the current configuration of series 6. The wheeled loader has been available since last year ...

blades behind the radiator grille are no longer visible. The new fine grille could only be modeled as an engraving and is no longer pierced.

The rear axle is rigidly mounted and no changes were made on the cabin and the front of the chassis. This is correct as far as the shape is concerned, however, it is away from the high level of production for the current excavator models

from Hitachi where TMC is at the top of contenders. The engineers at Replicars did not realise that even wheeled loaders need supply lines modeled and this feature enhances every model in a big way.

The ZW310-6 scores big on functionality as it is capable of almost reaching the full turning radius and even surpasses the maximum unloading height. On top of that, the paint job is flawless.

Kobelco SK 140SRLC-5 from Motorart in 1:50

A New Level

by Daniel Wietlisbach

As previous announcements of the past year show, Kobelco is co-operating with several model makers. Motorart is responsible again for the new model of the SK140SRLC-5 short rear swing excavator and with it, the Swedes have managed to produce a very fine model. It is made in the main from metal castings and despite its compactness, feels pleasantly heavy when held.

It is built to scale and the high degree of detailing begins already at the lower chassis. The lifting cylinders for the blade are equipped with supply lines and protective sheet metal covers and the 500 mm wide metal tracks are impressive with their fine, exact engravings. On top of that they move easily so that the model can even be pushed over smooth surfaces; of course, this increases the fun. Running and support wheels are present in the correct numbers and the driving wheel has been exactly replicated.

The round shapes of the upper chassis have come out extremely well and the service hatches, their locks and the rear-view camera are correctly engraved in the castings. The safety railing, made from metal with attached rear-view mirror as well as the exhaust pipe, are all separately attached detail pieces.

The cabin is also a metal casting and has been completed with hand-

Kobelco is significantly upgrading their model program and has definitely decided on the 1:50 scale. The new short rear swing excavator model confirms this choice ...

hold, rear-view mirror and window wiper. The very flush-fitting glazing has a black rubber gasket applied. The interior of the cabin is first class and is finished in four colors; even the security bar with its red handle is at the correct location.

The model has been given the 4.68 m Monobloc arm with the 2.38 m jib. The very good-looking metal parts are fully enclosed and are flush fitting as seen from below. The heads of the unpainted bolts at the joints are a little distracting.

A positive feature on the whole model that is easy to see are the exactly copied supply lines made of black rubber material. They start at the upper carriage then carry on to a painted cast part on the jib, are free standing again when crossing over to the arm and there are painted silver as on the original. Very welcome too is the additional hydraulic circuit with hook-ups for additional tool attachments. On all hydraulic cylinders the lines are free-standing and painted in such a way that the discoloration of the plastic material is impossible. The backhoe bucket with side cutters

is a finely engraved one-piece casting.

The paint job is without fault and the lettering is sharp. The same model is also available in a yellow version for the US market.

The original

The Kobelco SK 140SRLC-5 is a short rear swing excavator with a working weight of between 14.3 and 15 t. Its minimal working width of only 3.89 m makes it an ideal candidate for inner city work sites. To make it even more versatile, it has a large choice of optional equipment. Powered by an Isuzu AR-4JJ1XASK-01 four cylinder engine producing 78.5 kW it conforms to the EU step IV exhaust protocol.

At a glance

- + True to scale
- + Detailing
- + Functionality



Caterpillar 980M from Diecast Masters in 1:50

The M-Class

by Daniel Wietlisbach

While one of the previous producers bragged that they would produce all the wheeled loaders by Caterpillar, Diecast Masters is taking a more carefully considered approach. Despite this, for Australians there are wheeled loaders that just have to be in the program because they have become a kind of standard machine over the years.

The model of the 980M, without a doubt, belongs in this category. Aligning with the factory's product image, it comes in a tin box. Once again, Bob is packaged loose so that each collector can decide if he wants to display the machine manned or empty in his cabinet. If you want to add the figure just lift off the roof and clip it in.

The model looks similar to its predecessors, the 980K and 982M, but on closer inspection one sees that it has morphed into a completely newly constructed vehicle. The metal content and therefore its weight are substantial and the basic measurements concur with the original.

The profile of the rubber tires is true to the original and the rims are nicely engraved even though the detailing on the backside was dispensed with. Savings were also made by making the rear axle non-oscillating.

The hefty but plain rear of the chassis has been modeled correct-

With this model of the 980M, Diecast Masters covers this most prevalent class of middle size wheeled loaders ...

ly in all details. While many of the details like struts, air intake grilles and rear lights were already engraved in the casting masters, the exhaust, air intake manifold and the steps located at the rear are separately-applied parts. The air intake grilles at the sides are merely printed on and look rather flat even though they could have been integrated into the mould design.

The cabin is made from a single metal casting piece. The thickness of it is hidden quite cunningly by the black paint and the clever design of the form despite the glass for it being applied behind the opening. The black uni-color interior shows most of the important details correctly. The cabin is completed with the addition of handholds, window-wipers, working spotlights and safety railings all of which are plastic castings but nevertheless very fine. The flexible material used is pretty resistant to breaking.

The articulation joint is modeled with hydraulic cylinders and drive train but without any hydraulic lines. This seems to be a difficult item on wheeled loaders since they are also missing on the front part of the chassis. It is modeled correctly, but a bit plainly. This goes for the lifting mechanism as well. On the original there are some fine supply lines but on the model they have been cast on as part of the arms.

A real joy to see is the shovel made from a one-piece casting with some very finely-engraved details that are missing on other parts of the model. Also prototypically correct is the functionality because the maximum tipping height can be achieved and so there is nothing preventing it from loading a truck.

The paint job with its current original paint shades covers nicely and has been applied cleanly. The detailed lettering is sharp and adds value to the model.

At a glance

- + True to scale
- + Functionality
- Plastic safety railings



The original

The Caterpillar 980 is a wheeled loader of the very common 30 t class. The current M series is

equipped with a Cat C13 Acert Motor producing 288 kW (392 hp) and is compliant to the exhaust protocol norms of tier IV. The machine is steered by joysticks in the

modern cabin. Shovels with a capacity of 4.2 to 12.0 m³ are available. In its same leaflet, Caterpillar offers the 982M as a variant of the 980M. It has a longer lifting gear

and can also be purchased with larger content shovels which further increase productivity.

New items from the 2018 toy fair

Please read

by Daniel Wietlisbach
and Carsten Bengs

More so than in the past years, many of the new items were not seen in pictures but only in text form; it pays to read!

Two companies no longer had stands but we were able to meet and interview their representatives. The Toy Fair too is reacting to the decreasing number of exhibitors in the technical toy sector; next year 'our' hall 7 will be given to the model train exhibitors. But on the other hand, displayers of non-technical toys will no longer share the space with technical toys.

After last year, when many new crane models were released and not only at the Toy Fair, we were not surprised that this year hardly any new ones were announced at the fair.

Especially remarkable were the many models in 1:32 scale from

The 2018 Toy Fair will not go down in history as the one with the most new items. This being said, it was still a great show ...

producers in the agricultural sector. These excavators, wheeled loaders, lowboy trailers and tractor trucks can of course be detailed to the nth degree but need substantially more room than models in 1:50. We will find out only after a few years if these models have found a market gap and filled it successfully.

Even the 2019 Bauma foreshadowed nothing. This was mainly because, as we heard from some sources inside the industry, they do not yet know how these machines will look at the Munich show. The main reason for this are the new exhaust protocols that currently make the engineers' heads reel. It

is obvious that models cannot be ordered until they know how the originals will look.

As usual, we are limiting ourselves to items from new mold masters and list them loosely in alphabetical order. For all color variations we refer you to our little blue box on page 53. With a few exceptions, the pictures in this report show pre-production models in different stages of development therefore the finished models will be different in some of the detailing.

As always a heartfelt thank you goes out to all model producers for the hospitality at their stands and the interesting conversations we had.

At Collections 1:32

The Volvo EWR150E, offered in two versions, one with double tires and one with single, wide tires to be delivered shortly. On the jib and on the tilt rotator is a prototypically correct quick change head so that combined with the set of the simultaneously-released Euro Steel tools, a maximum of play fun is guaranteed. The model is very detailed and will be distributed by Volvo and stockists. An advanced pre-production model, the L60H wheeled loader was also shown. That AT Collections believes in the line of 1:32 is underlined by the fact that the producer is announcing further models. From Volvo will come the EC220E tracked excavator and two mobile excavators are in the works. They are the Liebherr A916 as well as the Atlas 160W. To transport the lot, a four-axle Nootboom ASDV-40-22 will also be available.

Diecast Masters 1:50

The flood of new items at the Diecast Masters booth was impressive. With a total of four new models each, excavators and bulldozers are at the top of the list. In first place, of course, is the flagship D11T in standard and Carry Dozer versions, both as JEL-Design. 'JEL?' The numbering scheme of the Caterpillar machines is made up with a combination of letters and numbers. Since the letter combination of JEL and the new design were implemented one now speaks about the 'JEL-Design.' Its main difference are the Australian-type safety devices that have been adopted by Cat. Besides the very fine safety railings, especially nice to see too is that finally the overflow protection has been produced as pierced, a previous omission, which we now no longer have to criticize. This new feature also shines on the new 8U blade which was given to the re-design-

ned D8T. The D7E now comes in a pipe line version with the new swiveling A-Blade, rear mounted cable winch, wire grill over the rear window and other adapted details.

In the excavator department the 349FL XE is outstanding. By the way, the XE stands for the built in fuel saving electronics which, of course, are not visible on the model. In the same class, broadly speaking, are the 320GC (General Construction), 320 and 323. While all of them are detailed, they will be produced with different lower chassis.

A new rear part was necessary for the update to the 963K tracked loader; the producer will release a correct model. The small 906M wheeled loader will be completely rebuilt while the larger 950GC appears for the first time in the DM program. The 770 dumper is being made by using the 772 from Norscot but it will get a completely new dumping bin. The two graders, 140M3 and 14M3, were actually announced a year ago but are now in the shipping container. The new 24 grader is being made from the 24M.

A very delightful idea is behind the name 'Evolution Series.' Each set contains the oldest and newest machine of the same series and includes a booklet that documents the development history. The series starts with sets containing 966A / 966M and 977D / 963K using both 1:50 historic models already available. Since the series is going to be continued, we hope to see further historic Cat models. In the early stages of development are the new US trucks of the International brand. The types of HX620 and HX520 were shown with different bodies both related to construction work. Besides concrete mixers and dumpers, low-deck semi-trailers are also in the works; for the first time, the low deck bed is going to be made with the pre-load part bent slightly upwards.

There were no new items for 1:87, 1:64 and 1:32 scales.

Drake Collectibles 1:50

Drake was represented at the WSI stand and showed off a new container chassis combination that in Australia is called a 'B Double Skel.' In this configuration, two three-axle container chassis are combined with room on the front one for a 20 ft. container and the fifth wheel plate for the second chassis which has room for a 40 ft. container. The transporting capacity is then about the same as a Swedish train, for example.

MarGe Models 1:32

This Dutch producer has its roots in the agricultural machine sector and surprised us with the first ever model of a Nootboom low-deck trailer in 1:32. The three-axle semi-lowboy trailer MCOS-48-03EB which was already produced by Conrad in 1:50 will be available with wood beam or metal decking, steerable axles and high functionality.

The matching tractor truck for it will be a Volvo FH 16 as a tractor truck in 4x2 and 6x2 configurations. The maker is pushing the limits in even this scale. For example, the radiator grille will be made from a photo-etched brass sheet.

Both models will be offered separately but in matching colors as well as in a set. It is almost certain that there will be a set in the Nootboom red. Release date for all models is said to be the summer of 2018.

Alternate semi-trailers are already in the planning stages and some contacts have been made with other truck manufacturers.

NZG 1:50/1:25/1:18

The biggest new item in the construction vehicle sector is the Terex TA400 belon-

ging to Generation 10 that is new in several ways. This articulated dump truck is from Sparte which belongs to the Volvo conglomerate. Its front part has been significantly re-worked. It will appear in the new design at dealers' shops around the middle of May.

The Italian Imer Group has ordered a model of a concrete mixer on a MANTGS 8x4 chassis. For this, NZG was able to use a lot of parts they already had on hand.

The fact that Hamm is building small and mid-size road rollers for Wacker Neuson is enriching the model varieties. This time it is going to be a model of the H7i with sheep's foot drums and soon will come with a different engine hood as the RC70. For the expansion of the Mercedes-Benz Actros series the new and somewhat wider 'Streamspace cabin 2.5' is coming in the tractor truck 4x2 configuration and in the other different other versions that are not yet decided.

Shown and meant as a future intention, was a truck and trailer set having the Scania truck from Tekno and upper chassis parts and trailer from NZG. The same set was shown on both stands and the intention is to give collectors an even wider spectrum of basis models. The truck and trailer set still needs to be re-worked in some of the details and Tekno would have to develop a chassis adaptor but there seemed to be no insurmountable difficulties in the way for the project to go ahead. The Linde R14 X electric reach forklift is going to be made in 1:25 scale. Very impressive at first look was the container semi-trailer for the Mercedes-Benz Actros GigaSpace in 1:18 that has no actual prototype as is usual in the 1:50 size. The exhibition model shown will still have some of the manifold details re-worked and matched up to European standards. Also planned are hook-ups for the supply lines. The 40 ft. container shown has rear doors that can be opened and have the correct locking mechanism like the prototype and,

of course, the appropriate interior detailing. The red paint job is understood to be just a sample because work on the color schemes is still ongoing. Naturally, it will be possible to produce custom designs for freight forwarding companies.

Container and chassis will be offered by themselves or as a set and additionally a set with a complete tractor and semi-trailer will be offered. It is understood that the 1:18 line will be expanded further in the future.

Ros 1:32

The Sanfratello brothers showed a model of the MT1840 telescoping loader from Manitou which is ready to be delivered. Besides the shovel, an exchangeable working platform and a palette fork are included. The model is also being released in a red version exclusively for Loxam. Only in picture form as pre-announcement, the Yanmar SV60 compact excavator was shown.

Universal Hobbies 1:50

A great many Komatsu models will get an update to reflect the newest actual versions for example, four excavators of the 20 ton class. On top of the PC210LC and PC210LCi, an excavator with a hybrid system, HB215LC, and a Japanese brother machine with the designation of HB205LC join the line-up. While the lower carriages did not have to be adapted, the maker took great care to adjust the upper carriages that are identical and have the new design shape.

The new design of the larger PC490LC-11 can be seen at first glance. The upper part of the chassis, at the front right hand side ends where the cabin stops, where earlier ones were shorter. The WA600 wheeled loader was also made, here up to the series 8. Except for the cabin, front part of the

chassis and the lifting gear, the model is made up from completely new molds.

Tekno 1:50 / 1:32 / 1:87

It is not going to be long now before the first Mack F700 appears. It is going to be a model of the tractor-trailer set from Overdoorp with the high sleeper cabin and also a brand new semi-trailer from Fruehauf. The model is exciting when first seen and we are looking forward to discussing in detail later on. Tekno has even taken pains to develop newer, wider tires that make the hefty tractor truck look even better.

So far, two models from the new historical DAF cabins of the types 2800, 3300 and 3600, have appeared. With the normal cabin, a tanker truck exclusively lettered for 'van de Brug' and, with the new Space Cab, a 4x2 tractor truck lettered for 'Zijderlaan' have been released.

No less than five new superstructures or semi-trailers are widening the spectrum of offerings. Without a specific prototype, but looking very realistic is the stake body for timber transports and just like the truck with the new R cabin, it has already been delivered to Scania. It is possible that in addition to the tractor truck, a three-axle plus for Sweden, a five axle trailer, will be produced. Also, the two-axle dolly can be replaced with a single one so that a longer, four-axle trailer is possible.

Thanks to the highly rationalized production of a single trailer, the three-axle high volume dumping trailer by STAS has found widespread acceptance and now has been made in model form by Tekno. More flexible and more lavish, and on the model as well, are the configurations on the silo semi-trailers by Muldoon from Northern Ireland. The model features the same bulkheads, side panel windows and spindle at the rear as the original. The chassis is

available as a three-axle semi without steering as well as two and three-axle ones with steering.

New too is an historic Swedish trailer that when combined with a dolly made up the Swedish road trains of the 70s. And finally, the Fruehauf semi-trailer from Mack will be taken over into the standard production program.

As a great surprise, a small wheeled loader in 1:32 scale was shown. It is the Knikmops KM130 of the Belgian producer Geco; the tiny machine is designed to be used in landscaping and earth moving situations.

Almost drowned in all the new offerings were the models of the new 1:87 line. As the first cabin for the trucks comes the DAF XF Euro 6. Also new is a standard plain semi-trailer. The Scania S truck is still in the works.

WSI 1:50

Very surprisingly, the model of the Volvo A60H appeared a week before the toy fair. The first series was already sold out half an hour after the announcement! Over many years it was a persistent rumor, but now, the Liebherr R9150 will become reality. The sample shown made collectors' hearts skip a beat; the model surely will be one of this year's highlights. A very small, limited series is said to be delivered to Liebherr at the Intermat fair.

For Palfinger, roll-off bins configured for chassis with three, four and five axles are in the making. Compatible bins in three different sizes are being released: a tall one, with a capacity of 40 m³; a low one with 15 m³; a thermos-insulated bin for tar transports. The latter has a working rear flap, while the doors on the other two bins are modeled shut. Initially, four different models are being delivered exclusively for Palfinger: MAN TGX XLX Euro6 with an orange 40 m³ bin; Volvo FH4 tractor truck 6x4 with a brown-metallic

asphalt bin; Scania R 8x4 with a 15 m³ bin in blue; the Actros MP4 8x4 with an 40 m³ bin in a silver grey color.

Also to be viewed were the metal pre-production sample of the Mack F700 that will be made first as a 6x4 tractor truck with ballast deck for Mammoet. First impressions are positive.

Shown for the Mercedes-Benz Actros was the small Streamspace 2.3 cabin that will also be produced with the flat roof for car transporters.

Thanks to new side castings, the animal trailer from Berdex can now be newly offered as a three-decker.

Also on show was a prototype of the three-axle MCO-48-03V(M) Megatrailer from Nootboom; like the original, it will be made so that it can telescope.

The Conrad 'at home' fair

The TM13/16 SL mobile pile driver mounted on the SR 30T carrier was delivered a few months ago as an exclusive model for ABI in the green 'house color.' In the official Conrad program it is available immediately in blue. The same will happen with the Delmag RH18/200 drill that went to Delmag in red and will be added to the regular program in the spring; color has not been finalized.

Furthermore, completely new is the Liebherr T55-7s Telehandler that will be available beginning in April as well as the Cifa concrete mixer and pump on an Arocs 8x4 chassis.

The Nootboom semi low-deck MCOS-48-03EB which was released last year with wooden plank deck is now being released with a grid floor. It should be available for the first time at the Modelshow in Ede (NL) at the end of March, an Arocs 6x2 will be the tractor truck for this set.

The Liebherr LTM1030-2.1 re-appears in a newly designed form with the current

driver cabin. The MAN TGS M Agrar 4x4 will be available in a metallic grey and with a trailer hitch, opposite the green version available at the MAN shop. It was not yet clear if there will be a matching trailer for it from the agriculture sector; it depends how the sales for the tractor truck go. Euro palettes in a set of 25 pieces are a very welcome addition to many modeling scenes.

An interesting small machine in the less interesting scale of 1:35 is the Paus PFL 20 tunneling and underground construction machine. That it is indeed a very small wheeled loader may influence some customers' decision making.

In 1:87, the Kalchreuth based producer surprised us with a model of the Wolf 700B that will be made in a European and US version. On the US version the ballast has been modified and a lattice tip has been mounted on the outrigger arm. Also, additional working platforms are included. Another new feature is that the whole model, including the tower, can be assembled using small plastic bolts. Furthermore, the Terex SK top slewing crane in the same scale has been re-issued. The model dates from the 80s and the prototype for it was originally a Peiner construction.

Side bar

IMC Models 1:50

IMC was one of those missing in hall 7 however, the head of the Joep Hansen firm and marketing leader Joris Gielen were always circulating in the hall during two the days and responded to questions: "We are working on a row of interesting projects but unfortunately we cannot reveal any specifics at this time. For this reason we decided to give this year's Toy Fair a miss." However, in

the meantime, it has been made known officially that the Liebherr RL66 will be released in the pipe laying version.

Motorart 1:50

The Swedes did not have their own stand at the show. According to Torbjörn Jansson who is responsible for the models, a stand is no longer financially viable because most of the Motorart models are available exclusively from merchandising shops and are no longer available from general dealers. However, in a personal conversation he explained that the updated version of the Volvo L350H will be released this summer. A further project, the Volvo blacktop surface finisher P6820D is in their program as a new release for the fall.

Kobelco 1:50

Michele Durkin from the Kobelco-Fanshop gave us further details of two models that are coming soon for the Intermat Paris. The first batch of the

SK500LC-10s from Conrad will be available exclusively there. The pictures of the prototype promise an excellent model which we happily anticipate. Coming this summer from Ros is the ED160BR-5 'Blade Runner.' The very special thing on this short swing end excavator is its blade. It has the shape and movability of a dozer making it possible for the excavator to manage small earth moving jobs.

Siku 1:50 / 1:87 / 1:32

In addition to many other 'worlds of play,' this year Siku is banking heavily on trucks and excavators. In 1:50 comes the Mercedes-Benz Arocs as tractor semi-trailer unit with an extendable container chassis and a 20 ft. fluids container. As a large and richly equipped set comes the US RAM 1500 Pickup with a single axle compressor trailer, figure with a jack hammer as well as a variety of safety barrier parts. In 1:87 comes the new Volvo FH as a four-axle roll-off bin dumper with loading crane and in 1:32 as the JCB 435S Agri wheeled loader. Thanks to

the compatible quick changer system it will be possible to attach other front loader equipment from the farming sector.

TMC 1:50

Rick Feuler from TMC, and therefore from Hitachi Merchandising, lifted the veil a little bit ahead of the toy fair. And therefore, let us in on some of the new items in the works. The Hitachi ZX 470 gets an update becoming the ZX490LCH-6. The same is planned for the ZX250-6 and the ZX140W-6 mobile excavator.

Wiking 1:32

The Claas Torion 1812, a farming wheeled loader, surprisingly introduced last year at the Agritechnica, will be appearing as the Liebherr L556 with new tires and a smaller shovel for the construction sector. The model with high metal content is exactly detailed. For now, it will have an exotic status among the Wiking models and as well in the Liebherr model program.

Volvo 8-series from Tekno, part I

Savior of Volvo trucks

by Hans Witte

In 2009, because of the increased interest in classical trucks, Tekno decided to develop a completely new series of classic models. Leading off the series were the Scania R112 to 143 cabovers followed by predecessor types LB110 to 141 from the 70s. The new chassis were offered as tractor trucks in 4x2 and 6x2 configurations as well as trucks with a variety of wheelbases.

At the end of 2013, Tekno introduced the Volvo F88 / F89s. Because of production standardization, the new Volvos were made with the Scania chassis. Only very few collectors and model builders can imagine how much research and money is required for the production of molds so that from a specific truck, a whole series of trucks can be made. The Volvo is a good example.

Tekno had the goal to offer in 1:50 all the upgrades and changes that were on the originals and the cabins would be available as both left and right-hand drive units. This alone required not only two different base plates and dashboards but also mirror image gear shifts, window wipers, air intakes and mirror sets.

Besides these requirements, four different radiator grilles had to be developed: the narrow, initially chromed one; later on, the black plastic one for the F88; the wider black one for F89; and for

There is much to tell about the Volvo F88/F89 from Tekno but just as fascinating is the story of the development and introduction of the legendary 8-series from Volvo ...

the F88.290 from Great Britain, a thicker F89 grille.

The earlier F88 models had chromed window wipers mounted above the front wind screen. Commencing in 1970, the window wipers were black and attached below the wind screen. There are different front bumpers: without steps; with steps from 1973 onwards; and for both versions, with two or four headlights.

In order to attach small parts, the cabins have holes cast into them. For all other parts such as window wipers that are attached at different locations and sun visors or indicator lights, holes are drilled during the production assembly. Once again, fuel and compressed air tanks and battery boxes are different for tractor trucks and truck and trailer sets.

Believe me, because I have seen the parts list for the F88 and F89 models. I know that they are complicated and almost endless.

But this is exactly the reason why Tekno and its customers are able to configure each model just like the

real trucks depending on type and year built.

Despite the immense number of parts, there is one type that Tekno cannot build; it is the G-series with the front axles set forward. To produce the G-series would require a further set of chassis and such an investment could not be justified. To convert a Tekno F into a G still remains a challenge left to a model builder.

The forerunners, project 2859 and Volvo 495 Tiptop

In the 1950s a large demand for cabover trucks developed in central Europe driven by the length restrictions. This was not imminently necessary in Scandinavia because of their generous rules but beginning in 1960, Scania-Vabis as well as Volvo discovered that they had to hurry up and follow the trend if they wanted to keep profiting from the export business.

Because of the success with their passenger cars in use abroad, Volvo decided to concentrate on the North

American market and develop and build a cabover truck there and perhaps also to sell Volvo trucks in the US eventually. The project had the code number 2859. At least two prototypes of the cabover truck were built: a 4x2 tractor truck with a (very) short cabin and a 6x4 tractor truck with a sleeper cabin. The Volvo engineers seemed to have looked very closely at the GMC 'Cracker box' cabin design. It is certainly no coincidence that Volvo used the same divided window screens, the same headlight covers and also doors that are almost identical.

Because of financial reasons, the US project ended early and the prototypes were shipped back to Sweden where road tests continued. In March of 1964, the L4951 'Tiptop' was introduced, so-called because of the cabin that could be tilted. Despite the newly developed cabover design, the drive and chassis components used were from the older 495 series with a 240 hp turbo engine, a five gear drive and a two gear driven rear axle.

The Tiptop had many growing pains until the so-called 'System 8' line of trucks was introduced. The 8 stands for the 8 main components from which the truck is made up: chassis, engine, gears, rear axle(s), steering, brakes, suspension and cabin. As of that time, all Volvo ty-

pes begin with an 8. The N stands for torpedo and F (Frontlenker) for over the cab. FB is a 6x2 cabover truck with a non-powered trailing axle.

And so, the F88 became the desired cabover truck design we know today. All main components were re-engineered or newly developed. The 9.6 liter engine produced 260 hp. The 8 gear drive was new and so were the steering and braking systems. The cabin remained the same as on the Tiptop but got a black Volvo logo in the radiator grille instead of the gold one. Early Tiptop and F88 models can be recognized by the high up mounted indicator lights, the chromed window wipers mounted above the windscreen and the air intake for the second heater on the left cabin side. The interior had red seats, light grey sides and was upholstered with a grey engine hood cover material. Right from the beginning, the F88 was a good and reliable truck, popular with drivers and the unsatisfactory Tiptop was soon forgotten. It can be said that the Volvo F88 was the savior of the future production of Volvo trucks.

Tekno models

Unfortunately, we are unable to show you a F88 model from the very early production years (1965 to

1970) where the window-wipers are mounted above the windscreen. The red/blue F88 from 'Hooymeijer' is from the first series, around 1970. These have the window wipers mounted below the windscreen and the rectangular, vertically mounted indicator lights. But the vehicle still has the earlier stainless steel grille, a single handhold below the windscreen and a flat lower radiator cowl without the Volvo logo. It is a pretty normal tractor trailer without any fancy accessories just as most of the cost-conscious freight hauling companies in the Netherlands had specified for their 'Bread and Butter' trucks. Hooymeijer from Vlaardingen (near Rotterdam) was one of the trucking firms that transported a lot of pipeline pipes at the time. During that time, all over Holland pipe was being laid to supply the country with natural gas.

The F88 from Planzer is a typical Swiss tractor-semi trailer rig from a late 1975 series. It is recognizable at first glance by the black radiator grille and the Trilex rims. It has two handholds at the front, a Volvo logo on the lower radiator cowl and a high air intake duct behind the cabin. In the next installment of this series we are going to concentrate on the later F88 models, the F89 and the special series for the British Markets.

Cat 287D by CCM in 1:24

Smooth as silk

by Daniel Wietlisbach

The model from CCM is true to scale and the majority of parts are made from metal. The drives on both sides have been firmly attached to the frame but each of them has great movability. The pair of running wheels on each side oscillate so that unevenness on the surface can be easily negotiated. Contributing to this are the two soft, smooth-running sets of tracks that mimic the original very well.

The cabin is glassed in and the windows are covered with protective grilles made from dainty pho-

We are introducing a further model in the new 'Contractor's Collection Series' ...

to etchings. The front door opens and is detailed with a handle and a window-wiper. The interior of the cabin has been given a multi-color finish and is very authentic even to the logo on the back of the seat.

The engine room is equally detailed. An absolute eye-popping detail is that the expansion container of the cooler is modeled in such a way that it looks as if it is half filled with red coolant.

The lifting gear is like the original and is equipped with a special

'vertical lift mechanism' that gives the lifting arms an additional boost from about cabin height. Because of this, a higher maximum dumping height can be achieved and the loading of trucks is made easier. The model has no problems whatsoever in reaching this position, however, it pays to take good care and have an eye on the hydraulic cylinders when they are fully extended. The shovel is permanently attached to the quick change attachment. Paint and lettering are faultless.

Laster & Bagger

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

Redaktion Daniel Wietlisbach (dw)

Ständige freie Mitarbeiter

Carsten Bengs (cb), Robert Bretscher, Markus Lindner, Urs Peyer (up), Wilfried Schreiber, Remo Stoll, René Tanner, Erich Urweider, Thomas Wilk (tw), Hans Witte (hw)

English translation

Daniel von Kaenel, Canada, Steven Downes (sjd), UK

Druck D+L Printpartner GmbH, D-46395 Bocholt

Erscheinungsweise / Bezug

Laster & Bagger erscheint alle zwei Monate - 6 Ausgaben pro Jahr. Bezug über Abonnemente, den Fachhandel und Bahnhofbuchhandel.

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).

Imprint

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 2504-0405

Broshuis 2CONnect from WSI in 1:50

Divided into two

by Daniel Wietlisbach

Broshuis can look back over 12 years of experience in container chassis construction. The idea about this innovation is that each of the articulated chassis can be loaded with one 20 ft. container and then be delivered to two different customers with the chassis attached or, the two can be parked side by side. Broshuis expects a significant time savings thanks to this flexibility. On offer are a host of different axle combinations: 1 + 3, 2 + 2 and 2 + 3. To connect both trailers, the front one has a length-adjustable fifth wheel coupling plate thus making it possible to lengthen the whole combination in such a way that besides 20 and 40 ft. containers, even 45 ft. containers can be loaded.

The five-axle chassis is the most spectacular one because it permits transports with a total weight of up to 55 t. To make it possible for the truck train to get around corners, the first two as well as the rear-most one are steerable. In addition, four of the axles are ‘lift axles’ that can be raised off the street surface to save on tire wear. Only the second-to-last one is used to maintain surface contact when the unit runs empty.

WSI introduced a prototype for this model a year ago and promised that all three combinations would be made. That as a first installment, the 2 + 3 chassis was produced is easy to understand

Innovation in the trucking industry in the Netherlands is not a rare occurrence. The Broshuis dividable container chassis is one instance, now being produced by WSI ...

because the ‘centipede’ look is impressive.

As the original has a very flexible design, it was eagerly awaited. What kind of functions would the model have and at what price? It was clear that WSI had to make some compromises.

But first, all the possibilities: both chassis can be separated and each by itself can be connected to the tractor-truck; the steering angle of the truck axles can be turned, as we are used to; the supports can be fully extended by turning them and thanks to the internal threads and the moveable feet, look great. For the two-axle chassis, two plug-in supports are included, true to the original.

The fifth-wheel coupling plate on the front part is fixed and so it is not possible to extend it to accept a 45 ft. container, however, since no such containers are available at present it is an acceptable compromise. All

axles are sprung but this makes the rear about 4 mm too high. Instead of the sprung axles we would have preferred to have ‘lift-axles.’

Despite this, the functions of the 2CONnect chassis are fun and the multiple coupling and un-coupling undertaken during the writing of the report did not cause any wear on the unit. The model scores additional points in the correct-to-scale department; here every axle measurement and the total length of 16.5 cm are correct.

As we are used to from WSI, the degree of detailing is high. The axles are equipped with hinted-at air cushioning and brake cylinders and on both control boxes the levers have been picked out in color. For the loading of containers, six bolts are included; the two front ones are permanently attached to the chassis and are made to swivel.

Even though we have to leave the report of the Volvo cabin to a later date, due to a lack of space allotted, it must be remarked that the dark-blue color scheme of the freight company ‘Ron Poppelaars’ and the container of the ‘NYK Group’ make this set a real eye-catcher.

At a glance

- + Detailing
- + Functionality
- No lift-axles



On the road in the Tri-Border region

L&M Trans

by Erich Urweider

Hiding behind the name of L&M Trans are Laura & Mario Nussbaumer however initially the company was founded as Laura Nussbaumer Transports. But let's start at the beginning. German law requires that the name of the company owner be in the company's name. That is why, for official purposes, the company is called 'L&M Trans, owner Laura Nussbaumer,' but a short form like 'L&M Trans' is allowed.

After this detour into German company law, we will now focus on the company itself. The specialization in container transports was a bit of a fluke. Five years ago Mario's boss decided that he would start transporting containers. Because Mario was going to be the one to actually do the work he purchased a used container trailer chassis which he then rented out to his boss.

Starting with a container chassis

A little later on Laura and Mario were offered a used tractor truck from a competitor. After taking a long time to consider the proposal and wrestling with this difficult decision, the couple finally agreed to purchase the truck and start their own freight business. The start-up was not that easy because besides

It was the model of the Scania R520 V8 from L&M Trans that awoke our curiosity about the still-young company from Southern Germany ...

being able to demonstrate being versed in the trade they also had to show the financial viabilities and personal possibilities. It took Laura about half a year to prepare herself for all the bureaucratic requirements they had to comply with. Additionally, Mario was considered employed by her from the beginning because the perception of Laura being only 'a figure-head' could become a contentious issue especially when in the beginning there was only one major customer for them.

Because the couple didn't want to sink all their savings into the truck, various options to finance the purchase were pursued. Nowadays banks insist on adequate securities for loans especially when the words 'freight' and 'logistics' are mentioned in the business plan so, in the end, despite all the couple's resistance, they had to risk everything and purchase the tractor truck with their own savings. On January 2013, the company was finally launched.

So far, the couple is very happy with the Volvo FH440, a third generation machine, because it runs

very well. Most of the maintenance work can be done by Mario because originally he trained as a truck and heavy machinery mechanic. Should there be an occasion that requires more extensive work the couple have the use of a garage shop belonging to a good friend.

The expansion

Laura quit her job as freight forwarding manager and concentrated on running their own company. At the same time the purchase of a new tractor truck was in the cards and it was to be the Scania R520 V8, now made into a model. The new truck gave Laura a few sleepless nights because the configuration of it had to be well thought out. After all, in order to bring in money such a truck has to be driven for quite a long time. The V8 was wished for by Mario, but did you really need eight cylinders for container trucking? Today Mario says: "It was always my dream to have my own cargo company. And my vehicle was going to be a Scania V8. Today, however, I would pick my tractor truck using other criteria." Pragmatically, Laura adds: "Even

today I would not consider a truck purchase without a service contract because then, the hard-to-estimate repair and service costs are already known when you purchase a vehicle. The Scania salesman wanted to offer me the largest possible security and predictability which I got that way.”

The Scania was delivered in October of 2015 but then, what to do with the Volvo? When Mario heard that his former long-time co-worker Nico was looking for a new job as a driver, it became clear that they would keep the Volvo.

Starting right away, L&M Trans was on the road with two tractor trucks and two container semi-trailers to pick up containers from the container railway yard at Weil am Rhein (Weil on the Rhine) and deliver them to their customers. The couple would not have hired just anybody as the decision to expand is fraught with risks for such a young company.

L&M Trans today

In the meantime the company has earned a good reputation and has been recommended to customers by some of the people running the Container Freight Yard in Weil. The container transports regularly take both drivers every two to three weeks to the same customers for example, with logs for export to China that are loaded directly in the forest. As containers arrive the two tractor semi-trailer sets

are usually on the road in southern Germany from Singen to Offenburg, in France all the way to Dole and also in Switzerland. Household removals are also transported especially if someone is emigrating or returning from overseas. But such jobs are often on short notice and irregular. Asked about the craziest or most special loads carried by L&M transport, Formula 2 racing cars for a collector in Germany, a helicopter as household goods, or a container full of gold secured with a special numbered and coded lock are mentioned.

White & Pink

Since nowadays Corporate Identity (CI) defines how a company is perceived, L&M Trans based its identity from the beginning on the colors of white and pink. These paint colors were not only used on the tractor-trucks but also the semi-trailers. It gives them an unmistakable look especially since even the rims and rim bolt protec-

tion rings are also painted. Pink has the advantage of being really eye-catching without looking old fashioned. Besides, plain and simply said, the boss likes it like that. The two drivers are very relaxed about it and funny remarks about the choice of CI colours have long stopped after the first five years of doing business.

The Scania model

In 2017 WSI approached the company of Resize from Breisach (Germany). Because of its color scheme, the very attractive Scania was going to be produced as a model. Naturally, Laura Nussbaumer supported the project and so it was produced in a very short time.

Apart from a few non-essential details the tractor truck unit is an exact copy of the original and the eye-catching printed-on ‘flame design’ has been excellently copied with sharp demarcations between the colors.

A detail to discover is the instrument panel that has been painted to match.

Attached is the standard three-axle container chassis from WSI which is loaded with a 40 foot container lettered for Hyundai. The choice of container was made to copy a prototypically correct situation that is even documented with a picture (see page 34). At the publishing deadline the model was listed on the website of the maker as ‘available.’

The Company

Founded in	2013
As	Independent Hauling Company
Company HQ	Buggingen (Germany)
Employees	3 (including management)
Trucks	2
Website	lmtrans.de

Grove GRT8100 from Conrad in 1:50

The third

by Carsten Bengs

Conrad has made the model true to scale with all major dimensions for example, the wheel gauge and the length of the supports, correctly transposed. It has been made in the usual robust way with a convincing amount of functionality and details. The sample model we received to review came without any faults.

The typical two-axle lower carriage runs very smoothly on the large over-dimensioned tires. The turning radius is sufficient. New is that the tires are hollow and have a certain give which is a great, realistic addition. The front axle oscillates and the drive train has also been modeled.

At the rear is an engine room with a hinted-at radiator and exhaust. On the original, a Cummins QSB6.7 engine with 205 kW ensures sufficient operating power. Headlights are just hinted at.

The ladders and support pads are very nice and being foldable can be folded down during transport mode. Ladders on the sides and safety railings round out the details.

The storage of the support pads is very cleverly solved. During the time the unit is moving they are stored on small plugs at the rear and the front, a very nice detail. The simple supports however, are only plastic castings. All four of the threads are internally located making them look very much true to the original. As on the two other cranes in the

We are presenting the third of the three new RT crane models from Conrad, the Grove GRT8100, that is designed for 90 metric tons or 100 US tons ...

series, the crane pads for the Grove GRT 8100 have been omitted.

The cabin on the upper part of the unit tilts. The interior is easy to see and is complete with steering wheel, levers and control instruments. Even the fire extinguisher has not been forgotten and is seen behind the driver's seat. Manitowoc signs have been printed on to the cabin.

The handrails are also there and on the cabin and near the winches there are some rear view mirrors which are found in the accessory bag ready for addition by the collector.

Ballast has to be added at the rear; the prototype is ballasted with 9.8 t. Conrad has only hinted at the two small cylinders that are needed for the attachment of the ballast. The ballast then is clicked in and secured at the sides. As on the Terex RT90, this should not be done often so as to avoid wearing out the mechanism.

The GRT8100 also has enough twist-free cable spooled on to the two winches. A very nice detail is the way the supply lines run at the side behind the cabin. On the opposite side is a cover with the Grove/Manitowoc logo and also a warning sign.

The boom has four telescoping sections and can be extended to a height of 98 cm, measured at the pulley wheel. It is held in position by a cylinder that has an imbedded nut (the key to use it was missing from our sample). In the series of the three cranes, the Grove crane has the same operating principle with a key and recessed drilled hole as on the Terex RT90. A well thought out, reliable solution. There is also a cable calming guide at the base of the boom.

The metal cable pulleys are all made separately. There are six of them at the front of the mast head and two at the rear corresponding to the original. The hook has five pulleys and is capable of holding weights up to 81.5 t. The double lattice tip for the arm, used when operating with two hooks, is mounted above the six pulleys at the top.

At a glance

- + Functionality
- + Ladders and support pads
- Support arms are of plastic



A total of 10.9 t can be lifted on a single strand. Conrad has gifted the unit with a new hook that it is visually better suited to the model.

The additional double lattice tip may be adjusted to any desired angle by using a small cylinder. During transport mode it rests, wi-

thout any wobbling, on the side of the arm, safe and secure on small plastic clips at the front, and a hook at the rear. When mounted, it is secured with two plastic bolts. With it the model reaches a height of 131 cm, measured at the pulleys on the top.

With the Grove GRT8100, Conrad has shown that even RT cranes make nice model prototypes and has presented us with a further good-looking, functional model that, as usual, leaves a massively positive impression.

Caterpillar DW15 and W10 Bottom discharge trailer

End of a legend

by Thomas Wilk

What started in the early 50s with the very first Caterpillar scale model, the D7 Bulldozer from the production line of Andy Reuhl, ended in 1960 with the DW15 tractor.

The model maker Ertel, located in Dyersville/Iowa, US, took over the Reuhl Company in 1958.

Ertel continued to build the models without the engraved Reuhl trademark and with a few modifications for a couple of years. Andy Reuhl passed away in 1983 but the products of his genial inventiveness are still present today in our display cases.

The DW10 tractor with the matching 8.4 m³ capacity scraper was superseded in 1954 by the newly-launched Cat DW15 with the new D326 engine producing 150 hp.

The model of the DW15 with the W10 wagon in 1:25 was released shortly after Ertel's take-over of Reuhl ...

Further technical updates followed in 1955 with the C-Series and in 1957 with the re-designed E-Series that had an impressive 200 hp. In 1959, the final ones of these, which had become too small in the meantime, were the F-Series three-axle scrapers.

In good ground conditions, and with a maximum transportation distance of 1500 m, scrapers are the most economical solution to transport dirt and cannot be beaten by any other construction machine. Should the transportation distance grow, or, if the material to be removed cannot be scraped off the surface or contains rocks, the ide-

al transportation solution becomes a bottom discharge trailer like the W10, using the DW10 and DW15 tractors.

The very excellent model of the DW15 tractor is the same in all aspects as its predecessor, the D10 (issue 6-2016.) All main measurements, like the length 195 mm, width 97 mm (without the rear fenders), height 84 mm (without the exhaust,) wheelbase 118 mm and wheel gage, are unchanged. The usual engraved details disappeared; only on the water box for the finely-engraved radiator does the raised Caterpillar logo remain. All other lettering has been repla-

ced with decals. The optionally available curved rear fenders round off the model perfectly.

The universal joint can move in two axis and retains the W10 trailer using a king pin. This arrangement allows the trailer, made in a small series, to equalize the unit when it is moving, thus increasing stability and safety. In 1941 Caterpillar introduced the 'W10 Wagon' with a capacity of 6.343 (level) or 8.4 m³ (heaped.) Because it had same transportation capacity as the #10 scraper, a contractor could transport construction spoil economically over large distances. The 4.7 t trailer was transposed correct to scale into model form. The length of the attached W10s is 266 mm, measured from the rear tire

of the tractor to the wagon's rear bumper. The width is 120 mm and the height 95 mm. Total length of the combined unit with the DW15 is an impressive 465 mm!

The hand-made wooden trailer has two bottom flaps that can be opened using hydraulic cylinders. The very well-engraved rear tires have 'diamond style' treads (dimensions 21.00-24) by Goodyear that complement the model nicely. To allow for the rear axle not to foul the dumped soil it has a gauge of 99 mm. All of the interior walls of the trailer bin slope downwards and so make the discharging of the load as easy as possible. The measurements of the bin at the top are 160 mm x 90 mm. It was simply loaded using either dozers,

Traxcavators or usually by cable-controlled front shovel excavators of any size. A further advantage of the sloping interior wall is the cushioning effect during loading that greatly reduces damage to the two bottom flaps. A cross-beam in the middle gives the trailer stability and stiffness.

The construction allowed for cost efficiency in transporting about 10 t over a well-maintained track in rough country and over long distances at a speed of roughly 50 km/h.

Even today, bottom-discharge trailers, based on a dumper chassis with a capacity from 150 t to 250 t, are used on large construction sites and open pit mining sites.

Diorama and model construction

by Daniel Wietlisbach



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

Other pictures:
www.facebook.com/DioramenbauDanielWietlisbach

Historical construction site

Road construction

by Wilfried Schreiber

Sometimes the most interesting machines can be discovered at the edges of the scene ...

After the asphalt base installed by the Vögele Super 204 and compacted by the Hamm DL 10 three-wheeler roller, as described in the last issue, we look over the earth moving equipment parked curbside for example, the Fuchs 500 with a 500 liter front scoop that we became acquainted with as a crane version during the church construction.

In the background is a large compressed air generator 'Robot' made by Pokorny at the end of the 60s with the twin fold-up side flaps typical for the time. Also interesting to see at that time was a so-called 'tar cooker' in a trailer version.

The wheeled loader used in the road construction site was, in 1956, the largest wheeled loader in Europe. It is the rear-axle steered SL600 from the German producer, Kaelble, situated in Backnang near Stuttgart. The Kaelble Company was founded in 1884 by Gottfried Kälble in Bad Cannstadt as a mechanic's shop and was moved to Backnang in 1898 where even today, wheeled loaders, dumpers and special vehicles are built. This 8 t loader with a shovel capacity of 1.5 m³ was powered by a 90 hp strong Kaelble diesel engine. This machine belongs to a series of vehicles with the nick-name, 'widow-maker.' This was because the lifting arms went up and down beside the unprotected driver's cabin and so, if the driver accidentally lea-

ned out on the side, he could suffer a fatal accident. Later on, protective side-grilles were added to protect the driver.

From 1952 onwards, Kaelble built the 200hp three-axle KDV dump truck to supply gravel and tar; it could reach a maximum speed of 45 km/h. Visible in the background, filling in a strip at the margin with gravel is a Muir Hill tractor-loader from the early 60s. The English maker E. Boydell & Co from Manchester was a pioneer of construction vehicles and gave this line of construction machines the product name of Muir Hill.

A little bit further out, where the road joins the newly-made bypass road, an Allis-Chalmers HD21 with a Fritzmeier roof can be observed. This bulldozer, weighing about 20 t, was built between 1954 and 1965 in Springfield/Illinois, US, and was powered with a 6-cylinder diesel engine produced in-house. The beginning of the Allis-Chalmers Company goes back to 1872 when Thomas Chalmers and David R. Fraser in Chicago founded a factory producing mining machines. Edward P. Allis & Company, founded in 1861, made grain mills, millstones, sawmills and, beginning in 1869, steam engines. When the two companies combined in 1901,

the Allis-Chalmers Company was formed. In 1912 it started to build tractors and so laid the foundation on which further construction machines like scrapers, tracked dozers and many more were built on. Starting with the HD41 in 1970, the world's largest bulldozer was built.

Models

The Vögele Super 204 shown here is from Gescha as is the Hamm three-wheeled road roller and the Kaelble dumper is from NZG. First Gear is responsible for the Allis-Chalmers HD21. It was upgraded with a removable Fritzmeier roof, scratch-built by the author, as was seen all over Germany at the time. The Fuchs 500 is a co-production of Peter Veicht and the author. On this model, one can choose between a lattice mast and a backhoe version. The Kaelble wheeled loader is a resin model from Dan Models; the Robot compressor is from Strenco. The 'tar-cooker' shown here is scratch-built from wood, plastic and a trailer chassis from NZG. Finally, the Muir Hill tractor loader is a Dinky Toys Meccano England model from the early 60s that was offered in different paint schemes and also as a multi-use excavator with a rear excavator attached.

Conversion for a Multidocker CH70D part II

Material handler giant

by Urs Peyer

The construction of the upper chassis begins with the sawed-off two-part counterweight that we are gluing back together using a two-component epoxy. On the lower part at a distance of 32 mm, two 2.5 mm holes are drilled out. On the inside of the counterweight, two pieces of tube stock-outer \varnothing 3 mm, inner 1.2 mm-have to be glued on at the place where the holes are and then joined together with a piece of ABS profile (Picture 1). After the final assembly the two holes are filled with two 1.2 mm screws with hexagonal heads. These symbolize the way the counterweight is fitted on. Five holes have to be drilled on the counterweight. These holes are designed to mount two lamps sourced from the scale truck market, two eye bolts from the model train market and a back-up camera taken from the Hitachi ZX470LC-5 (Picture 2).

A 2.0 mm thick ABS sheet stock piece is a stand-in for the approximately 5 t of additional counterweight. It can be screwed to the engine room using two 1.6 mm screws with a piece of 0.5 mm ABS sheet stock providing the necessary distance. Two square pieces of profile and one piece of 0.5 mm sheet stock ensure that the counterweight is properly attached after the final assembly.

In the second part of the extensive kit-bashing of the Material Handler Multidocker CH70D we are concentrating on the upper chassis and the equipment ...

To close off the rearmost part of the engine room and to provide a place for the counterweights to be attached, a 2.0 mm thick ABS sheet stock piece is glued in. On the left-hand side, at the place where we took the small black retaining bracket off, one of the small holes has to be filled in and sanded smooth. The other one is used to attach a fire extinguisher sourced from the scale truck accessory market. Below the fire extinguisher and to the right of the ascending stairs, two new handholds made from 0.8 mm brass wire are attached (Picture 2).

Using 0.8 mm brass wire we now make a 30 mm long safety railing for the right-hand side. The black ascending ladder is taken from the 374D. The safety railing and ladder at the front are from the Hitachi ZX470LC-5. A round lamp is then mounted near the battery box (Picture 3).

On the left side of the base plate, at the ascending steps, a 15 mm long step with anti-skid surface (yellow) is glued on (Picture 2). To make it possible to attach the height adjustment equipment, a 2 mm ABS piece of sheet stock is used. It is added at

the place where the former cabin was.

The black bottom piece of the height adjuster for the cabin is extended in length by 7 mm with ABS sheet stock pieces so that they seamlessly extend to the rest of the upper chassis (Picture 4). The bottom piece is connected with a M1 screw to the ABS sheet stock piece that is already glued into the base plate. The interior equipment for the cabin comes from the Caterpillar MH3049. And finally, two lamps at the front and a flashing light at the rear left are mounted to the FOPS.

On the existing valve block, a new valve block is made up from ABS plastic sheet stock and 1.0 mm rods as a new home for the four hydraulic lines of the outrigger arm (Picture 5). The two new brackets for the lifting cylinders are made from pieces of 1.0 mm ABS stock (Pictures 6 and 7).

For the pipes running from the two existing lifting cylinders, 2.0 mm ABS profile pieces and 1.0 mm brass wire are used. To better attach the ABS parts to the cylinder housing, 1.0 mm rivets are used (Pictures 6 and 7).

From the left-over parts yet another kitbash could be made by swapping the lower carriage of the MH3049 with the one from the Caterpillar W345B MH Series II Material Handler excavator.

Outrigger arm

For this model of the Multidocker the shortest arm was selected, an 11.4 m arm with an 8.4 m jib. A special feature is that the hydraulic lines run inside the arm.

The 228 mm long arm is made from ABS sheet stock and profiles. For this, a side outline is drawn twice on to a piece of the ABS and then cut out using a saw. Eight mm after the drilled out hole for the bolt, the end of the arm is trimmed at a 90° angle (Picture 8). The 9 mm distance between the two sides is filled in with 2 mm thick ABS profile pie-

ces. The 2.0 x 4.5 mm enlargement for the outrigger arm base must also be built up with profile and sheet stock parts. The glued-together profiles are then cleaned up by filing them smooth. Then, all four sides are clad with a sheet of 0.5 mm ABS stock. Of course, the 0.5 mm thickness of the material has to be calculated in and deducted from the overall measurements before cutting out the sides. The 1.6 mm thick jib attachment piece is also made up from ABS sheet stock (Pictures 8 and 9). The same goes for the brackets for the lifting and jib cylinders (Picture 10).

For the two cylinders at the jib with a diameter of 5.0 mm, several sizes of tubing are used (Picture 11). The piston rods are from the Caterpillar MH3049. For the feeder pipes, 1.0 mm brass wire and 2 x 2 mm ABS profile pieces are required. The

same goes for the steering control unit at the outrigger end (Pictures 8 and 9). The pipes for the hydraulic lines are made from glued-together 2.4 mm plastic tubing that are cut at an extremely inclined angle (Picture 12). At the outrigger arm end, two lines go to the steering control block and two go to the jib. Two lifting rings are added and then the work on the arm is complete.

The 168 mm long jib decreases in thickness from 10 mm to 6 mm (Picture 13). It is made as previously described in the arm construction. Two 1.0 mm ABS sheet stock pieces with slits are placed at the jib end to protect the hydraulic lines (Picture 14). The two spotlights at the jib are from the replacement part bag included in the Wirtgen 4200 SM Surfaceminer from NZG. Ideal for the hydraulic lines is 1.0 mm cable from the model train accessory offerings (Picture 15). The silver-colored covering for the 1.6 and 2.0 mm bolts are etched parts from RefoTech.

Nothing, except the color of the paint was changed on the log grabber. To take it apart, its bolts are driven out with a bolt driver from the inside. The turning mechanism is screwed on. After all this work, the model is now finished and ready to be painted.

Material used

Rods, brass and/or aluminum	ø 0.8, 1.0, 1.6, 2.0 and 3.0 mm
Brass screws	ø 1.0 and d1.6 mm
Brass rivets	ø 1.0 mm
Brass eyelets	ø 1.0 mm
Hook-up cable	ø 1.0 mm
An assortment of ABS sheet stock, tubing and profiles	
Several lamps and indicator lights	

A processing plant in 1:50 part III

Gravel fresh from the plant

by Markus Lindner

A light Styrodur insulation sheet cut to the commonly available size of 125 x 60 cm should be ideal as a base for the whole thing. This allows the diorama, despite the spread of the extensive plant and its parts, to remain easy to work on and handle while still being relatively compact.

Of course, it means a lot of thinking and planning to get all the parts of the gravel plant on to the limited space. We have to allow access room for the trucks, enough space for their turning radius and also the space required for the wheeled loaders and other machines. At the same time, consideration has to be given to providing some interesting angles and perspectives for the viewers and photographers. We finally decided to place the grading and classification plant in the middle, at the rear of the diorama thus allowing unhindered access for the trucks underneath the silos. At the left, a conveyor belt that supplies the loading silos with material is connected.

To reach the necessary height for servicing the silo bunkers, the conveyor is guided to a turning tower where a second belt is located 90° to the first one and that one then

In the last two issues we introduced you to the heart of the gravel processing operation, the gravel sorting plant. Now we add further parts to the set-up ...

takes the material to the destination. Also, this doesn't block access to the classification plant.

Conveyor belt scaffolding and the loading plant itself then provide the optical end of the diorama's left edge. To the rear, a further optical end is provided by the rising contours of the landscape; this is also modeled and shaped from stacked Styrodur pieces.

The space on the right-hand side of the diorama is reserved for the yet-to-be-built crushing plant. As an additional detail, storage boxes for bulk materials are constructed. These are used to hold different materials until they are needed.

On the initial concept planning, a weigh scale for trucks was part of the diorama. It would have been made up of a scale over which the trucks would have been driven, and the adjoining scale house. During the final placement trials it was dispensed with so that there would also be enough space to simulate transports of heavy machinery on

lowboy trailers. The scale is now (assumed to be) off scene about where the viewer is when looking into the diorama. The already partially-finished scale house is being re-purposed as the control center for the gravel plant; initially we had planned to use an office container.

To simulate the ground underneath the plant we had a choice of compacted gravel, paved surface or poured concrete slabs. The choice was the poured concrete slabs because we had already made good experiences with these and especially because the light grey of the concrete contrasts nicely with the darker colors of the machinery undersides. This was done with the process already explained in a previous issue and it is done directly into the styropor surface.

Loading plant

The purpose of the loading plant is to load trucks with gravel mixes such as are used for road construc-

tion. These mixtures are composed by carefully adding mixed batches of different-sized gravel from the gravel classification plant. These are then temporarily stored in a silo. This makes the process of loading the trucks more rational and shortens the time needed for loading. The best solution for this part of the plant is an elevated silo that is filled by a conveyor belt at the top and which allows vehicles to drive underneath it. The body of the silo is made from a piece of plastic plumbing pipe and two household funnels. It sits on steel legs that are made up from Polystyrol profile parts. To increase its effectiveness as a view block, it is placed on the right-hand side of the diorama. The truck access under-

neath was partially covered with corrugated sheet material (made from cardboard). This feature is used on the prototype to keep the dust down. Details like ladders and running boards give the silo its finishing touch.

Conveyor belts.

They are among the most eye-catching features of the gravel plant and so must be included in model form. The conveyors connect the parts of the plant, crisscrossing it and moving the material from one processing step to the next.

We have to make some compromises when compared with the conveyor belt installations of the prototype. Unfortunately, in model form, they have to be made at a much steeper angle than on the original where they are also much longer.

For building the conveyors, we again use Polystyrol profiles. When building these long weight-bearing structures, attention needs to be focused on the correct spacing of the girders and diagonal struts so that they look realistic. The conveyor belt itself, as already mentioned, is made from strips of PVC adhesive tape. The correct, barrel-shaped conveyor belt housing is made using electric cable conduit cut to shape.

In the next installment we will look at the ‘greening’ of the plant and the still-missing stationary crusher.

NEW

Trucks & Construction



Fully-translated, digital English version of Laster & Bagger magazine.

Get your copy today:

For Apple iOS please download our „Laster & Bagger“ App from App Store

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

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

For direct links visit our website www.trucksandconstruction.net Or Facebook www.facebook.com/trucksandconstruction




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

by Remo Stoll

To meet up with such a dinosaur-like monster machine is a pure adventure. Hissing and roaring with its 1000 hp, this Elevator Scraper has no trouble digging into the quivering soil. Re-built a couple of years ago, it is still at work almost every day. The operators are so satisfied with it that they bought a second scraper of the same type a short while ago.

Recognize the machine? Please send us the exact name and type. The contest deadline is the 15th of April, 2018. We will hold a draw to select winners if there are more correct answers than prizes. Please note that only entries with complete address information can be considered.

This time the winners will receive one of the following prizes: the exclusive model of a Cat 906M with the 'Spielwarenmesse 2018' logo from Diecast Masters; the brand new Arocs 6x2 roll-off dumping bin in blue from Conrad; the Hamm H7i 'Leonhard Weiss with sheeps' foot rolling drum from NZG. 



Solution from Trucks & Construction 1-2018



The once proud furniture removal van is a Mercedes-Benz LP 1113 as several readers correctly identified. The winners are: Jürgen Precht from Stockels-

dorf (D) winning the Cat 335F L short swing excavator from Diecast Masters; Andreas Barner from Grüningen (CH) winner of a MAN TGS M 6x2 roll-off bin truck 'Colas' from Conrad; Friedrich Ströbele from Konstanz (D) winner of a Mercedes-Benz Arocs 8x4 dumper from NZG.

Congratulations to the winners!

New on the market

Truckstop Tekno 1:50

Two Scania R tractor trucks have been made into distinctive show trucks for the French freight hauling company of 'Transports Gastaldi' and are now available as very extensively decorated and detailed models. The metallic red Streamli-

ne one is lettered as 'Sons of Anarchy' and the copper-colored High-line one has been named 'General Lee.' Exclusively for the Rüssel Truck-Show in Lohfelden (D) on April the 21st a special green model of the Scania S730 with lots of

chrome and details and with a more dignified and classy lettering will be available. In the very attractive colors of the Swiss cargo company Spedition Dreier, its newest tractor-trailer units has been produced. The Volvo FH04 4x2 with a double-deck box semi-trailer. These special trailers have a lower deck that can be loaded and have additional stowage room between, in front and behind the wheels to get optimal use of

Collector's guide

Here is a list in short form of all the new construction and heavy haulage models announced since our last issue. For truck transport models we recommend that you consult the newsletters of the manufacturers.

Type	Scale	Maker	Available from	Infos
Furukawa JTH3200R-VH Plus Jumbo grey or orange	1:50	China	exclusive	www.kenkraft.net
Kato KA1300R mobile crane 5axles	1:50	China	Dealers	—
Sumitomo SH135X-7	1:50	China	Dealers	—
Sumitomo SH200-7	1:50	China	Dealers	—
XCMG XCT75 mobil crane 4axles	1:50	China	Dealers	—
XCMG XDE300	1:50	China	Spiel + Modellkist'l	www.spiel-modellkistl.de
MAN TGX 6x4 / Nootboom MCOS «Eurovia»	1:50	Conrad	Dealers	www.conrad-modelle.de
Volvo FH04 8x4 / Nootboom MCO-PX «Pierre Sarhy TPS»	1:50	IMC	Dealers	www.imcmodels.eu
Volvo FH04 4x2 / Nootboom OSD544-03 «Cepelludo»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 / Nootboom MCO-PX «Franz Bracht»	1:50	IMC	Dealers	www.imcmodels.eu
Bomag BM 1000 cold mill	1:50	Kaster	Dealers	—
Bomag RS 500 recycler	1:50	Kaster	Dealers	—
Liebherr LR 1600/2 / Derrick «Sarens»	1:50	NZG	Dealers	www.nzg.de
MB Arocs 8x4 concrete mixer «Warbud»	1:50	NZG	Dealers	www.nzg.de
Container 20 ft and 40 ft white	1:50	NZG	Dealers	www.nzg.de
MB Arocs 8x4 half pipe dump truck «Hilti»	1:50	NZG	exclusive	www.fmb-shop.de
Komatsu PC210 «KIBAG»	1:50	NZG	exclusive	www.msv-modelle.com
Liebherr HS 8100 «Bachy Soletanche»	1:50	NZG	exclusive	www.webshop-vinci.com
Liebherr PR 736 LGP «Eurovia»	1:50	NZG	exclusive	www.webshop-vinci.com
Liebherr R 936 «Schnorpfel»	1:50	NZG	exclusive	www.modell-ovp.de
Mack F700 6x4 «Doornbos»	1:50	Tekno	Dealers	www.tekno.nl
Volvo F10 container tractor trailer «Auf Achse»	1:50	Tekno	Dealers	www.herpa.de
Liebherr LTM 1500-8.1 «James Jack Lifting»	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LTM 1050-3.1 «Autojeraby Maina»	1:50	WSI	Dealers	www.collector.wsi-models.com
Tadano ATF220G-5 «Nordic Crane»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R5 4x2 / dump trailer «Steurer»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania S 6x2 / dump trailer «Simon Jensen»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania T5 8x4+2 red	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / windmill transport «Frank Norager»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / Palfinger with Jib «Jaakko Peltola»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / Broshuis 100 Tonner «Prangl»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / Palfinger with Jib «Jinert»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / ballast trailer «Heijkoop»	1:50	WSI	Dealers	www.collector.wsi-models.com
MAN TGX XLX 6x4 / Nootboom MCO PX «Michielsens»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Arocs 8x4 / ballast trailer «Tadano»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Arocs 6x2 / ballast trailer «Mediaco»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Sprinter «Baldwins»	1:50	WSI	Dealers	www.collector.wsi-models.com
Broshuis low bed set grey	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LTM 1750-9.1 «Hareket»	1:87	WSI	Dealers	www.collector.wsi-models.com

room available. At this time, Dreier has 31 of these ‘double-deckers’ on the road. They are mainly used for the transportation of parcels.

WSI 1:50

The new Volvo FMX cabin was used on this 8x2 chassis with a flat-bed deck and a Palfinger 7800.2 loading crane. It is painted in the colors of S.E. Levage. The Volvo FH 6x4 tractor truck unit with ballast deck will be available soon in the Mammoet-Store. (collector.wsi-models.com)

GMTS 1:50

The mighty Demag B335 is now available as a regular model with blue safety railings and ladders.

The impressive quarry excavator has been produced from resin castings and is extensively detailed with many white metal and brass castings. Understandably, the unit has a low grade of functionality.

Industrial Scale Models 1:50

Mechanical sorting and demolition grapplers from the US are now available in three sizes as clean white metal castings. One grabber shell is operated with the shovel hydraulic and the other one is permanently mounted to the jib. (Europavertrieb giftdigger.com)

UH 1:50

The Doosan DX160W-5 mobile excavator will be available shortly.

The model is based on the already known DX140W-5 but has only one blade. It has been equipped with a quick change attachment for a swiveling clam shell bucket and grapple attachments.

Eberhard / Tekno 1:50

In a very small series and with a lavishly detailed finish comes this model for the transportation of contaminated soil transport. The chassis is from Tekno, the cabin from Conrad and the container from Setec-HTM. The container, airtight on the original, was made in a scale that fits on to the trailer and on a rail car. As per original, every container has a different number. (Available from setec-htm.ch.)

Translation of page 55

Our partner page

Eco project in a vineyard

In the municipality of Thal, a vineyard had to be rehabilitated in an environmentally responsible way by re-building several dry stacked sandstone retaining walls. We got the contract to undertake this work.

Only ‘walking’ excavators could be used to work on this very steep slope. A small tracked dumper was also used. The walls had to be constructed as real dry stacked walls which means without any mortar or

concrete used. This technique requires a high degree of experience in the handling of natural stones. The work has to be carried out during the winter months so that the existing grape vines are not damaged.

Porphyry quarry in Detzeln

In co-operation with Weiacher Kies AG, the Eberhard Kies AG took over the Porphyry quarry at Detzeln in the Black Forest in the spring of 2009.

Reddish Birkendorf porphyry and grey gneiss rock have been quarried in the Steinatal near Ühlingen for decades. The quarrying is done using a drilling

and blasting process. To load the quarried rock at the site, a Liebherr R 974C HDSL front shovel excavator with a weight of 108 t is used. The very hard, abrasive rock material causes a high degree of wear and tear on the 2.7 m wide, 5.6 m³ capacity shovel. Therefore, every January, over 1000 kg of worn out parts have

to be replaced and the new ones welded on. A Caterpillar 775F dumper with a capacity of 62 t and total weight of 110 t transports the rock material to the processing plant that was expanded in 2015. In 2017, the Porphyry Quarry Detzeln GmbH produced about 265,000 t of ballast, grit and crushed sand.

Keep on Trucking

by Michael Haeder, published by Motorbuch Verlag, size 23 x 26.5 cm, 192 pages, 416 pictures, most in color, hardcover, ISBN 978-3-613-03966-7

It is almost incredible how many trucks are still working in Yemen or Ecuador. Over here they would be at best, well-preserved Old-timers at a vintage truck meeting. Over there, however, they still work hard every day and are pushed to their limits. The author, himself interested in commercial vehicles, has been traveling for years in the above-mentioned countries. Because of his good eye and ever-ready camera, he was able to take pictures of trucks that in a couple of years might be history. Besides the currently famous brand names of Mack, Volvo, Mercedes, MAN and DAF, many trucks of makers that have disappeared long ago are still seen: Büssing, Fiat, Berliet, Ford, Henschel, Krupp and countless others. (dw)

MAN Feuerwehrfahrzeuge

by Klaus Fischer, published by Podszun Verlag, size 21 x 28 cm, 256 pages, 440 pictures, hardcover, ISBN 978-3-86133-858-1

Two complete books about fire fighting vehicles from MAN, and the first one has now been released. There must be something special about that theme! And indeed there is. It is not just a pictorial book but it also delivers important basic information by the page full. The author in this case did not limit himself in describing vehicles in Germany but also included the whole of the German-speaking region, including Austria, Liechtenstein and Switzerland. The first part of the book talks about the history of MAN which started building Saurer trucks under licence in 1915; even then, fire trucks were part of the Saurer offerings. In addition to MAN, fire engines from other makers are shown. (dw)

Schütz

by Thorge Clever, published by Podszun Verlag, size 21 x 28 cm, 240 Seiten, 600 pictures, hardcover, ISBN 978-3-86133-855-0

Those who already have books by Thorge Clever know what they can expect from him. A carefully researched and compiled story, richly illustrated, in short, a book one likes to read over and over again. This is true once again for this book about the heavy duty transport company of Schütz that, unfortunately, no longer exists. Not only are his own pictures used but, having access to the complete archive of the company, Clever was able to include many interesting documents. Many transports are documented in detail, in particular, from the 70s through to the turn of the Millennium. The last chapter is dedicated to the company owner, big-hearted Heiner Schütz, whose death in a truck in 2001 was sadly the beginning of the end of the company. (dw)

Lastwagen Deutschlands

by Joachim M. Köstnick, published by DMAX / Motorbuch Verlag, size 23 x 30.5 cm, 224 pages, ca. 550 pictures, hardcover, ISBN 978-3-613-04007-6

In his last work, Supertrucks, the author tried to squeeze all the world's truck producers between the covers. In his new book he concentrates mainly on German truck manufacturers but there are also 18 pages dedicated to the makers of Austrian and Swiss trucks. Shown in the chapter, 'Specialized Products,' there are dumpers from Liebherr, Bergmann and GHH among many others plus low-deckers from Goldhofer. In the chapter, 'Names from Yesteryears,' not only Büssing, Henschel and Borgward are shown but also Faun and Kaelble. Every brand's history is described as well as its most important types of vehicles, all illustrated with meaningful pictures. (dw)

News in brief

Western Star for the rough stuff

At the 'World of Concrete' fair in Vegas, Western Star unveiled a new line of construction trucks. Besides the five trucks shown as concrete mixer, dumper, or with a crane, we especially liked the three axle dumping truck. The Western Star 6900 XD40 'Ground Force' is powered by a Detroit DD16 engine producing a maximum of 600 hp and has an Allison 4800 Off-Road transmission. The quaint Retro-Design is a throw-back to the legendary dump trucks from Autocar. (dw)

250 new DAF XF for Primafrío

Because of their reliability and fuel efficiency with the first order of 30 DAF XF trucks on a 'trial basis', the Spanish transport company 'Primafrío' ordered a further 250 tractor units of the same type. Primafrío was founded at the beginning of the 60s. It subsequently specialized in the warehousing and transportation of frozen food and today has dealerships in Portugal, France and Germany. The company fleet currently has about 2000 trucks.

The 250 new DAF XF are equipped with a 12.9 liter Paccar MX-13 engine that can produce 365 kW (480 hp) of power. Since the company puts great value, besides the fuel efficiency, on the contentment of the drivers, the comfortable and roomy Super Space Cab cabin was the choice for the new trucks. (dw)

Liebherr PR 766

Liebherr needed a bit more than four years for the update of the complete bull dozer program to the new Generation 6. The last of the units' upgraded last fall was the PR 766, a machine in the 50 t class. Its eight cylinder engine with a propulsion performance of net 310 kW and conforms to the current EU exhaust protocols step IV. It is equipped with a U-blade that has a capacity of 17 m³, and reaches a maximum working weight of 24.2 t. The driver's cabin is identical to the already introduced in 2016, PR 776 in the 70 t class. (up)

Kobelco SK400DLC-10 and SK550DLC-10

At the 2018 Intermat in Paris, Kobelco will be presenting two new demolition excavators of the new Generation 10. The SK400DLC-10 is capable of reaching a working height of 24.7 m and has a working weight of 49 t. To reach a further 2.8 m the SK550DLC-10 needs a working weight of 62.8 t. It is possible at that height to use the in-house KR1100PR-2 concrete crushing jaws, these have a weight of 2580 kg. Also available for both excavators is a three part outrigger arm with a reaching height capability of 13.7 respectively 14.6 m, the weight of the attachment tool is 5.2 t. To reduce the transport height down to 2 m, the three cylinders of the middle part of the arm cross each other, in the fully folded down position. (up)

Volvo Dump trucks

The Scottish Terex trucks are part of the Volvo group of companies since 2014. On proven design of the TR dump trucks and using them as a base, Volvo Construction Equipment will be producing this spring four rigid frame dump trucks with the Volvo look for the market. The production program covers four models: R45D with 41 t capacity, R60D with 54.5 t and R70D with 65 t, and also the new Volvo flagship R100E in the widely popular 90 t capacity class. These dumper however are not currently available with engines that conform to EU and US exhaust control norms. With this step a further traditional brand name in the dumping truck market disappears. It has to be mentioned that the Terex articulated will be continued to be produced. (up)

New MAN for MPreis

4.6 million km is the distance the over 40 MAN tractor-trailer units and trucks of the Austrian MPreis super market chain cover each year. Since the end of 2017, four new MAN TGX 26.500 6x2 as well as two MAN TGX 26.460 TGX 6x2 have been added to the fleet. The 500 hp and 460 hp trucks with reefer boxes are equipped, among many other features, with the MAN Tipmatic transmissions, safety equipment and extensive details regarding the cabin interior and comfort for the drivers. (dw)