

Laster & Bagger

Lastwagen, Baumaschinen und Krane im Modell

+ 16 Seiten
Lastwagen

Diecast Masters 1:50
**Caterpillar
323F / 320F**



Eigenbau 1:50

DAF FT 2800

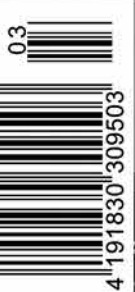


English text

Conrad 1:50
Liebherr LRT1100-2.1

Motorart 1:50
Kobelco SK 210LC

Tekno 1:50
Volvo FH04 Globetrotter XL



Editorial



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".

Collecting – a weakness?

“I was weak and succumbed!” How often do we have to confess to that? With this maxim we often explain new purchases that do not fit into our collections, and therefore should not have happened. Despite this there are weekly temptations that make us ‘weaken’.

For myself, I got weak with the Saurer D330 with low-deck for ‘Frederici’, even though it has been produced in the scale of 1:43 and so is, when placed between all the 1:50 models, clearly too big in size. The model ‘Made in Bangladesh’ however, captures the characteristics of the original very nicely, the cabin is completely detailed and it had an affordable price tag. On top of that, until a model of a Saurer truck in a current configuration can be enjoyed by collectors, we will need a large dose of patience. At least that was what I thought when I clicked on the ‘buy now’ button at eBay.

Meanwhile there are some announcements and rumors of Saurer truck models with front hood in 1:50 scale, probably using resin casts, but after all, if these models

have a good reception from collectors, one can even entertain the hope that sooner or later we could see one with a front mounted engine cabin. Until then I am enjoying the only 1:43 trucks in my collection, because I had a ‘weak’ moment.

Strong nerves are helpful sometimes when running a magazine. Especially when a planned report fails to materialize and a replacement has to be found at short notice. I am constantly trying to maintain a balance mixture of themes and so being able to offer the reader interesting articles to read. It helps to maintain your cool in such situations and look for a suitable replacement. Unfortunately, in this edition the ‘portrait of a hauling company’ is missing, but not absent is the very carefully maintained balance between trucks and construction machines.

I wish you all a relaxing read,

Daniel Wietlisbach

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Beat Zeier is dreaming of a museum

Shaped by a bridge

by Daniel Wietlisbach

Beat Zeier grew up in the old town of Bremgarten AG (Kanton of Aargau) directly below the historic wooden bridge. His passion for trucks and heavy duty transports has a direct link to this covered bridge because in the mid-60s, before the construction of the Autobahn, all the east to west and west to east traffic between Zürich and Bern had to squeeze over this, the only single-lane wooden bridge crossing the Reuss River. The original bridge, built in the 13th century (the current one is a copy), was demolished in 1953 because of the high traffic volume. It was rebuilt with a concrete floor instead of the wooden one.

Beat could often be found on this bridge and the sound of approaching trucks struggling through the narrow roads of the old town is still fresh in his mind. There he inhaled enough diesel fumes as a knee-high tyke to last him a lifetime. He encountered many interesting truck movements. A special highlight was when a truck managed to snag a roof beam when crossing and ripping it out of the roof. In consequence the bridge had to be closed for two weeks and the boys took the wood home to stoke the fire with.

Also very exciting was when a truck accidentally drove up on

Beat Zeier estimates that there are about 5000 models in his collection the main focus being trucks in 1:50 and 1:43. He acquired the beginnings of his collection during his youth ...

the wooden side walk and broke through it. The recovery operation took several hours. Especially interesting were construction machine and other heavy transports. These had to drive so slowly that the boy could walk along with them through the whole town.

Models for helping

One of Beat's friends who shared the same passion was the son of a trucker and his father sometimes took the two boys along on his trips. He drove a Saurer long hood truck with a V 8 engine pulling a self-steering trailer transporting logs and long bundles of lumber. Later on, Volvo F86 and F88 with garbage collecting conversion were added to the fleet. Beat Zeier remembered that they found toy cars in the garbage.

What luck it was too that the way to school included crossing the bridge because the sound of the trucks and shaking of the bridge were almost indescribable. Beat Zeier was especially fascinated by the locally-made Saurer Trucks.

At home he liked to play with Matchbox models. "With the little ones," he likes to point out, because the larger ones were much too expensive and not affordable at all. Even then, the collector's gene was present because he carefully saved all the boxes.

At age 12 he was able to purchase his first model, a Volvo F88 by Tekno that he found in a toy shop in town. He often stood in front of the display window, nose pressed hard against it so as not to miss anything. As the store was closing soon due to old age of the proprietor, Beat was asked if he would be interested having help to clean out the store. Of course he wanted to and soon the first skip in front of the store was filled. Beat discovered that there were still a few boxes of models from Matchbox, Dinky-Toys and Gorgi Toys sitting in a pile in the store room so he did not have to think long when asked what he wanted as payment for his work. The owner of the store was agreeable to his request and so for every skip of rubble removed

from the store, two boxes of models changed owners.

Because the young collector could not count on his family understanding his passion, he took the boxes and hid them in the cellar below the stairs. Only four years later, when the railing of the stairs had to be replaced, did he dare to take the treasures to his own room. This patience in waiting, almost unheard of in a child, is the reason why the about 250 models today are still 'as new' in the original, undamaged boxes.

Photographer

Beat Zeier completed an apprenticeship as a plumber and at the same time started to become a photographer. This was because he was given a simple camera as a gift and with it he began to document special transports and other 'irregularities' of the traffic on the wooden bridge.

As a side job he helped out a woman gallery owner in the inner city where he directed visitors to parking spots when an event was held. There, by chance, he made the acquaintance of a journalist who was looking for a photographer to cover accidents and fires for the newspaper for which he worked.

Long before, the simple camera had been replaced by a mirror reflex camera and so Beat Zeier began a parallel career as 'photographer for special events.' At the beginning of the 80s it was still possible to monitor police radio and so it was often the case that the collector arrived on scene before the police. A positive co-operation between him the law officers began especially when the men in blue had forgotten to insert a new film in to their camera!

Through this work, Beat got to know the local emergency responders and he was asked by them if he would be interested in working for them on an on-call basis and also for first aid. This co-operation is still active today. When he is called out to an accident he first provides first aid and when everything possible has been done, then and only then, he discreetly reaches for the camera.

Because most accidents occur in times of heavy traffic, meaning early mornings, mid-day and evenings, it is possible to combine his activities with his employment. Currently, Beat Zeier works for the city works department where among the many jobs he is tasked with is winter snow clearing. For this and other jobs he first used a Unimog truck but today operates a Lindner Unitrac.

Dreaming of a museum

Among the models he received from the toy store were some duplicates. Once they had been 'liberated' from the basement he began sorting them out and at age 19 he started to visit model car swap meets. There at the end of the 70s he met many like-minded collectors and through conversations with them learned about the hobby of collecting. He was mostly interested in truck models and so he swapped his duplicates one after the other for models from Tekno, Conrad and later from NZG too.

Besides the swap meets he also visited the Swiss dealerships of Scania, Volvo and DAF where the models he was interested in could be often bought at a better price. Very soon he found a dealer he could trust.

By accompanying heavy-duty transports and photographing the cranes at work his interests soon expanded and crane models joined the collection. Then it was only a small step to include construction machines and so today the yellow machines are a small part of the collection.

His involvement as a first responder shows because he has about 600 ambulances and 250 police cars as well as 200 fire trucks in 1:43 and 1:50. The collector limits himself to these scales as far as truck models are concerned.

While many today cannot imagine collecting without the aid of a computer, Beat Zeier is happy without the Internet. He relies on magazines and trusts 'his dealers' who provide him with information and to know his personal preferences. He is content in the knowledge that in any case he has not missed out at all.

The collector

Beat Zeier (58) apprenticed as a plumber and has been working for the last 35 years for the city of Bremgarten AG's public works department. He collects not only models but also antique picture postcards from his home town and all of Switzerland. He is also a photo journalist, a job he does on the side.

He would like to make it possible for the public to see and enjoy his collection. We look forward to when that happens and will definitely report on it.

Perhaps, because of the time he doesn't spend on line he has more time to speak with 'real' people. He is now known in town as a collector and again and again is offered models from estates or from people having to give up their apartments. However, at the moment he has neither the time nor space for these in his house. The display cases are full and beside them are stacks of boxes for models. The collection

now contains an estimated 5,000 pieces.

That is why Beat Zeier has a dream: before he goes into retirement, he would like to open a museum. There he would like to tell the history of the wheel from carts and carriages up to the modern trucks of today using his models and the antique picture postcards that he also collects. A coffee shop would also be included as well as some meeting

rooms for events and such. The only thing missing is the space.

The collector is concentrating on Swiss models. As far as any new items for his collection are concerned, these seem to appear in good numbers. He is especially looking forward to the Saurer truck with canvas top and bus body in 1:43 announced by Schuco and lettered for 'Spedition Bachmann'.

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Trucks & Construction



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Tinplate

'Motokipp' #371

by Robert Bretscher

In 1910, after gathering experience for several years, Georg Kellermann founded his own company in Nuremberg with the well-known tinplate makers Technofix and Distler. The very clever inventor used new ideas to equip his lithographed tin plate toys with funny trick functions. Large customers for these toys were big department stores like Karstadt in Germany and Woolworths in England. Many products ended up in the US as well.

By 1935, Georg Keller employed about 100 people producing cars, trains, air planes and tanks. Many of these toys were additionally equipped with a flint wheel which sparked when the toy moved. The leading English department store chain, Woolworths, placed an order of 600,000 tanks with this effective feature. During the war years, production stopped almost

The 1953 'Motokipp' #371 from G. Kellermann & Co with its high play value is still impressive today

completely with only the production of rifle cartridges barely keeping them afloat.

But starting in 1946, life returned to the company and the production of toys was re-started. Because of the lack of personnel, the most important parts of the toy cars were contracted out. The rubber tires came from Karl Joh Company, the drive mechanism from the well-established firm of Bühler, a specialist in clockwork mechanisms, and the electric motors were bought from the Distler Company. The dump truck shown here was produced using 0.24 mm thick tinplate. It is equipped with a clockwork that is controlled by a lever for drive, stop, or the automatic dumping of the bin. The

mechanism is agreeable because the model drive and the dumping mechanism works like on the real thing using two crank shafts that are powered by the clockwork engine. By moving the license plate from side to side, the front wheels, which have independent suspension, can be set at the desired turning angle. Since the maker always took great care to make the model look realistic, it is possible to recognize clearly the lines of an early Hano-mag truck. The 24 cm long, 10 cm wide truck with its inviting interior was produced in a blue and a green version. Today, even after 60 years, the model is in full working order and the clockwork mechanism from the Bühler Company is in top form.

Scratch-built DAF FT 2800 in 1:50

Nikos's world

by René Tanner

The scent of diesel, oil and warm tires permeates the air. Nikos Dafopoulos, a truck driver/owner from Athens, dismounts from the driver's cabin and inspects the front tires. He thinks that they look a bit low and decides to have a closer look.

For five years, Nikos has regularly driven his DAF 2800, a first production model, between Greece and the Benelux states. He has a contract with a Greek grocery wholesaler.

This time, the aging but well maintained truck has a cargo of 22 t of freshly-pressed olive oil bound for the Netherlands.

When the local trucking business dried up, Nikos had no other choice but to look for work doing something different. With his new contract, negotiated by a cousin of his, Niko had to look around for a replacement for his Scania LBS 110. He found the used, low mileage, DAF tractor truck in a dealership near the Dutch city of Venlo.

The truck, imported by Nikos himself, was lovingly decorated and equipped at his home. Since then it has run for 1.2 million kilometers and still runs reliably. Nikos says that the cabin could be a bit bigger, but the 3300 Space Cab the other truck offered by the dealer was just too expensive. The Trailmobil trailer, made in the US, with its proud,

It is a warm fall afternoon when the loaded Greek reefer semi lumbering along with a low frequency drone pulls into a passing bay just short of the Yugoslav border ...

highly-polished front wall, was found by our driver at the Zampouris brothers in Kalochori near Thessalonica. Zampouris is specialized in the sales, maintenance and repair of these trailers, refrigeration units and spares.

There the trailer was completely re-painted, the refrigeration unit overhauled and the twin-tired axles checked and re-mounted. Nikos and his sons installed the many storage boxes on the trailer themselves.

They contain numerous spare parts, a well-stocked tool box and the Dafopoulos boys even built in a 'Cuisine Camion.' Of course, also included were the two spare wheels.

Absolutely necessary for the long trips Nikos makes are the two 50 liter volume water tanks. Sometimes, Nikos tells us, he is even in Switzerland. There he loads chocolate for Greece.

The international transport license was a big expense; a total of 30'000 Euros had to put down as a security deposit. On top of that, the DAF was only allowed for international transport; this is easy

to recognize by the orange stripe. Also, the license number had to be mounted visibly on the side of the trailer. His second truck, the old LBS 110 now driven by his oldest son, has a light grey stripe to recognize the fact that it is allowed only for Greek internal traffic.

When Nikos returns to Greece from abroad, he discharges his load in one of the large distribution centers and usually has to wait two to three days for the next contract. This gives him time to spend with his family.

Nikos is hopeful that he will not have to wait too long for a return load. The last time, like many other Greeks, he was stuck for days at the Euromast in Rotterdam waiting for a load.

But even so, it allows him to make small repairs at the DAF and touch up with a bit of paint and a brush here and there.

Nikos says that he is doing fine as his wife Anastasiou takes care of the business and the running of the household. His two younger sons study in Athens, one law and the other social science.

The tires have been made fit for the journey as the engine roars to life and Nikos gets the truck into gear and begins to tackle the remaining 1,200 kms. The semi is slowly rolling back on to the highway and disappearing into the early evening. Only the sound of the gas between clutch and gear change remains audible for a moment.

Since the Grexit crisis we now know how poor Greece really is be it because of corruption, mismanagement or nepotism. It is in any case a culturally interesting and beautiful country. A trip there is always worthwhile if you are a truck fan.

From the 70s to the 90s many used trucks from northern Europe were imported. This is why, when looking at photographic evidence from earlier years, one can see trucks with brands like Sisu or Seddon-Atkinson, Hino and ERF, even White and Kenworth that were relatively common in Greece.

Most popular with the Greeks were the strong V8 trucks from

Sweden. Whole semi-trailer sets still carrying the yellow and blue lettering were imported and drove around for years like that.

I have been to Greece twice, in 1995 and 1996, and was surprised how many old but still operating trucks were around. Even, when working the route to Great Britain, arriving in Dover in 1998, I almost could not believe my eyes. Two really old, run down tractor trailer sets were standing side by side: a Sisu M 163 and a Scania LBS 140. Standing in front of them two elderly gentlemen with dark tans, wrapped up in thick sweaters and wearing boots were waiting for customs clearance. This was such a momentous event that I have never forgotten it.

The model

The basis for the conversion was a model of the DAF FT 2800 DKTD by WSI. The cabin was improved in the lower parts and better matched to the original. Two new fenders of

aluminum sheet were also made. The two large diesel tanks on each side of the chassis came from Heavy Goods as did the rims, while the tires were from Tekno. The 'Danish' mud-flaps at the front wheels were scratch built by imprinting them with home-made master and die. The sun shield was made from 0.5 mm aluminum sheet stock and painted with a 'glass paint'; this makes it look deceptively real.

The trailer is a Trailmobil 40 ft. DryVan with a Thermo King refrigerating unit from Corgi. The cargo box was widened using 0.5 mm aluminum sheet stock. The trailer frame is scratch built using brass profiles, rims from Lion-Toys and tires from Tekno. The front wall and the two rear doors are made from highly polished aluminum parts; so are the hinges and the locking rod that are made from 0.6 mm wire.

The paint job with orange, light and dark blue is typical for a Greek truck.

Arocs Loader 8 x 4/4 from Conrad in 1:50

Single tires

by Daniel Wietlisbach

More payload through weight savings is the concept behind the Loader 8x4 from Mercedes-Benz. Besides some smaller, not visible details, the rear axles are the main eye-popping feature. They are wider and sport only a single wide tire instead of the usual twin tires. The Loader concept was developed especially for the construction trade and because of that, only the Arocs as a 4 x 2 tractor unit and as an 8 x 4/4 concrete mixer truck configuration are available. The maximum tare weight of the mixer truck is 9,250 kg and it has a top working weight of 32 t. It can be loaded with up to 8 m³ of ready-mix concrete. In the standard version the truck comes with

The Arocs Loader concrete mixer truck model from Kalchreuth comes painted in the colors of Salomon. But what stands behind this special designation?

the S-driver's cabin ClassicSpace but can also be ordered with the somewhat more comfortable M-cabin.

The Conrad model is based on the already known four axle chassis. Of course, the parts for the new rear axles had to be newly developed. These hypoid axles have planetary suspensions that even out small surface irregularities. While the special, single wide tires were already available from the Conrad

parts box, the rims are completely new masters. Because of the steerable second axle, the imitation of the gear shaft was dispensed with. The mixer, mounted on the chassis is the one from Stetter. The two originals owned by Salomon Transporte do have the S-type driver's cabin but because there were no molds for them, the model was given the somewhat larger M cabin. The truck with its silver paint looks very elegant.

Cat 320F L and 323F L from DM in 1:50

True to detail

by Daniel Wietlisbach

Both models were released well protected in tinplate boxes just like all other currently available models of the originals made by this market leader.

As a collector in earlier times, when two of the ‘same’ models with different lettering were released, one could, being generous, close an eye or two. However, as far as the new Cat 320F L and 323F L are concerned, it pays to have a closer look because the mostly-metal models have been detailed to follow the prototypes closely. On top of that, they are made to scale, as far as the measurements are concerned; a few discrepancies on the chassis are caused because of the need for functionality.

The lower carriage is identical on both models. Single segment tracks with three-part base plates and a width of 790 mm have been used. They run very easily, kept tight by the lightly-sprung guide wheels. The plain running gear with eight running and two support wheels is well done.

The execution of the masters for the body required a great effort in exact planning because of the myriad of small, but important differences between both excavators. For example, on the left side of the 323F there are three air vents in a vertical row while on the 320F there is only one. At first glance, the en-

Diecast Masters has delivered not one but two excavator models in the popular 20 t class. They are worthy of a closer look ...

gine covers are identical but the exhaust pipe requires a different opening in it on each vehicle. Looking at the model from the top one sees areas behind the cabins as well at the anti-skid surface that are made differently. As we are not used to that much detail, this deserves a special mention. All handholds and safety railings are made from sturdy wire material and the plastic mirrors have silver-colored reflecting surfaces.

The cabin corresponds to a standard type and is, correctly so, identical on both models. The cabins are made of white metal and glazed with a clear plastic insert behind the openings. Unfortunately, neither window separations nor gaskets can be made out however, the roof window glazing that is tinted light orange shows hinted-at attachment points. The position of the window wiper integrated into the right window frame is prototypical. In the middle of the body the detailed, swiveling motor is visible underneath the hydraulic lines.

Equipment

The most eye-catching differences between the models are found in the

equipment. The 323F is equipped with an additional hydraulic cylinder and thumb, a very popular feature for de-construction work especially in the US. When engaged in excavation work, this also allows the lifting of larger stones. The scoop of the 320F has two cutting surfaces. Although the lengths of jib and boom are the same on both machines, the masters for the parts had to be adjusted. For example, on the arm of the 323F there are six hydraulic lines integrated into the casting while on the 320F there are only four. One could pose a question here: ‘Instead of new masters, would not separately-applied hydraulic lines have been a better solution?’ Certainly, the optics would have been better. The flexible black hydraulic lines go up to the cylinders and because they are a bit too long they ride up higher at the place where they are attached to the jib. All bolts at the

At a glance

- + Metal handholds
- + Realization of the differences
- Hydraulic lines are not freestanding



joints have been colored and so do not disturb the overall impression of the models.

The paint job has been applied cleanly and covers well without being too thickly applied. The lettering is sharp and legible.

The original

The two models 320F L and 323F L, so similar they could be

twins, differ in some of the small details. The ‘smaller’ twin weighs 22.3 t while the ‘larger brother’ brings 23.1 t to the scale in the standard version. They are equipped with two different Caterpillar engines, C4.4 Acert and C7.1 Acert, each producing about 120 kW (160 hp) and conforming to exhaust control protocol Step IV/Tier 4 final. These differences are visible through the placement of

the vents, exhausts and small flaps.

The higher weight of the 323F L is due to the heavier weight of some components. These do not impact visually, or only very slightly.

Kobelco SK210LC-10 from Motorart in

1:50!

by Daniel Wietlisbach

Motorart is responsible for translating the real thing into model form of which there are four versions: SK210LC for Europe, SK200 in yellow for the US and, as well, both models painted in silver as Hybrid Excavators. All models were delivered exclusively to Kobelco and are available at their shops.

We had a SK210LC in turquoise for testing purposes. It is made mainly of metal and accordingly is nice and hefty in the hand.

The original was translated correctly into scale. Deviation from the measurements can be found only on the two drive units due to the use of some oversized metal

With this newest model in 1:50 scale, Kobelco finally fulfills the wishes of collectors ...

tracks. These are made up from finely cast, three-part plates that run smoothly and problem free. However, the connecting parts of the single sections are rather crude; they cover too much of the guide and drive wheels and so contribute to the divergence from scale in that area. Here we know that it is possible to be fine and functional as well. Besides this, the two drive units are true to the original and have the correct number of running and support wheels showing.

The body is made mainly from five white metal castings held to-

gether with screws and that makes the model builders among us rejoice. The engravings are exact and copy the original very well although the normal pierced air intake slits are only hinted at. The engine hood is a separately-applied part as are the exhaust, back-up camera and the hand holds with the mirror holders that are made from robust wire. The plastic mirrors do reflect.

The form of the cabin on the whole has been modeled well however, the rock-fall protection over the roof window has only been

hinted at and is not pierced. The glazing is made up from one plastic part having the front window screen window separations and rubber gaskets on it. These, even if only printed on, would enhance the side and rear windows substantially. The window wiper is present and the cabin interior is nicely detailed and finished in many colors.

The 5.65 m boom and the 2.94 m jib are a match for the standard measurements and are well done; the hollow is closed off when seen from below. The maximum digging depth and working height cannot be reached however they will satisfy most collectors. The replication of the hydraulic lines begins on the foot of the boom. The lines are from a soft rubber material that is colored appropriately for the model in turquoise, black and silver. It is hoped that the rubber lines that are well-matched turquoise to the

At a glance

- + Metal handholds
- + Additional hydraulic circuit
- Protective grille is not pierced



body color will not deteriorate and become yellow over a span of years. The lines run, as per prototype, over the hydraulic cylinders and there even is an additional hydraulic circuit modeled. The bolts at the joints are not colored.

The scoop, a standard version with five teeth and wear plates, is a single metal casting. The paint job is clean and covers well.

The lettering is sharp and is limited to the basics. It only remains to hope that the 1:50 scale now will become standard for Kobelco models.

The original

Kobelco belongs to the Japanese Kobe Steel Group whose European headquarters are in the Netherlands. This crane and excavator producer is represented world-wide with machines easily recognized because of the eye-pleasing turquoise color. The SK210LC competes successfully in the most popular 20 t excavator class. The contractor can choose between Monoblock and adjustable boom. As well, three sizes of jibs are on offer. The engine, a J0-KSSC from Hino produces 119 kW and fulfills the exhaust protocol Tier IV requirements. Under the NLC designation it is also available with a small under carriage and, in the US, the machine is marketed as the SK200 in a bright shining yellow. As SK210HLC and SK200H, the excavators are also available with a hybrid propulsion system.

Kleemann Mobiscreen MS 703 Evo in 1:50

Triple sieve

by Daniel Wietlisbach

Using a currently available mobile model of the Mobirex MR 110Z impact crusher from Conrad (2514) together with the Mobicone MCO 9 Cone crusher (Conrad 2517) and the MC 110 Z Jaw crusher from NZG (8781), it is now possible to set up a complete crushing and screening plant, if there is enough space in the display cabinet! These kinds of plants require a lot of room, especially the new screening plant with its three-sided, mounted conveyor belts.

It is safe to assume that a screening plant will never have the same appeal as a standard excavator and therefore Kleemann is to be given a laurel wreath for creating this kind of model. Despite this, or because of it, the mainly metal Mobiscreen MS 703 has been made with the necessary attention to detail. Because of the functionality that we expect from Conrad, the plant can be set up in transport mode so making a wonderfully heavy load to truck around.

The tracks have running wheels and the upper sliding bearings have been engraved true to the original. The drive wheel with all its screw heads has been modeled. The tracks that drive the unit are one piece of plastic cast in such a way that it looks like it has single

With the market introduction just beginning, Conrad already presents the matching model of the Kleemann Mobiscreen MS 703 Evo ...

segment tracks; it turns relatively easily.

The rear feeding hopper with plastic feet supporting it protrudes quite a bit. It is unadorned, just like the original. The blue topper with its pierced pre-screen tilts using two hydraulic cylinders, as per prototype, and is held in a stable position with extendable support legs.

The wide, centrally located conveyor belt transports the crushed material past the light grey drive unit to the triangular screen that is hidden behind some blue cladding. The individual decks are easy to recognize because of the silver-colored, raised bearings. The vibration motor has also been hinted at on the model.

Using the inclined screens and vibration the material waiting to be sorted is then transported 'back' to the middle of the unit and then dumped on one of

the four conveyor belts to be expelled. The three-sided, mounted conveyor belts have to be added by the collector but they just slide in. They are well detailed and have red support rollers. The discharge direction can be adjusted on one of the belts however the hydraulic cylinders for this are only dummies. All five conveyor belts are made from a soft rubber material.

The previously mentioned engine compartment has been modeled with pierced cooling openings on both sides and a finely-detailed radiator that can be spotted when looking through them. On top of that, the main switch has been painted in a contrasting color.

The operator can alight the platform that surrounds the screening box using ladders and steps. The platform surface is pierced and the metal safety railings are cast on.

To put the machine into transport mode, the screening box can be lowered using two hydraulic cylinders. On the original, the centrally located discharge conveyor belt can be folded upwards to shorten the length of the unit. This feature has not been duplicated on the model.

At a glance

- + Metal content
- + Transport mode
- Plastic tracks



The paint job, as we are used to, is clean, covers well and the lettering sharp and readable down to the tiniest letters.

The original

The Kleemann Mobiscreen MZ 703 Evo is a tracked screening plant with the numbers in the type

designation showing the most important figures. A 7.0 m² capacity feeding hopper as well as three decks which makes it possible to sort the material into four different sizes. The maximum capacity is 350 t/h and the feed intake size is 150 x 150 mm. The working weight is 33 t and the unit's power is diesel hydraulic.

Weycor AR65e from NZG in 1:50

Small loader

by Daniel Wietlisbach

The model was released as a new item in the 2015 NZG catalogue. During the Bauma 2016 the new Weycor design painted for the 'Ludwig Freytag' company from Oldenburg in northern Germany was released and it now gladdens the hearts of collectors.

The AR65e, a compact loader with a total weight of 5.15 t, has a Deutz TD 2.9 L4 engine capable of producing 54 kW (73 hp). The shovel capacity ranges from 0.8 up to 1.05 m³ and as a universally usable machine it is possible to attach all kinds of tools to the quick change head of the lifting frame. A very special feature, the buckling pendulum joint that makes off-road work easy is used instead of the more commonly used oscillating rear axle suspensions.

Sometimes a model only becomes the focus of interest when it is painted in a very attractive colour scheme for example, the Weycor Ar65e for Ludwig Freytag ...

The model from NZG

The AR65e is a true-to-scale model on which the maker has taken pains to replicate the buckling pendulum joint very nicely. This makes the model stable and exactly prototypically correct. This also goes for the nicely-engraved rims and rubber wheels of the scale model. The screws that attach the rims on the inside, are even modeled; this is an important detail, as it is especially visible on wheeled loaders. Both axle

housings are exactly modeled and are connected to a freely-moving drive shaft. The nicely copied shape of the openable engine hood at the front shows off the mock-up of the engine including the continuous exhaust pipe. The air intake vents are so deeply engraved that they look almost as if they were pierced.

The cabin which is nearly fully enclosed with glass is excellent in model form. The hinges on the doors are cast on to the roll-over cage and the very subtly-tinted

glazing fits flush. The door handles have been modeled raised and the window gaskets are printed on. Window wipers, handholds and rear view mirrors are separately-applied parts painted as on the original. The single-color interior is nicely detailed for example, on the floor is an imitation of the anti-skid mat.

The front of the vehicle is exactly engraved and the working spot lights are separately-applied plastic parts. The rubber mud flaps sport a raised Atlas logo. The lif-

At a glance

- + True to scale
- + Functionality
- + Metal content



ting cage has been engineered very finely and is functional. The unpainted bolts at the joints are very small. The hydraulic lines can only be made out at the cylinders but it is possible to remove the single casting shovel very easily by taking out the two small

bolts. The re-mounting procedure however can only be described as fiddley and is impossible without the use of a pair of tweezers. Separately available is a set of alternative tools. With the palette fork and pallet come some spare bolts as well. This makes the WR65e a universally usable vehicle. By the way, the same palette fork also fits the Weycor AR75e telescoping loader.

Paint and lettering of this all-round successful model is without any faults.

Volvo FH04 Globetrotter XL from Tekno in 1:50 Blue Star

by Daniel Wietlisbach

This model was not commissioned by the cargo company, but was made on the initiative of Danish specialist dealers under the guidance of Martin Strøm from modellastbiler.dk.

We took a closer look at the model version with the premium cabin and the first thing we did was to check the measurements against the original. Because Volvo offers measurements for the different views of their cabins, it was easy to just overlay pictures of the model on the ones printed out from the website using a Photoshop program. We found no differences

Tekno releases the Volvo FH04 with Globetrotter XL-cabin in the colors of the Danish Scandinavia specialist, Per Sinding ...

when we compared to the original Volvo Globetrotter XL cabin made by Tekno; all dimensions are correct and the shape of the cabin has been exactly replicated.

The Per Sinding cabin has been pretty closely copied using the optional parts available. There are some minor differences, mainly in the cabin roof area where there is a different sun shield and a different roof light. This, however, is not as obvious as the Volvo logo

that has migrated down to the radiator grille, however the logo has the diagonal bars and that is 100% prototypical.

The yellow radiator grille is a separately-applied part and the typical honey comb structure of it is just about recognizable. The clear glass head and position lights with mirrored inserts are also separately attached. The wind deflectors are factory mounted but the fine, printed-on rear

view mirrors, roof antennas and the ten position lights that are dispersed over the length of the semi-trailer set must be attached by the collector.

The windows are flush mounted using the usually distracting Tekno lugs on each side of the wind shield. The interior is kept in two colors, black and dark grey, and has a single bunk.

The cabin is precision fit but still tilts easily. The six cylinder in-line engine is multi-colored and sports the Volvo logo. The three-color rims are pierced. The nice-looking rubber tires have the profile of the original. The front wheels turn the same degree as the original without a problem however, the third, liftable axle is non-functional.

Looking at the truck from below, one sees the detailed and prototypically-correct gear shaft and the drive shaft that is connected to the air-suspended rear axle with a universal joint. Mounted at the right side of the chassis are a large ca-

At a glance

- + True to scale
- + Paint job
- Side claddings are only printed



capacity tank, the AdBlue container and the exhaust plant. On the left side are the compressed air tank and a tool box.

Unfortunately, the side cladding is very flat and the doors, hinges and locks are only printed on; this is not on par with the industry standard of today.

Compared to that, the well-modelled side tarps with its locks is well done even though they do not have a concrete prototype, as explained by Tekno. No maker's name is found on the trailer but at least the original was bought by a Danish dealer as the printed-on advertising on the mud flaps suggests.

The 16 (!) rear lights on truck and trailer, rear doors and lifting platforms have been modelled

very nicely. The long trailer draw bar attaches to a sprung ball a long way underneath the truck chassis. The paint job is first class and the lettering is faultless. It copies the original down to the last of the tiny stars that are so small they could be mistaken for dust particles.

The original

The new FH-model line was introduced for the first time at the IAA 2012. The new driver cabin is available in four versions with the Globetrotter XL-cabin being the largest, offering 211 cm of head room over the gear shaft.

Per Sinding, the Danish freight hauler from Farsø, specializes in the Scandinavian traffic business. Existing since 2012, its origin was Brdr Sinding Company founded in 1983. Its fleet numbered 15 vehicles in 2013. The drivers have a big say in how their vehicles from Volvo, Scania, DAF and MAN are designed to look.

Terberg YT 182 in 1:50

Little helper

by Daniel Wietlisbach

The Sandvik TH663, with its carrying capacity of 63 t, belongs to the group of larger trucks in this genre. If one adds the 43 t empty weight of the machine, the total is 106 t. It is capable of reaching a speed of 43 km/h per hour when fully loaded. For this, the built-in Cummins QSK engine produces 567 kW (760 hp). The dumper is designed to work in tandem with the LH621 LHD wheeled loader from the same maker. It takes three loading cycles to fill the dumper's bin. The TH663 requires underground tunneling with a 6 m wide x 6 m high profile to operate.

The model from Conrad is well protected in the familiar box with a form-fitting foam insert. It has a hefty feel in the hand and that feeling is reinforced by the compact construction of the original. The collector gets the very nice feeling of having a chunk of metal in their hands. Packed in a separate plastic bag are the metal safety railings as well as the two rear view mirrors. Mounting these parts is quick and easy.

The Sandvik TH663 has been made to scale and that includes the functions. The degree to which the bin can be dumped matches the original and the steering angle of the articulation is the same.

Terberg, the Dutch maker of special vehicles, commissioned a model of the YT182 from China ...

The mighty wheels are very nicely modeled and the profile on the soft rubber tires is beautifully done. When looking from below and also partially from the sides, the drive train going from the front part to the rear can be made out.

The front part of the dumper is made of a massive white metal casting which has a wealth of finely-engraved details. All doors and hatches are correctly shown and the surface has a fine anti-skid detail. The front radiator grille and side radiator open to make servicing easier. Behind them the engine and the hydraulic cooling system are seen. On the TH633, Conrad has pushed the limits of functionality very far, because for further servicing it is possible to lift the whole machine off the ground using four hydraulic supports and the dumping bin can

be secured when partially lifted using a fold-down support. On top of that, the little yellow set of stairs on the right side of the front radiator folds down just like on the original. The play drive instinct is satisfied to a high degree with this model.

Also, the optics are not short-changed. Besides the already mentioned openable radiator covers, there are five further small grated hatches as well as the rock fall protection cage of the rear window, all made from extremely finely-pierced plastic castings. The headlights, a fire extinguisher and the warning light at the cabin complete the front part of the vehicle. The cabin itself is made from a finely-engraved metal piece and the window insert has the window caskets and a window wiper printed on in satin black. As on the original, the supply lines as well as the two steering cylinders and the drive train are in the articulated joint area. The frame of the rear wagon part is kept as plain as the prototype and has a very well-modeled rear axle enclosure.

At a glance

- + Choice of prototype
- + Detailing
- Large amount of plastic used



It has several indentations for optimal use of the loading bin space when in use in restricted space underground. On the model it is made from a piece of diecast metal and the shape of it has been successfully translated into model form.

The coloring has been applied cleanly and covers very well and the sparse lettering is sharp and legible.

The original

Terberg YT182 tractor-trucks are used for the time-saving re-locating of container trailers in distribution centers, container terminals and airports. The saddle coupling can be adjusted hydraulically so that the support legs used when the trailer is parked by itself do not have to be folded in thus saving a lot of time in mo-

ving them. The lifting weight of up to 36 t for the saddle coupling is remarkable. The TY182 is powered by a Cummins QSB 6.7-190 and the top speed is around 20 km/h. The TY222 sister model has a stronger engine and the TY202-EV is powered by an electric motor.

Terberg tractors can be observed in Switzerland, for example at the Migros distribution hubs.

Pictures from Matteo and Alessio Germano

Truck Stop

by Daniel Wietlisbach

Matteo and Alessio Germano live in north-eastern Italy and since their childhood twenty five years ago have shared a passion for collecting trucks. Alessio began by collecting Italeri kits in 1:24. After that the brothers collected Herpa models in 1:87 and a few years ago they arrived at metal models in 1:50.

Both have made the hobby their calling in life and have become truck drivers. Matteo pilots a MAN TGA 26.460 6x2 flat deck tractor-trailer with loading crane that services construction sites in his region. Alessio drives a DAF XF 105 4x2 curtain sider and delivers

Many collectors would love pictures of their models to look like the real thing. Two brothers from Italy achieve this over and over again ...

goods to customers all over Italy and France.

From being on the road daily grew the desire for both of them to photograph the models in their collection 'like in reality' and so the idea was born to build some dioramas. Since then some show pieces have been created. They are very nicely decorated and have generous proportions. One of the reasons for the size is that

the collectors want to show off whole groups of trucks, for example, sitting on a pull-in.

While the scenery was created from the imagination of the two collectors, the subjects had to be of a realistic situation. One diorama shown here is of a street and pull-in in northern France. The marble quarry location is familiar to the Germano brothers because one of their friends works there.

In order to keep the quarry diorama from becoming too heavy, the layers of marble blocks were carved from foam and appropriately painted but a few of the front ones are cut to size very carefully from real marble. The rest of the scenery is made up with products from the model train sector. Another creation (not depicted) is of

a snowed-in landscape in Norway while a third depicts a marble quarry near Brescia, Italy.

To photograph them, the brothers took dioramas outside so as to photograph during real weather conditions. Therefore, the very verdant diorama was photographed during the warmer months of the year and the snowed-in one

(we would be happy to show it at the appropriate time too) during the winter. It is the natural light of the sun that decides if a picture looks realistic or not. The photographs were taken with a cell phone camera of a Nokia Lumia 939 with 20 Megapixel and the results don't need any further comments.

Exhibition plus Saurer truck meet

Successful launch

by Daniel Wietlisbach

After the very popular exhibition and model swap in Thal at Lake Constance could no longer operate due to a lack of space, the organizer, Hans-Jakob Bärlocher found new partners and a new location. These were the Eberhard brothers and the Ebianum in Fisibach, Thus creating a unique event. The 'Eventhaus und Baggermuseum' that also contains Heinz Eberhard's model collection hosted the model show with swap meet and the 6x6 Saurer truck meet.

Over 1,100 visitors used the opportunity to attend the event during some very nice spring weather. The entrance ticket allowed access to

When two different organisations combine, something bigger and better is the result as the event at the Ebianum showed us ...

the whole museum, the model collection plus entrance to the 6x6 Saurer truck 'Show and Shine' outside.

The Event Hall of the Ebianum had room for 104 tables all of which were booked within a short time, explained Hans-Jakob Bärlocher. Many of the people behind the former Thal event were there but a large number of new sellers and exhibitors also found their way to Fisibach. About 60 model building groups, single exhibitors, private and commercial dealers from Ger-

many, the Netherlands, Austria and Rumania and, of course, Switzerland, participated. Naturally, there were bargain hunters but the models and dioramas shown stirred special admiration and gave opportunities for animated conversations with like-minded enthusiasts.

6x6 Saurer truck meet

The idea of combining the show with a Saurer meet was also taken over from the Thal event. In order

not to compete with the existing schedule of the commercial vehicle Gold-Timer drives and meets, this event was narrowed down to keep the meet to a specific type of truck. The 40th anniversary of Saurer D330 N 6x6 und D330 BN 6x6 series was this year's focus.

For many, the three-axle trucks from Saurer are a powerful symbol of strength and force. In 1977, types D290 N and D330 N were introduced as conventional steered trucks. They were available in configurations of 4x2, 4x4 and 6x6, to be used on construction sites, as equipment carriers or heavy duty tractor trucks. The engine, type D2KT of the D220 N, 6x6 produced 330 hp. The main characteristic of these new vehicles was the engineered material molded into a light, one-piece hood that allowed effortless lifting and made maintenance work much easier. There were 17 units built for this first series. In 1982, the designation was changed to D330 BN 6x6 and the optimized D4KT engine produced 315 hp. A further 18 units were produced.

The 6x6 Saurer truck of the Eberhard Bau AG is the last one in

existence that is still in the original condition. It is used at the Baggermuseum for transports. At the Fisi-bach meet, a total of 14 vehicles from all-over Switzerland participated.

If the very successful event will become a yearly fixture, which at our deadline was not decided, it would certainly become a welcome addition to the circuit.

Modelshow Europe

About 3,000 visitors from all-over Europe visited the show that is held annually in mid-March in the Dutch city of Ede (www.modelshow-europe.com). This event has been organized by Theo van der Zon for 25 years now. Over time it has developed into the largest show of its kind attracting participants and firms from all regions of Europe. As usual, the model show was limited to models of cranes, heavy-duty transports and construction machines of all scales. The best models, most of them scratch-built or kit-bashed, were shown on about 400 tables.

Large companies like Nootboom and Mammoet were there but also many small makers from the Netherlands, Belgium, France and Rumania used this platform to offer their small series releases of models. The Italian model building group showed off a scale model of a bridge pier with a tower crane. It was the tallest display at the show by a great distance. Also very impressive was the fully-functional model of a crane made up from 'good old Meccano' building sets. A fully functioning 1:50 RC-model of a Ruston-Bucyrus with a drag bucket could be admired. A fleet of operating trucks, cranes, excavators and some Lego machines were on view in the sandbox.

The future of model building for add-on pieces and models was shown in the form of parts made from 3D printers. Other manufacturers staked their future on laser-cut kits and parts.

Both visitors and exhibitors came away from this event fully satisfied and highly inspired. (hw)

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Imprint

Nootboom MCOS 48-03EB from Conrad

Multifunctional

by Carsten Bengs

The model is correct to scale and the sample we had for a closer look was absolutely without any faults. We were very happy to see the pamphlet included with information about the prototype and a short description of the model. There is even a certificate included.

The surface of the trailer has a very nicely done anti-skid surface with simulated tie-down rings. On the front part and on the loading ramps there are plastic, simulated wooden planks as a surface.

The 5 m ramps that make it possible to load with a low grade were modelled. They are made up of two, foldable parts that are even removable and slide to be adjusted. Small hydraulic cylinders as well as the obligatory rotary warning light round out the details.

All three axles are sprung and roll smoothly. The parallel steering mechanism has been modeled very well and the turning radius is very convincing. The axles are made completely from metal. This will please collectors. Over all, there is relatively little plastic used on the model. The pressure reservoir and wheel chocks are also included.

Especially worthwhile mentioning is the lifting table that Conrad has modeled, as the second maker ever to do so. Small cylinders below move it upwards. On the goose neck there is a small

At the toy fair, Conrad finally presented a new Nootboom model. The three-axle, low-deck trailer gives a good impression of the original ...

platform for accessories; it is surrounded on all sides with a strip of metal. The spare wheel can be found mounted on top of the toolbox. All may be covered with the cover found in the extra parts bag. Very well done too is the outrigger holder which is very realistic.

Also included in the accessory bag are four small warning boards that can be mounted below the goose neck as well as behind the ramps. There are also simulated warning lights at the side of the ramps.

Below the goose neck are two small supports that sit very snugly and hold the trailer upright if no tractor truck is coupled on. Even the small support legs at the ramps have been included. They are necessary to take the weight of the axles when the trailer is loaded.

The lettering is very convincingly done including printed-on lo-

gos at the sides of the goose neck, at the ramps and the mud flaps.

Conrad used a MAN TGX XXL 6x2/4 from their own portfolio. There are two powered axles. The middle axle therefore is sprung and assists in the turning. Unfortunately, the driveshaft has been omitted.

The front axles are guidable and produce a satisfactory turning radius allowing the model to roll very easily. The tanks are well done. The cabin tilts forwards and allows a glimpse at the replica of the engine.

Rear view mirrors as well as the antennas are included in the accessory bag and are a cinch to attach. Window wipers, a rotary warning beacon and spot lights are present on the cabin.

The printing on the side of the cabin is easy to read and cleanly applied. The prototype was a TGX 33 480. Nootboom lettering and a Dutch license plate complete the details.

Overall, Conrad has with the MCOS-48-03EB created an absolutely great model in the tradition of the company: a lot of metal parts used and a high degree

At a glance

- + Functionality
- + Metal contentg
- + Anti-skid surface



of functionality. And the typical Nootboom red suits the tractor truck really well.

The original

The prototype for the MCOS-48-03MB comes from the Nootboom

Multitrain series and has a hydraulic steering system. In Germany, the trailer is, according to §70, licensed for a maximal payload of 39 t, with a tare weight of 9 t. Speeds of up to 80 km/h are then allowed.

The prototype is used to transport smaller construction machines. Wi-

thout the ramps, lattice crane segments for larger cranes can also be transported. When using the lifting table, two light construction machines for example, working platforms or small wheeled loaders, can be transported and so one trip saved.

Liebherr LRT1100-2.1 from Conrad in 1:50 RT again

by Carsten Bengs

With this off-road crane, Conrad delivers the first new crane model of the year ...

Back in the 80s, Liebherr had an RT crane designated 'LTL' in its program however, it stopped producing this model in the mid-90s. Liebherr is re-entering this market segment with the LRT1100-2.1 (100 t) and LRT1090-2.1 (90 t). Both cranes are almost identical. When ballasted with 12 t, the LRT1090 telescopes using a cylinder with a cable. The LRT1100 uses the Telematik system (a cylinder) to reach 50 m with 14 t ballast.

It is very lucky for us that Conrad built the matching model concurrently. The sample we looked at was faultless with the dimensions transposed to capture the feel of the original. The maximum reachable height points towards the larger crane even though both model designations are on the box. The weight of the model is surprising. It is robustly built with a high

degree of functionality and adherence to detail.

The two-axle under chassis rolls easily on the wheels. The turning radius is sufficient and the rims are as on the original. The gear tunnel with the drive shaft to the axles has been nicely done by Conrad. At the rear there is a little step with a ladder as well as railings. Several mirrors are in the little plastic bag of details to be attached by the collector.

The support system that is made completely from white metal is very nicely done. The supports have internal threads and the bottom support discs can even be taken off. Hydraulic lines are hinted at on the support cylinders. Included in the bag of details are some

small crane mats with simulated wood surfaces; during the time the crane is running on the road they are stored in the correct manner beside the supports-very nicely done.

The lower chassis has an anti-skid surface including some small handholds. Replicated at the rear are the exhaust and radiator. A 264 kW strong Cummins engine is built in on the original. Beside the radiator grille there is a space to store the small hook designed for one-cable operation. It is called the 'Headache Ball' in the US.

The first thing on the upper carriage that is remarkable is the roomy cabin. When tilted, a small hydraulic cylinder keeps it level. The interior is easy to see and reveals a steering wheel, levers and control

instruments. Even the small handholds are there along with a small mirror and the cabin door handle. The front window wiper completes the adherence to details. There are some small supply lines that lead into the cabin. The two lifting winches (the prototype comes with two as standard) have an ample supply of rope, even for a four-strand rigged hook with twist-free rope.

The outrigger arm's four telescoping segments extend to reach a height of 105 cm or 52 m at the topmost pulley. This is correct for the length of the LRT1100-2.1. It is held in place with a cylinder.

The cable pulleys are made as single metal parts and move very easily. The three-wheel hook goes down very smoothly; on the origi-

At a glance

- + Weight
- + Functionality
- + Supports und crane pads



nal it would have a carrying capacity of 42.3 t. The number of pulley wheels in the wheel head, 6 at the front and two at the rear, is correct, according to the original.

The prototype is equipped with a mast tip for the two-hook operation, a standard feature from the factory. This has been replicated on the model and is simply clipped on at the front. On a single strand, the crane can lift 6.3 t.

The additional double flying jib tip can be attached with small

bolts. It can be set, as on the prototype, at 0°, 20° and 40° angles. During transport mode, the tip sits securely on the side of the unit. Here Conrad has found a very clever solution: a clip-on connection holds the part securely with only one click. Overall, the model reaches a height of 144 cm or 72 m height at the tip, measured at the pulleys.

Conrad has created a nicely-detailed model of the LRT1100-2.1. The original is not seen that often in Europe, however in the Canadian oil sands this kind of crane is seen by the dozen. The details and functionalities are of a high standard and leave no wishes unfulfilled.

Berliet, the Original and the Model – part III

Vroooooom!

by Robert Bretscher

Dinky Toys France, Norev, CIJ, GRD, France Jouets, Quiralu and Minitrucks were the main toy makers that concentrated on producing models of French brands. Seen often on streets, these truck models were then produced for the toy market, often by several makers at the same time and in different scales. Because of the building boom of the 50s and 60s it was no surprise that the little

The miniature models of Berliet were created mostly by French model toy makers; this makes sense, because the real trucks were part of day to day life ...

customers or their parents would be especially interested in construction vehicles. This also made it possible to play with excavators and cranes. The toy makers of yesteryear were miles away

from the detail that is achieved on today's models. There were other priorities that influenced the production. Accordingly, the design concentrated on a colorful finish and enough robustness to survi-

ve the sometimes rough treatment these toys had to withstand in the playroom. I remember seeing a truck flying through the air once in a while in the playroom of my childhood.

Berliet by JRD, France

JRD was founded by Jean Rabier in 1934. Rabier worked before that in one of the more important toy makers in the industry, CIJ (Companie Industrie des Jouet, founded 1927). In the beginning JRD produced exclusively tinplate toy cars in the larger scales for Citroën. At the same time, JRD produced some marvelous tinplate trucks for the market. Beginning in 1958, production of all models was changed to 1:43 scale and a series of wonderful French rarities were made from white metal castings.

JRD did not shy away from producing even some relatively rarely-seen trucks or mobile cranes for the toy market. Unfortunately, the company had to close its doors in 1963 and it was taken over by CIJ. This meant that some of the tooling found its way to the new owner who then reproduced the JRD models with modified paint.

Berliet GAK

Garbage truck, # 131, 1960

This garbage truck, produced in plain grey, is remarkable because

of the very detailed execution of its components. The carefully made driver's cabin, with the fine window frame supports and the pierced radiator grille that was a specially-formed tinplate part that included the Berliet logo, was unique. It points to the origin as a JRD model. The garbage bin is remarkable too especially of the large rear flap that opens. It has a finely made garbage funnel and rear foot board that are perfect. On top of that, the whole bin can be dumped out by using a lever attached to one side. During this process a cable attached to the top tightens and closes the lid of the rear flap.

Berliet Weitz crane

AG20V45, # 125 from 1959

JRD's plan to produce a French mobile crane as a miniature model was a great idea. It augmented the existing assortment of toy trucks. The somewhat unusual shape of the crane was replicated very well. The wrap-around glazing of the spacious cabin (without any interior details) gives credibility to the assumption that crane operation and road operation was done from the same place. All lifting functions are done using the two hand wheels on the crane. The A-frame struts turn a full 360°. The perforated steps (single foot holes) on both sides of the vehicle are very nicely modeled. After JRD ceased production of this model in 1963

its successor, CIJ, brought it back to the market using the same tooling with a slightly different paint scheme and additional advertising sticker.

The prototype for the AG20V45 mobile crane weighed at 17 tones and was powered by a 90 hp Berliet engine. The crane was able to lift up to 7 tons without any supports. The mobile crane was built between 1957 and 1960. Later models were equipped with an additional hydraulic arm.

Berliet GAK semi-trailer tractor set Antragaz

1:45, # 132, 1961

JRD again scored high with this model when they released the wonderful truck to the toy market. Just like on the GAK garbage truck, the cabin is fully glazed and has the Berliet logo on the tinplate radiator. The main attraction is the semi-trailer fittingly decorated with Antragaz stickers on both sides and a warning label at the rear. Not stopping half-way the maker of this semi-trailer filled it with 90 bottles of Antragaz. These are not just loose but are separate and sit on 90 small metal studs. The delicate cargo is protected by a metal railing all-round. The red semi-trailer model has attractive eye-appeal with its design and all-round cladding.




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

von Remo Stoll

I found this nice short hood truck a few years ago at an Export Dealer. I do not know what happened to it, but a vehicle in such good condition would be almost too good for exporting. The engine power was 230 hp; it drove the rear axle. The second rear running axle might have been built in later on.

Recognized? Then send us the manufacturer's exact name and the model number on a postcard by mail. Of course, we also accept e-mail submissions (contact information is on page 58). The contest ends on 15th June, 2017. We will hold a draw to select winners if there be more correct answers than prizes.

This time the winners will receive one of the following prizes: a Mercedes-Benz Actros Giagaspace 4x2 tractor truck in 1:18 scale by NZG; the MAN TGS concrete mixer truck 'Geiger' from Conrad; the Cat 242D with the exclusive Toy Fair lettering from Diecast Masters. 



Solution from Trucks & Construction 2-2017



The well-preserved tracked loader in question was a FiatAlis FL7 as identified correctly by many participants. Since there

were more entries than prizes, a draw had to be held. The winners are: Jürgen Precht (D) who won Caterpillar 12M3 from Diecast Masters; Franz-Jakob Kolbeck (D) who won the Mercedes-Benz Unimog U 5000 from NZG; Alexander Renner (CH) who won the Liebherr A 920 from Conrad.

Congratulations to all the winners!

Historical construction site

Change of a crane

by Wilfried Schreiber

The new crane is a EWK SBK 40/45 T by Eisenwerke Kaiserslautern made in 1966, chosen because the F 17 is too small for the construction of the 55 m high church tower. For this, the tracks had to be swapped out using a Fuchs 500 because the gauge for the new crane is significantly wider.

The new lattice jib by EWK has a maximum carrying capacity of 800 kg; when the arm is extended to 32 m, the capacity is 3 t with a 12 m extension and has a maximum height at the hook of 57 m. The boom pivot point is at 28 m. This electrically-powered crane had a telescoping tower constructed from angle iron lattice and a boom made from an iron pipe lattice construction. At that time it was the largest lattice boom crane made by EWK. In Switzerland, EWK had the largest market share.

The Fuchs 500 used was built in 1962 and was a universal excavator that could also be configured as an excavator and, with a lattice mast, as an excavator with grapples, drag shovel or other specialized tool attachments just like the Fuchs 301, its smaller brother. On top of that, backhoe front scoop versions were available. They were powered with a three cylinder Deutz diesel engine that could reach 18 km/h on the road. Because of its high degree of reliability

Today on the church building site, the lattice arm F 17 crane made by Reich is being exchanged for a much larger one ...

and movability, high ground clearance, small turning radius and comfortable operating environment, this machine was liked very much by its users. The type numbering was taken from the possible shovel content, in our case 500 litres. The carrying capacity, without supports, was 8.5 t. The crane operation allowed for 'Kraftschlüssiges Senken', force-locked lowering, that made it possible to place loads with millimeter perfection. High ripping power when using a single cable made the machine interesting for use as an excavator and also with the possibility of configuring as a crane with a maximum height of up to 16m when using a tubular lattice boom. Special, optional 30 t extended excavator axles and the option of adding side support struts made it a very versatile machine. The steering was aided by compressed air and the oscillating front axle could be made rigid by a hydraulic system.

Since the step from the 301 to the 500 was too large for many, the smaller type 400 using the same technologies was slipped into the middle.

The EWK SBK 40/45 T mentioned earlier was moved by a trac-

tor truck. A steel plate was attached to the trailer hitch and screwed on with a special steel frame that rotated. A special transport axle was mounted under the crane chassis. On this crane too, the rear of the crane had manual-assisted steering via a hand wheel on the turning motor of the crane.

The Scania AB used here was made in Södertälje, Sweden. Scania started to build trucks and busses as well as ship and industrial engines as early as 1903. Scania and Vabis amalgamated in 1911 becoming Scania-Vabis. This brand name lasted until 1969 when the Vabis part was dropped. The type designation is as follows: 'L' stands for truck, 'T' stands for tandem driven for two powered double axles and '11' stands for engine displacement. The additional '0' only referred to the series being produced.

Kit bashing a Liebherr TA230 Off-road dumping trailer

XL-bin

by Hans Witte

Everyone who has been to Italy about 30 to 50 years ago will remember the impressive eight axle trucks and drawbar trailers. With a top speed of around 70 km's/hour the Fiat's were not fast, but on the long sloping hills and steep mountain roads they out-pulled many other trucks, even when loaded to the maximum permitted gross weight of 44 tons or even more.

A nice example of such a sturdy Fiat 690 in 1:50 was made in kit form by MJM (Modèles réduits Jacques Maisonneuve) from France. Unfortunately some years ago the production of MJM ceased, so you would be lucky to find such a kit these days.

The type indications from Fiat were always a bit obscure and to make it even more complicated there were many variations and versions of every type. The correct type of this Fiat kit is 690N1 from 1964. Fiat never made four axle chassis, but to exceed the maximum gross weight of 44 tons on eight axles, many chassis were equipped with a trailing and self-steering rearmost axle. These conversions were kitted out by the trailer and drawbar factories such as Viberti, Acerbi and Bartoletti.

It is mainly in the Netherlands that a lot of sand is carted around. No surprise then that tractors with semi-trailer dumpers are very popular. However, they are gaining in popularity everywhere else too ...

The four axle drawbar is from Viberti.

The model

Inspiration for my model was a picture from a 690, loaded with pallets of marble tiles. The MJM model is made from resin for the bigger parts like the chassis, cab and bodywork; the smaller parts are cast in white metal. The cab is a very nice casting, but the resin is quite harsh and porous so this material needs attention while filing or sanding, small parts can easily brake off. So I took great care to remove some flash and to open up the window openings. I really like the separate vac formed windows in this kit; which have moulded edges so they fit snug in the window frames. Other nice details are the headlamps.

The chassis of the truck and the drawbar are quite simple and lack any details like springs, axle

housings and drive train components. Although I would have liked a more detailed chassis, in this case I did not pay much attention to the underside but just added some extra details.

On the truck the axle holes were lowered and levelled and I shaved 3 mm's off the loading bed sub frame. The drawbar leaned quite hefty to one side and also needed reworking and adjustments to achieve the correct height. A real drawback was the narrow tyres that came with the kit, so I exchanged these with Tekno tyres. To beef up the truck I mounted a bigger fuel tank, some extra toolboxes and spare wheels. The brackets for the mudguards were made from thin strips of plastic.

On the cab I made new wipers, mirrors and a roof rack from brass and plastic, fog lamps and under the bumper the big air filter housing.

The above shows that the MJM model is rather basic and, to some extent, a bit rough. On the other hand it has a nice cab and I also liked the nicely cast spoke inserts for the wheels. These kinds of kits always make me curious, just to try and find out how I can improve the model to turn it into a really good scale model. Hence the extra details, but this time, no engine details or plumbing. For this Fiat I went for its character, and it has a lot.

The real truck

Before I start (re)building a model, I always orientate myself with the real truck. Next to my collection of models I have a small library of truck books and in one of them -‘Machina e Rimorcio’ (in Italian, but with many inspiring pictures)- I found a picture of a Viberti drawbar which showed the typical hand brake wheel at the rear. Some old Fiat brochures presented information of the cab interior. More details were in the Fiat book from the series World Trucks (1980), written by the late truck journalist Pat Kennett.

Another option to get relevant information is the internet, specific Fiat info is on www.zuckerfabrik24.de. During the building process of the model I keep the reference items at hand. On Italian trucks you always see two red or

Used material

Trailer hitch	scale truck detail part from dealers
ABS sheet stock	0.5, 1.0 mm and 2.0 mm
ABS profiles	1.0 x 3.0 mm and 3.0 x 6.0 mm
Triangular profile	3.0 mm and 5.0 mm

white sloping stripes at the front bumpers.

The white stripes mean the truck is owned by a haulier, a truck with two red stripes is own account and company employed. Many Italian trucks ran without any lettering or company identity. You may already have noticed that I am as much interested in the real trucks as in the models, and I think the knowledge of the real machines is a great help to build a better model.

The load

While looking closely at the inspiration picture, I calculated the load: 36 pallets with tiles, each weighing around 900 kilo’s so the load is around 32.5 tons. I asked a friend to cut me small blocks from MDF, which I reworked to imitate the palletized tiles, packed in low bottom- boxes of white cardboard.

The tiles were painted in white, brown and grey tones to add some colour to the load, and then they were shrink- wrapped with thin household foil which was glued on in the still wet varnish. When dry, the foil was painted again with a thick layer of varnish.

To avoid overloading the front axles, I placed a couple of empty pallets against the bulkhead. Also on the drawbar, but here this is merely to avoid the foremost pallets to fall over the bulkhead while braking. These pallets were made from grey cardboard, soaked in thinned wood colour.

The load was secured with contact glue (Pattex). But in real and in this episode the pallets were just stacked loose. With such a heavy load and the modest output of the Fiat’s engine it was not possible to sprint and if the driver did not push the truck too fast around a corner, the load should arrive in Rome without any damage.

Finally the model was very lightly weathered with a shade of summer dust. First I painted the tyres with thinned anthracite grey (Revell 78) and then applied a thin layer of light grey dust with the airbrush.

The result is exactly what I had in mind. The overall appearance of the Fiat is impressive and authentic.

Caterpillar No. 12 by Reuhl in 1:24

Back to the roots III

by Thomas Wilk

Scrapers or road planers are among the oldest type of construction machines. The Russell Manufacturing Company in Minneapolis, U.S. introduced the first modern grader in 1909. At that time, graders were not motorized but dragged by donkeys, horses or oxen. Caterpillar recognized the changing times and needs and took over the firm in 1928. Since 1919, Russell had experimented with self-propelled graders and in the 30s, the frame of a grader was simply put over a dozer. In 1931, the winning streak among graders with air tires was ushered in with the 36 hp Auto Patrol No. 9. In 1938, the model that sold the most was the No. 12 Grader with 75 hp. The current model, 12M3 with 225 hp and a 3.7 m scraper blade weighing in at 20 t is its descendant.

Models in 1:24

Caterpillar required a grader model as a demonstration object to explain to their customers the advantages of this new kind of machine. After the very positive experiences with some dozers and scraper models that were well received by construction company owners, the decision was made to engage model maker Andy Reuhl

A time when models were more than just a collector's item. Often they were salesmen's samples, used to demonstrate the real thing to customers ...

from Madison, Wisconsin as for the other models.

The first model appeared in 1958 already with the recognizable raised brand engraving. In the same year, Ertel, a model producer founded in 1945 and located in Dyersville, Iowa took over the Reuhl product line. They then continued to build the models for a few more years but without the raised engraved brand name and with a few small changes.

The model of the No. 12 8T1 measuring 319 mm long is exactly correct for the prototype's length of 7.6 m. The translation of all measurements into scale (width of 105 mm, wheel base of 238 mm, gauge of 90 mm and a perfectly duplicated blade with a width of 152 mm – 3.6 m on the original – and 25 mm height) have as usual been replicated very nicely by Reuhl leaving nothing to be desired. The model shown has a weight of 1.4 kg and is one of the first Ertel versions; it is recognizable by the small servo block for the steering on the front side of the frame. On later models this part

was more massive. The greatest difference when compared with the earlier Reuhl models is that Ertel used decals instead of the raised lettering. Less obvious, but also different from the first version, are the lifting and lowering mechanisms for the blade frame and the bent side segment of it. Instead of the nicely engraved round part, this part of the lifting mechanism is now represented by a simple flat 'connecting bar'. The front axle is also kept a bit simpler on the Ertel model. Despite all of this, the early Ertel grader model is a highlight and a rarity in any collection. The model is made completely out of metal except for the six rubber tires and has several functionality features. Using the steering wheel, the turning radius can be selected. The front axle oscillates and the scraper blade can be adjusted on the right and left side and can also be inclined. The blade turning mechanism is adjustable through 360 degrees and the blade lifting mechanism works so that the blade can be lifted and also moved to either side. The tandem drives on

the rear axle are capable of oscillating independently lengthwise.

Because of this very high degree of functionality, many of these models ended up in back yard sandboxes. However, since the models were very robust, some of them survived and later ended up in collectors' display cabinets.

On the original, the six cylinder Cat in-line engine located at the right side of the machine produced 115 hp with 1800 rpms. The massive in-line injection pump

with fuel filter, regulator, magneto and the two cylinder Pony starter engine has been perfectly modeled. On the left side are the exhaust manifold with muffler, two oil filters and the wonderfully replicated oil bath air filter with pre-separator. Two parts of the lettering are still cast in raised letters: one is the Caterpillar logo over the radiator at the rear and the other is the 'made in U.S.A.' lettering on the right-hand side of the tandem housing.

The floor part of the operator's platform is engraved finely with a ribbed, non-skid surface. A wide one-piece bench seat made it possible to have a second worker on board to facilitate the movement of the machine from one construction site to another. Visually prominent are the six operating levers for the main steering block of the blade drive. They perfectly round off the visual impact of the model.

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

Tag und Nacht auf den Strassen

by Wolfgang Kohl, 160 pages, about 200 pictures, size 17 x 22 cm, hardcover. ISBN 978-3-938426-14-2

Wolfgang Kohl spent a few decades behind the wheel of a variety of trucks. His career as a professional truck driver began in Berlin in 1959. It is lucky that during his long time on the highways and byways he took many pictures and also wrote down his impressions and adventures.

Due to changing his employer many times, often due to trying to create a balance between family and working life, Wolfgang Kohl can look back on a diverse professional career. The book is about very ordinary stories but because of the epoch they have historical value and make very gripping reading for fans of commercial vehicles. (dw)

Laster aus Ludwigsfelde

published by Verlag Kraftakt, written by Christian Suhr, 344 pages, about 1000 pictures, size 21 x 30 cm, hardcover, ISBN 978-3-938426-18-7

This book covers the history of the factory that began in 1936 when it was founded as the Daimler-Benz aeroplane engine factory. Today it is the assembly plant for Mercedes-Benz commercial vehicles. The book includes an introduction to the commercial vehicles in the former GDR then concentrates on the IFA W50 truck and its successor, the L60. The first W50 left the assembly line in 1965 and seven years later, the 100,000th truck left the factory. By 1982, the number had climbed to 350,000 IFA W50s although not voluntarily. Because of the lack of money to invest in the production of the successor L60, it had to be delayed until 1988. The book is a bible for all interested in GDR commercial vehicles. (dw)

Kipper & Co.

by Marc Trappe, published by Podszun Verlag, size 28 x 21 cm, 278 pages, 600 pictures, hardcover, ISBN 978-3-86133-826-0

It would be hard to imagine that the two main protagonists in this magazine could be closer than in this book. It is a real 'tome' for which the creation of the index must have been quite a challenge. It starts with the number of axles up to a four-axle truck (Germany still does not have any five axle trucks) and then later changes to dumper with specialized upper bodies. The 'Co' in the title refers to the chapter on special vehicles and specialized body configurations such as asphalt transporter, tank truck, shop truck and many more. It is possible to encounter vehicles of one company spread all over the book. 'Construction' is the unifying factor. The book is a treasure trove for model builders and producers. (dw)

Grosse Ladekranfahrzeuge Band 3

by Michael Müller and Fabian Meysing, published by Podszun Verlag, size 28 x 21 cm, 168 pages, about 440 pictures, hardcover, ISBN 978-3-86133-828-4

The source from which the two authors glean their information seems to be bottomless. For this volume they undertook photo safaris to Denmark, the Netherlands, Austria, Switzerland and Germany to provide an oversight of the booming market for truck-mounted cranes. The book is divided into chapters according to the number of axles, from two to six. The cranes for semi-trailers are at the end. Once again, it offers model builders many ideas for attractive kit bashing possibilities. Model producers would also benefit from taking some time to study this book. The quality of the pictures throughout this book is very good with most vehicles shown from all sides. (dw)

Card models from Scalescenes

Cardboard modeling

by Markus Lindner

The list is long: card models lack the necessary flexibility, the surface is not realistic and there are few details and so forth.

Those who want to learn more about card model kits and lose their reservations about them should take a closer look at Scalescenes building kits from Great Britain especially since there are some very interesting ones that are usable for construction and truck modeling fans.

British model railroaders have enthusiastically embraced card kits and many model railway layouts there feature buildings made from them. The models from www.scalescenes.com are designed by John Wiffen, a graphic artist and model railroader, and the selection continues to grow. They are offered in two different scales: 1:76 and 1:148. The most common scales used in Britain are 00 (here H0 1:87) and N (here 1:160). The models are spread over several DIN-A4 (European letter size of 8.27 x 11.69 inches).

Contrary to what one would expect, Wiffen is not selling the usual cardboard building kits of his creations but is offering them as downloads on his web page. After the purchase is made online, a link is then emailed and the purchased

The list for pre-conceived opinions against models made from card is long however, properly used, these models can be a really valuable alternative ...

model can then be printed out on your home printer and built as many times as you want.

The product line on his site is divided into three subjects: 'Railscenes' contains mostly railroad related buildings such as stations, bridges or locomotive sheds; 'Townscenes' offers up a selection of homes and businesses, most of them available as space-saving background half-buildings as well as industrial buildings and installations; 'Scratchbuilder's Yard' has pages with a great variety of textures like brick, stone, metal siding but also concrete floor, paved roads or parking lots with divider lines that are very useful when designing your own buildings or dioramas.

Of course, the buildings offered are of British prototypes and accordingly have the typical architectural features found there. Streets and parking garages are laid out for left-of-the-road traffic with the street markings commonly found in England. Ideal for dioramas set in Britain however, with

a few modifications, many of the buildings are usable for continental European scenarios.

Photorealistic facades

Even though the offerings are made primarily to appeal to model railroaders, many of them can also be used for construction machine or truck dioramas. For example, loco sheds R021b or R023a can also be used as factory or workshop buildings. The modern station building, R0003a, would make a good modern office building for a small civic works company or company headquarters or even a highway rest place.

Very positive and maybe different from what one expects of many card model kits, the realistic graphic photo surfaces have been created with weathered and worn surfaces. The kits also avoid unattractive fold marks on corners. A very nice detail are the window frames that are simply folded inwards from the printed-on brick detail, without any visible gaps.

For the most part the Downloads of the buildings can be customized with different surfaces like different colors of bricks and so forth. The kits can also be made up in a number of different ways as a variation of the basic model.

To further detail the models, many etched brass details like windows, ladders and more are available from the British company Brassmasters (brassmasters.co.uk).

If one wanted to build in 1: 50, the 1:76 kits could be the start. The pages of the model can be scaled up; they need to be set at 152% of the size of the original. The easiest way to do this is to use the pdf data and print it out on 152% larger piece of paper. The enlargement required is easy to set on the printer printing properties page. Depending on the margins set, and the printer used, in most cases the A3 format (European size, US measurement is 11.69 x 16.53 inches) otherwise A2 (16.53 x 23.38 inches) size could be used. A3 size printing can be done

in almost any copy shop or be printed out at office supply places and this goes for A2 size too. If the project is going to be built in 1:87 scale, the 1:76 paper model pages have to be reduced to 87% of the original.

For those who want to try out the models offered there are some free downloads, for example a small brick warehouse semi-relief kit. We are going to construct this and to introduce this very versatile building to you. On top of that it is worthwhile mentioning that it can be downloaded in many different brick colors.

Detailed instructions are included with the kit. Further tips and hints, how to scale up and down, how-to assemble and the necessary tools and materials needed are all in English on the website of Scalesscenes. The printed-out pages of the models are first glued to different strengths of cardboard. This stabilizes the construction and mimics the thickness of the walls.

For this purpose, three different thicknesses of material are used, ad-

apted to the larger scale of our building. For Heavy Card use a cardboard with a thickness of 3.0 mm (0.11811 inch), for Medium Card use 1.5 mm (0.0590551) and for Light Card, 0.5 mm (0.019685). The gluing on of the paper to the card board is very simple; Wiffen's recommends a common glue stick. Using a craft knife or scalpel, the different parts can now be cut out from the cardboard.

Since the 3.0 mm thick cardboard is difficult to cut, the recommendations are that two layers of the 1.5 mm one are used and the corners and around cut-outs have to be reinforced with a further layer of the 1.5 mm cardboard.

The basic sequences always start with the cardboard base then add further layers with surface textures. In this way, surprisingly, open edges are avoided.

In the next issue we will take the demonstrated building and make it part of a complete diorama.

New on the market

Truckstop Tekno 1:50

Over 50 new models have been released by this maker since our last issue. We are limiting ourselves to introducing three of the most colorful and attractive ones to you: the Scania R Topline truck and trailer set in turquoise with hook arm system and containers of the Belgian 'Verbist' company; in a dark blue color the DAF Euro 6 XF Super Space Cab truck and

trailer set with the same features as above but for the Dutch company of 'Renes Recycling'; the hauling company 'Gesuko' specializes in refrigerated transports and is shown with a Volvo FH04 Globetrotter XL 'Mon Chéri'. (tekno.nl)

NZG 1:32

The Genie Z-60/37FE is a telescoping working platform. It un-

folds at the lower part of the arm using a kind of Z-kinematic system while in addition, the upper part has the capability of telescoping out. All wheels have rubber tires with the front two steerable using hydraulic cylinders. The upper carriage part has a 360° turning radius and the position of the platform can be adjusted as on the original by using two hydraulic cylinders.

Sword 1:50

It took a long time but now they are here. The Ford F-250 Pickups with two different cabins and several color and even company versions. Has the wait been worthwhile? We will take a closer look in an upcoming issue. The first impressions of the vehicle, seen here being used by construction companies, is positive.

Conrad 1:50

The 2015 Mercedes-Benz LS 1624 round hood project was de-

layed due to a lack of demand but despite this has now been delivered with the long-distance driver cabin. Of course the model is interesting enough to us and deserves a full review later on. At the same time the round hood LAK with a 4x4 chassis as a dump truck in blue was released.

Truckstop WSI 1:50

Here again we present just a few picks of the over 70 new releases, in short form: the DAF CF SC 4x2 liquid tanker semi-trailer made by 'Gebr. Dunnink' is under way for

'Farmel'; the extensively detailed Volvo FH3 Globetrotter XXL comes with a Palfinger crane; a five-axle ballast semi-trailer and 10' container lettered for 'Tage Kristensen a/s' from Denmark; the Scania Streamline Highline 4x2 with a cement semi-trailer lettered for 'Enci'; the Volvo FH4 Globetrotter 6x2 with dumping semi-trailer lettered for 'Wighchers', of the Netherlands. Below is the Scania R Topline 6x2 with reefer semi-trailer 'Thermoking' for 'Kempen Transport'. (collector.wsi-models.com)

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
Cat 416F2 backhoe loader	1:24	CCM	Dealers	www.ccmmodels.com
Cat 735B dumper	1:48	CCM	Dealers	www.ccmmodels.com
Grove GRT 8100	1:50	Conrad	Dealers	www.conrad-modelle.de
Terex RT 90 / RT 100US	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr R920 Compact	1:50	Conrad	Dealers	liebherr-shop.liebherr.com
Liebherr L1-24 fast-erecting crane	1:50	Conrad	Dealers	liebherr-shop.liebherr.com
Liebherr HTM905 concrete mixer on a Arocs 8x4 chassis	1:50	Conrad	Dealers	liebherr-shop.liebherr.com
Hanomag B11 made of resine	1:50	Dan Models	Dealers	www.gmts.de
Komatsu PC138USLC-11	1:50	First Gear	Dealers	www.firstgearonline.com
Magirus Uranus 6x6 recovery crane «Felbermayr»	1:50	GMTS	Dealers	www.gmts.de
MB Actros SLT 8x4 / Goldhofer XLE «Feldmann»	1:50	IMC Models	Dealers	www.imcmodels.eu
Scania S 6x4 semi-trailer dumper «Rasmussen»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH16 750 SLT 8x4 left or right hand drive	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 4x2 semi-trailer dumper «De Ben»	1:50	Tekno	Dealers	www.tekno.nl
MB Arocs SLT 8x4 left or right hand drive	1:50	Tekno	Dealers	www.tekno.nl
Acco Dozer	1:50	Star Truck Models	Exclusive	www.giftmodels.it
Cat 6060	1:50	Star Truck Models	Exclusive	www.giftmodels.it
O&K RH300 original and «NSM»	1:50	Star Truck Models	Exclusive	www.giftmodels.it
Liebherr LTM 1500-8.1 «Baldwins»	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LTM 1350-6.1 «Rezayat»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 10x4 / flat deck / loading crane «Helaakoski Oy»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 6x4 / Nooteboom Multi PX «Nordic Crane»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 6x4 / ballast trailer «Ainscough»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x4 / Euro low-deck trailer «Affolter»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x2 / Euro low-deck trailer «Smit Transport»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo F88 6x4 / stone trailer «Haukes»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Arocs 6x4 / Sattelkipper «Leenaerts Born»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Actros 6x4 / semi-trailer dumper «Vest Kran»	1:50	WSI	Dealers	www.collector.wsi-models.com
DAF CF 4x2 / semi-trailer dumper «Verhoef»	1:50	WSI	Dealers	www.collector.wsi-models.com
DAF 3300 6x2 / stone trailer «Van der Veen»	1:50	WSI	Dealers	www.collector.wsi-models.com
Iveco Stralis 6x2 / Semi-lowboy «Wocken»	1:50	WSI	Dealers	www.collector.wsi-models.com
Komatsu D155AX-8	1:64	First Gear	Dealers	www.firstgearonline.com
Komatsu PC210LC-11	1:64	First Gear	Dealers	www.firstgearonline.com
Liebherr LTM 1750-9.1 «Wiesbauer»	1:87	WSI	Dealers	www.collector.wsi-models.com

Wiking 1:87

The Fuchs 301 comes new with a two-part outrigger, grabber hook and demolition ball plus several different shafts for transportation. The very fine model, according to its finish, is placed somewhere between old (rubber ropes) and new (rubber tires). Matching it is the L319 van, a re-release from old molds. A new release was the Volvo 350F, while the Arocs cement mixer truck is a completely newly-developed model. Under the heading, 'maintaining existing models', the Scania 111 'ASG' and the Volvo F88 'Bölling' have been released.

Christen/Conrad 1:50

Exclusively for the family firm located in central Switzerland, the model of the Liebherr L 576 XPower from Conrad has been released in the attractive light green color of that company. The model, based on the Liebherr L 566 XPower, has been made in a series of 250 pieces and models can be ordered by sending an e-mail to in-fochristen@christen-ag.

Herpa 1:87

The already well-known Liebherr L 580, sometimes lettered for the 586, now comes to dealers

with the additional designation of '2 plus 2' and large logging tongs from new masters. It hopes for tolerance from buyers.

Busch 1:87

The Unimog in the municipal orange now comes with an exceptionally delicate lawn mower attachment. The attachment, moveable like the original, that was already very fine in 1:50 by NZG, has been replicated exactly and is a welcome addition to any municipal fleet in 1:87.

Our partner page

Drilling does not have to be dusty

The regulations regarding quartz dust from drilling have changed significantly over the last few years. This is why we have modified our drilling gear in co-operation with the Avesco Company. The dust re-

moval suction was augmented by a water injection system so that when the dust vacuum was blown to clear, water was added. This means that now this process produces no dust. The SUVA (Schweizerische

Unfallversicherungsanstalt (Swiss Accident Insurance Agency)) has commented favorably about the modification of the machine. All dust measurements were successfully below recommendations.

Eberhard invests into the future

At a ceremonial hand-over of 25 trucks, 9 excavators and 28 cars on March the 31st, Eberhard Unternehmen (Eberhard group of companies) completed the most comprehensive replacement acquisition program of its 63-year history.

According to its long term replacement policy, the following vehicles were due to be replaced: two four-ax-

le trucks; two four and four-five axle three-way dump trucks; four five-axle rear discharge dumpers; two Stetter concrete mixer trucks; one roll-off container dumper. Because of the de-classification of the Euro-5 emission control trucks, the semi-trailer trucks due for replacement in 2018 were replaced this year with 12 MAN trucks with Euro-6 compliant

engines. In the construction machine sector, nine new hydraulic excavators were added. These include four 330F LN tracked excavators of the 30 t class, one 36 t heavy 335F LCR compact radius excavator as well as four 18.6 t M317F mobile excavators. 20 Opel Astra and 8 VW Caddy represent the new Eberhard-Image vehicles.

Translation of page 55

News in brief

Liebherr RL 56 Pipe layer

Because the two bulldozers, PR 746 and PR 765, have been on the market for a while, it was only a matter of time before the first pipe layer of series 6 would appear. At the 2017 Conexpo in Las Vegas, Liebherr took the opportunity to present the new RL 56. With a working weight of 46 t, the pipe layer is capable of lifting a maximum of 72 t. Options for a 7.3 or 8.5 m long side arm are available as options, depending on configuration. The swing-out counterweight brings 12.7 t to the scales. The 6 cylinder Liebherr diesel engine used conforms to the current EU exhaust protocol step IV and produces 210 kW. The RL 56 can be reduced in weight to 31 t and a width of 3.2 m for transport. (up)

Case G-series wheeled loader

Case Construction Equipment used the Conexpo in Las Vegas to introduce the new G series of wheeled loaders. The model series comprises seven loaders with working weights of from 12.2 to 30 t. 59. Years ago Case introduced their first wheeled loader and now, with its new G series, is making a giant leap forward in development. Thanks to the many improvements, especially the wrap-around panorama windshield window, the operator's cabin sets new standards in comfort and sight. As a special feature, the new wheeled loaders are also available with joystick steering. The assembly of the new G-Series of wheeled loaders will be in Europe. (up)

Huge for Zeppelin

The German Zeppelin dealer has sold machines valued at \$65 million US to a gold mining operation in Armenia. This is the largest single sale in the company's history to date. For the opencast mining, 789D dumpers and 6040 FS front shovel excavators are being used. The 789D is capable of transporting 171 t of spoil or ore. Sufficient power is provided by a 16 cylinder engine producing 1468 kW. The 6040, with a shovel capacity of 40 t and a working weight of 405 t, is the ideal loading companion. The plan is to pour the first gold ingots in the summer of 2018. After the lull in requirement for mining machines in the global market, it is now thought that the annual requirements will rise to \$150 million US by 2020. (up)

Urban eTruck

At the IAA 2016, Mercedes-Benz shared their vision of the road freight transport of the future: long distance traffic of 'platooning-linked' groups of trucks to distribution centers situated outside large cities with distribution from there to be with smaller, electric trucks. Such delivery vehicles designated 'Urban eTrucks' would have a total weight of 25 t and a 200 km range. They are currently being built in a small series by Mercedes-Benz. About 150 of the 'Fusio e Canter' will be given to a select group of companies in Europe, Japan and the US. Data will be gathered during the use of the 18 and 25 tonners in refrigerated box, box or flat deck configurations. By 2020, Mercedes-Benz expects the production of the 'Urban eTrucks' will be market ready. (dw)

5,000th DAF in Taiwan

It took less than 10 years for the 5,000th DAF to leave the factory production line in Dadu. The CF 85.410 was, at the same time, the 115th DAF for the Asian Paper Giant Shan-Loong. The tanker semi-trailer set in the foreground transports raw material used in the paper making industry.

DAF has a 30% market share in the up to 12 t weight class and so is the market leader among all Non-Asiatic truck makers in Taiwan. There are weekly component shipments from the European factories in Eindhoven and Leyland for the construction of the trucks in Taiwan. In the workshops of the partner firm, Formosa Plastics Group, four trucks are assembled every day. (dw)

Volvo Concept Truck

The Volvo Concept Truck, first introduced in 2016, has been re-engineered and now has a hybrid engine. This gives greater fuel economy to this vehicle designed for long distance hauling. When driving downhill, commencing at a 1% decline, electrical energy from braking is harnessed and stored in the vehicle's batteries. Then, on flat or slightly descending slopes, the truck is powered by the electricity saved in the electric motor. It is estimated that the diesel engine can then be switched off completely for about 30% of the time. Depending on the vehicle type and load carried, this could result in a 5 – 10 % fuel saving. Also, when the batteries are fully charged, the truck is capable of driving 10 km using only electric power. (dw)