

Laster & Bagger

Lastwagen, Baumaschinen und Krane im Modell

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Lastwagen

TMC 1:50
**Hitachi
ZX350LC-6**

Eigenbau 1:50

MAN F8

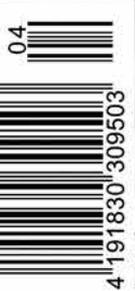
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Editorial

Slow food for the hobby

Have you heard about 'slow food'? This international movement, with Italian roots, promotes a conscientious and deliberate choice and use of regional products as a counter point to fast food habits.

As a publisher of a printed magazine in a digital world I aim to produce a 'slow food for the hobby' magazine. Even though our columns are not regional, we produce the Laster & Bagger (Trucks and Construction) conscientiously and deliberately. Ideally, it is read and used by you, the readers appreciating the effort we put into it. That a lot of you subscribe to the magazine and generously round-up the subscription price, is just such a sign for me for this direction.

For our subscribers there are two exclusive offers which I would like to remind you of. Firstly, subscribers may insert a classified advertisement, found on page 51 for free. Experience has shown that given a bit of patience, this is a very efficient platform to search for individual models or whole collections or to sell them. Just

send us an email with the text for the ad and we will publish it in the next issue. The second free feature is the Laster&Bagger group on WhatsApp where subscribers can swap exclusively and sometimes can be the first to read absolutely hot news. To participate send your name via WhatsApp to +44(0)78 601 74 44.

And what is that little square with the indefinable pattern that our driver looks at in the picture above and can be found all over the magazine? Behind the QR code is a direct link to our website. In the magazine's descriptions of models it links to short films about the originals on YouTube. To read the code you only need to download a 'QR reader' for your smart phones from your App store.

Use our offers either as a subscriber or as a reader. I wish you a lot of fun doing just that!


Daniel Wietlisbach



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Manfred Probst collects early models

Memories

by Daniel Wietlisbach

Sometimes there are surprising parallels between father and son. Manfred Probst's father wanted to work in construction but became a pharmacist. Manfred Probst was attracted to the construction trade, but his profession was in the medical field. That attraction to everything construction-related is the reason for his collection, one that is worthwhile seeing.

It all began at a very young age when he remembers a key event with his mother. After their shopping trip he asked her to make a little detour to a construction site nearby. Small Manfred was fascinated and watched the concrete mixer truck that was huge to him and his mother had to promise to stay a bit longer even though the situation for her was a bit uncomfortable. The workers who were supposed to operate the mixer were distracted by the beautiful women and whistled at her.

She felt much happier at their allotment garden and Manfred was also happy because his father had built a sandbox at the little allotment house especially for him. Pieces of wood and stones were available to simulate construction sites on which Manfred played with early Siku plastic models that were nicely detailed for the time. Hard at work in the sandbox were

Manfred Probst's passion for collecting started at the 1980 Bauma. An interesting and varied collection has evolved over the past 37 years ...

a Henschel tractor with concrete mixer trailer that brought the concrete to the site, and a Kemna three-wheeled road roller that flattened the sand in the play pit. A Hatra front-end loader with swiveling shovel flattened the road to the construction site and also among Manfred's trucks was a Krupp 15 C5 Dumper. There were no limits to his imagination.

It all turned out differently.

As a young man, Manfred Probst went for his first visit to the Munich Bauma that was held in 1967. At that time, the fair was held on the Oberwiesenfeld, a former aerodrome. On the periphery, the first buildings for the 1972 Olympic Games were taking shape. At the show there were hardly any models available for purchase so the construction machine enthusiast stocked up on prospectuses and leaflets.

In the same year, the future collector began one of his first apprenticeships, this one as a concrete construction specialist with the Munich Company of Kunz & Co. The future

journeyman encountered construction machines and trucks daily. The variety of marques and types at that time was definitely much larger than today. After completing his apprenticeship, Manfred Probst began to study for a diploma at the Staatsbauschule (The state school for construction). As was usual in Germany at the beginning of the 70s, he was called up to the Bundeswehr (German Army) after finishing his second semester. There, his professional career would take a completely new direction. Inspired by his training as a medical orderly, he soon began training as a physiotherapist and there he found the professional fulfilment he was looking for.

The beginning of his collection passion.

Fascination with construction machines remained with him and so the start of his collecting hobby is associated with a specific date and event: 1993 and his visit to the Bauma. On this occasion, he visited the show, now on the Theresienwiese, with his son, Sandro. They wat-

ched when a customer at the Liebherr stand was given the model of a Liebherr LR621 tracked loader. Manfred's son's eyes became very large causing the lady at the stand to weaken and give him the gift of a model also.

At the same time, the collecting virus jumped from the son to the father. Soon afterwards, Manfred was the proud owner of the first four models that NZG ever produced. With the aid of the wife of a former co-worker who worked at the O&K dealership in Munich, Manfred Probst was able to purchase a MH4 (#162), a RH40 (#188), the TH40 (#193) four-axle mobile crane as well as the G130 (#232) grader at greatly reduced prices.

At a swap meet, he got to know a French collector who lived in Munich and was very impressed by his collection. It was a real eye-opener for the young collector. Here, for the first time, he saw French, English and Italian miniatures, including construction machines and trucks, in display cases.

"I became a great fan of Dinky Toys, France and England," remembers Manfred Probst. He also discovered the Italian maker, Mercury, the English Budgie Toys company and

the French producer, Cij. The start of the new hobby was well under way and that made him happy. "The models of that time have a special magic appeal for me," explains the collector having in mind the trucks from Berliet, Unic, Willem, Fiat and from Tekno Denmark the Volvo F88 or Scania Vabis as well as the famous Coles crane from Dinky Toys. These vehicles that reflect the 50s to the 70s give the collection variety, life and color. His treasure chest isn't that big, he says very modestly, but there are some gems within it. Among those are the three-wheeled road rollers from Richier and Aveling Barford, the mighty Yale 6000 wheeled loader and the Michigan 180 Dozer, all from Dinky Toys, plus cable-operated excavators such as the Ruston-Bucyrus 38-RB and 10-RB from Budgie Toys. Every model has its history.

Menck and cranes

To be able to watch an excavator at work was a highlight during Manfred Probst's childhood and so it is not surprising that there are some very rare pieces in his collection in addition to the better known models from NZG. There are one-of-a-kind

pieces made by the master model maker from Munich, Peter Veicht, unfortunately now deceased. There is a Menck M154 with front scoop and lattice mast beside a MB with backhoe shovel (the original was from before WWII) and a M60 with grappler scoop in the red color scheme of the construction firm, Held und Franke. Together with a M351, M90 in the lattice mast and front scoop versions and the SR 85 with scraper bucket from NZG they give a good sampling of the legendary Hamburg construction machine forgery.

For tower cranes, Probst limits himself to the Liebherr brand where his aim is to show the technical and visual advances overall. Beginning with Liebherr's very first crane, the (Conrad 1041), to the 'pipe crane' Form 6 (NZG 646), the legendary 30A35 with needle boom (Gescha), the 21K with travelling trolley (Conrad 2021) to the tower 120 cranes, HC-K (Conrad 2022) and the 112 EC-H (Conrad 2024) with the latter two being in 1:87 scale. Augmenting them is a scratch-build by Manfred, the Peiner T45 needle boom crane with two cabins, a version he often observed on Munich construction sites.

The collector

After finishing the High school, Manfred Probst (69) began training to become a concrete construction specialist at the State Construction School. However, after completing his training as an orderly in the military, he began training as a physiotherapist and retired from this profession in 2011.

In addition to his passion for collecting, time spent with the family and in the garden is very important to him. He is married, has two sons, two grandsons and lives in Munich. He welcomes like-minded visitors to see his collection. Contact him: Tel.: +49 (0) 89 863 21 13 or by email: Katarina.Probst@t-online.de

The steps to today's collection

Several times, Probst's collection took off into new directions; sometimes it was reduced and other times it grew. Models 'dear to the collector's heart', of course, stayed in the display cases.

About 10 years ago he asked himself the question: "What criteria should guide his collection?" The answer was that his main interest lay in machines from the

50s to the 80s. This was because he experienced them the most intensively and retains many positive impressions and memories of them. From the different kinds of machines and brands, a large as possible representative spectrum should be shown. That is why today in his glass cabinets, machines for road and civic work construction are found among those dedicated to earth moving and crane work, naturally complete with the matching trucks.

Once a year, the collector becomes 'active' as he calls it and

then he sells his duplicate models and all others that no longer hold any attraction for him. Over time these have become fewer and fewer, but nevertheless, he looks forward to every model swap meet where he can swap with visitors and sellers. Sometimes real friendships develop, for example, with Wilfried Schreiber, well known to our readers as the author of the 'Historic construction' series in this publication. This friendship has existed since the 90s and Manfred Probst calls it 'a fount of inspiration.'

Soon, the collector would like to 'awaken' a part of his models by creating a realistic diorama for them. This dream has been going on for a long time, and anyway, it is a good thought to re-invent one's interests over and over again; age plays no part in it at all.

Despite his sons not sharing his enthusiasm for the hobby, there is hope that the collection bug has jumped one generation. His grandson, Vincent, is very much interested in construction machines, and so there might be some truth in the saying that the apple does not fall far from the tree.

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Tinplate

Aveling steam roller

by Robert Bretscher

The English toy company, Lines Bros. Ltd. (founded 1910), offered numerous interesting miniature toys for the world market under the Triang Toys brand name. With the model series dubbed 'Minic' Triang, they presented a large selection of smaller scale tinplate vehicles. Almost all categories of traffic vehicles were made. On shelves at the toy store one could see Triang Minic passenger cars, trucks, busses, tractors and tanks all in about the same scale. The dark green steam roller introduced here is about 12 cm long and has a clockwork mechanism. It was first produced and sold in the early 40s. At that time, the vehicle was fitted out with the more rustic wooden wheels. Only

With the 'Minic' series, Triang Toys offered small tin plate vehicles, for example, the Aveling steam roller of 1948 ...

later, in the 50s, did Triang decide to give the roller a more modern look and so began to use plastic wheels. A pity really, because it meant that the overall weight was reduced resulting in the wheels skidding when beginning to move especially on smooth floors and so it took the model a bit of time to get going.

Despite this, the little road roller looks beefy because of its long roof and it gives a pleasant impression. The look is enhanced by the brass castings that have been applied separately.

A further remarkable detail is the working valve lifter. It is operated by the flywheel shaft that moves it from side to side. On looking at it close up, one even can spot the company emblem in the shape of a horse belonging to the very well-known steam roller manufacturer, Aveling Barford. When using with the long-running clockwork mechanism, the roller runs alternately back and forth. For negotiating a curve, the front rolling drum can be adjusted by hand and secured by tightening a brass nut.

MAN F8 22.320 UFL in 1:50

Norwegian

by Daniel Wietlisbach

The inspiration for this project was a single picture, seen on the Internet, which showed the Norwegian truck with trailer set on the legendary Transitgarden gas station parking lot in Padborg, Denmark. Many Northlanders stop there to fuel up, buy some supplies and also to chat and exchange information with other truckers. The assumption is that the truck is part of the classic Europa traffic pattern between Scandinavia and Benelux, Germany, Spain, Portugal and Italy.

The MAN F8 UFL (Unterflurmotor = under-the-floor engine) could produce 320 hp and its 16t trailer was delivered by the Swedish maker, Parator. The F8 belonged to Skaarberg Reisebyra AS but was travelling leased to Harlem Transport og Spedisjon. The color combination, an orange band on a dark green body, is a standard version that could be ordered right from the factory. It was adopted by several haulers and even today, restored MAN trucks in this attractive color scheme are still seen.

The reason for building the model was the rear axle with the double tires and only a short overhang at the rear. The Norwegians

With this brawny F8 we showcase another masterpiece from René Tanner and we find out how he gets the tarp to look just right ...

were always very inventive when altering trucks and this is probably why this one got the rear axle with twin tires. There were no other scale plans, only the aforementioned photo plus fantasy and experience to fill in the gaps.

The starting point was a truck model from Conrad. The chassis was lengthened and replaced with the 6x2 rear axle configuration. Rims and tires are from Tekno and the fenders were scratch built from 0.3 mm aluminium sheet stock. While the tool boxes came from the accessory detail market (MOS-Henk Kamp), the typical MAN tanks were filed to fit from aluminium blocks. The Scandinavian spare tire holder was even made to fold down. The engine has additional fine detailing applied and so too the interior of the removable cabin. The radiator grille was replaced with a scratch-built one. The frame was made from aluminum wire and the grill from a scored piece of plastic sheet stock. How to make such a deceptively realistic

sun visor was described in the last issue. The trailer is a completely scratch-built item created using the information found in an original prospectus.

Modeling the tarp

The core of the structure for the upper body is a massive aluminium block. Planks made either of aluminium or plastic strips are glued to the lower part of the block. All pieces of the tarp support structure are also glued on to the aluminium core. The tarp itself is made from soft paper scrunched up and smoothed several times until it looks like a tarp surface. Then it is laid over the supports and painted. The wet paint helps to snuggle the tarp material down on the surface. While wet it can be formed so that in the end it looks very much like the original. The wire of the custom seals is made of very small strips of paper. The openings and eyelets are painted on by a steady hand.

Volvo F10 from WSI in 1:50

The first of the F series

by Daniel Wietlisbach

One of the first models is the very colorful version of a 4x2 tractor unit, ‘Wim Alberts,’ and the matching trailer from Richard Kempers den Bosch b.v.

Because we introduced the very well done F16 Globetrotter version previously in issue 2-2017 and do not wish to duplicate it, we have limited ourselves to concentrate on the differences in shape and form and these are quite substantial. For example, the whole front required a completely new design. On the new front bumper, two transparent yellow fog lights are glued on, the lower part of the radiator grille is nicely engraved and the separately-applied, round headlight glass has the structure of the original. When comparing pictures of the original, one notes that on each side of the outer headlights, two, very small, yellow, so-called ‘Danish lights’ should be mounted. The radiator grille is made from a very fine photo-etched part that has the typical diagonal beam containing the Volvo logo.

New, of course, is the flat roof by which it is easy to recognize the first F series. Mounted on it are the company shield, two chromed horns as well as two Bibendum figures (Michelin tire mascots). WSI has provided two drilled holes in the roof beside the

Following the release of the F16 with the Globetrotter cabin, WSI now has created the F10, the very first of the F series ...

shield which is a small compromise as the originals sit on the side and above the shield. The rear of the cabin is exactly modelled. Also new are the air intake manifold and the exhaust. Overall, the cabin of the original has been transposed to scale correctly.

The chassis is equipped with copies of boxes and axillary motors of the original. The most obvious difference between the model and the original Wim Alberts is the fenders that on the prototype are open at the top.

Semi-trailer from Pacton

The Dutch manufacturer, Pacton, has built trailers and semi-trailers to customer specifications since 1950. One of them, the ‘Classic Trailer,’ has managed to become a model in the WSI pro-

gram and comes paired with a tractor unit as a set and is individualized accordingly.

It is possible to remove not only the very nicely-replicated tarp cover but also all of the side boards until nothing but a flat deck remains.

As on the original, the chassis has been equipped with a copy of the twin-tired Wide-Spread unit but due to the suspension, the height at the corner is a few millimeters too high. The two support legs have internal and therefore invisible threads and so can be screwed downwards. The real ‘Near East’ feeling is given by the water tank mounted at the rear that has a large camel logo printed on it and also by the large tool box on the right hand side and a tank-like additional container on the left. However, the spare tire is missing. One would think it a necessity for such a trip.

Colors, painting and lettering of the finished model are first class. It is very interesting that almost at the same time, Tekno has delivered the Volvo F12 in the same combination.

At a glance

- + True to scale
- + Detailing
- + Accessories



The original

The very first of the F-Series of 1977, recognizable by its flat roof, was produced until 1983 and in 1979 the Globetrotter cabin was introduced. The second series had a higher roof and a larger windscreen. In the third series beginning in 1987

and having the appearance of the F16, the headlights became square (see issue 2-2017). The F10 was offered with 6 cylinder in-row engines producing from 230 to 278 hp. Wim Alberts was an independent trucker who had some part-time drivers and several vehicles. He was born in 1950 and unfortunately passed

away in 2015. He drove mostly to destinations in the near and far East.

Richard Kempers Den Bosch b.v. had only semi-trailers and exists today under the name of Richard Kempers SA, with company head office situated in the Swiss town of Chiasso and branches in Amsterdam and Milano. (kempers.ch)

Hitachi ZX350LC-6 from TMC in 1:50

New Hitachi

by Daniel Wietlisbach

It has been a long time and the expectations were high. In 2013, the ZX470LCH-5 produced by TMC (The Merchandise Company) set new standards. Since then, not much has been heard from this producer. Now however, we are able to introduce you to the ZX350LCH-6. It arrived in a well-protected box with a plastic window. The first impression of the mostly metal model is excellent. It passed the scale accuracy test with flying colors and its functionality features are something special.

The X frame of the undercarriage has been modeled to match the original. The drive units with re-enforced protection for the drive motors have finely engraved details. The support and running wheels are present as mock-ups in

We had to wait for a long time for a new excavator from Hitachi. To make up for the wait we are showing it off together with the new tool attachments from GEM ...

the correct numbers and so is the running wheel protection apron on the three running wheels each side. Two grooved steps have been attached separately. The drive wheel has been modeled with all the screw heads and the guide wheel is slightly sprung making it possible to move the dainty metal chain tracks very easily, rounding off the look of the running gear perfectly.

The upper carriage has been excellently replicated enhancing its simple lines. Engraved on it are service hatches, anti-skid sur-

faces, air intake grilles and other original details. The safety railings are made from thin metal wires but the posts are soldered not into the platform but to the outside of the platform frame. We assume that this is a cost saving issue to cut back on the high labour cost on hand work such as this. In our opinion, an acceptable compromise. As with all Hitachi excavator models, the two-part engine hood opens revealing a copy of the engine that is made from several parts. The hydraulic distribution valve is visible as on the original but the slewing

engine isn't. The cabin on the model is excellent and has, for the first time ever on a model, a door that opens a full 180°. It is made from a clear plastic injection casting that has been painted. Excellent! The interior detailing is one of the best in 1:50. Handholds, rear-view mirror, window wipers and a work light complete the cabin detail.

The model is equipped with a 6.4 m Monoblock arm and 3.2 m jib, both true to the original and fully closed, even at the bottom. As one of a very few models, the ZX-350LC-6 reaches the full excavating depth as well as the maximum height reach of the original! The hydraulic cylinders do not show any fittings but have the correct hydraulic hook-ups. The hydraulic lines are separately-applied parts made of plastic and soft rubber that are even re-enforced where the arm and jib join. This gives the model a very authentic look and there is even an additional hydraulic circuit modeled. The attached excavator bucket is a one-piece casting with rather simple teeth.

The paint job on the model is very cleanly done and the sharp lettering includes many very small decals however the white color used does not cover completely.

New tool attachments from GEM

New attachment tools for excavators for the 20 t to 30 t class from Gaz Evans arrived at the same time as the excavator. They are an excellent addition to the ZX350LCH-6 because they fit well and are easy to mount. It is easy to push out the two bolts at the shovel to remove it so that the quick-change at-

tachment included with every tool can be mounted. All GEM models excel because of their high metal content, highest possible functionality, cleanly applied paint and detailed lettering. Because of these features, they are very popular among collectors.

From the Swiss firm of Egli (see issue 3-2015) comes the third model of the XMB 2.8 concrete pulveriser in the series. The designation refers to the weight of the tool in tons. The pulveriser turns a full 360° and the two jaws are fully moveable and have two or three teeth built in.

Italy is the home of Indeco (issue 2-2016) that is a specialist for demolition tools. The IRP850 is a pulveriser used to reduce the size of previously broken off material. It too turns around its own axis and the grey crushing cheeks move like the original. The engraved details are excellent and the yellow jaw is even pierced.

The final products are from France by XCentric (issue 3-2014) and the newest example made by GEM is the XS40 screening bucket that is quite heavy. Thanks to the very stable cylinders of the ZX350LCH-6, it can be held safely. The sieve does not turn but is a complete casting, a small master piece of model building.

The original

With a working weight of between 34.2 and 36.3 tons, the ZX-350LCH-6 belongs to the most common weight class of middle heavy excavator. Hitachi advertises the fact that the new model was developed in the world's largest excavator factory in Japan and mentions the special hydraulic system, 'Trias,'

that has three separate pumps for the arm, jib and bucket and so is able to speed up the working sequences.

The ZX350LCH-6 is available with the Monoblock or adjustable outrigger arm and as well with 3 different jib lengths. Buckets from 1.15 up to 1.86 m³ are available. It is powered with an Isuzu AQ6HK1X six cylinder turbo engine that produces 210 kW.

At a glance

- + True to scale
- + Detailing
- + Functionality



Ford F-250 from Sword in 1:50

The Pick-up

by Daniel Wietlisbach

The Ford F series has been produced since 1948. The 14th generation is in production today. They are in second place on the 'most cars sold' list, behind the Toyota Corolla. The 'Super Duty' version for heavy duty use was introduced in 1987 and is now in the fourth production generation. The Ford F-250 model from Sword is a truck of the third generation and was produced up until 2016. The standard engine used is a V8 diesel with 291 kW (396 hp) of power. The truck weighs about 3 t, has a carrying capacity of 1.5 t and can pull loads of up to 5.5 t. This explains why the F-250 Super Duty is gaining in popularity among European construction companies. The cargo deck has room for tools and construction materials and a Mini-Excavator on a trailer can also be taken.

Thanks to its impressive performance record, the Ford F-250 Super Duty is often seen on construction sites. Sword now makes a model of it ...

After a long waiting period, the F-250 from Sword with a 3983 mm axle distance, is now available in several versions with the 'Super Cab' and the somewhat longer Crew Cab. The mainly metal model is made to exacting standards and matches the original very well. Rims and tires are nicely engraved and the front axle is sprung and steerable. Drive tunnel and spare wheel are also correctly modeled.

Very authentic-looking is the front view of the radiator grill with the logo on a shimmering blue plaque. The very snugly fitting engine hood can be opened about

half way and below it the multi-colored mock-up of the engine can be spotted. The doors open to reveal the interior of the cabin that has been finished in great detail; even the interior rear-view mirror is present. Separately-applied rear view mirrors, window wiper and a super-fine antenna complete the detailing around the cabin.

The deck is nicely engraved and the gate folds down. A trailer hitch is included with the truck and can be mounted easily. The paint and lettering as well as the many logos and type designations are great and make the model look convincing.

Caterpillar 637K and 631K from CCM in 1:48

Many variations

by Daniel Wietlisbach

By the end of 2014, CCM had already delighted collectors with models of the 631/637 w. These were the E-series machines from the 80s. Now follow the top modern ones of the K series which, as usual, have been released simultaneously. There were 500 of the single engine version produced. The twin engine count is 800 and a further 500 of the coal bowl version were produced.

These mostly metal, true-to-scale models are among the finest produced in today's model market.

The rims are finely engraved and the tire profiles are correct scale copies of the original. The soft modern lines of the tractor have been perfectly transposed into model form; to mention all of the lovingly reproduced details would go beyond the space available. The engine hood opens and underneath it is a model of the engine with all its details; even the lettering on the cylinder head and the oil filters are there. The radiator fan has been included and is seen when peeking through the photo-etched radiator grille at the front. The cabin door opens allowing a view of the operator's extremely well-detailed working space. The Pushpull feature on the 637K has been modelled to be fully functional and includes the pressure gas cylinder for the springs of the pushing plate.

Behind the cabin, the 'heart' of

CCM has an excellent reputation as a builder of model scrapers. This reputation now extends to their new series of diecast white metal scrapers ...

the scraper is in plain view which is why it took such a great degree of effort to model it correctly. The hydraulic oil tank, pumps and a number of auxiliary apparatuses plus many supply lines make up this important part of the model. All lines can be traced and many of them follow the goose neck to the front suspension of the scraper bowl. Naturally, the cylinder for the 'Cushion Hitch' (the hydraulic suspension in the goose neck) is also fully functional.

The scraper bowl with its cutter is an exactly-engraved single casting. The apron with its piercings, representing the drilled holes on the original, has been copied authentically and allows it to operate prototypically. The ejector has also been copied correctly and is activated using hydraulic cylinders, rolls and a sled. The lattice of the overflow protection fence is made from finely-etched

metal plate. The bowl of the coal scraper version is correctly modeled and has different dimensions; the apron and the ejector also had to be modified for this version.

The rear of the 631K, even though plain, has been copied with all its details. All supply lines and handholds are free-standing and have been separately applied. On the two 637Ks, a finely detailed replica of the rear engine that is sitting in the open is visible. It is of the same quality as the front one and again, the radiator is seen through the very fine radiator grille. Handholds and mounting ladders are made from metal while exhaust and air intake manifold are plastic. By the way, the hose hanging from the engine is used to vent the fuel tank during the re-filling process.

While the coal scraper has a pushing block at the rear, here, the standard 637K has an additional hook as well as a bull bar in front of the radiator.

As per usual, the paint job is faultless and the lettering, down to the smallest warning labels and gauges, is perfect, almost unequalled.

At a glance

- + True to scale
- + Detailing
- Metal content



The original

The Caterpillar scrapers of the 631/637 series appeared on construction sites for the first time in the 60s and today are offered as the 'K' series. The capacity is 18.3 m³ level, or 26 m³ heaped. The empty working weight is 46.6 t on the single engine 631K and 54 t on the

637K with Pushpull feature. A Cat C18 Acert that can produce 216 kW is built into the tractor and the rear engine of the 637K has a C9.3 Acert with 216 kW of power. The maximum loaded speed is 55.8 km/h. The engines can be ordered for either of two different emission control protocols: Tier2 / Step II or Tier 4f / Step IV. The matching

pushing dozers are the Caterpillar D9s.

The 637K coal bowl version is designed to work on the coal stock piles for coal-fired power plants. Thanks to the low weight of coal, they have especially large bowls. The empty weight for them is 52.4 t and the capacity is 31 m³ level or 38 m³ heaped.

Caterpillar 994K from Diecast Masters in 1:50

Look up, high up

by Daniel Wietlisbach

This hefty model comes in the maker's largest tin box so far. It is well protected within and can be removed effortlessly. Once out, this huge piece of construction machinery sits in the open to be admired. Despite its size, it is well proportioned. After all major measurements are checked, that first impression is confirmed as all important measurements have been scaled down correctly.

The wheel rims are very nicely engraved, even detailed on the inside, and the hard rubber tires have a prototypically-correct profile. The rear axle oscillates, the axle housings are nicely done and the drive shaft has been modeled all the way, even with the articulated joint.

The huge rear part is made up in the main from white metal cas-

For all the mining collectors suffering model withdrawal, the Cat 994K is one of the few highlights of this year's model releases therefore, it requires a closer look ...

tings and, as usual, air intake grilles are not pierced on the model. The radiator grille with the large logo is a separately-applied plastic part that mimics the fine grille of the original very well.

The two huge exhaust stacks are nicely done and separately applied as are the many handholds and safety railings that are mostly all metal. The rear-mounted stairs fold down and the handrails attached to it unfold like scissors but unfortunately, they are made from plastic and look over dimensioned. Many other details such

as brake chocks, air intake manifolds, fire extinguishers and spotlights complete the detailing in this area. As per the original, the two lowest rungs of the ladder on the left side are moveable.

The cabin with the integrated roll-over protection has been expertly copied and is augmented with four separately-applied window wipers, rotating light, rear view mirror, work spotlight and the very distinctive, red pluggable handrails. The glazing is a one-piece, clear plastic casting and on the seat of the two-color interior

sits ‘Bob’, the driver. The platform around the cabin has a very nice anti-skid surface.

The articulated joint is equipped with two hydraulic cylinders and the drive shaft that is mentioned above, but the detailing is rather Spartan. A few supply lines here would be a great plus. The swiveling radius is sufficient. The housing of the front part of the machine has been replicated very nicely. It is gratifying that the producer has chosen the Highlift version of the lifting mechanism. Thanks to the full functionality, the maximum dumping height of the model surpasses the original. Because of this, the loading of the 793 dump truck poses no problems. The plainness of the engravings for the lifting mechanism and the Z kinematic for it corresponds to the original and all its lifting cylinders have been modeled complete with all screw connections. The four hydraulic lines for the cylinders are present but look a bit too thin.

While the forward dumping degree of the shovel comes close to the original, the backwards tilting degree is hardly noticeable; this compromise surely comes from the rather shorter dumping cylinders. The rock shovel that has nine heavy-duty teeth is a single metal casting with all details included. For work in the hard rocks, several metal sheets on the rim of the shovel protect it against wear and tear.

The paint job is clean and the lettering is sharp and legible. It is very nice that the model is also available in the alternate white color version and with a larger coal bucket shovel.

The original

Since its introduction in 1990, the 994 has advanced to be the most sold wheeled loader in its class. The current ‘K’ series has become even larger than its predecessors with lifting capabilities of 38.1 t (Highlift) and 40.8 t (stan-

dard). While the wheel base is nearly the same, the huge rear part of the machine extends a full 2 m further back than the 994F. With a working weight of 240 t, the capacity of the rock shovel varies between 19.1 and 24.5 m³. The 994K can load the Cat 785 (136 t capacity) in four, the 789 (177t) in five and the 793 (227 t) in six loading cycles. For loading the 793, the Highlift option is required on the loader.

Like Komatsu with its WA 1200, Caterpillar is betting on a mechanical propulsion system. The V16 Diesel engine, Cat 3516E, delivers 1377 kW (1847 hp) and conforms to the exhaust protocol Tier I, Step I.

At a glance

- + True to scale
- + Metal safety railings
- Stairs are rather coarse



Yanmar V8 and SV100 from Ros in 1:32

Size matters

by Daniel Wietlisbach

The 1:32 scale is no stranger to Ros as they are already known as makers of agricultural machinery in that scale and so they have successfully produced two machines in that scale. The samples have been very kindly provided to us by Holland Oto.

Both models feel heavy when removed from their packages because the Italian producer, Ros, has learned over the last few years that collectors prefer models made of metal. Both models have been correctly transferred to scale with the usual limitations due to maximum lifting reach and excavating depth.

The Yanmar V8 is a wheeled loader with a working weight of 4350 kg and a shovel content of 0.8 m³. The built-in Yanmar 4TNV88 produces 48 hp. As is usual with compact loaders, the V8 is a universally usable machine and has been designed to use a variety of tools with the built-in quick changer.

The wheels of the model have some very nicely engraved rims and wheel hubs, however the backsides are not modeled. The profile of the tires is true to the original. Both axles are connected to each other with the drive shaft and are rigid making it different from the original which has an oscillating rear axle. The hood is made from a one piece white metal casting and the inset radiator grille is a plastic piece. Unfortunately, the grille is not pierced and the

Traditionally, smaller construction machines are often produced in a larger scale. So too are the two new items in 1:32 from Yanmar ...

replica of the engine is rather simple.

On the cabin however, the maker has used the possibilities of the large scale to the fullest. The glazing with printed-on rubber gaskets is very flush fitting. The driver's door opens, if only to 90°. The center of the steering wheel has been painted silver and all levers and hand grips are modeled. Window wipers, rear view mirrors and the work spot light are individually applied parts.

The front part of the vehicle with the lifting frame has been nicely done and is completed with the necessary hydraulic lines and further work spot lights. Unfortunately, it is not possible to tilt the shovel backwards when lowered. The quick changer has been modeled but the shovel is permanently attached.

Yanmar SV100

The SV100 2PB medium excavator brings 10.36 t to the scale and its engine, type a4TNV98CTVBV, produces 70.3 hp.

The simple lower carriage has been modeled well and is equipped with a moveable blade but without any supply lines. The rubber tracks have the same profile as the original but are not very flexible and so the

model is limited in how much it can move.

The upper carriage is made up from exactly-engraved cast, metal parts but again, the side air intake slits are only hinted at. The engine hood opens to reveal a mock-up of the engine. The cabin has the same quality of features as on the wheeled loader therefore, we will not repeat the description here.

The adjustable arm and the jib have been very nicely translated into model form and are finely detailed. All hydraulic lines are in the prototypically-correct colors of yellow, black and silver. On the jib there are even more hook-ups for three additional circuits. That possibility makes one's finger itch to change the tools. Unfortunately, none are currently available. On top of that, the mounting bolts have been pressed very hard on to the model.

Lettering and painting of both models are clean and detailed.

Yanmar V8 and SV100



- + Functionality
- + Detailing
- Radiator grilles not pierced

Mercedes-Benz Antos from NZG in 1:50

Distributor

by Daniel Wietlisbach

Just one year after the appearance of the prototype, collectors were able to enjoy the new model of the Antos. Since then, NZG has featured several models of this truck in their sales program. In addition to the tractor-truck version there are 4x2 and 6x2 chassis, two different upper structure options and the S-, as well as the M-cabin ClassicSpace with a 170 mm drive tunnel. With these options a great variety of models can be built.

For our test, the Planzer Transport AG kindly gave us one of their Exclusive models, designed for them by Setec-HTM.

The model comes in the exclusive yellow packaging and because of its high metal content is hefty in the hand. The first impression is convincing and the very clean finish of the model gives it high appeal.

The chassis of the original has a 4,900 mm wheelbase and an air suspension rear axle. The front axle is capable of copying the originals' turning radius and even at the maximum radius the wheels do not touch the mudguards. The rims are nicely engraved and the profile on the rubber tires is very fine. Engine and gear housing are only hinted at below but the drive shaft is modeled free standing.

The Mercedes-Benz Antos has been in the program of NZG for four years now. High time for a test drive ...

On the right hand side there is the spare tire and the catalytic converter. On the left of the chassis are the AdBlue container, battery box, compressed air reservoir and the fuel tank. Behind it is a further compressed air tank that supplies the air suspension of the rear axle. First class! The characteristics of the 2.3 m wide and 1.7 m long S-cabin ClassicSpace have been successfully translated into model form.

While the cabin does not tilt, but it turns up trumps with a lot of separately-added details. These are: radiator grille, Mercedes star, head light glazing, license plate, wind reflectors, running boards, door handles, window wipers, rear view mirrors and antennae. The glazing for the cabin windows is perfectly flush fitting and the interior is very detailed. Dashboard, seats and even the inside of the cabin are colored a light brown shade.

The high weight of the model comes mainly from the many white metal castings for the simple, but functional freight box whose rear deserves a closer look. There we find a prototypical scale copy of the lifting gate. It is controlled with four hydraulic cylinders that allow movement to all the positions of the original. It has to be said that the distance between the bed surface and lifting gate is a bit large, but that would be nit picking. The anti-skid surface is very finely engraved and on the rubber foot control push buttons one can even make out the + and – signs. The rear brake and indicator lights are made from colored plastic parts and the authentic license plate at the rear is just as nice as the front one.

The paint job is clean and the printing of the lettering, even down to the smallest logos, is sharp and without any faults.

At a glance

- + True to scale
- + Metal content
- + Rear lift gate



The original

The Antos of Mercedes-Benz was designed for the heavy delivery traffic of the 18 – 26 ton class and was available to customers at the begin-

ning of 2012. Antos and Arocs were the successors to the Axor series of trucks. The Antos 67 is available in a variety of wheel bases, as a tractor truck and with a standard chassis. The customer can choose between six options for the cabin. The Antos

‘Volumer’ with a low frame is the best option for light loads with large volume goods and the ‘Loader’ has a high weight load option. The Antos is powered by the six cylinder in-line engines of the OM series that range from 240 kW (325 hp)

up to 460 kW (625 hp) and comply with the Euro IV exhaust protocol. Today, Planzer Transport AG (see page 30) has about 30 Mercedes-Benz Antos in use, many of them with the cargo box option lettered for ‘Cargo Domizil’.

Hino Profia FS from Kenkraft in 1:50

Ken's Truck

by Daniel Wietlisbach

Following the release of the Profia SS 6x4 tractor with low-loading trailer, the 6x4 dumper truck is now available in four versions: two with the flat cabin in the white/black or green/red color schemes and two with the high cabin in black/red or red/black. The primarily metal model is well detailed and very nice.

Looking at it from the bottom up one sees that all features on the original have been duplicated. Details include oil pan, gears, drive shaft and the rear axles with leaf springs, and brake cylinders. The front axle is sufficiently steerable and the rims are nicely engraved. The sport tires that look rather narrow for Western eyes do match pictures of the original from Japan. Indeed, the pictures show clearly that the same tires are mounted on both front and rear axles. The en-

Now that NZG has taken over distribution of Japanese Hino truck models, they are easier to obtain ...

gine has not been modeled but the exhaust plant, spare tire, fuel tank, battery box, compressed air reservoir and the under-run protection are all present and correct.

The shape of the cabin and the radiator grille have been duplicated very well. The large amount of chrome and the missing type indicator lettering are absolutely typical for Japan where trucks on the road are sometimes called ‘half art pieces’. All windows have three-dimensional gaskets that are molded on and painted black. All lights including the indicator lights fit flush. The rear-view mirrors must be mounted by the collector whilst window wipers and antenna come pre-attached. The cabin interior is

modeled in two colors and the ceiling is very detailed. The steering wheel with the Hino logo is on the right side because Japanese traffic drives on the left.

The rear dumper from ‘Shin-Maywa’ has the ‘Tentsuki’ dumping kinematic for more stability during the dumping process; it is very fine yet functional at the same time. The fenders are attached to the bin but the mud flaps have to be added by the collector which is not very satisfactory.

The weight of the load has to be declared visibly at the rear of the truck; for this there are several decals showing various weight declarations included with the model.

Also, according to the law, there are the grey overflow protectors on the bin sides that are operated with small motors. The bin is a one-piece casting with all details cast on. The rear flap opens and has some very fine ladders modeled on both sides. The paint job and lettering are faultless. Unfortunately, the price is rather high, a factor that nobody seems able to explain satisfactorily.

The original

Hino was created in 1910 from the vehicle department of a large power company and in 1942 started to produce diesel engines at the Hino factory near Tokyo, separate from

the parent company. This is the year that is considered the founding year of the truck maker. In 1953, after the production of trucks and military vehicles, trucks and even the 4CV car were also built under license by Renault. Following the association with Toyota in 1966, the factory concentrated on producing middle and large-size trucks. Toyota fi-

nally had the majority of shares in 2001 and Hino became a subsidiary company. Since 2002, Hino has also taken care of the distribution of Scania trucks in Japan and South Korea. Hino trucks are not limited to Asia but are also found increasingly in New Zealand, Australia, the US and in Europe. There is even a Hino factory in Dublin, Ireland. The series of Hino Profia FS heavy-duty trucks are named for the export market simply as Hino series 700 and are available in different configurations, even as a road-train for Australia. The six cylinder E13C diesel engine produces, depending on the model, from 330 to 380 kW (449 to 517 hp) and complies with step IIIB (Tier 4) exhaust control norms.

At a glance

- + Shape and design
- + Detailing
- + Finish



The Planzer Transport AG part I

Criss-cross traffic

by Daniel Wietlisbach

When Max Planzer bought his first truck, a Chevrolet with a petrol engine, in 1930, it was a special event because at the time, horse-drawn transport was more commonly seen on the roads. Max Planzer passed the truck driver exam, became an independent transport operator and registered officially as such six years later. Therefore, 1936 is taken as the founding year of today's company.

Max Planzer was one of eleven children of a poor working family from eastern Switzerland. He had to earn his own living early in life. Max moved to Dietikon in 1928 when his brother who was in the dairy trade there was looking for an errand boy. He would go to the station with horse and cart at 7:00 a.m. and pick up milk and dairy products that he then distributed from door to door. The afternoon he had off, but being an entrepreneur at heart he used the time to make transports on his own account. Because of his popularity in the village, the demand for transports continued to grow and so after two years he had saved enough money to buy a Chevy truck. It had a 3 t capacity and with it the young entrepreneur competed against seven other freight haulers.

In 1934 Max Planzer married Mathilde Rehm whom he had met

The Planzer trucks are just as common on Swiss roads as the yellow Post buses. High time then that we share the history of this freight forwarding company ...

on his milk delivery routes. Mathilde became much more than just a 'normal wife.' When Karl Planzer changed profession and left his milk business to become a farmer, Max and Mathilde took over the business that had grown enough to employ three people. It was common that the employees had their meals at the same table as the 'Patron' and it was not uncommon that they also lived in the same house.

The Planzer's first child, Hildegard, was born in 1935 and the second one, Max Junior, in 1936. In the midst of a global economic crisis, Max Planzer officially registered his business as a company. Mathilde Planzer always helped out by delivering to customers using a bicycle and trailer. This was a great strain on her. Without the knowledge or permission of her husband, she attempted and passed the examinations to acquire a driver's license. This caused some ripples when it became public knowledge but in the end the joy over the achievement won out and Max Planzer bought a second

truck, a Steyr with a flat deck, for his wife to use.

Hard times

As one of the first female truck operators, Mathilda transported packaged Scandinavian-style flat bread, concrete slabs for gardens, concrete and much more.

During the war years, Max had to serve in the army leaving his wife to run the business by herself and look after the home and children. Periodically, this required some all night shifts. On top of that, because petrol was rationed, freight up to 100 kg had to be transported with the bicycle trailer.

Transport entrepreneurs profited greatly during the war years because wealthy citizens moved to Central Switzerland thinking that there they might be safe from the Wehrmacht reaching them. The Planzer transport company could establish themselves as a furniture removal company and thanks to existing infrastructure it was possible to warehouse furniture and complete household goods for

their clients. In 1943, Bruno Planzer, the third child was born but he did not have to experience much of the turmoil of that age. A year later, Rolf, the youngest child was born. Unfortunately, because he was born with hydrocephalus he spent most of his life bed ridden and died in 1953, much too early, at age nine.

After the war, the economic miracle, even in Switzerland, led to a large boom. Especially in large agglomerations there was a building boom that led to many transport contracts, the majority in the removal sector. In 1946 the Chevy truck was swapped for a more modern one of the same make and in 1949, Mathilde Planzer got a De Soto as a replacement for the Steyr.

Coal dealer

In Swiss society at that time there was a great rift between the religious communities. On the one side were the Protestants and on the other the Catholics. Each side purchased its supplies from within the same faith. Because the 'Reformed' had a coal dealer already, papal supporter Max Planzer decided to begin dealing in coal briquettes in 1949. The new branch of business proved to be very lucrative and continued until 1967.

It was obvious for the kids to help out in the family firm. Each had their own clearly defined jobs. "Family for them meant the Company," as Bruno Plater remembers in his book, 'Die selben sieben Laster' (The same seven trucks). And of course, they accompanied mother when she had a delivery to make, be it with the bicycle or with the truck.

In 1953, the first family car was purchased as an additional vehicle for SFR 4700. It goes without saying that the 1947 Chevrolet had a small attachable platform above the trunk making it able to handle small transport jobs because at that time, cars for personal use were considered to be pure luxury items and such an ostentatious display was frowned upon. In 1955, a Bedford exchangeable flat deck with the possibility to swap the deck with a cargo box for furniture removals was purchased. Although gasoline powered trucks were cheaper than diesel trucks, the cost for this unit was a steep SFR 31,000. For the first time, the company logo was painted on the sides of the cargo box; it was a copy of Max Planzer senior's signature. Max Planzer junior joined the company in 1959 at age 21, and a Magirus-Merkur with 120 hp was purchased second hand as his working vehicle. With its deck length of 6.5 m it became the largest truck in the fleet. The first tractor-semi trailer set, a new Magirus Saturn with front axle power, was purchased in 1964. It had a V 6 engine with 150 hp and a sleeper cabin. It came with two semi-trailers, a single axle one

with a tarp for Overland transports and a cargo box one for furniture removals. Overland then transports to destinations like Spain or Scandinavia. These could be reached in about three days of driving with two drivers.

Planzer Transport AG

Nine vehicles, from a VW T1 to the previously mentioned Magirus Overland set, were counted in the fleet when Bruno Planzer joined the company in 1966. He had been asked by his 68-year-old father. Newly graduated from business school, it was clear that the brother had to look after the finances while Max Junior took charge of the technical side.

The two brothers were equals hierarchy wise, and in the same year, the Planzer Transport AG, was born as a family company. With the benevolent agreement of Max senior, the company was re-structured and concentrated on the core business of transport. At the same time, the company logo on the side tarps was changed to read simply, 'Planzer Transport AG.'

The Planzer Transport AG in brief (stand as of 2017)

Founded	1936 as a single company.
Company status	AG (joint stock company) wholly owned by the family since 1966.
Branches	50 in Switzerland, 3 in Germany, 2 in France and one each in Italy, Luxembourg, Liechtenstein and Hong Kong.
Employees	4200. 200 are apprentices.
Trucks	960. 390 are exclusive drivers.
Warehouse	Total of 935,000 m ² , divided into 10 high-reach shelving for 165,000 palettes.
Website	planzer.ch

The new beginning was successful and the business bloomed, in part because of the booming economy and the constant need of goods transport to keep it going.

To handle the increased volume, the firm really needed to purchase another trailer but since

the budget did not allow for it, trailers had to be hired from other transport companies on an 'as needed' basis, not an uncommon practice at the time. Bruno Planzer knew of a competitor in the adjoining municipality of Spreitenbach that often had idle trailers parked in its forecourt. In

desperation, he gave them a call and asked the company of Berger + Euler if they had a trailer for sale. A deal was struck but before the trailer could be used it had to be restored requiring many hours of hard, unpaid labor on evenings and weekends.

(Continues in the next issue)

Fliegl DTS 300 from Conrad in 1:50

Indispensable

by Carsten Bengs

With this three-axle, low-deck trailer from Fliegl, Conrad presents its first model from the Fliegl factory in the province of Thuringia. Located in Triptis, the Fliegl Company was founded in the 90s after unification of Germany. Fliegl's production program encompasses trailers and dumping trailers as well as low-deck trailers.

Conrad has chosen the DTS 300 Greenlight, with a maximum 24.5 t carrying capacity, as a prototype. The functionality and measurements of the 5.5t low-deck trailer have been translated into model form with the well-known quality and robustness we have come to expect. We had no complaints about the faultless model. The surface of the trailer has a nicely imitated anti-skid surface and some simulated wooden beams. On the sides of the trailer are

In a world full of superlatives it is easy to miss the little things that matter but just like this low-deck trailer, they are indispensable ...

some non-functioning eyelets. The Fliegl logos are also on the unit, a large one is at the sides and also on the anti-skid side plates and smaller ones are over the steering axle.

All three axles are free-running and flexible; on the prototype, they take care of surface undulations. The compressed air tank, spare wheel and a toolbox, on the underside are all very nicely done. Two warning signs are included in the

accessory pack to be mounted above the steering axle. The low-deck trailer is loaded using the two rear-mounted ramps. These are folded down and can also move sideways making the loading of vehicles with different wheel gauges possible. They also drive easily onto the deck of the trailer. During transport they are secured with little plastic chocks on the trailer surface. Conrad has even modeled the little supports behind the last axle; these help to support the load during loading.

At a glance

- + Choice of prototype
- + Functionality
- Plastic parts



New Arocs cabin

Conrad is using a Mercedes-Benz Arocs 6x4 from its own portfolio

for a truck to pull the trailer; this means it has two powered axles. The drive train at the underside, including the cardan shaft, have been nicely modeled.

The front axles are steerable and allow for a sufficient turning circle and are very free running. The fuel tanks are nicely done and give the feel of the original. Conrad has spurged and given the Arocs the M-Cabin. This has been really well translated to model form and conveys the characteristics of the prototype. It scores high with its recessed door handles, running boards, window frames with molded on wipers,

air intake and a chromed Mercedes star. Very much up-to-date is the way the headlights and flashers are made by using inserted clear and colored plastic parts. The glazing fits perfectly. A rear view mirror and the antenna have to be attached by the collector. The cabin does not tilt.

Very nicely modeled too is the three-way dumping bin with its prototypical functionality. It dumps very easily to all three sides. For this process there are some small ball heads integrated into the chassis that match perfectly to the indentations on the bottom of the dumping bin. The modelled dum-

ping cylinder functions perfectly because of the free side play mounting technique used. All side and the rear flaps are functional.

Overall, the model of the Fliegl low-deck trailer is very convincing and has been made with the usual robustness we expect and appreciate from Conrad. It is a very welcome addition for the transport of smaller construction machines.

The paint and lettering are without any faults. In addition to the combination shown here, the low-deck trailer is also available in a red set with a MAN TGS 6x4 dumper.

Terex RT 90 from Conrad in 1:50

The second RT Crane

by Carsten Bengs

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 dimensi-

Three new RT crane models were introduced by Conrad at Conexpo. Presented here is the Terex RT 90. It is designed for loads of 86 metric tons or 95 US tons ...

ons 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

At a glance

- + Outrigging cylinder
- + Functionality
- Plastic support legs



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 original 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.

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Imprint

Caterpillar No. 70 from Reuhl in 1:24

Back to the roots IV

by Thomas Wilk

Scraper configurations can be classified as follows: 2-axle, three-axle and the very widely used trailer scrapers pulled by tracked dozers. In the 1920s, during the time before Robert Gilmour, Le-Tourneau started production of a motorized scraper. Then it was common practice to use towed scraping buckets that were adapted to the size of the pulling tractors or dozers.

It was quite a while before 'mobile' scrapers established a foothold on construction sites. At the time, many leading makers built trailing scrapers for any model of tractor around. Recognizing this, Caterpillar launched its first pulled and cable-operated trailing scrapers in 1946: model #70 with loading capacity of 8.4 m³ (heaped) for the Cat D7 and model #80 with 13.8 m³ capacity (heaped) for the Cat D8. After Andy Reuhl designed the very first scale model of a D7 for Caterpillar at the beginning of the 50s, it was natural that he would also design the variety of tool attachments available at that time. Because of their fine quality and the materials used, at least a few of these robust examples have survived the last 65 years without any damage and have found new homes in the glass display cabinets of collectors.

A special feature of the Reuhl

With early models like the Cat # 70 trailing scraper from Reuhl began the hobby of collecting construction machine models ...

models was the very fine engraving of the type designation. On the Caterpillar #70 Scraper it was applied at the goose neck, at bucket side wall and at the expulsion hatch. With the introduction of the Caterpillar DW 15 E series tractors and the matching 428 scraper in 1957, the old Cat #15 'bucket' disappeared from the dealers' catalogues. Of course, this also had consequences with the excellent Reuhl models: the engravings were replaced with decals, and the Cat #70 became the Cat #428 scraper.

The team, made from a Caterpillar D7 dozer with the attached #70 scraper in 1:24 scale, is an impressive 610 mm long. Except for the goose neck and the front dolly axle, the scraper is identical to the #10 scraper for the Cat DW 10 tractor, introduced by us in issue 6-2016. From the pushing block to the shaft it measures an imposing 400 mm which corresponds to the original. Other measurements like the 239 mm wheel-base, the 75 mm wheel gauge and the very nicely engraved front wheels with the 'diamond style' tread of the 16.00-24 dimension

tires from Good Year, round off the whole thing.

Of course, the model is fully functional. The apron can be arrested in the open position by using a small reversing lever at the right side of the bucket while simultaneously lowering the 118 mm wide bucket to the scraping position. The ejector is fully moveable and its forwards adjustment is infinitely variable so it is able to empty the bucket completely. When loaded, the weight is distributed as follows: 60% of the load on the rear wheels (dimension 21.00-25) and 40% on the front axle. This leads to very good driving behaviour of the team during transport mode. The empty weight of the scraper (9.0 t) and tractor is around 20 to 25t, depending upon options.

In comparison to motorized scrapers, pulled scraper trailers can scrape off thin layers of material without the support of a pushing dozer or wheeled dozer because the tracked pulling dozer has enough traction to do the job. But of course, there are limits to what is possible and the power

required is insufficient therefore, the scraper has a massive pushing block which helps with the loading process. In difficult and cramped conditions and on soft ground where rolling resistance is high and transport distances only from 140 to 275 m, the use of pulled scrapers is very efficient.

Because of the slow transportation speeds of the dozers, wear and tear on the running gear including sprockets, gears, bushings and tracks increases substantially. Surely, this was the reason that this combination of machines disappeared in 1941 when Caterpillar introduced its first wheeled scraper.

But completely extinct this species is not. Several smaller producers have a variety of trailing scrapers for light to heavy earth moving in their programs. Only the pulling dozer has changed, from the usual tracked dozer to the large agricultural wheeled tractors (sometimes even articulated) of today.

Historic construction

Glulam

by Wilfried Schreiber

In 1996, after almost a full year of construction, the building of the church has progressed to the point that now the glulam beams are transported to the site with a MAN three-axle truck of the DHAK type combined with a long timber transporter trailer. The tractor truck is easily recognizable as coming from Conrad. The turntable on the truck and the complete trailer are scratch built.

Using P&H TC670 lattice crane with carrying capacity of 70t (described in issue 1-2016), the glulam beams are lifted in place to

Church steeple and main building walls are reaching their final height. Massive glulam beams for the roof construction arrive at the site ...

provide the base for the future roof of the church sanctuary.

Before that, using an extensive hoarding system, a concrete ring cap to anchor the beams was poured. The church tower is also growing upwards. At this stage, the concrete foundation for the bell chamber is being added. It also has a triangular footprint, however it

is opposite to the tower and turned 180° compared to the base of the tower. This is, even today, a very interesting architectural feature. After the completion of the bell chamber the steeple of the church is poured, again with the same triangular footprint as at the tower itself. The tower reaches a total height of 55 m.

Remo's old iron



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

by Remo Stoll

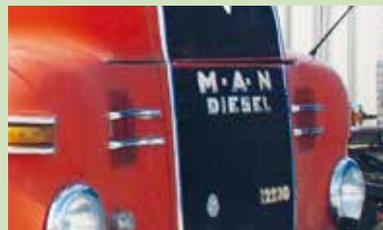
Almost 30 years of hard work leave their scars. This excavator was used as a rental earlier on so it is not surprising that it loses some oil here and there. With its almost 40 t working weight it still looks pretty nice. We assume that it has been repainted but it still shows the same shade of color as the original ones from the Japanese maker.

Please send us the exact model designation of this machine. (Contact information is on page 58). The contest ends on 15th August, 2017. We will hold a draw to select winners if there are more correct answers than prizes. Please note that only entries with complete address information can be considered so we can mail the prizes out correctly.

This time the winners will receive one of the following prizes: a Liebherr R 916 Classic in the colour scheme 'Toyfair Edition 2014' from NZG, an Arocs 4x4 with Schmitz dumper semi-trailer 'Fischer' from Conrad and the Caterpillar 323F from Diecast Masters. 



Solution from Trucks & Construction 3-2017



The well-preserved truck was a MAN 12.230, correctly recognized by many contestants. The winners are: Wolfgang Werner

from Salzgitter (D), who won the

Mercedes-Benz Actros GigaSpace 4x2 tractor truck in 1:18 scale by NZG; Jürgen Precht from Stockelsdorf (D) who won the MAN TGS concrete mixer truck 'Geiger' from Conrad; Markus Veratcnik won the Cat 242D with the exclusive Toy Fair lettering from Diecast Masters. Congratulations to all the winners!

Scratch built Volvo NL12 in 1:50

A Volvo for Leo

by Hans Witte

Leo and his crew can be found in Klazienaveen, in the Eastern part of Holland. The trucks they restore come from all over Europe, like Belgium, Germany, Switzerland, Great Britain and even as far as Ireland. All the specific work is done in-house: shorten or lengthen a chassis, rebuilding engines and transmissions, a new cable loom, cab repairs or even building a complete new cabin. When ready, the trucks get a professional finish in one of the two paint boots.

Next to mostly Volvo's, Leo also restored some classic Scania(-Vabis), Henschel and DAF trucks. Some special orders were the rebuild of a 4 axle FTF tractor for the Dutch army and a Scania-Vabis LS85 torpedo tractor from 1954 with an 8 inline engine (this was an experimental truck, only 6 were build). Leo's favourite truck is the Volvo F88, but he also likes the later F-series. From almost every type he has one in his own collection. The Leo Bol trucks can be recognised at the blue-beige-orange colour scheme. The 'Mean Machine' of the fleet is the NL12 6x2 tractor and matching step trailer, which is used for transporting classic trucks, cranes and other machinery.

Conrad tractor rebuild

At my first visit Leo showed me his collection of 1:50 truck

Leo Bol is a professional truck restorer. He is specialised in Volvo and owns a very rare NL12 tractor ...

models, among them a couple of old Tekno's in the colours of Van Rijswijk from The Hague. In his younger years Leo was a driver at Rijswijk and after they closed he adopted the colour scheme for his own trucks. Then he handed me a Volvo NL12 model from Conrad and asked me if I could rebuild it to his NL12? At first glance the model looked quite ugly with the huge teardrop mudguards, the bullbar and the agri tractor wheels.

Besides this it seemed a pretty good model to me. Leo also wanted the trailer ... After some quick thinking I dared to give it a try. With one restriction: no deadline! That it almost took two years was also for Leo a bit long, but when he saw the model he thought the waiting had been worthwhile.

After the model was stripped, I mounted Tekno wheels and tyres and that made a much better appearance. New rear mudguards were made from 0,4 mm's aluminium sheet, according to the 'Tanner method'. I will explain this technique in a later article. To avoid a time consuming rebuild of the 6x4 rear axles, I left this as it was.

The big diesel tank and toolbox were made from plastic, to co-

ver the chassis I used photo-etch teardrop sheet. The sun visor, mirrors, bumper poles and other parts were scratch build. Marker lights at the cab are from clothing pin knobs, in the lower cab panel on the left is the filler cap for the screen washer fluid.

Other parts were ready bought, like the fifth wheel, exhausts, roof rack, air horns and the photo-etch locks on the toolbox. In Holland there are a number of specialists who deliver all kinds of parts and accessories for 1:50 models. One of the best known is Bemo, they also send to foreign countries: www.bemomodels.com

Mixing colours

For the Broshuis trailer I used a Nooteboom trailer from Lion Toys. First it was completely stripped, so I could make the sloping rear part of the deck. The floor was sawn-inn from underneath and then it was bent in the bench. The seams were filled with tiny bits of plastic to fixate the floor again. A new rear light panel was made from plastic U-profile and strips. At the swan neck I made new head- and side boards.

Like on the real trailer, the side boards can be removed when the load should require so. More details are the 'wide load' warning signs, side marker lights and a beacon which can be pinned in the rear bumper. The reworked drive-on ramps fit in an L-profile in the bumper panel.

As I am a bit afraid to use two component paints in my airbrush, I have mixed the colours from Humbrol and Revell paints. The orange striping on the cab is made from foil and the beige pinstripes were applied with a fine brush. For the Broshuis stickers I used my little Brother P-Touch foil-cassette printer: scanned the original Broshuis logo, scaled down to the right measurements and printed in black on yellow foil.

Just for the pictures I loaded my own Volvo F86 on the trailer. This was also a teaser to Leo, because he does not like the F86 ... I think that's a pity, and wouldn't it be nice to see such a little Volvo in the Bol fleet?

An authentic model

Every now and then I am questioned to build a model to order. Normally I refuse, because I prefer to use my time to build a model for myself. I have so many ideas and plans and my shortlist is way too long So building this Volvo for Leo was an exception, but I enjoyed it more than I had expected. First because it is a special truck and second because the conversion of that rather

ugly model turned out to become a nice and authentic tractor. The building was also a nice mix of scratch building and mounting ready made parts and accessories.

To finish this story, some facts about the real truck. The NL12 was originally meant for the South-American market, but a few chassis were sold in Europe.

The three axle tractor with a sleeper cab is a very rare machine and that's why Leo was so eager to lay his hand on this particular truck. The BB-FF-48 was new at Klomp in Zwolle, a special transport and heavy haulage company. Leo became the proud owner in 2004. The Volvo has a 405 HP 12 litre engine and a heavy duty hub reduction at the rear axle. See www.leobol.nl

Translation of page 47

XXL on the road

By Klaus Werblow, published by Kraftakt, 176 pages, over 300 pictures, bi-lingual, German and English, size 23 x 29 cm, Hardcover, ISBN 978-3-938426-19-7

One has to look past the somewhat garish title and boulevard-press-like cover because behind it is a well-researched book about the development of road trains around the world. For once, the contents do not dwell solely on the Australian conti-

nent where the longest and heaviest road trains are found, but explains road train development and the different shapes and sizes around the globe. This is followed by a picture segment with chapters introducing each country. Also included are the regulations and rules specific to the country shown for example, the overly-long trailer draw-bars in the US. The book is full of ideas for ambitious model builders. (dw)

Unimog

By Peter Schneider, published by Motorbuch Verlag, 416 pages, 521 pictures, size 26.5 x 23 cm, hardcover, ISBN 978-3-613-03967-4

'All types, all models, all dates from 1946 onwards,' promises the book. Indeed, the author has completed the herculean task of assembling very extensive material about the history of this unique utility vehicle. The success of the machine, designed for the agriculture sector as

'Universal Motor Gerät (universally usable motor vehicle) or short Unimog, was concurrently its biggest problem. Because the small Boehringer factory near Göppingen could not keep up with the demand, a potential buyer, Daimler-Benz was found. Beginning in 1951, the Unimog was built in Gaggenau, and over 1000 units left the factory floor in the first seven months. The author delivered on his promises. (dw)

Card models from Scalescenes, part II

Cardboard modeling

by Markus Lindner

Our weathered, brick-faced hall is a perfect match for a typical back yard or abandoned industrial building. The situation we want to create is a scene where such a building is demolished.

Scalescenes has other matching buildings to go with the typical British-style brick construction warehouse built in the last installment, for example: several large brick buildings designed to be engine sheds, a car repair shop, and a number of buildings that could be warehouses or cloth factories. Looking especially useful, even though it is a dwelling, is the construction set called, ‘Terraced House’ article #T022a. It is a typical English row house with back garden enclosed by a brick wall. Available under #T022b is an additional wall decoration set that includes gable ends that hint at an already demolished house next door. This made the building almost perfect to be included in the diorama.

Altered a little bit, such a building could also be used for an industrial site, a laboratory or a building used for social purposes. Without the distinctive British features like the chimneys in the fire walls or the sash windows, such a building would look right at home in Northern Germany.

We introduced you to the downloadable cardboard models from Scalescenes.com. Now, using some samples, we show you how a diorama can be made using them ...

Kit bashing

The changing, alteration or combination of one or more model kits is usually referred to as ‘kit-bashing.’ One would think that it would be easier to adapt a cardboard kit than the usual plastic injection kits but in reality, it takes a lot of careful thinking to recognize which parts of the cardboard kits could be used and how they should be best adapted.

In any case, it makes sense to build one or more Scalescenes kits completely to familiarize oneself with the basic principles behind the kit otherwise, a beginner could easily lose the overview within the many printed on pages.

Here we are using a kit for a row house, scaled up to 1:50, as a backdrop model. Adjoining it is a building undergoing demolition, almost completely demolished. The remaining wall segments are made up from leftover parts for the walls of the building kit.

The base of the building is covered with a mix of fine rubble made up from crushed concrete

and brick, concrete dust plus bricks from Juweela (Reichsformat RF, rot Mix 1:48/1:50). The color of the Juweela bricks is a very good match with the color tone of the Scalescenes brick walls.

Storage tanks

Another interesting option is the construction kit #T015 ‘Storage Tank’. This is a storage tank kit that can be glued to any cylindrical container. Wiffen recommends CD spindles or tins, as examples.

Three such tanks, as used for a chemical works or a fuel dealership, are at the back of the scene and close it off at the rear. Additionally, they provide the opportunity to show the de-construction and cutting up of such tanks using scrap metal shears. Pictures to give you the idea of how this should look can easily be found on the Internet.

Cardboard tins with metal bottoms are the ideal containers to use for the tanks. The walls are easily cut into to simulate the ac-

tions of the scrap metal shears. The metalized innards make the tanks look very realistic when cut open. Because of the size of containers I used it was sufficient to print out the tank kit in the original 1:76 scale. Even the surrounding 1:50 spill retention walls and loading platform are still an acceptable size.

For the retention walls, kit basing is again required. Instead of having a retention wall for each of the tanks, I made a wall that fits for all three of them. For this, the wall segments had to be adapted to fit.

Further detailing

The necessary base areas and other details are available from Scalescenes. A ready-to-use industrial concrete base is available: article #TX0019. Two DIN-A3s (11.7 x 16.5 in) are sufficient for our 65 x 50 cm diorama. Peripheral walls are built using the garden walls from the Terraced House kit. For those who wish, other surface textures from kit #TX54 could be used.

The diorama shown here was made up using the described kits

and makes a wonderful backdrop for all kinds of demolition machinery. Even the use of large machines is not a problem. For example, one could think about the Sennebogen 860 hd and also all kinds of de-construction tool attachments beginning with the concrete shears, sorter-grapplers, pulverisers, hammers and ending with scrap metal shears could be shown in action.

New on the market

Truckstop WSI 1:50

On top of 50 other new releases, the following stood out for us: the Volvo FH4 Sleeper Cab 6x2 three-axle semi-trailer with a sliding floor for light bulk goods, in the sky-blue colour of the Norwegian Company 'Thor Tenden Transport AS'; the MAN TGX XXL Euro6 with a Fassi 1100 truck crane and ballast deck in a neutral metallic green from the WSI Premium line; the Scania R Topline 4x2 with container semi-trailer on the road for the Belgian Transport company, 'Trans Gernad' founded in 2006. (collector.wsi-models.com)

Holland Oto 1:50

The DAF XF Euro6 Super Space Cab 4x2 in shimmering metallic blue color is now available from the inexpensive series of tractor

trucks. The characteristics of the cabin have been nicely done and the model is cleanly made.

Thommys / Conrad 1:50

Thommy's Baggermodelle presents another exclusive model in the limited 'Arbogast' series. The MAN TGS 6x4 with Meiller roll-off tipper is from Conrad. The truck comes with two identical roll-off tipping containers as shown in the picture. Because of the fully functional, prototypical hook dispenser system and the fully functional rear doors, the colorful model has very high play value.

Universal hobbies 1:50

The model, a Komatsu PW148-10 mobile excavator (our title story of issue 5-2015) now has a brother

but with a different tool attached. The otherwise identical model now has a fully functional clam shell bucket that while made from plastic is nicely detailed. Those who have both models can exchange the three tools that are now available. An in-depth description of the basic model is in the 5-2015 issue.

Truckstop Tekno 1:50

The trend among the new models from Tekno is international, and we can show only a minute part. For this year's Tekno Event a Volvo F12 6x4 tractor unit with a small shoring tower was released. From the Netherlands comes a reefer tractor semi-trailer lettered and painted for 'Simon Loos' based on the Actros 4x2 with a small Streamspace cabin. The proud reefer truck and trailer set of a Scania

143 6x4 in the 'Sties' paint scheme comes, of course, from Norway and the Volvo FH05 Globetrotter XL 4x2 with a short curtain side semi-trailer, in the 'Adriano Zamperi' colors from Italy. Because there are few cars available for diorama builders in 1:50 scale, the plain DAF 33 car produced by the sister company, Lyon Toys, is worthy of mention here. (tekno.nl)

MKD Dioramaland 1:87 to 1:14

As the name promises, this new producer offers detail for dioramas and also tool attachments for excavators. Behind the initials hides Markus Kirchel, a tool and die maker from Luxembourg. On offer are, for example, kits with precision milled Polystyrol parts,

laser kits and more. Shown in the picture above is the kit for a multi-function scissor attachment in 1:50 for excavators from 35 to 50 t. In addition to parts for the three exchangeable jaws (scrap and demolition scissors, pulveriser), the matching base plate is also included. Round material and brass tubes for the cylinders are included. More parts, instruction sheets for down-

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
Bomag BW 206 AD-5	1:18	China	Dealers	www.fmb-shop.de
Cat 308E2 CR SB MHE	1:24	CCM	Dealers	www.ccmodels.com
Cat D5K2 LGP	1:24	CCM	Dealers	www.ccmodels.com
Laurini Vulcano 2.0 screen and Hammer crusher	1:43	unbekannt	Giftmodels	www.giftmodels.it
Cat 6090FS mining excavator	1:48	CCM	Dealers	www.ccmodels.com
Bomag BW 213 PDH-5	1:50	China	Dealers	www.fmb-shop.de
Ravo 5000 silver or white	1:50	China	Dealers	www.fmb-shop.de
Mecalac 15MWR	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr MK88 «Franz Bracht»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr 1030-2.1 «Ainscough Training»	1:50	Conrad	Model Hobby	www.themodelhobbyshop.com
Figure set IV «Mammoet»	1:50	Conrad	Mammoet	www.mammoetstore.com
MB Actros 8x4 / K25 60 axles, load «Mammoet»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Actros2 6x2 / Nootboom OSDS «Aertssen»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Arocs 8x4 SLT / Goldhofer lowboy «Brunner»	1:50	IMC Models	Dealers	www.imcmodels.eu
Volvo FH04 6x4 / stonetrailer / 2 versions «Voton»	1:50	Tekno	Dealers	www.tekno.nl
Scania R Streamline 6x2 / stonetrailer «Gerben Buiters»	1:50	Tekno	Dealers	www.tekno.nl
Scania S 6x4 semi-trailer dumper «Leif Moller»	1:50	Tekno	Dealers	www.tekno.nl
Goldhofer semi lowboy 3 or 4 axles red	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1350-6.1 «Whyte Crane Hire»	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LTM 1050-3.1 «Aguilar»	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LTM 1050-3.1 black	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 Globetrotter / Nootboom lowboy «O'Neill»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 10x4 sleeper cab dumper «Viktor Weber AG»	1:50	WSI	Dealers	www.collector.wsi-models.com
DAF XF SC 6x4 / halfpipe semi-trailer «Böckl»	1:50	WSI	Dealers	www.collector.wsi-models.com
DAF XF SC 8x4 / semi-lowboy / load «Nugteren»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 10x4 / Palfinger PK15000.2 «Kari Polvela Oy»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 4x2 / halfpipe semi-trailer «Wonico»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x2 / Palfinger crane «Havator»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x4 / Nootboom Telestep «O'Neills»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / Nootboom Telestep «Jenniskens»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FMX 8x4 / flat deck / Palfinger crane «SE Leverage»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 6x2 / Nootboom Pendel-X «Lazzaroni»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 6x2 / Nootboom Pendel-X «Royal Transport AS»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 8x2 / Fassi crane «Thuries»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania S 6x4 / semi lowboy «Hardeman van Harten»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 4x2 / semi-trailer dumper «Mayolani»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Arocs 6x4 / ballast trailer «Franz Bracht»	1:50	WSI	Dealers	www.collector.wsi-models.com
FTF 6x4 / semi lowboy «Gebr Verlouw BV»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Actros 6x4 / Drake 2x8 Dolly «Mammoet»	1:50	WSI	Mammoet	www.mammoetstore.com

loads as well as ordering information can be found under www.mk-dioramaland.lu

Conrad 1:50

Two further crane models from the makers in Kalchreuth have been delivered and we want to take a closer look at them in a future issue. Beside this year's third RT crane Grove GRT8100,

stands the Liebherr L1-24 quick erecting crane.

IMC 1:50

Justice cannot be done with only one picture of this very beautiful duo of Demag AC 250-5 and DAF SSC Euro6 with a seven-axle ballast semi-trailer. Therefore, we will make the space that they deserve in the next issue.

SpecCast 1:16

And last, but not least, we show you the Caterpillar D4 with Hyster D4 rear winch and cable controlled A4 blade from LeTourneau. An in-depth discussion will follow (www.acmoc.org)

Translation of page 55

Our partner page

From the quarry to the bus stop

The bus station in St. Gallen is being renewed during a four year construction project. Special curbstones have to be installed for the modern, disability-friendly busses. This special curbstone has

a groove that guides the tires of a bus along in order to automatically bring the stairs to the right distance from the sidewalk when lowered. The contract for these specially quarried natural stones

went to Fiorini AG. That is why we visited our Portuguese supplier. We made quality checks along the whole production chain from quarry to the finished product.

Spectacular deconstruction work

For the removal of three bridges at the Nordring construction site in Zürich, between the beginning of May and the middle of June 2017, a Liebherr LR 1750/2 tracked crane was in use. Since the two railway bridges were partially under high voltage catenary wires, the eastern halves were removed using a 100 t excavator and to lift out the remaining parts,

the second-largest tracked crane in Switzerland was used. The 1,100 t monster was rigged with an 84 m long main arm and a 38.5 m derrick arm. Five night shifts were necessary to lift out the bridge parts that had been cut into ten pieces and to deposit them on to the cleared work site. During the day shifts, a Cat 395F made short shrift of demolishing the

bridge segments so that the site was always clear at the end of the day. To dismantle the third bridge, the tracked crane was re-erected in the middle of June. Three night shifts were needed to lift the six segments, weighing up to 190 t maximum, and to deposit them on the work site there to be broken up.

News in brief

Wire cable transports for the cable cars on the Zugspitze Mountain

The cable car to the highest mountain in Germany, the Zugspitze, got four new cables measuring 4,900 m and weighing 153 t each from Fatzner AG in Romanshorn delivered to the bottom station at the Eibsee. The transport contract was won by the Wipfli and Feldmann companies.

To achieve an optimal weight distribution and mobility of the transport, the each cable had to be divided between two cable drums. This allowed for problem-free navigation of bridges and streets that were not designed to withstand the total weight of one cable load all at once. The total weight of the coupled-together units was about 250 t, total length was over 54 m and total width almost 3 m.

To connect the two special transporting units, a 6.5 m long hitch was fabricated. The cable was run through specially installed guides over the roof of the rear tractor truck to the seven-axle module of the front train. The transports took place in May of this year. Wipfli's MAN TGX XLX 10x4 tractor truck and Feldman's Mercedes-Benz Actros Titan SLT 8x4 did the job. (dw)

Bell B60E

As a real alternative to rigid frame dumpers for the mining industry, Bell presents its new B60E articulated dumper with a loading capacity of 55 t level or 35 m³ heaped bringing the total weight to almost 100 t. Compared to the three-axle Volvo A60H, Bell is betting on a quadruple tire rear axle produced for them by Kessler. For the drive train, the engineers combined a 405 kW (543 hp) in-line engine from Mercedes-Benz (MTU) with a fully automatic planetary gear head from Allison. Whether it be the B60E or the A60H that will win out will be known in the near future. The first Bell B60E in Europe began working a short time ago in a German quarry belonging to the Schiewe Company. (up)

Testing two Generations of the Actros 1845

During the 2016 IAA Mercedes-Benz promised that with the new drive train of the 2nd Generation, a fuel use reduction of 6% on the standard test distance for Mercedes-Benz, from Stuttgart to Hamburg and back, would be possible. A further reduction of 0.5% could be achieved with the new variable oil feed drive axle.

Three independent teams of expert trade journalists tested two Actros 1845 with and without the 2nd Generation drive train in Portugal on a 200 km long, steep up and down part of the Algarve Highway A22 between Tavira and Lagos. After six days the result was in: the average measured reduction in fuel use was 8.3 % and so confirmed the results promised by the engineers. (dw)

Liebherr LR 11000

The Fanger Kran AG with its Liebherr LR 1750/2 had to relinquish the title of owning the largest tracked crane in Switzerland to the Emil Egger AG after only 10 months. Their red Liebherr LR 11000 that can lift a maximum of 1,000 t is currently working on a Leutschenbach construction site at the new location of the Swiss Television Network in Zürich. The tracked crane with a residual load torque of 15,170 mt is capable of lifting 471 t when the arm is extended to 32 m. The 12.4 m long, 11.2 m wide chassis with its two 60 t tracks ensure a solid grounding. (up)

Scania 142 truck with over 4 million kilometers on the clock

“When you are underway for many kilometers with your truck it starts to feel more and more like a friend and less and less like a vehicle,” says Leif Eriksen about his Scania 142 from the 80s. And about the 14 Liter V8 engine: “When I drive at a speed between 80 and 85 km/h, I am relaxed and cool. That is just the right speed, around 1500 rpm's.”

That the truck has 4.147 million kilometers on the clock is due to its good maintenance record. Saturdays are dedicated to washing and maintaining the Old-timer. Leif Eriksen will be 70 years old in October. “Time for my retirement,” says he. (dw)

Case C245D SR

From its new D series, Case Construction Equipment is showing off its 26 t CX245D SR with slewing radius of only 1,790 mm. The short radius excavator offers high digging and lifting capacities

in tight spaces. The newly-designed undercarriage with 3,660 mm long tracks maximises the footprint of the machine. The built-in four cylinder Isuzu engine produces 124 kW / 160 hp and conforms to the EU-Emission control step IV or US Tier 4 final. The new, elec-

tronically-steered hydraulic pump, the larger steering valve and several sensors allow for quicker work cycle times. For the 5.7 m main arm, two jibs measuring 2.4 and 2.94 m long are available. (up)

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

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