

Laster & Bagger

Lastwagen, Baumaschinen und Krane im Modell

Mit Wettbewerb

CCM 1:48
**Caterpillar
6015B**

Eigenbau 1:50

Fiat 690 T1

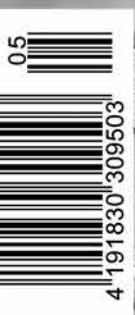
English text



Conrad 1:50
Mecalac 9MWR

Sammlerporträt: Roger Muther sammelt Scania

IMC 1:50
Demag AC 250-5



Editorial

Trucks & Construction, the 5th

Fall is coming and so more time will be spent indoors and then we can also have more hobby time. I would like to contribute to this time of increased hobby fun with the fifth issue of Trucks & Construction.

This time, the already well-established truck segment of the magazine has a greater share of the articles. This is simply because the summer was rather quiet as far as new construction model releases were concerned. Looking ahead to the next issue however, it is looking much better and, when calculated over the whole year, the number of truck and construction model articles is balanced, as was promised at the commencement of the magazine.

Our top priority is to retain you, the reader, as a subscriber or even to convince you to become a new subscriber, because in this electronic age, it is and continues to be, a challenge to produce a printed magazine. The profit margins are melting away, at least at Swiss Kiosks, and the sales at these locations, especially for small publishing houses like this one, become a zero balance

issue. It is without any doubt from my side that there always will be magazines however, allow me to pose the question, 'For how much longer?'

If, then, you enjoy Trucks & Construction, please convince your collector friends to subscribe to the magazine so that they become part of the effort to retain this magazine for the long run. You will not regret it, because behind Trucks & Construction stands an engaged and enthusiastic team of collectors and model builders that gives its best for each and every issue.

We are even offering a solution for saving you precious magazines. Two complete years, which means 12 issues, fit into our super nice, solid collecting boxes. Please take a moment to study the offer for subscribers found on page 43.

I hope you will get a lot of fun and enjoyment out of reading this new issue.



Daniel Wietlisbach



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

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Roger Muther collects Scania

On the move

by Daniel Wietlisbach

Roger Muther grew up with two brothers in the rural Entlebuch district in the canton of Lucerne. For a farmer's boy growing up in the middle of the last century this meant helping out on the farm or, as he describes it, "working instead of playing." Birthday gifts were usually new rubber boots, a pair of work trousers and a chocolate bar.

Instead of finishing the last year in school, Roger opted to spend the year in a monastery school in the French-speaking part of Switzerland. After that he completed a chef apprenticeship at the Kongresshaus (convention center) in Lucerne. Even then it was clear to him that he wanted to escape the close-mindedness of Central Switzerland. He moved to Zurich at the beginning of the 70s where he worked in hotels and restaurants taking, at the same time, a two year course at the Handelsschule (Business school). He liked life in the big city very much and remembers that he always stopped and looked when a truck and trailer tried to squeeze itself through the dense inner city traffic. The bigger and heavier, the better he liked them. Interest in trucks was already a big part of the make-up of the future collector.

Roger Muther has always been fascinated by strong, heavy trucks. An office with a special view and a colleague at work helped him find the hobby ...

From an observer ...

In 1972 Roger Muther married and two years later the couple's first son was born. At the same time, with a business diploma in his pocket, Roger Muther changed professions and became the purchasing agent for the staff cafeteria of the large electro technic conglomerate of Brown, Boveri & Cie (BBC, today ABB) in their Olten factory. This would have far-reaching consequences for the development of his hobby because the window of his office had a good view on to the 'Tor 3', or door 3, an access door into the large assembly hall for large transformers. Roger Muther remembers vividly the truck and trailer set of the German cargo company, 'Spedition Ristelhueber,' that arrived there regularly. These were the classic German truck and trailer sets with two-axle trucks and three-axle trailers. Büssing, MAN and Mercedes-Benz were prominent brands in the fleet of the Ristelhueber company that specialized in transports to Switzerland. Roger Muther was

amazed by the drive and shunting prowess of the drivers who had to back into the large hall with only 15 cm room to spare on each side.

He worked for 10 years in that office and was able to follow the development of trucks closely over a whole decade. In addition to the Büssing, MAN and Mercedes-Benzes from Ristelhueber, Scania and Volvo trucks were regular guests at 'Tor 3'. There were also almost daily heavy-duty transports undertaken between the various factories of BBC in Switzerland to be observed. These intra-Switzerland transports were carried out by Welti-Furrer or Salzmann.

... to a collector.

In 1980, at the home of a co-worker, Roger Muther first discovered 1:50 truck models. From two display cases and a wooden armoire the truck models from Tekno, NZG, Conrad and Corgi gleamed at the visitor. The virus jumped over and infected him. At that time, the collecting of truck

models was limited to a small circle of enthusiasts and right away Roger Muther was introduced to the hobby by his new collecting friends. Apparently, this effort was fruitful because the urge to collect is still present today. The experienced collector recommended that the newbie visit some swap meets and gave him the name of a trusted dealer. Roger Muther came out of the dealer's store in short order proudly carrying his first model. It was a Scania 142 tractor and semi-trailer set lettered for the Dutch freight hauler, 'van Wieren,' of 1985; he liked it best from among all the other ones for sale. Unfortunately, it, like many others from the early years, is no longer part of his collection because for Roger Muther a collection has to be 'Alive' which means that he regularly disposes of models. Very quickly, empty spaces are filled again with newer models.

In the 90s, about one model a month was added to the collection of Roger Muther and he was a regular customer in the shop of the main Scania dealership in Kloten near Zurich. However, he collected all brands and color schemes that he liked because the offerings were

still very easy to keep track of. He also took part at a casual meeting of like-minded enthusiasts that the dealer for Setec-HTM organized in his neighborhood. About a dozen or so collectors met, and are still meeting today, to discuss models, talk 'shop' and swap models and information.

Scania

When the new model releases became excessive at the end of the 90s, the time had come for Roger Muther to exercise some self-control. He did not have long to think about what he wanted to concentrate on because of the nearness of the Scania dealership and the always-present Swedish trucks had left some lasting impressions with him. As far as models of hauling company trucks were concerned, there he did not want to limit himself, but continued to order models he liked of many international cargo companies.

During the years that followed, he let go some of the 'foreign' brands and then his collection contained mainly models by Tekno and Corgi, later augmented by some models from WSI. From his collection within a collection that he once had, not much remains:

76 models all painted in the colors of the Swedish transport company ASG once crowded into the displays. Among them were some DAF and some trucks that he re-sprayed himself. He bought some bargain priced promotional truck models that he then removed the paint by soaking them in solvent. Then he used spray can paint to re-paint them and decaled them with slide transfers. All of the SDG models were sold as one lot to become the building stones for the collection of the buyer. However, there are now two of the yellow and blue tractor-trailer sets again; the color scheme is just too attractive!

Starting in the new millennium, Roger Muther expanded his purchasing habits by going, geographically speaking, all the way to the Netherlands. Since then, a yearly shopping trip with a visit to the swap meet in the Dutch city of Houten has been on the program. Because of his work, until now this trip was scheduled in the spring. To round out the three day trip he and his travelling companion visit freight companies and model dealers. Of course, he uses the opportunity to buy some models and these have special meaning as they always remind him of his trips.

Even his job in a wholesale butchery over the last years influenced his collecting as there are now a few trucks of 'livestock,' called special trailers, in his collection. These twin and triple-deckers make maximum use of the allowable height and accordingly look massive. Corgi especially has had some very nice English models in its program as the Brits were the first to produce them.

The collector

Roger Muther (65) apprenticed as a chef, worked in the gastronomy industry and in a wholesale butchery and since this spring has been retired. His family is profiting from his cooking talents especially so because he is also a sport angler.

He lives, with his wife, Elisabeth, in Zürich-Seebach and is the father of two sons and grandfather of three grandchildren. His wife and he look after the grandchildren regularly. He likes to show his collection off to like-minded collectors, by appointment only. Contact him at muther.roger@gmail.com or by telephone +41 (0)79 437 33 80.

Selling the collection

The collection at its peak contained about 280 models; when we visited it stood at 217 because even though Roger Muther regularly orders new ones, he has started a program to slowly sell off all of his collection. For this he regularly attends swap meets but all the while he exchanges models with like-minded collectors. The sales are conducted without any pressure or hype, even more so as he is being pensioned this spring. The reason for his wish to sell his collection is that the next generation has no interest in it. Unfortunately, both his

sons have different priorities.

The hobby of collecting has lost some of its magic with the advent of the Internet. In the past, as Roger Muther explains, he and his friends would travel with high expectations and wide open eyes to the dealers' shops in the Netherlands not knowing what kind of models they would find there. Then followed the wrestling with the budget for purchases; there never seemed to be enough for all that one wanted. Today, all new releases are announced far in advance and one can plan ones hobby budget accordingly. All this is very convenient and nice, but some of the 'edge'

and suspense are missing. Still left is the great joy of anticipating a new model. Until a short time ago this was focused on the Scania 143M 'Norcargó' from WSI.

For the sale of his models the collector likes to use ricardo.ch, the Swiss equivalent of EBay, but he absolutely has to hold and see new models before he buys them.

For years now his collection has been housed in four very nice glass display cases. Earlier on they were situated in the basement, but since the kids have moved out they are in the combined hobby and ironing room.



Trucks & Construction



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Tinplate

1948 Foden

by Robert Bretscher

The reason for its rarity may be that the company of James Shackleton & Sons Ltd, founded in 1938, folded in 1952 and so only a limited number of models left the factory.

Maurice Shackleton founded the company based on the idea of making and selling robust wooden toys. Having worked previously for the English truck maker, Foden, Shackleton chose the name of his former employer for his miniature vehicle. The exceptional fact about these models is that all components including the clockwork mechanism were made in-house. The vehicle, made up from 64 heavy diecast parts, is held together completely with screws and can be broken down in individual parts with the screw driver included with the model. The whole construction of the Foden is like a real truck with the motor at the

This 1948 Shackleton Foden flat deck truck is one of the rarer models we have introduced to date ...

front in the cabin and the drivetrain that goes to the oscillating double axle with a drive shaft. The steering wheel works prototypically controlling the front wheels that have single suspensions. The very elaborate chassis has screwed-on side diesel tanks, a very authentic looking spare wheel holder and the suspensions with very fine blades. Speak of a high standard of craftsmanship! The tri-coloured model could be a salesman's sample or advertising model, no question. And last but not least are the magnificent, mounted-on metal rims and rubber tires with full profile. To complete the model, Shackleton also had a matching two-axle flat deck trailer in its lineup.

In addition to the flat deck version, the Foden was available as a three-axle dump truck. Unfortunately, not many children could enjoy playing with these wonderful miniatures, since the extremely high sales price, equivalent of a week of wages for a laborer, was just too costly therefore the sales of these models was rather low. Also, just after the war there was a great shortage of raw materials. After only four years of production, the Shackleton Company whose work force that had grown to over 40 people, had to stop production of the Foden trucks in 1952. Today, these valuable relics are very much sought after.

A modified 1:50 Fiat 690T1

Ferotrasporti

by René Tanner

Some models hold a special attraction for the collector because of their special character, their appealing colours, or their unique shape and form.

The inspiration for my purchase of the basic model and modifying it was to make it to look like a very typical Italian tractor semi-trailer unit. This type of truck could also be found in northern Europe, even in Norway, and a few of the Fiats were even on the road in the international traffic sector. The prototype for this model just had to be an Italian one because knowledgeable truck fans always identify this Fiat as the typical ‘bread and butter truck’ in la Bella Italia.

This Fiat suffered a lot of nicknames. ‘Spaghetti Mack’ has to be the most common but ‘Centipede’ or ‘Mille Piedi’ give the very popular truck a bit more respect. Combinations with trailers of up to eight axles and with a total weight of up to 60 t were not uncommon in Italy.

Carrying 25 to 30 t of ceramic slabs and empty wine tanks from the north to the south and returning with filled tanks and general freight,

Pizza, Spaghetti, Vino Rosso, Amore. With the model from René Tanner we are trying to save some of the summer holiday feeling into the fall ...

the heavily loaded centipedes huffed and puffed over the Apennine Mountains in the direction of Milan. The ‘Autisti’ (drivers) preferred to have the steering on the right-hand side so that they could navigate the narrow serpentine roads more easily.

Earlier 690 models still had so called ‘suicide doors’ that opened into traffic and the interior of the cabins were rather Spartan but with every new model, improvements were made that raised the standard of the 690. As far as type designations are concerned, they are a real enigma and only real connoisseurs can classify the different types correctly.

The very popular and reliable 690 was produced between 1960 and 1973 until the 691N with the new cubed cabin was introduced as the successor in 1973. Today, the 690 is still in use in Africa. It seems to be almost indestructible.

The model

The model was made up using a kit from MJM which, unfortunately, is relatively hard to find nowadays because MJH stopped production over three years ago. Therefore, these models have a kind of cult status for many collectors. My inspiration for the model was the article about the Fiat 690N1 by Hans Witte (see the instructions in issue 2-2017.)

My 690T1 was improved in the same way so that I could build a realistic model with relatively little effort. Some of the details were added separately to conform to the time period modeled. This model is one of my favorites. Its plainness is recognizable right away as ‘Typico Italiano’ and makes it a highlight in the Scandinavian-dominated collection.

Caterpillar 6015B by CCM in 1:48

Hefty

by Daniel Wietlisbach

Since the sales figures for mining excavators are no longer profitable for the larger producers like Diecast Masters, they have left this field to the small series producer, CCM. The family-operated company led by brothers Gary and Grant Peterson is always striving to offer a well-rounded palette of models and currently offers the 6015B.

The model is made up mainly from metal castings, is hefty in the hand and gives the impression of high value as is expected by CCM collectors. It is correct to scale.

The main frame of the under carriage is structurally the same as the original and the track carriers are finely engraved. Running and support wheels are fully functional. The pierced running wheels' protection apron and the short ladders are plastic castings. The drive wheel is finely detailed and the guide wheel copies the simple lines of the original well. It is equipped with a strong spring that makes it a bit difficult to turn the tracks. These are made up from 700m wide (on the original) standard twin segments made from single metal castings on which even the six-cornered bolt heads can be recognized.

The hefty and well-proportioned upper carriage looks very tidy. The engine compartment at the rear is visible from all sides. Even the air intake floor grilles are made up from

With the model of the Cat 6015B, CCM presents the successor to the 5110B, long awaited by collectors. The model had to undergo our testing ...

photo-etched sheet material and the room itself can be accessed by doors that open at the right side and from the front. The counterweight telescopes backwards permitting the best view to the detailed, multi-colored replica of the engine. On the outside of this space the details include spotlights, camera, exhaust, air intakes and lifting rings.

The wide walkways on each side are made up from pierced photo etchings that are secured by extremely fine metal safety railings. Access to the walkways is by the foldable stairs at the rear. On the right side, in front of the engine room, are the hydraulic oil tank and oil cooling system. The hydraulic main supply valve sits in the middle and on the left side, directly behind the cabin are the fuel tank and a tool box. All parts are detailed castings and are

augmented by further, separately-applied details. The cabin and the opening door have flush-fitting windows. The gaskets and divisions on the side windows are printed on. The cabin is protected at the front and back by a fine-diameter rock guard cage made from plastic. Window wipers, handholds, rear-view mirror, spotlights and an orange warning beacon on the roof complete the cabin details. The multi-color interior is finely detailed and includes printed-on dials and logo.

The mighty 7.6 m arm and the 3.4 m jib are prototypical copies closed at the bottom with a flush-fitting plastic part. The hydraulic cylinders are rich in detail with screw heads and the correct circuit hook-ups. The lines, made of plastic, can be traced from the main supply valve up to the cylinders. Unlike previous models, they are at the permanently mounted locations.

The maximum working height and depth cannot be reached completely and our test sample had a very tight hydraulic cylinder. On advice from CCM, this little problem was solved by using a few drops of silicone oil. The standard

At a glance

- + Choice of prototype
- + Detailing
- + True to scale
- Plastic hydraulic lines



bucket used on this model is made from a nicely detailed diecast part with teeth and wear plates are engraved true to the original.

The paint is without any inclusions or faults and the lettering is sharp. Little warning decals are spread all over the model.

The original

The Caterpillar 6015B is the maker's smallest excavator for the mining industry and can be named as the successor of the 5111B. According to the new designations, 6000 identifies it as a large excavator, 15 gives the shovel volume in tons and the B is the series. The

total weight of the 6015B is 140 t. The heaped volume for the shovel is 8.1 m³ or 14.6 t. The excavator is designed to load the 773, 775 and 777 haul trucks. These it can load in four, five or seven loading cycles. The built-in Cat C27 Acert V12 engine produces 606 kW (813 hp) and complies with the exhaust protocols according to Tier 4 Final.

Komatsu PC 8000-6 by Bymo 1:50

Electro power

by Daniel Wietlisbach

After our introduction of the PC 8000-6 with diesel engines in the first issue of Laster & Bagger (Trucks and Construction) we now have newly delivered electric version. Instead of the two Komatsu diesel engines with 1500 kW each, the electric-powered version has two electric motors with 1450 kW each, designed for 6000 to 7200 Volts of power. To give the excavator the necessary freedom to move, a cable drum is mounted on the drive side of the chassis. The electric cables are guided along in ditches at the side of the mining roads or across them on special bridges so that they pose no danger to the dump trucks and maintenance vehicles.

The model from Bymo is very different from the diesel version in two areas. Firstly, the deck of

Electric motors are a real alternative power option for large, stationary excavators as seen here on the Komatsu PC 8000-6 ...

the excavator looks almost barren because there are no batteries, fire extinguishers, exhausts or air intake boxes. The only familiar part is the centrally located lubrication system. Secondly, to make up for the missing parts, a crane track with crane for maintenance work has been added. It lifts and turns but does not telescope nor does the winch operate an acceptable compromise. The crane is very nicely engraved with lots of detail and so is the electric motor at the end of the crane tracks.

The swiveling cable drum is mounted at the side on a frame. There is enough 'cable' spooled on to the drum and the guide that keeps

the cable away from the excavator moves. The whole construction is lavishly detailed. Details include a ladder for service work. The electric powered PC 8000-6 is an interesting variation, in model form also, and the quality is on par with the previously introduced diesel version.

At a glance

- + Choice of prototype
- + Detailing true to the original, electric version
- + Cable spool



Mecalac 9MWR from Conrad in 1:50

Jack-of-all-trades

by Daniel Wietlisbach

One just has to love them, the small, manoeuvrable, innovative and futuristic-looking machines of the French maker, Mecalac. At the 2016 Bauma, Mecalac introduced a new series of mobile excavators under the new classifications, 7MWR, 9MWR, 11MWR and 15MWR; the numbers correspond with the approximate working weights. With these new machines, Mecalac wants to combine the 'best of two worlds,' as it proclaims in its sales leaflet. The lowering of the center of gravity is supposed to give the mobile excavator the same stability as a crawler excavator. By having all-wheel steering, the unit has excellent mobility and the space-saving outrigger arm

Mecalac wanted to re-invent the excavator and Conrad delivers the matching model ...

practically allows for working 'on the spot'. Surprisingly, Conrad has released two models that, for now, are available exclusively at the Mecalac shop (shop.mecalac.com/de). The models of the series in question are the 9MWR and 15MWR that are offered separately and as a limited edition set.

We are here introducing the smaller 9MWR, a true-to-scale model with a high metal content. As we are used to from Mecalac models in the past, the main focus is not on the maximum number of details but on the high-as-possible functionality. Here the model made

in Kalchreuth scores high as it can copy any movement of the original and comes with three tools included. The main components of the under carriage are made from metal, both axles are steerable and the front one even oscillates. The upper part is also from metal and the almost fully glazed-in cabin has a detailed interior. Arm, jib and tools can be operated as on the original using four hydraulic circuits. A real highlight is the prototypically-correct, red, quick changer that has a sprung mechanism. Lettering and paint are, as usual, clean and without any faults.

Bauer BG 40 by Bymo in 1:50

The third strike

by Daniel Wietlisbach

The BG 40 has now arrived with Kelly bar and heavy duty rotary drill ...

The model of the Bauer BG from Bymo is already ten years old but it is still an attractive model because of the way it was made. It came to the market first with a continuous flight auger attachment then in 2010 as the very first model equipped with a diaphragm wall cutter (issue 6-2010). Its newest version with a Kelly bar and rotary drill attachment should be the last version since Bauer has, in course of complying to the new exhaust protocol rules according to Tier 4, replaced the carrier vehicle with the BG 39 which is based on a completely new carrier.

The erection of the 24.29 m leader mast follows established

practices. It is the same as in earlier model versions and so is the very detailed slewing mechanism. The new Kelly bar has been exactly replicated and has a length of 17 m, when calculated from the model's dimensions. The original has the capability of being telescoped out four times and so a maximum drilling depth of 70 m can be achieved. The flight auger attachment has a diameter of 1,500 mm, is made from plastic and looks great. The engraved detail on the drill head lid is especially excellent however, it is not possible to completely

close it since the lock mechanism was omitted from the model.

Augers are ideal for wet and cohesive ground where lining the drill hole with pipes is not required. That is why the typical pierced attachment part to insert and remove the pipes, usually found below the slewing mechanism is missing. Painting and lettering are without any faults. Now that all of the current Bauer machines in their various configurations have been released, the tension mounts to see which Bauer model Bymo will come out with next.

Meusburger trailer in 1:50 from Tekno

Miracle of space

by Daniel Wietlisbach

The better that truck models become, the higher the demand for top-notch trailers. For model producers, it is no longer sufficient to offer a 'standard' trailer; the demand now is for a trailer model based on a real prototype. Tekno has taken up the challenge and is issuing a model of the Meusburger trailer in many different guises. The customers, mostly freight haulers, can customize their orders from among: 3 to 6 axles; rear with doors or a lifting tailgate; for the front, two spare tires or a spare tire stowed away in a locker.

As the very first of these trailer variations and in the exclusive color scheme of the 2017 Truckstar Festival, the four-axle version has been released. It also comes with the brand new Scania R tractor truck. The trailer is very heavy because the chassis and the deck, the front and the canvas top are all made from metal. The model has been made true to scale, is very nice and impresses with its clean lines. The wheels have been done very nicely and the axles have imitations of the air suspensions. Like on the original, the two rear axles are connected to each other and are steerable. In front of the axles on both sides are the underride guards, on the left side is a locker and in the middle three compressed air containers. The extendable leg

This low-loader semi-trailer by Meusburger was shown for the first time at the Truckstar festival ...

supports are packaged separately from the model and can be secured in two positions using small bolts. Also included and to be mounted by the collector are four warning signs for overwide loads. The eight lights at the rear and the continuous mud flap that is made from rubber are very authentic looking.

The structure of the fixed mounted canvas top is very nicely done with its two rows of vertical lines simulating openings with their locks at the bottom. The rear with its two doors is very nicely engraved; all gaps, locks and grips are cut in instead of printed on. The same goes for the front that has been lovingly finished. The spare wheels with their metal holding plates have been modeled. The little auxiliary crane is a separate part and the hoses and connectors are modeled raised from the surface.

The new R-Cabin

New too is the Scania R-Series Highline Sleeper Cabin. It is made from completely newly mastered moulds and is equal in quality to the S cabin already described in issue 1-2017. Tekno has shown a lot of love for even small details and has even removed the holding lugs for the front wind screen window that were criticised by us previously. The wheels for the 6x2 chassis are modeled authentically and have different profiles. Since it is a 'fantasy model,' the Tekno designers went all out and fitted the model with many chrome parts. The anti-skid surface on the chassis however, is only printed on. By the way, mirrors and antennae are already factory-mounted and accordingly the box has been made larger. The intricate printed-on lettering of trailer and truck is very cleanly done.

The original

Meusburger, a family company with head office in Altstätten (CH) produces commercial vehicles in the Bavarian town of Eging am See. The main focus of the com-

At a glance

- + True to scale
- + Detailing
- + Many variations on offer

pany is making ‘made to measure’ vehicles and so there are hardly any identical models leaving the factory.

The Low-loader/Jumbo trailer with sliding canvas sides can be ordered with three to seven axles and is, as its name suggests, universally usable be it for heavy machine parts or high volume and light goods.

For oversized loads, the side canvas can be substantially widened on the front right by 900 mm, on the left by 1,250 mm, and at the rear by 1,250 or 1,750 mm. The four-axle unit is capable of a total truck/trailer load of 57.9 t.

Truckstar is the largest Dutch long-distance driver magazine and organizes a festival with the same

name annually in the town of Assen in the Netherlands. There are races and the most beautiful truck is chosen. Traditionally, model producers Tekno (since 1999) and WSI (since 2010) have had stands there and each produces an exclusive model for the show. These models don’t have concrete prototypes.

Mercedes-Benz LS 1624 from Conrad in 1:50

A round thing

by Daniel Wietlisbach

At the end of 2011, the heavy Round hood LAK 2624 made from completely new tooling, was released. On Conrad’s stand at the 2015 Bauma the often wished for, long distance tractor semi-trailer set was shown for the first time. Unfortunately, orders for it arrived only very slowly and so the project was blocked for two years. It is very gratifying that the new cabin version has now been created.

If one compares the first LAK with the new LS it is not difficult to see that the engineers had already given some thought to the new long distance cabin in 2011; the individual parts were laid out in such a way that they could be individually adjusted to requirements. So, for example, the chassis is identical for all round hood mo-

Missing until now has been a replica of the current long distance round hood cabin. Conrad has closed this gap ...

del, but the fuel and compressed air tanks as well as the spare tires are individualized according to each model. The new LS 1624 has a wheelbase of 4,250 mm and a cubed tank on the right side of the chassis made from a one-piece casting. On the left are the compressed air reservoir as well as a single spare tire with a permanently-mounted wheel choke above it both cast on to the frame. The collision protector at the rear is superfluous. An auxiliary frame is attached above the chassis that supports the fifth wheel coupling. At the rear, on the same frame, is a

beam with colored rear lights and also a regular ball hitch.

The center pivoting rear axle is made from plastic and has an imitated suspension including spring blades. The drive train goes all the way to the back and the shape of the bottom of the engine is also visible there. The front axle has an excellent turning radius, as we are used to from Conrad.

The cabin form and overall character is like it was when re-designed in 1967 and gives a very positive impression. The rather small side windows and windscreen of the original have been transposed

correctly into model form and fit flush. Window gaskets and window partitions are raised parts and are painted matt black. The window wipers are of rubber and plug into the middle in front of the window screen. This is an excellent solution that makes it possible to open the engine hood. Who would not want to admire the replicated OM 355 six cylinder 240 hp engine complete with radiator?

The real cherry on the ice-cream is the exquisite, photo-etched radiator grille that would be hard to surpass in reality. Another excellent feature are the headlights with reflectors and glass covers integrated into the front bumpers. Side markers and rearview mirrors are included but have to be mounted by the collector. The mono-colored interior, taken over from the short cabin, was augmented by a second part added at the rear, the original sleeping place.

The semi-trailer is a model originally for gas transports of the ‘Messer’ company located in Griesheim, Germany. It was offe-

red commonly as ‘tank trailer’ with different lettering and paint schemes for a variety of tractor trucks. The model was plain but is an ideal basis for model builders who want to use it for conversions and is alright, taking into consideration the price of the whole combination.

The paint has been applied faultlessly and the lettering is sharp and legible. Because of the very nice cabin, we hope to see further variations of long-distance truck and semi-trailer combos with LS 1624’s as tractor units.

The original

The heavy, short hood trucks from Mercedes-Benz appeared for the first time in 1958. The reason for the new concept was to gain

more room for the engine and so gain cargo space. That is why the engine goes all the way up to the dashboard in the cabin interior. The design with the integrated fenders and headlights was taken over from the passenger vehicle segment. In 1967, the round hood truck was re-designed. It is easy recognized by its higher window screen and the three window wipers.

These very successful trucks were built in Germany until 1977 but upon customer request and especially for fire departments and rescue units they remained available. The last small series left the assembly line in 1995 for export to the near east. In Africa and South America these almost indestructible round hood trucks are still part of the daily streetscape.

The original vehicle used by Conrad as a prototype is privately owned and can be seen regularly at meets and exhibitions. By the way, LS 1624 stands for ‘Lastwagen’ (truck) ‘Sattelzugmaschine’ (tractor truck) and weighs 16 tons and produces 240 hp.

At a glance

- + Choice of prototype
- + Design of the cabin shape
- Anti-crash bar at the rear



Road construction models from NZG in 1:50

Cold milling and compacting

by Daniel Wietlisbach

High tech work sequences make it possible to renew road segments in a short time. The Wirtgen Group covers the whole spectrum of road work machines with the firms of Wirtgen, Vögele and Hamm and is a very popular model supplier for collectors of road building machines for every sector of the trade. Here we introduce two more machine models from among the many new ones seen at the 2016 Bauma.

Wirtgen W 100 CFi

If a road surface has to be renewed because it is no longer in good shape, the old surface material must be taken off either completely or as deeply as is necessary. For this, cold milling machines like the Wirtgen W 100 CFi are used. A cold milling machine has a maximum milling width of 1,000 mm and a milling depth range of from 0 to 330 mm which can be adjusted in steps of 1 or 5 mm. The water-cooled Cummins engine produces a maximum 335 hp (261 kW) of power and complies with the exhaust control protocol of step 4 / tier 4f. The working weight is around 19 tons, depending on the equipment attached.

Road construction machines are wallflowers for many collectors. This is a misconception as the current models of the Wirtgen Group by NZG show ...

NZG has lovingly transposed the cold milling machine into model form, exactly to scale, with lots of metal content and high functionality. As on the original, the drive units differ a lot at the front and rear. They are steerable and can be telescoped. The tracks are made from a yellow rubber material that comes close to the original impression, but are not really very good for driving the model. As on the original, the right rear drive unit can be slewed out using a joint and hydraulic cylinder.

The milling unit is located at the rear directly under the driver's seat. To limit the dust created in operating the milling unit, it is almost

completely covered with a box that reaches almost to the ground. Despite this, the maker has taken the time and trouble to make the finely engraved milling drum turn. It is comprised of several discs with cutter heads on them. But there is more. There are two other milling drums that can be swapped around. One has larger cutters on it and one has a calculated cutting width of only 300 mm. To exchange them, all one needs to do is to open the side door. A first class solution!

The milled-off spoil is removed by a central conveyor belt that is centred-fixed mounted and runs under the engine to a higher up, sideways adjustable discharge belt that slews up to 60° to either side on the original; the model reaches only about 40°. The discharge conveyor belt is finely detailed and has a detailed surface on the rubber belt below which is a photo-etched protective grid. The only drawback is that the conveyor belt cannot be folded.

Wirtgen W100CFi

- + Detailing
- + Functionality
- + Equipment



The pierced engine hood opens at the top and hides a stylized mock-up of the engine, drive system and black catalytic converter. Exhaust, work spotlights and rear view mirror complete the engine compartment details.

The operator's deck is reached by stairs at the rear; a red and foldable step is a further detail there. All handholds and safety rails are made of solid metal. The machine operator's work area that has been modeled in several colors is very fine and is even made up of separate parts. Even the simplified, printed-on instrument dials can be seen, and the protective roof can be lowered for transporting the unit.

Hamm HD 14 VV / Wacker Neuson RD45

The maximum working weight of 4,345 to 5,300 kg and a drum width of 1,380 mm make the Hamm HD 14 VV a smaller tan-

dem road roller. It is articulated and the designation VV means that the road roller has been equipped with two vibrating drum rollers. The HD 14 is also available as the VT combo road roller with rubber tires and vibrating drum and also as a VO version with vibrating and oscillating drum. The built-in four cylinder Kubota V2203 engine is capable of producing 47.1 hp (34.6 kW) and conforms to the exhaust protocol step 3a. Hamm delivered the road roller with changed hood design and with the appropriate paint scheme for Wacker Neuson where it is offered as the RD45 in the same three versions.

Hamm HD 14 VV / Wacker Neuson RD45

- + True to scale
- + Functionality
- + Detailing

Therefore it was easy to see why NZG produced models for both brands. At the same time, small but important details were copied exactly. The engine hoods are separate parts and their shapes correspond directly to the originals. Furthermore, the models have different side supports and roll-over bars. So much adherence to the prototype deserves special praise!

The models are true-to-scale copies and, because of their high metal content, feel hefty when held. Despite their small size, these little gems just ooze the 'road roller feeling'. The drums on the vehicles are highly detailed and the side covers are nicely engraved. The drivers' platforms are equipped with steering wheels and detailed with joysticks. On the RD45's roll-over bar protection there are four additional spotlights.


As usual, the paint as well as the detailed lettering are perfect on all the four models discussed.



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

by Remo Stoll

Just perfect! Tractor, trailer and its load in top restored condition and this in 2017! We are looking for the maker and type of the tractor truck. This truck is at home on the southern part of the globe. However, there the trucks of this producer were sold under a different name. Therefore, we will allow both names to be correct. So that it is not too easy, we require in addition that the loaded bulldozer be recognized. Please send us the exact types of both prototypes by the 15th of October 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 that we can mail the prizes out correctly.

This time the winners will receive one of the following prizes: a Komatsu WA 470-8 from Universal Hobbies, the Scheuerle SPMT-Set with two modules and Powerpack as well as the Terex TL120 from NZG in the exclusive '2015 Toy Fair Edition' color scheme. 



Solution from Trucks & Construction 4-2017



The well-preserved tracked excavator was a Hitachi UH171, correctly recognized by many contestants. The winners are: Ar-

min Moretti from Klosters (CH) who won the Liebherr R 916 Classic 'Toy Fair Edition 2014' from NZG; Frédy Eberhard from Domdidier (CH) who won the Mercedes-Benz Arocs 4x4 from Conrad; Martin Teutschmann from Wilderswil (CH) who won the Caterpillar 323F from Diecast Masters. Congratulations to all the winners!

The Planzer Transport AG part II

Criss-cross traffic

by Daniel Wietlisbach

A year later, the company was once again short of loading space so, as before, Bruno Planzer approached Karl Euler. This time he offered to take over the whole firm. Euler had had a falling out with his partner Bruno Berger and wanted to sell his share of the company to an outside interest rather than to his partner. Well aware of the risk, Planzer decided to purchase. This meant an additional 11 trucks thus doubling Planzer's capacity. So, at the beginning of 1968, Planzer AG took over not only the infra-structure but also the employees, the customer base plus a motley fleet of vehicles. There were trucks from Fiat, Krupp, DAF, Mercedes, Gräf & Stift, MAN, Bedford and Magirus-Deutz. With this new fleet of over 20 vehicles, the Planzer AG became a national player overnight. And it would not be the last take over.

The take-over of Euler Transport AG happened at the beginning of a boom in the economy. The timing was perfect and made it possible for the young publically-listed company to win its first large client, the food discounter 'Denner.' The growth was exponential and, whenever possible, Planzer invested in new vehicles. For example, in the fall of 1969, seven new Magirus Deutz trucks were ordered together to replace the trucks from Euler because their maintenance had become very

How to double the size of the company, even in turbulent times. How it grew and, of course, the models, are the themes of the second part of the Planzer AG. company history ...

expensive. After the trucks were delivered in 1970, two more were added and a further seven followed the next year, all of them paid fully in cash. Today, this would be unimaginable; then it was a sign of a flourishing business. The vehicle fleet now comprised 23 trucks. Unfortunately, 1970 was also the year in which the company founder, Max Planzer senior, died in hospital after a tragic accident on the company compound.

The cross of the 70s

After 1970, the company grew further with the idea of covering all of Switzerland with a well thought-out transportation network. As the most important feature of the plan, the leadership invented a 'cross,' an intersection of the north-south and east-west transportation axes. The inauguration of the new head office in the industrial zone in Dietikon was in 1972 with the first branch opening concurrently in Geneva. Chiasso, in southern Switzerland, followed in 1976 and finally, in 1979, the branch in Münchenstein near Basle opened to complete the

'cross.' At the same time, all branches were the gateways to the neighboring countries of France, Italy and Germany and so simplified international transports. Also in 1975, the company logo was re-designed using a specially developed font changed to a simple 'Planzer' on a black background.

So that they were not wholly dependent on the single large customer, 'Denner,' the growth of business was always matched with a parallel increase in business from other customers. This strategic plan proved to be correct when they lost the discounter's contract in 1978. As 16 of their truck and trailer sets were on the road exclusively for the discount firm, Planzer had to find 27% more in contracts to make up for the loss, a large amount but doable.

To complete the transportation 'cross,' a centerpiece in the heart was still missing so in 1985 the branch in Thörishaus near Berne was added. Today, the branch network is made up of over 50 locations inside and outside Switzerland and abroad (see the box in the last issue).

Also, in the middle of the 80s, Planzer, seeing future opportunities

in the air freight sector, bought out a company situated directly at the airport in Zurich. Max Junior left the firm in 1988 to follow his passion, hot air balloon flying, leaving Bruno Planzer in charge alone. He got some help from his nephew, Ruedi Baer, who had started with the company in 1980. The appearance of the trucks changed for the last time in 1989. The very distinct red axle hubs spilled over to the canvas tops together with the logo lettering that was kept as designed.

By 1990, Planzer owned 174 truck and trailer sets and had 37 contracted drivers. In the decades following, freight haulers changed to become freight warehouses with ever-larger warehouses and Planzer too followed the trend and now has warehouses at different locations. As the new millennium arrived this meant 184,000 m² warehouse space and sky-high shelving with room for 49,000 pallets.

A coup for the company was the takeover of the unprofitable railway l.c.l freight division, 'Cargo Domizil,' in 1996. It was turned around and became a great success and today it is impossible to see road traffic without trucks with the shining yellow canvas cargo covers that take care of goods delivery from the railway centers.

The same seven trucks

A lot of the information used for this article was taken from the book, 'Die selben sieben Laster' (The same seven trucks), a story about the life and business experiences of Bruno Planzer. (ISBN 978-3-905708-82-0)

In 2003, for the second time in the history of the family, there was a generational change in leadership. Bruno Planzer passed the baton and responsibility to his son Nils. Today, Nils leads the company, together with his cousins, once removed, Severin and Nicolas Baer, keeping it a family affair. Today, the Planzer Group comprises over 30 different companies.

Models

It is very well known that Bruno Planzer was not only a most successful transport entrepreneur, but that he also enjoyed trucks, their history and technology. That is why several old timers and veteran trucks have been preserved and can be seen and enjoyed regularly at old truck meets. Certainly, the oldest is the Chevrolet and one of the nicest, the Saurer front wheel drive. Also known to appear are the Scania 140 and the Volvo F88 tractor trailer set which is available as an exact scale model in 1:50 from Tekno, and this is no co-incidence. It is because the freight company likes to work together with the local dealer, Setec-HTM, which is responsible for many Swiss models.

On offer currently in the Planzer shop are two further models from Tekno, a Scania R420 tractor with a canvas-side semi-trailer set as well as a MAN TGX-XXL with the same kind of trailer but with the 'Quali-Night' logo lettering. The special feature on both models is that the canvas used is real and not the usual plastic imitation. This unique feature was specially developed for Planzer AG.

As a truck without a trailer, a Mercedes-Benz Antos from NZG with

cargo box and 'Cargo-Domizil' lettering is also available. Some of the models are also available from Setec-HTM but otherwise exclusively from the Planzer shop (planzer.ch).

If one researches on the museums page of Tekno and enters 'Planzer' into the search field, further models can be discovered. However, these are completely sold out and can be found only at swap meets. The oldest model is a Volvo F12 6x4 truck and trailer set with cargo box from 1989. Even older ones are probably custom-made items created by model builders and were never officially part of the Tekno program.

The historic Mercedes-Benz L311 of 1954 in 1:87 scale has been made by Brekina as well as several modern trucks by Herpa. There, among the accessories offered, is even a freight warehouse kit on offer.

A partial list of take overs and partnerships.

- 1993 Gebr. Kuoni AG, Chur
- 1994 Quali-Night AG (partnership)
- 1996 Cargo Domizil AG (partnership)
- 2000 Wespe Transport AG
- 2001 Marti Logistik AG
- 2003 Transporte Kehrlı + Oehler Friderici national, SA
- 2005 Senn Transport AG
- 2006 tz Aktiengesellschaft (tz limited company)
- 2007 Föry Transport AG, BLB Transport AG (partnership)
- 2008 Logistik UPS SCS
- 2010 Ruckstuhl Transport AG
- 2012 Wolf Transport AG
- 2014 Maier Spedition GmbH
- 2016 decker + co

Caterpillar D4 from SpecCast in 1:16 Grand-daddy

by Daniel Wietlisbach

The letter 'D' in the designation for crawler bulldozers from Caterpillar was introduced in 1938 and is still valid today. Originally, it was simply D for 'Diesel'. The Caterpillar D4 was a successor developed from the RD-4 that had been in production for only two years. The water-cooled Caterpillar four stroke, four cylinder, engine produced around 35 hp. The D4 was built until 1959 and was then superseded by the D4C. Today, the D4 is still in the production program as the K2.

Third party producers soon recognized the true potential of these agricultural tractors for the construction trade. LeTourneau, today the world's largest producer of wheeled loaders and now part of the Komatsu conglomerate, was the first to develop a cable-controlled bulldozer compatible with a variety of tracked tractors. The cable was guided from a rear winch to the front over a scaffold equipped with a guide wheel. It was obvious why operators called this contraption a 'headache bar' as it was in the way when they stood up. In 1944, Caterpillar announced its co-operation with LeTourneau and began to build dozer blades themselves.

Hyster, today a leading producer of fork lifts, began as a company offering lifting mechanisms for the

SpecCast made these exclusive models for the ACMOC as two different D4 bulldozers. The impressive scale of 1:16 makes it possible to add many details ...

lumber industry and, among other things, produced cable winches for tracked dozers.

The models from ACMOC

ACMOC (Antique Caterpillar Machine Owners Club) contributes to the preserving and maintaining of the Caterpillar heritage. The exclusively commissioned models in 1:25 and 1:16 (www.acmoc.org) are part of this effort. All models in the 1:16 scale version are being made by SpecCast and because the members take their hobby very serious and with great enthusiasm, they are exact copies of the real thing.

Accordingly, the D4 with a hydraulically operated blade, produced from 1953 has already appeared a year ago. New now, however, is the 'older' D4 with an A4 Tilt do-

zer blade from LeTourneau and the D4 winch from the Hyster 1944 model. To speak of two versions of the same model is not giving the newly released model enough credit because try as we might we could not find a single part that was the same on both models.

So, for example, the width of the tracks varies, as do the drives. On the new D4 they have already found the new, solid form, where on the older one there are still spoked wheels. The models run very smoothly, and because of their weight it is a real pleasure to push them along on a table top. The blades operate very prototypically; this is especially interesting on the LeTourneau construction. Using the included key, the winch can be operated. Thanks to the weight of the blade, the height adjustments function without any problems. The same key also operates the fully functioning Hyster winch.

By the way, the hydraulic pump for the operation of the 4S blade is hidden away in front of the radiator. The hydraulic lines are modeled all the way to the cylinders. The ope-

At a glance

- + Detailing
- + Metal content
- Radiator grille



rating levers and control rod can be seen at the right hand side.

The engines are very nicely detailed, however, in this scale a little bit 'more' could be possible. Neither of the radiator grilles is up to date; the holes in them are only shallow-

ly engraved. Of course, a collector could drill out the holes but who wants to take on this kind of work?

The headlights are nice with their engraved glass inserts. In comparison, the two driver's platforms are rich on detail and very interestingly

executed. All the pedals and levers have been included. Even the printed-on instrument panels are correct. The paint and finish are excellent on both of the D4s. Those who are not afraid of such a large scale can get two historic and solid models.

Demag AC 250-5 from IMC Models & DAF SSC in 1:50 by Tekno

Successful premiere

by Carsten Bengs (Demag) and Daniel Wietlisbach (DAF)

With the Demag AC250-5, IMC Models presents the first crane model in its extensive product offerings and this premiere looks to be very successful. Functionality and details have been perfectly transposed into model form. The crane was previously announced at the 2015 Toy Fair as the Terex Explorer 5600. However, at the 2016 Bauma, Terex resurrected the prestigious Demag brand and so the AC 250-5 appears now in the new and attractive colors.

The model has been made true to scale and our test sample was without any faults. Happily, there is an instruction sheet included but unfortunately, it does not contain any prototype information.

The five-axle chassis runs very smoothly and the prop shaft with

'A treat once in a while.' According to this slogan, IMC has released two models that could not be better matched. They are the 250 t crane and the new DAF SSC with ballast semi-trailer, both in the Demag colors ...

pressure tanks is present. All the steerable axles have a sufficient turning radius. Even the small mud flaps with the Demag logo on the rear axle have not been left out. The top of the chassis has an anti-skid surface and ladders that fold sideways and downwards, a nice detail.

The massive supports keep the model safe even when the outrigger arm is completely extended and has no tire contact to the ground! Even the support arms have lettering printed on. The very nice support foot plates stay permanently with the model and

can be secured with a bolt for transportation. Unfortunately, the threads on the support legs are visible. Of course, the crane mats are included in the accessory package.

Typical for the AC 250-5 is the single engine concept. All functions are powered by the 368 kW Scania diesel engine. IMC Models has used many photo-etched parts to enhance the engine compartment and surrounds. The exhaust, air filter and tank are correctly copied. The roomy cabin is convincingly modeled with mir-

rors, warning beacons, window wipers and detailed interior. There is even an anti-skid surface on the small steps.

As we are used to from IMC, there are many warning signs over the entire model. The lettering on the whole model is very extensive with its many signs and Demag logos.

On the massive upper part of the chassis the first thing noticed is that the engine is missing. The small replica of the lubrication plant and the components for the air conditioning unit are found on the deck. Typical for Demag cranes is the routing of the hydraulic lines from the upper part of the chassis to the arm; IMC has done this very realistically and to scale. The crane cabin has a nicely detailed interior, window wipers and free-standing handrails. The cabin tilts using a small cylinder, and the small step slides underneath the cabin during transport.

The AC 250-5 model comes with the complete counterweight, weighing 70.2 t on the prototype, so that all real ballast options can be duplicated in model form. The little lifting rings on the ballast slabs make for very realistic ballasting of the crane.

The outrigger arm has been made from aluminium and this makes the dimensions look realistic. Two Allan screws hold it securely in place. As per prototype,

all telescoping segments can be held in two positions. Very nicely done too are the extensions for the arm that on the original are 21 m or 11 m long. On the model, the hydraulic adjustment option was chosen; this can be identified by the small hose reel at the side of the outrigger arm. The adjustment of the mast jib is done with two Allen screws. Each of the two little black cylinders hides one. The storage of the jib and the erecting support parts, including a small cylinder, were realistically modeled.

IMC Models splurged and included an authentic-looking three wheel hook in the typical Demag shape, designed for a maximum weight of 76.7 t. All dolly wheels are individual and turn very freely.

With the high functionality and perfect detailing of the AC 250-5, IMC Models has presented us an extremely well-made model. It is to be wished that it will appear in many other company colors.

DAF XF SSC from Tekno

Since we have already described in great detail the very nicely made Nootboom Ballast trailer in issue 4-2016, we will instead have a closer look at the new DAF XF 510 SSC from Tekno.


Like Peterbilt and Kenworth, DAF now belongs to the US Paccar conglomerate, considered to be number four in commercial ve-

hicle production of 16 t and over.

The new DAF series with the Paccar Euro 6 engines was introduced in 2015 and the flagship XF of that line is designed for the utmost transport efficiencies and is therefore ideal for long-distance transportation. The built-in six cylinder Paccar MX-11 and MX-13 engines can produce from 412 to 510 hp. A choice of seven different options for trucks and eight for semi-trailer chassis is available. The premium model of the well-known DAF cabs, designed for maximum space and comfort, is the Super Space Cab SSC.

The Tekno model is to scale and leaves a positive impression. The 6x4 FTT chassis was made to match the ballast trailer. As the original, the front axle has leaf springs suspension while the rear ones are sprung with air cushioning. The turning radius is sufficient. The wheels hubs are nicely engraved and the tires have the exactly correct profiles.

The very roomy cabin has been excellently duplicated in scale form. The shape of it just oozes that 'DAF-Feeling'. All corners, roundings, openings and indentations are correct and at the right spot. The numerous details, lovingly made as separate parts, have been applied individually by the company. The two-part radiator grille matches the form of the original very well and the shape of the silver band with the DAF logo on it is an excellent detail. There are three pierced handholds located just underneath the window wipers. Excellent! While the position lights at the roof corners are flush where they are inserted, the spotlights a bit further down

Demag AC 250-5 

- + Detailing
- + Functionality
- + Ladders on chassis
- Threads show on supports

DAF XF SSC 

- + Form design
- + Detailing
- Spotlights do not fit exactly

are recessed a bit too much. The windows with printed-on gaskets are very flush and inserted without ugly, visible mounting clips. The side rear-view mirrors, included with the model, have to be added by the collector. The bi-color interior is very detailed and includes a bed. The air intake channel, mounted at the rear of the cabin, is made from a finely-engraved plastic part. Below the tilting cabin is a mock-up of the Paccar MX-13 Euro 6 engine. It is made up from several parts and

the two-color paint applied makes it look great.

Behind the left fender is the Ad-Blue container and right underneath it sits the catalyst converter plant. At the right is the fuel tank made up from several parts. Surprisingly, it is very detailed. The whole area behind the cabin is covered with an anti-skid surface. Not overlooked on the model are the axillary power and its housing for the steering of the ballast trailer. The shape of the rear fenders of the double axles has been mat-

ched very nicely and are, just like on the original, made from plastic. The brake lights are made from a red plastic part and even the mud flaps with the printed-on DAF logos have been separately applied. As per the original, there are a further two, vertically mounted, compressed air reservoirs at the rear. The paint as well as the lettering are excellent. The DAF XF SSC from Tekno is an up-to-date model of the highest quality and finish.

Liebherr L1-24 in 1:50 from Conrad

Crane with new design

by Carsten Bengs

The new design with its clear, simple lines is very elegant and modern, something that is usually found only on construction machines. The elegance of the model is also present in the model released by Conrad shortly after the Toy Fair.

Functionality and details are attractive on the model that has been made correct to scale. A short instruction guides the collector through the assembly process: here is where you need to screw in the supports and this is the way to rig the hook. The model does not come with transport axles. The compact design of the

Liebherr introduces the new L1 quick deployment crane which is convincing with its compactness and design. Conrad delivers the matching model ...

model impresses at first sight. The tower and the outrigger arm have been kept relatively slim. Conrad has transposed the erecting mechanics into model form very well; the model unfolds easily and without any problems. It surely must have been a challenge to engineer the outrigger and tower joints in 1:50 scale but the challenge has been met and the results are perfect. The model reaches a

total lifting height of 37 cm and outrigger length of 55 cm.

The little hydraulic cylinders on the tower and arm are just as nicely done as the rest of the model. Conrad has chosen to model the 27 m version of the crane. The alternate prototype is also available in a 25 m version. The front outrigger arm segment can slew and is folded down for transporting.

The joint at the outrigger is nicely done and has the hydraulic cylinder and the kinematic displayed in limited space. A total of six small bolts ensure problem-free movements. It is commendable that the rear supports from the tower to the slewing table are all made from white metal.

Very intricate to is the rearward boom bracing. The lower part is also made from white metal while Conrad has used a thin steel cable for the guy wires. Very nicely done!

The lifting winch in the lower carriage is operated with the use of a small key. The cable runs outside the tower and is guided by a small dolly wheel below the arm to the travelling trolley. The trolley is made from plastic and runs trouble free along the whole arm when pushed by hand; even the joints at the middle and the end piece are easily traversed.

It is also commendable that all wheels are metal and run freely. The hook can be lowered even without any load on it, wonderful! Conrad has made it prototypically correct in red with two white warning stripes. When operating in two-strand mode, the L1-24 can lift a maximum of 2.5 t with an 11 m long arm.

The model is ballasted with two white metal weights which correspond to the steel counter-weight on the original; the weight on the

prototype is up to 15 t. The model too gets sufficient support from its ballast, even with the arm fully extended.

The successful design of the crane is also seen in the typical yellow and grey paint scheme of Liebherr firm. The type designation is printed on at the top and all sides of the crane on white ground with a yellow stripe. The Liebherr logo is engraved into the ballast and on the hinted-at relay box the type designation has been printed on. On the prototype, the hydraulics are situated here. The warning lights on the original's box are also found on the model.

After the excellent model of the Potain Hup 32-27, Conrad has presented us with a further quick deployment crane. Its design and optics are unrivaled. Fun to collect and to play with due to its high functionality, adherence to detail and also its high metal content.

At a glance

- + Translation of the design into model form
- + Joint mechanics
- Missing transport axles



Berliet, original and model – part IV

Vroom!

by Robert Bretscher

Dinky Toys were produced by the company of Meccano Ltd, Liverpool, founded in 1901 by Franck Hornby. At the beginning, the company mainly produced accessories for the fledgling model train market. Beginning in 1920, Franck Hornby started to produce his own 1:43 scale model trains using Hornby as a brand name.

To facilitate the distribution of the Dinky Toys and trains in France, the firm of 'Dinky Toys France,' located near Paris, was founded in 1934. In the beginning it distributed only the British products under the Dinky Toys name, but soon it became clear that the French customers wanted models of French cars and trucks.

Therefore, it produced and sold French models in addition to distributing the English ones. Even though all the tooling for the French models was done at their own initiative, all the French models had to be approved by the head office in Britain before they could be released.

Berliet GLR

Marrel dump truck 1: 55 (Art. A34, later Art. 560, 1957 up to 1970).

This attractive dumper was released to the toy market for the first time in 1957 as article # A34

Dinky-Toys France were very active in the production of Berliet models. And that is why we can introduce you to some of the wonderful models of this maker ...

and it stayed in toy shops with the new #580 until about 1970. This model featured newer elements at Dinky-France: double tires at the rear with large profiled tires and a completely new dumping system with rack and pinion hand operated system.

A hand crank, located at the side behind the cabin made it possible to imitate the slow lifting of the dumping bin just like on the original. The tri-colored miniature model with the somewhat unusual colors could be found in almost every boys' play room of that time.

Berliet GBO 15

Sahara-Petrollier about 1:50 (Art. 888, 1960 to 1968.)

Riding on the success wave of the 60s oil boom in Algeria, this sensational diecast model in 1:50 scale was made in France. Matching the colors of the Sahara, this Berliet truck with its pleasing form was released in a sandy beige paint with white roof as a contrast. Large profiled tires, three axles, dou-

ble at the rear, separate air filter and the crane super structure made this vehicle a hit. Just like on the prototype, Dinky-Toys made the fully functional crane outrigger with hook. A few simple steps folded it down against the rear of the cabin. Some clever boys managed to take off the whole crane and use the truck as a tractor and attach a semi-trailer to the truck using the hole that was on the model at the correct place. The fine hand crane superstructure operated with a metal crank was very well executed. The 15 ton prototype powered by a 300 hp Berliet 6 cylinder diesel engine was introduced for the first time in 1957.

Berliet GBO 15

Dump truck in about 1:50 (Art. 572, 1970 to 1971)

In 1970, Dinky-France used the chassis of the Sahara Berliet GBO (Art. 888) to enter the toy market with a newer and larger dump truck. In comparison to the more robust predecessor, the Marrel dumper, Dinky-France selected a

cheap-looking yellow plastic bin which seemed out of place for this beefy truck. Unfortunately, the dumping mechanics were also simplified and reduced to a single lever. It did not take kids long to damage the bin when playing

a bit roughly in the sandbox with the result that it broke completely or was separated from the chassis. This product was not a success for Dinky-France and remained in production only about a year. Because of this, today this Ber-

liet truck in an original box and without any damage is a rare and sought-after model.

We will show further models from Dinky Toys France in the next issue.

Translation of page 43

Wiking-Autoträume

by Ulrich Biene, publisher Delius Klasing, 168 pages, over 600 photographs, size 28.5 x 26.5 cm, hardcover, ISBN 978-3-667-10998-9

Wiking is going to be 85 years old! In 1932, Friedrich Peltzer founded the model building factories in Berlin and gave up his previous job as a publisher. Using old models, the history of the company is illustrated with many excellent pictures. We would like to mention three of the 24 chapters

briefly. The 3rd of September, 1967 was 'Dagen H' in Sweden, a Sunday when all traffic switched driving from the left to the right. Prior to this, the whole population was made aware of the switch with posters that used Wiking models! One chapter deals with all the construction vehicles of which there were more than a few over the years. Commencing in 1992, in collaboration with Faller, the scale model house maker, several models of the 'Dischinger' transport company were made. (dw)

DAF in der Schweiz

by Laurent Dircks, 160 pages, over 400 pictures, 21 x 28 cm, hardcover, only available directly from daf-lkw-in-ch.weebly.com ISBN 978-3-00-056516-8

What does a Dutchman working in a DAF shop in Switzerland do during his spare time? He restores his own DAF FA2205. For this he collects as much information as he can so that in the end, there is enough to write a book about DAF in Switzerland. The special legislated changes that

Switzerland demanded from commercial vehicle builders up to the 90s required a number of rebuilds and additions that led to some very special versions and conversions. This book shines a light on these between the 50s and the 90s. After reading an introduction to the history, follow the richly illustrated picture pages and marvel at what is shown. This book can be highly recommended to those interested in Swiss commercial vehicles. (dw)

Historic construction

Trucks & construction

by Wilfried Schreiber

By now, the manse is roofed and ready to finish (see the picture in the last issue). Among other machines on the site, a 6.5 t Dolberg D 200 universal excavator with backhoe attachment is at work. These machines with a shovel capacity of 0.22 to 0.25 m³ and were built from 1950 on into the 60s. The German maker Dolberg that had assembly plants in Dortmund and West Berlin changed its identity to Krupp-Dolberg in 1960. Along with the Fuchs 300 and 301, the D 200 was one of the most successful small excavators produced in Germany.

Working beside the D 200 is the Gross-Mobilseilbagger (mobile cable excavator) UB 550 with grappler built around 1963. Just

While the construction workers slowly tackle the interior, there are still several machines working on the site ...

now the Gross UB 550 is loading a Henschel H 140 4x4 truck and a Krupp F 360K truck is on its way to the construction site. At the time, there were already some foreign truck brands such as the ÓAF Tornado 6x4 that could be seen on German construction sites.

The models

The Dolberg D 200 and the three trucks are all resin cast models from the GMTS Golden Oldies series. These finely detailed models have limited functionality due to the resin used in produc-

tion. For example, it is possible to raise the bins on the dumping on the trucks, but the rear and side boards cannot be opened. On the small excavator, only the upper structure can swivel.

The Gross UB 550 is a scratch-built effort of the author and was made by combining parts of different models plus wood and plastic. The lower chassis came from a Sennebogen mobile crane from Conrad and the lattice mast is from Siku. The upper chassis was shaped from a block of wood, sanded smooth and augmented with plastic detail parts.

Building a Liebherr R 954C demolition Excavator with a big hook

by Urs Peyer

The idea for this modification came during the time when many color variations of the Liebherr R 954B demolition excavator (Conrad 2907) and of the R 954C backhoe excavator (Conrad 2921) were available on the market. Many collectors put the R 954B with the longer equipment into their display cabinets keeping the shorter arm in the box. Therefore, a solution had to be found to create a new model from these parts. The idea was a combination of the short arm of the R 954B with the model of the R 954C. As a tool attachment for this excavator variation, the telescoping demolition jib (kit) from Refo-Tech was an ideal match.

Disassembly of the R 954C

The chassis and upper structure can be separated by removing three Phillips screws. The ‘interior’ of the cabin is screwed on. The cabin itself is glued on but can be removed using careful sideways pressure. The hollow bolt at the outrigger foot has to be drilled out using a drill that is .2 to .3 mm larger in diameter than the bolt and then driven out very carefully

Refo-Tech offers a lot of interesting excavator kits for example, the so-called demolition jib ...

using a pin punch. The same procedure is used for the disassembly of the jib; there, the two hydraulic lines are only pushed into the hollow bolts. The two lifting cylinders at the bottom plate of the R 954B are secured with a bolt. They can be taken off carefully by cutting the bolt head off with a side cutter and then just lifting it out. All hydraulic lines are only plugged in.

Disassembly of the R 954B

Here the same techniques apply, with one exception: the upper structure was press-fitted and not screwed on thus the two press-fit connections need to be milled

flush with the surface. The roof that is held together at two places with bolts can be taken apart using a pin punch and, if need be, a hammer, so that they can be removed in equal steps.

Mounting the demolition jib

The kit is made up from precision-milled ABS sheet stock and two square tubes. The instructions to assemble are available for download in picture form from the home page of Refo-Tech (www.refo-tech.de). The front part with hood and teeth is made up from five ABS parts that can be glued together without any problems using the milled in grooves. Then the hook with the teeth is glued into the smaller of the square tubes (picture 2). The inclined stone deflector on the larger square tube is made up from three milled parts (picture 3). Unfortunately, the included footplate is too small for the Liebherr jibs. A larger and wider one is made up from 1.5 mm ABS sheet stock (picture 1 and 3). For the jib of the R 954C the inside measurements at the head

Materials used:

Basic machine	Liebherr R 954C
Short outrigger arm	Liebherr R 954B demolition (both from Conrad)
Demolition jib	Kit OQ 90 from Refo-Tech
ABS sheet	stock 1.5 mm
Aluminium rod	ø 2 mm

are 9.5 mm and for the somewhat wider R 954B jib, 11.5 mm. Aluminium rod of \varnothing 2 mm is used to fabricate new bolts. The upper and lower stiffeners between the square tubing and the head plate have to be cut out by the modeller. The four for the sides are included in the kit.

Mounting the stick

To make the conversion more ‘interesting’ or, in other words, time consuming, the foot piece of the R 954B is about 1.5 mm wider than the mating part on the R 954C. Therefore, 0.75 mm on both sides of the foot piece must be milled off (picture 5). At the end of the plug-in part of the

R 954B, two 1 mm holes have to be drilled to match the ones on the Mono block of the R954C thus making it possible to re-mount the two hydraulic lines of the R 954C’s jib (picture 4).

Suitable tool attachments are the concrete crusher of the Volvo EX460C from NZG or the telescoping demolition jib from Refo-Tech.

Card models from Scalescenes, part III

Cardboard modeling

by Markus Linder

It does not matter if you are a construction machine, crane or truck diorama builder, kit # T009 as is offered through www.scalescenes.com can be handy as ‘modern industrial building’ for any modeller to use. In this case, it is a typical steel building with beam construction, steel cladding and roof sitting on a bricked 6 foot high lower level and foundation. It is a typical building that belongs from the 1960s up until today. It can be found all over the world used as factory, warehouse or shop building and it has many other possibilities.

The building can be entered by two roll-up doors, both of different sizes, which are included in the kit. These can be shown not only in open or closed position but also can be placed at any location on the exterior walls. Additionally, parts are

In bringing the series about the Scalescenes cardboard modeling kits to a conclusion, this instalment introduces a very versatile, multi-purpose building ...

included to model smaller roll-up doors typically used for doors on loading docks, on warehouses or for industrial building applications.

It is possible to place a small office in a corner of the building. The color choices for the outside cladding of the building included with the kit are blue and a light grey shade.

Since the basic layout of the building is almost a square, all wall elements are freely interchangeable and can be combined to make a great variety of buildings.

A further outstanding detail included with the cardboard kit is the

fully-detailed interior. It consists of the steel beam support structure and an optional, built-in overhead traveling crane.

This detail alone is worth the price of the kit, because it makes it possible to simulate the loading of a heavy duty load on to a truck. Even the possibility of showing the erecting of the traveling crane, using suitable compact mobile cranes, is a diorama theme all by itself.

As these industrial buildings are based on a system that allows them to be adapted to any size or configuration and also includes the pos-

sibility of having several of these buildings side by side, it is possible to construct entire industrial or warehouse compounds. A planning grid is included in the kit for just such a purpose. To hide the possible joints in such buildings, the necessary connecting pieces are also included with the kit. The building can also be built as a shortened version, as a half building against a backdrop or even as a backdrop itself.

Therefore, a multitude of applications of this cardboard construction set are possible for a diorama: used as a maintenance or warehouse in a construction company compound; as industrial building that manufactures extra heavy goods; as a construction machine shop building; as a distributor's warehouse. With a little bit of adaption and juggling of the parts it is also possible to model vehicle parking shelters and halls.

Volvo dealership

On these pages, the industrial building kit was used to show the shop building of the German Volvo dealership's partner, Swecon, and was accordingly detailed.

Swecon is the main distributor of the Swedish brand in large parts of northern and western Germany with its own closely-meshed net of dealerships. Besides Volvo machines, they also now have Sennebogen firms handling equipment in their program.

The selection of a Volvo construction machine shop building was made because many Volvo scale models have hoods and service hatches that can be opened. Therefore, they are excellent candidates for the depiction of scenes around maintenance and repair work in progress.

nance and repair work in progress.

The assembling of the cardboard construction kit for the industrial building follows the same principles of the other Scalescenes construction kits which we have already introduced in detail in earlier issues.

They are downloaded and printed-out in the suitable scale paper pages then laminated to card in a variety of cardboard thicknesses, and then the required parts were carefully cut out.

To get from the model's scale size of 1:76 (00 scale) to the model scale of 1:50 for our diorama, they had to be enlarged to 152% of the original. However, that would no longer fit on the standard A3 paper used in Europe. A print shop may be able to do it, but if you can live with small errors, made in the smaller set margins, an enlargement factor of 150% is just possible. All of the small errors can be hidden on places that are not visible on the finished model.

Do not under estimate the degree of difficulty

Even if one already has some experience under the belt with building cardboard models, it is better to approach this rather extensive cardboard construction kit with caution and allow enough time for the assembling of it.

Even for the basic configuration of the building as shown here, there are a total of 20 (!) DIN A3 paper pages full of parts and details to be cut out and fitted together. This time I used the very work-friendly Finnish cardboard exclusively for gluing the printed pages on to. For this project I used two whole 70 x 100 cm sheets with a thickness of 1.5

mm and one 70 x 100 cm sheet with a thickness of 3.0 mm. And for those who are used to glue sticks in an office environment, even one large 43 g glue stick will not be enough for all the pages in the kit.

Certainly there are first moment hesitations of tackling a kit such as this, when one talks about using cardboard with glued-on paper as a medium for building such a three dimensional object. Visible joints and edges cannot completely be avoided. Using Polystyrol or similar plastic shapes, girder and beams such as these could be built faster. However, after finishing the interior and seeing the very realistic looking finish of the steel beams through the open doors is rewarding. Such a finish would take a lot of time and effort when using plastic girders and beams.

Comparatively then, the construction of the well thought out traveling crane, that is straight forward using the printed and glued on cardboard parts is strikingly simple. To finish everything off, the industrial building received interior detailing.

For this, firstly the lettering and signs included in the kit were used then some other details like fire hoses in addition to the traveling overhead crane, also came from the kit.

Further details like work benches, and table's tool and storage lockers were built the conventional way from plastic and wood parts to make it possible for the mechanics working in the shop to tackle any repair and maintenance job given to them.

New on the market

Truckstop Tekno 1:50

Here again at this place a selection of new items. The Scania R6 Highline ‘Streetwarrior’ from Italy comes with an especially interesting load. The pallet load is made from real wood in one single piece

that still creates a good impression of the original. The Scania R truck and trailer set, ‘Donslund,’ from Denmark is also on the road with an unusual load of live fish in containers. The Scania R 520 Streamline reefer semi-trailer tractor set,

‘Klappenecker,’ from Germany shows off its very intricate printed-on lettering (tekno.nl).

Conrad 1:50

The new Liebherr R 920 compact is just about ready to be delivered. We will of course introduce it to you and take a close-up look at it in the next issue.

Collector's guide

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

Type	Scale	Maker	Available from	Infos
Cat 992B standard and beadless tire version	1:48	CCM	Dealers	www.ccmmodels.com
Demag AC 100-4L «Wiesbauer»	1:50	Conrad	Dealers	www.conrad-modelle.de
Grove GMK 6300L «Felbermayr»	1:50	Conrad	Dealers	www.conrad-modelle.de
Case CX250D new design	1:50	Conrad	Dealers	www.conrad-modelle.de
Poclain TY2P crane version	1:50	Conrad	Dealers	www.conrad-modelle.de
Sandvik LH 621 new design	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGX XXL 4x2 / Nootboom MCOS orange	1:50	Conrad	Dealers	www.conrad-modelle.de
Scania R 8x4 / low loader «WBA»	1:50	IMC Models	Dealers	www.imcmodels.eu
Volvo FH04 6x4 / Nootboom ballstrailer «Heros»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Actros2 8x4 / Nootboom MCO-PX «XL Transports»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Arocs 8x4 / Goldhofer low loader «H2 International»	1:50	IMC Models	Dealers	www.imcmodels.eu
DAF SC Euro 6 8x4 / Goldhofer white	1:50	IMC Models	Dealers	www.imcmodels.eu
Scania S730 4x2 / dump semitrailer «Patrick v.d. Hoeven»	1:50	Tekno	Dealers	www.tekno.nl
Scania G490 6x4 / dump semitrailer «Surer»	1:50	Tekno	Dealers	www.tekno.nl
Scania G490 8x4 / hookarm container «Surer»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 Globetrotter 6x4 / trailer «Brunner»	1:50	Tekno	Dealers	www.tekno.nl
Meusbürger 4 axles red	1:50	Tekno	Dealers	www.tekno.nl
Meusbürger 6 axles red	1:50	Tekno	Dealers	www.tekno.nl
MB Arocs SLT 8x4 «Wasel»	1:50	Tekno for Herpa	Dealers	www.herpa.de
Scania Liebherr LTF1060-4.1 «Schmidbauer»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania Streamline 6x2 / dump semitrailer «Springmann»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania 6x2 / Nootboom Multi-PX «Felbermayr»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania 143T 6x2 / dump semitrailer «Van der Bel»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R6 8x2 / flatbed «Van Caudenberg»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo F16 Globetrotter 6x4 / low loader «Torben Rafn»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 4x2 / dump semitrailer «Augst Baustoffe»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / crane «Nordic Crane»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / Nootboom MWT «Skaks»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FMX 10x4 tipper «Boskalis»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x2 / flatbed semitrailer «Rijksen»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Actros MP4 8x4 / Nootboom MWT «Mar-Train»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Actros MP4 8x4 / Nootboom Multi-PX «Boekstijn»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Actros MP4 8x4 / Nootboom Euro-PX «FTG»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Actros MP4 8x4 / Nootboom Euro-PX «Baetsen»	1:50	WSI	Dealers	www.collector.wsi-models.com
MAN TGX XLX 6x6 / Scheuerle Intercombi «Bok Seng»	1:50	WSI	Dealers	www.collector.wsi-models.com
MAN TGX XXL 10x4 / Nootboom Euro-PX «Twan Bierings»	1:50	WSI	Dealers	www.collector.wsi-models.com
DAF CF 6x2 flatbed / crane «Lafeber»	1:50	WSI	Dealers	www.collector.wsi-models.com
DAF XF SSC 6x2 / stone trailer «Zuidema»	1:50	WSI	Dealers	www.collector.wsi-models.com
Dennison flatbed semitrailer / container «McNally's»	1:50	WSI	Dealers	www.collector.wsi-models.com
Semi low loader 6+2 or 7+3 grey	1:50	WSI	Dealers	www.collector.wsi-models.com

NZG/ Weiss Brothers 1:50

The especially well done Ford F250 Pickup that we introduced in the last issue is now also available in the Liebherr livery. It is the result of a co-operative effort between NZG and Weiss Brothers in the US.

Truckstop WSI 1:50

The Scania R730 6x2 'Mohlin Åkeri', a Swedish combo, is a huge tractor semi-trailer set. The Iveco Stralis Hi-Way 6x2 with a high volume semi-trailer dumper enriches any 'Jens Petersen' collection. We will introduce both in detail in the future (collector.wsi-models.com).

TMC 1:50

Also deserving of a more fully detailed description is the new Hitachi ZW310-6 wheeled loader. The model, made with a majority of new molds, is more than just an update.

Siku 1:50

Telescoping loaders from Manitou have achieved a very good reputation and can regularly be seen on large construction sites. The MHT 10230 is now available as a robust toy version with high play value for the children's playroom. Three rather large pallets are included.

MKD 1:50

The accessory specialist is offering scrap metal storage containers that come in a set of five and are ideal for dioramas. The containers were made with a 3D printer and have a fine surface (mk-diorama-land.lu).

Conrad/Ainscough 1:50

The Liebherr 1030-2.1 has been released in the exclusive colours of 'Ainscough Training'. A few of the models are still available and can be purchased from themodelhobbyshop.com.

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Our partner page

A façade made from Rorschach Sandstone

We won the bid to build a natural stone façade for the Raiffeisenbank (Credit Union) building in Ebnat Kappel situated in the Toggenburg part of St. Gallen in Switzerland. Used for this project were split wall stones made from Rorschach Sand-

stone. The depth of the wall stone is 15 cm. To make the wall earthquake-proof, six retaining anchors were built in per square meter. The whole installation of the stones was done in cooperation with Bärlocher AG and the construction firm of

Oberhänkli. The whole installation of the façade was achieved in ten weeks. The individual wall stones were produced in-house using hydraulic splitters and diamond cable saws.

Construction machine invasion in Central Zurich

At 1:30 a.m. on July the 8th, Eberhard Unternehmungen arrived in the middle of Zurich with a large contingent of construction machines. One of the main traffic intersections of the VBZ (Verkehrsbetriebe Zürich-Zurich transit operators,) comprising 740 m of double track with many switches and the whole track bed, had to be deconstructed in an

operation of military precision.

All of the three 100 t excavators were used equipped with rail planer implements. This meant that everything for all the other machines needed during this operation had to be there in triplicate. Three 50 t excavators to load the demolished concrete, six 30 t excavators for the loading of the 2,750 m³ concrete rubble

and nine mobile excavators as well as five small excavators. Two bulldozers and one tracked loader took care of the installation of the 1,450 t of recycled gravel as the new foundation layer. To transport the 35 construction machines with a total weight of 1,000 t 17 heavy duty transporters had to make numerous trips!

News in brief

Volvo FE now with 350 hp of power

The Volvo FE is a maneuverable, nimble delivery truck, designed for regional and metropolitan areas. With the new D8K 350 Euro 6 engine, 44 t of total combined weight is possible therefore, the truck can be used as a stand-alone unit or combined with a trailer. For example, in the three-axle configuration, it is offered as a garbage truck, dumper and other construction site adaptations. All existing cabin models are compatible with the new chassis furthermore, Volvo I-Shift or automatic gear options are available. Start of production is planned for this month so it will not be long until the first new Volvo FE will be sighted. (dw)

Terex Gen 10 articulated trucks

Since 2014, the Terex Trucks, made in Motherwell, Scotland, have been part of the Volvo Construction Equipment conglomerate. During the 2017 Conexpo, Terex introduced Generation 10 of the two articulated dump trucks, TA 300 and TA 400, with working weights of 28 and 38 t respectively. The built-in Scania engine complies with the EU emission control step IV and produces 258 to 330 kW. The new series impresses with the completely newly designed equipment for the drivers' cabins as well as with improved hydraulic and electrical interfaces that increase the time the unit is available to work. During the 10th Steinexpo, Terex Trucks showed off the 10th generation of the TA300 articulated dump truck. (up)

Case CX750D

Case Construction Equipment used the Steinexpo 2017 to introduce the 71.8 t CX750D heavy crawler excavator to Europe. The excavator is available with standard equipment (7.7 m arm and three jib lengths: 3.5, 4.1 and 5.0 m) or in the ME option (6.6 m arm and 3.0 jib). The Isuzu six cylinder in-line engine is capable of producing a net 343 kW / 460 hp and conforms to the current EU emission controls step IV. The optimized hydraulic system and the electronically-controlled pumps ensure quick and productive work cycles. The first CX750D machines of this series are already working in the German mining industry. (up)

Komatsu PC290LL-11 Log Loader

With its PC290LL-11, Komatsu America is showing the first of their Dash 11-Version series of four Log Loader excavators. Log loading with crawler excavators is generally unknown here in Switzerland. In North America however, these special excavators are found in every sawmill and in logging operations. The PC290LL-11 is available as either a loader with a working weight of 39.6 t or as a heavy duty road builder excavator used in the building of logging roads. The Komatsu engine used produces a net 147 kW and complies with Tier 4 Final. An outstanding feature of these excavators is the special logging cabin, compulsory equipment required in the US state of Oregon. (up)

Test driven in Finland

In the land of 1000 lakes, truck and trailer trains with a total weight of 60 t are legal and on certain routes; 76 t are allowed if the axle count complies with regulations. When taken into consideration, the hard winter weather provides ideal conditions for the testing of new materials. The Mercedes-Benz Actros 2663 6x4 with semi-trailer, dolly and a second semi-trailer, is equipped with several new components that have survived the first Finnish winter without any problems and proven themselves in real-life conditions.

The complete train has a length of 33 m and weighs in at 77 t when loaded. The 15.6 liter engine produces 463 kW and a 12 gear automatic gives excellent drive comfort. Tapani Lempinen, driver for Huhtala, has already driven 130,000 kilometers with this test vehicle. Today he drives wood pulp to the harbor at Rauma from where a great deal of wood, paper and paper-making products are shipped. (dw)

MAN-Power for farmers

At the Agritechnica, scheduled from 12th to 18th November in Hanover, MAN is said to introduce a new Agri-Truck based on a TGS tractor truck unit with 500 hp. It has all-wheel drive, wide

earth-friendly, agriculture-design tires, an auxiliary power unit and a choice of trailer hitches. The vehicle is licensed as an agricultural and forestry machine and MAN conceives it to be used in all transport scenarios between field and farm. Outside of the busy harvest

seasons and after a tire change, the Agri-Truck can be used in combination with a semi-trailer, in construction or in the winter as a snow plough. By the way, the picture also shows the last agricultural tractor produced by MAN in 1963. (dw)

Diorama and model construction

by Daniel Wietlisbach



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

Other pictures:
www.facebook.com/DioramenbauDanielWietlisbach