

BAGGERMODELLE

Baumaschinenmodelle, Krane und Schwerlast

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Mit Wettbewerb

Conrad 1:50

Liebherr R 960 demolition

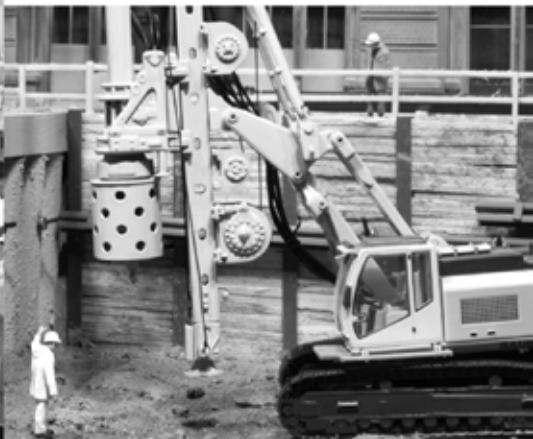
English text



Neu von Conrad 1:50
Liebherr T 284

Sammlerporträt
Museum von Robby Bosch

Dioramenbau
Spezialtiefbau in der Stadt



Editorial

The trials and tribulations of an editor

During the week before the magazine's submission deadline my nerves are often frayed and restful sleep may elude me! Sometimes there are issues that just seem to put themselves together and by this point are completed.

At other times it is different, as it is with this April issue! In-termat, new models and the wish to give the readers an issue that is current with the most possible new models, make up the mix of worries that works against a sound night's rest.

That combination was at its peak a few nights ago at about quarter to one and lasted for about two hours: "What if the parcel gets stuck in customs? – Nobody there is concerned about the deadline of a construction model magazine!" or, "Has the parcel been addressed correctly to the new address? – But some earlier deliveries reached us anyway! And what if the model is damaged? Super glue it!"


Of course a "Plan B" is a must in such situations and of course the

magazine would appear on time, without any empty pages. Unfortunately though, it would be less current. Even the fact that the model was mailed a day earlier than expected calmed down the night's restlessness only slightly.

The parcel arrived the next day, on time and without any scratches. And it surpassed expectations! The next night was much better but the stress became how to be objective! Even if a model is exciting to me personally, I still want to inform the readers objectively by looking at the model without having any pre-conceptions about it.

I was talking of course about the model on our front page and the restless nights only an example. I do not suffer from too many such nights and therefore (almost) never complain!

I hope you have fun reading this issue, Best Regards,


Daniel Wietlisbach

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Robby Bosch collects in all scales

Like a museum

by Daniel Wietlisbach

An old David Brown 770 tractor sits protected under a shed roof in the garden of the collector. Not without reason, because this tractor marque from Great Britain symbolizes for Robby Bosch the beginning of his passion for machinery. As a boy he spent his holidays with an Aunt who had a David Brown dealership. When he was 10 years old, his job was to drive all the tractors out from the garage and line them up beside the main road. The whole process was reversed at day's end. In this way, Robby learned to drive a tractor well before he could pass a driver's test. It was no surprise that his choice of trade to learn was that of a farm machine mechanic. Before he was able to follow his dream, his father sent him to school for four years to learn languages and writing. Afterwards, the young man enrolled in the school for construction machine drivers and mechanics, an institute that was already established in the Netherlands in the 60s. After completion, Robby had basic knowledge and specialized in earth moving machines. He landed his first job at a FAI dealership near him where he worked in the service department. FAI, builders of hydraulic excavators, wheeled loaders and excavator loaders was taken over later by Komatsu. Today, Komatsu builds machines in the former FAI factory.

In the past 45 years, Robby Bosch from the Netherlands, has managed to accumulate one of the nicest and most manifold collections ...

His employer added bobcats to the dealership in 1975; this opened a path in a new direction for Robby Bosch. He went to a course in Belgium to familiarize himself with the techniques of the very maneuverable small machines. Two years later he became a salesman for them. When the dealer ceased selling them a few years later, the collector was offered a job directly with the American maker, demonstrating the machines and also working in a teaching capacity.

An early passion for collecting

For his fifth birthday, Robby Bosch was given a large scale Hanomag plastic dumper to use in the sandbox. The dumper still exists today, not one corner missing or damaged. Other construction machines, such as an O&K dumper from Strenco, were played with so long that they fell to pieces. Up to the age of 12, Robby collected all kinds of vehicles from Dinky Toys and Match Box, also cars, tractors and army vehicles and of course, construction

machines. Very quickly followed the specialization in construction machines with the one exception, David Brown Tractors. These he still collects today.

On a visit to the O&K factory at age 18, he was given a model of the O&K RH25, made by RW Ziss. In retrospect, he names this his first "real model". The cars in his collection from earlier times were all traded one after the other for construction machines. The plastic Poclair models are very rare today.

Robby Bosch underscores that the most important thing at the time was to acquire information about new and available models. It was an epiphany when for the first time he held an NZG catalogue in his hands. This made it possible for him to search for the models he wanted. The Volvo BM 10 wheeled loader (NZG125) was one of the first ones added to his collection. He purchased this model for about 12 Guilders (about 6 Euro) during his school time using his pocket money. In addition to dealers he also visited swap meets of the NAMC (Nederlandse Algemene

Miniatuur Auto Club) on a regular basis. There he found many “affordable and nice” Joal models. Added to those came the new releases from NZG and Conrad. With a total of only 15 new models per year, he was able to budget from among them. To finance his hobby, Robby requested money for Christmas and for his birthday.

Models from trade shows

Because of working for Bobcat, the collector has been at construction machine trade shows all over the world regularly. These opportunities he used often for forays to other exhibitors where models were sometimes available, if one asked nicely. Once he was given a whole case of models when he used a compact loader to spread gravel for the floor opposite the stand of the exhibitor. Such stories and more Robby can recount about many of the models he has. Very quickly he was so well known that he no longer had to ask for models but was given them. Swapping was also part of the collector’s routine forty years ago so many Bobcat models were exchanged for Michigan, Komatsu and others. From many events Robby came home empty handed, from others he re-

turned with more than 30 new items. Many Asiatic and therefore models here less known are in his collection. He also did not want to limit himself to a particular scale, therefore the range of his collection ranges from 1:200 to 1:8!

Since Robby Bosch was able to link his hobby with his profession, there was never a significant break in his collecting, even after his marriage and having a family. Room to unpack his treasures was sometimes a challenge.

Because he did not know much about which models were available in the beginning and funds were limited during his school time, he had to do a “significant catch-up”, he remembers fondly. For this purpose, the swap meets of the NAMAC were ideally suited, a place where money did not always change hands. The mobile cranes were especially valuable; for one of them he often had to offer up three smaller models. Robby Bosch mourns that nowadays the bartering aspect of the swap meets has almost died off. “Some very nice aspects of the hobby” have been lost. However, because of his worldwide, long-established contacts, he was able to still engage in bartering. His most spectacular swap was when he exchanged

a real tractor from Schönebeck for a Landsverk model from Sweden.

His collection presents like a museum

During his 45 years of collecting, Robby Busch has acquired a vast amount of knowledge. Frequently, this is used when helping in the research about an old model. If for once he is stumped, it can be guaranteed that the answer will be found in his extensive and perfectly organized book and printed material collection. His first display cabinet was in the basement of what was then his parents’ house, a house he still lives in today. Later, a second cabinet followed, situated in the office. Today, the collection is housed in two connected basement rooms of about 80 m². On the one hand that is very generous space, but on the other hand, considering that by now the collection has grown to a few thousand models, it is almost too small. The collection is not supposed to grow anymore, because of that. However it is still changing in the direction of improving the quality with selected models. For this reason, he is planning to sell all of his mobile cranes, to finally make space for more of the accumulated models in the display cases.

To further enhance the quality of his collection Robby Bosch is searching for two models from Mercury: the red Austin Western Grader in 1:87 and the Michigan Loader in 1:50. Also missing is the storage box #3 of the 1:25 Michigan wheeled loader that was sold in three parts. Apart from these, Robby Bosch calls himself “happy and free of desire”.

The collector

Robby Bosch (63) has been working for the last 40 years for Bobcat, today as the Senior Field Product Trainer, and he owns all 230 models ever produced by Bobcat. As a “hobby within a hobby” he collects merchandising products of the manufacturer. In addition to this, he is planning the restoration of an old compact loader and a David Brown Tractor. He is the father of two grown children and lives with his wife in the Netherlands, close to the German border. Collectors are encouraged to contact him by email: bosch3030@kpnmail.nl

Liebherr R 960 demolition from Conrad in 1:50

First Class!

by Daniel Wietlisbach

The Liebherr R 960 reaches a maximum working height of 33 m while the working weight varies, depending on attachments from 77.3 to 93.5 t. The 240 kilowatts (326 hp) are produced by a Liebherr D946 A7 in-line six cylinder diesel engine. The model from Conrad comes in a comprehensive set, which follows the trend begun with the previous R954B and R954C models. Included in the set are demolition attachments for the 33 m reach, 5.5 m boom with a 2.35 m stick, backhoe, sorting grapple attachment as well as transportation racks. This creates high play value in the set. All parts, be it in working or transport mode, are made to scale. The prototype chosen for the under carriage is the VH-HD chassis with telescoping capability. It sinks only minimally into the soil when in full working order so that the undercarriage is always completely upright. The tracks are made from an exactly-engraved metal part with continuous running wheel protection. Therefore, it does not distract from the fact that the running wheels have been omitted; the support wheels are cast on and the metal tracks are kept tight by the sprung guide wheels. The upper carriage is made from finely-engraved metal castings augmented by freestanding

At the Intermat show in Paris, Liebherr presented the new R 960 demolition excavator and at the same time, Conrad released the matching model ...

ding hand grips and railings, rear camera and exhaust stack. The cabin can tilt almost to the prototypical 30° and is equipped with a massive protection cage envelope. The two-tone interior is beautifully detailed. The slightly-tinted windows with their raised window partitions are flush mounted.

Equipment

No fewer than 14 hydraulic lines run from the upper carriage to the base where the outrigger arm attaches. As per the original, the outriggers can be taken up from the transportation racks and bolted together. The supply lines do not have to be connected. The joints are simulated with a cleverly-designed part. The attachable boom and jib with backhoe as well as the arm and intermediate arm of the demolition set are metal. For weight reduction purposes, the demolition jib is constructed from a special plastic material.

Exuding real demolition excavation “feeling” are the ten two-tier,

freestanding hydraulic lines on the 33 m demolition boom! They are exactly applied to the hydraulic cylinders and correctly painted in black or silver and are made, where flexibility is required, from a soft rubber material. The foremost cylinder has a piston rod protection cover.

The concrete crusher is a detailed, engraved plastic part. The cylinders are sprung so that similar to a clamp, the jaws are always closed. This makes it possible to show it off holding demolition debris but not in an open position. Thanks to the quick change attachment it is easy to mount the included sorting grapple that is made from metal and has pierced ribs. The plug-in boom can be attached in two positions, “stretched” or “kinked”. Complete hydraulic lines are also included with the backhoe attachment. The nicely-engraved shovel is fixed to the jib. If the desire is to equip it with a large crusher attachment, then scratch building is required.

The paint on the model is faultless and the lettering is legible

down to the tiny warning labels. The new R 960 demolition has been made using the newest and most up-to-date techniques of model making and is, without any doubt, the best model of a demolition excavator to date!

At a glance

- + Functionality
- + True to scale
- + Detailing
- + Accessories

Liebherr T 284 from Conrad in 1:50

Amendment

by Daniel Wietlisbach

With the diesel electric T 284, Liebherr is competing in the top league of mining dump trucks. The R 9800 takes five loading cycles to fill the 363 t (400 short tons) capacity bin. With a tare weight of 237 t, the dump truck reaches a total working weight of 600 t. The propulsion system is made up from a V20 engine from MTU with 3000kW or, as an option, a Cummins V18 with 2610 kW in combination with electric wheel hub engines.

The model from Conrad

With the model of the T 284, the design engineers in Kalchreuth have delivered what the collectors were expecting, a rock-solid, heavy mo-

With the T 284, Conrad delivers the update of their flagship, T 282C. The mighty mining dump truck augments the R 9800 perfectly ...

del that is at par with today's quality of the Liebherr Mining Models. Consequently, hardly a single part of the predecessor T 282C was used and even the bin is a completely new casting. The model is mostly true to scale when checked against the measurements of the original. It is made almost totally of metal. The massive mainframe is a single casting augmented with an array of separately-applied detail castings: fuel and hydraulic tanks are visible from the outside. When the model is turned upside down, the complete

drive train is visible. From the V20 engine with its large cooler and generator (sitting on a flange), large channels lead to the prototypically-correct suspended rear axle with its electric wheel hub engines. The axle boxes are nicely engraved, however the rear lights are only printed on. The wheel rims are made from a nice plastic injection casting and have the Liebherr logo on them. We especially like the soft rubber tires that have the profile of the original. The front wheels are steerable and have a parallelogram suspension.

Unfortunately, when the maximum steerable radius is reached, the tires scrape at the mud flaps. The driver's platform has an anti-skid surface. Just like the modular superstructures of the original, the housing for the cooling system that dissipates the heat generated from braking, the fire extinguisher, the electronic control box as well as the cabin has been taken from the T 264. The cabin has not been updated and is much too plain. The rear view mirrors, without any reflectors in them and the protective railings are made from metal. The only pieces that can be opened at the side of the cooling unit are plastic. The steps that are across the radiator grille have to be added by the collector; as per the

original, the lower part folds down. The radiator grille is a single photo-etched piece. Unfortunately, the two diagonal struts are only printed on in white. By using a two-step cylinder, the bin reaches almost the dumping degree of the original and is held there by the cylinder. It is unfortunate that only the first step of the cylinder has been chromed. It is nice that Conrad has decided to build a larger bin rather than the standard

issue bin. It is made from a special plastic compound used in the car industry. It allows for the bin to be dismantled and so increases the play value and allows for impressive loads for heavy duty transports. Two mud flaps are mounted at the front and two moveable stone ejectors are attached at the rear. As expected, the paint job and lettering are executed flawlessly.

At a glance

- + Functionality
- + True to scale
- + High metal content
- Hydraulic cylinder is not chromed

New loading machines

To load the new truck, two variants of the R 9800 from the Australian Companies Thies and EDI produced for the local dealer, Quarry Diecast. (www.quarrydiecastmodels.com.au).

BAGGERMODELLE

The magazine for collectors of construction machine models, cranes and heavy haulage



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Volvo EW180E from Motorart in 1:50

E-mobile

by Daniel Wietlisbach

After the tracked excavators, the mobile excavators are now getting an upgrade to the E-series, the first ones being the EW160 and EW180. For this, the excavators of the 20 t class were equipped with the Volvo D6J engine that conforms to the tier IV exhaust controls and produces 129 kW.

To make it possible for the excavator to travel independently to its worksites, it has a towing hook on either end for its own trailer that carries attachments and parts weighing up to a total of 8 tons.

The model from Motorart

In the typical package used in the last two years, the model of the EW180E sits well protected and without the need for wire tie-downs. The excavator is made mainly from metal parts and it looks well proportioned, a fact that is confirmed when comparing the main measurements of the original to the model. The lower carriage has many details and the blade as well as the supports, including the cylinder covers, are functional. The wheel rims are nicely engraved and have rubber tires that are an exact copy of the original. That the rims protrude slightly over them, is prototypically correct. It is a shame that the wheels

Four “top secret” Volvo models were announced at the Toy Fair. The EW180E mobile excavator was one of them and is already available ...

are not steerable. The original sales brochures always show the excavator with its yellow trailer, which, and this is heavily promoted, is supposed to be taken to construction sites by the couplings on the blade and the main frame. Unfortunately, one searches in vain for them; it would be nice to have had that possibility in model form.

The upper carriage is made from a finely engraved, metal die cast part. It has all the correct openings with their screw heads and hand holds. The radiator grille is very finely modeled too. As we are used to on Volvo models, under the engine hood is a full mock-up of the engine. In the case of the EW180E, it is especially nice and multi-colored. For the most part, the hand rails are made from stout wire, with the exception of the rear view mirror mount on the right hand side. It seems to be hugely oversized.

The cabin is true to the original and is finely detailed. Nothing is missing: neither the metal hand rails nor window wipers, rear view mirror or an orange warning beacon. It

has a detailed interior and the glass for it is a one piece clear plastic casting that has been inserted from the top. The mobile excavator is equipped with a 5.2 m Monobloc boom and a 2.45 m stick. The exactly-cast metal parts are closed in at the bottom with a piece of plastic sheet stock. The hydraulic cylinders are without the screw connections but are very stable and the excavator reaches the maximum height of the prototype exactly. However, it misses the maximum depth reach by about 30 mm; this is an acceptable compromise. The hydraulic lines from the cylinder valve block to the cylinders are made mostly from a flexible plastic casting and are added separately. This has the effect that the lines on the arm look rather plain and too thin. On operating parts they are at the correct places but are not very flexible. The excavating shovel is made very nicely and attached with two bolts to the arm. If replaced with two screws, the modeled quick change attachment can be made to work.

The satin finish makes the mo-

del look very nice and is without any faults. The demarcation lines between the colors are sharp. The lettering with its many warning labels is crisp and legible and underscores the exact replication of the Volvo EW180E.

At a glance

- + Detailing
- + True to scale
- + Finish
- Front wheels are not steerable

Broshuis semi lowboy from WSI in 1:50

Jack of all trades

by Carsten Bengs

At the Toy Fair, WSI presented a completely new diecast for the three and four-axle semi low-boy trailer series from Broshuis. The low-boy trailers are designed for a load of 8 to 12 t per axle and are successfully in daily use for example, in the transportation of wheeled loader and crane accessories.

As usual, WSI has made the model true to scale, highly detailed and functional. Unfortunately, no brochure to explain the many accessory pieces is included. Introduced as the first version, it is painted in the colors of the haulage contractor, van den Heuvel.

The surfaces of the trailers have nicely-simulated anti-skid surfaces and tie-down loops. The surface of the wooden planks in the front is

WSI and Broshuis already co-operate successfully in 1:87 scale. Now they have expanded their co-operation into 1:50 scale ...

only simulated with plastic parts. Small white metal stakes can be fitted to the sides. Additionally, a support frame with a wooden plank on top can be plugged in making it possible to transport lattice segments for cranes, including ballast blocks.

Small ramps can be attached at the front and rear so that wheeled loaders are easy to transport. These are stowed away in cavities behind the last axle when the unit is on the road. To increase the size of the loading platform, small wooden planks made from plastic injection

parts, can be laid on the pulled out platform enlargement supports.

All axles are suspended and roll freely. The two rear ones are steerable and ensure a stable ride through curves. The underside is finely detailed with supply lines, including brake cylinders, imitated. The trailer can be telescoped out to a total length of 38 cm making it possible to transport special long loads without any problems.

Included in the extensive accessories are some warning signs that must be shown behind the last axle as well as at the front behind the

supports if it is an oversize load and little supports that are needed when the trailer is un-hitched and sits by itself. WSI has made the base for the supports moveable and even a small hand crank is included.

New tractor

The tractor included in the set is a Volvo FH4 GH XL painted in the company colors of van den Heuvel transports in Werkendam (near Rotterdam). The front axles roll freely and are steerable but do not provide a large enough radius. The power train has been com-

pletely modeled, prop shaft and gear shaft. The tanks are also all present, nicely protected at their sides with the blue side paneling. The tractor truck has a continuous anti-skid surface deck. The cabin tilts forward allowing the engine mock-up, including supply lines,

to be seen.

The mirrors have been lavishly designed and the headlights will give ample light. Warning lights plus air horn round off the perfect detailing.

The lettering on the model fulfills all wishes. On the trailer there are the Broshuis logos as well as plates with operating instructions. On the trailer back are the number plate and printed-on warning signs. Rear lights and spot lights are also present. The tractor unit is convincing in its detail with number plates, printed on mud flaps at the wheels as well as the logos of the hauling company.

At a glance

- + Detailing
- + Richly detailed
- + Anti-skid surface
- Missing instructions

CIFA H45K from NZG in 1:50

Long trunk

by Daniel Wietlisbach

In 1928 the Milan Company, CIFA, began production of specialized forms for the construction industry. CIFA is a synonym for “Compagnia Italiana Forme Acciaio” which translates as Italian Steel Form Company. In 1954, the firm presented the first powered concrete mixer and in 1958, the first mobile concrete mixer. Since the end of the 60s, truck-mounted mixers and pumps, followed by truck-mounted concrete pumps at the beginning of the 80s, have rolled out from the factory. In 2008, CIFA was taken over by the Chinese Zoomlion. Today there are 19 different truck-mounted concrete pumps on offer with arms ranging from 20 to 80 m that can be mounted on two to seven-axle trucks. The K45H requires a 8x4 truck and reaches a total weight of 32 t. The machine belongs to the “Carbotech” series which means that the last two segments of the pump arm are made of carbon. With a maximum pressure of 80 bar (8000 kP) it is possible to pump up to 140 m³/h through the 125 mm radius pipes. The maximum height achievable is 44.1 m and the maximum reach is 39.8 m.

The model from NZG

At first glance, the model makes an excellent impression and its hefty

NZG surprised us at the Toy Show with a model of a truck-mounted concrete pump from CIFA. And a short time later, the model arrived in the shops ...

weight hints at good value. All measurements on the model, in transport and in working mode are true to scale. The broad support base ensures a solid anchoring for the model when the supply mast is fully extended, as on the prototype. The new Mercedes Arocs, especially designed for construction vehicles, is an excellent choice as a chassis for the mobile concrete pump. While NZG could use existing parts for the very well done cabin, the chassis comes from totally new molds. It has a pierced frame and is finely detailed. Powertrain, wheel suspensions, brake rods, tank, air reservoir and the exhaust plant are modeled and of course, the front wheels are

steerable. In the tradition of the maker, the cabin cannot be tilted and the mock-up of the engine is only partially visible.

While the rear supports of the X bracing can be swung out in their full length from the vehicle, the front ones can be telescoped twice. Unfortunately, the second telescoping segments have too much play. The support discs can be turned down off the cylinders by rotating them, however the threads are then visible. As per the original, there are four support mats included with the model. When the truck is on the road, these are stored behind the rear driving axles. When the mast is lifted, a detailed mock-up of the pumping piston with the supply lines and cooler is visible. The platform has a nice imitation of thread plate. The rear with the feed hopper is finely detailed and the grating in it flips upwards, as on the original. During transport mode the hopper can be covered with the lid that is included.

All five of the die cast arm segments push down heavily onto the

At a glance

- + Detailing
- + True to scale
- + Functionality
- Too much play in the front support struts

lifting cylinders. In order for them not to sink down, three pins have been provided by NZG. These can be used to fix the first three segments in a vertical position. While all moveable parts at the four joints are made of metal, in order to keep the weight down the pumping

pipes and hydraulic lines are precisely made from plastic or rubber. As on the original, a four meter long rubber hose is attached to the end of the line.

The paint has a nice satin finish, is very cleanly applied, covers nicely but is not too thick either. Hinges

and hand grips on tool cabinets on the sides are picked out in silver paint. The lettering is extensive and when the Carbotech is viewed up close, the structured surface of the logo can be seen.

Translation of page 20

Tinplate

K77 Backhoe

by Robert Bretscher

This very nicely proportioned cable-operated excavator with the rare back hoe shovel was marketed by the Japanese toy maker Alps Shoji Ltd, Tokyo, at the end of the 60s. Typical for this time period is the so-called mixed material construction using tinplate and plastic. With this combination, toy makers were able to make the models more realistic in an economic way and at the same time saved on shipping costs to the West because of the lighter weight of the model.

The excavator, powered with two electric motors, is controlled with two different sliding levers and a push button. The whole digging sequence of the shovel is activated by one single push on the button. One of the moveable slide levers that can be positioned in different ways using an eccentric

This cable-operated back hoe K77 excavator from Alps Shoji Ltd (Japan), is one of the rarer ones ...

crank, takes care of the up and down movements of the jib. Two large springs and tension chains then take the shovel to the loading or unloading position. The almost 360° rotating upper carriage is activated with a sliding lever on the roof. A single arresting bolt on the lower carriage prevents the complete circle. This is in order not to twist the electric cable from upper to lower carriage. A further switch on the lower carriage is used to activate the tracks and move the model. The model is powered with two 1.5 Volt batteries and moves backwards and forwards.

But what would be a Japanese model without light features be?

And so our model here has a bulb that lights the cabin during the time the model moves. The details on the model were well made and include air intake slots, cabin doors and a nicely-lithographed undercarriage.

The Alps Shoji Ltd Company was founded 1948 in Tokyo. It produced mainly battery-powered vehicles and beautifully-colored “Space Toys” and robots. At the end of the 50s, Alps introduced robust and very well-functioning tracked excavators with front scoop or lattice tower to toy dealers. These miniatures were made completely from tinplate. In a later issue of this magazine we will introduce these to you in detail.

Egli XMB 3.7 from Gaz Evans in 1:50

Swiss made

by Daniel Wietlisbach

The company, Gebrüder Egli (Egli Brothers), was founded in 1992 by Urs and Roland Egli and grew quickly by acquiring dealerships for high quality products like the quick change attachment from OilQuick. Added to these, made in their own factory, were Egli scoops, grapplers, hydraulic magnets and concrete crushers. The concrete crusher is available in two sizes, as XMB 3.7 and XMB 5.5 for excavators 30 to 50t and 45 to 85 t respectively. The number indicates the weight of the attachment in tons. Three different kinds of jaws are available and can be changed from the cabin in about two minutes.

The model from Gaz Evans

Since we introduced Gaz Evans in our 3-2014 issue, the inventive Brit has expanded his offerings. He now uses metal as a raw material and prioritizes prototypical functionality. That an attachment, of all things,

Swiss concrete crusher attachment in model form has been considered impossible – until now ...

from Switzerland has been released is not a fluke. Baggermodelle author Urs Peyer had the idea and gave Gaz Evans the tip and also assisted in the procurement of the drawings.

The true-to-scale model of the XMB 3.7 feels heavy when held in the palm of a hand and is made from finely-engraved molds. The crusher can be turned 360° and the four hydraulic cylinders are impressive because of their thin piston sleeve pro-

tectors and the massive pistons. Due to functionality, the pistons are a bit longer and so the crusher cannot be opened all the way. The bionic fangs have been modeled without the possibility for a quick change as this was not feasible in a satisfactory way. He has an OilQuick quick change head in his offerings, which can, depending on the excavator used, be adapted without much effort by a little work with a metal file.

The paint is even and cleanly applied and the company logo has been applied in decal form. For those who want to go the extra mile in detailing, Gaz Evans offers matching re-enforced hydraulic hoses with the matching connectors. The Egli concrete crusher will not remain the only Swiss attachment for very long as a hydraulic magnet is already in the works.

Available from

The attachment from Gaz Evans are available worldwide from these dealers:

Setec HTM (CH), Giftdigger (NL)
DHS (US), Quarry Diecast (AUS),
Le bull-jaune (F).

Eye candy

Fiat-Allis FE 40

by Albert Schmid

Steeped in tradition and with great expertise, the SIMIT factory near Turin, Italy, began building this hydraulic excavator in 1981. This know-how was built on the pioneering efforts of the Bruneri brothers. They are considered the inventors of the first fully hydraulically-operated excavator in the late 40s. They also founded the public company of SIMIT SpA in 1964. In 1972, the Fiat conglomerate acquired 100% of the company, and then two years later went into a joint venture with the Allis-Chalmers company. The new entity was known as Fiat-Allis. The FE 40 SIMIT was the largest excavator in the new FE series. A Fiat 8215 four cylinder turbo engine, producing 225 hp, supplied the necessary power.

Two power regulated pumps as well as power integrated circuits for the stick and boom cylinders, the most up-to-date technology of the day, were built into the machines. The capacity of the backhoe shovel was 2.0 m³. A front shovel version was also developed (FS version). It was not possible to ascertain if these machines were prototypes or not. There followed in the mid-80s the modified FE 45 weighing in at 46.8 t. Until the end of production in 1996, a total of about 125 units were pro-

Bruneri... SIMIT... Fiat-Allis.

The development of the hydraulic excavator started in Italy ...

duced, according to unconfirmed sources.

The Italian model maker, Old Cars, in Quarona, Piedmont Region, was happy to receive a follow-up contract for the model in 1982. Since they had already made a tracked loader as well as a wheeled loader (FL 20 and FR 20), the order for the FE excavator followed for a series of models, first restricted to about 5000 units of the FE 40 in 1:50. The model, produced under Gisella Castellani is still impressive today. It has a multitude of remarkable details that can only be described as ahead of their time. The heavy model is made almost exclusively from metal parts. Mono block boom and stick are both fully metal. The cabin is richly detailed, complete with window wiper, a comfort seat as well as a pedal rod in the space for the feet. The hand rails, gangways and the front headlights with stone chip protectors are made of plastic parts. Especially worth a mention are the metal tracks. A sprung guide wheel is responsible

for their smooth running. The delicate looking twin segment units of the track put many of today's metal tracks in their places. Unfortunately, only a small number of models were delivered with these. Because many of the models would land in a child's playroom (a not unheard of destination of many models), the design was changed to include rubber tracks. Starting in 1987, a series of 2000 pieces followed for the FE 45 models. The changes were: an extended under carriage, darkened glass for the cabin as well as a color change for the decals from white to brown. Up until the end of production in 2014, many FE 45 models were further modified with a Montabert Hydraulic Hammer attachment.

By the way, and rather unusually, in between the series, the Fiat conglomerate ordered a limited "Red Edition". It was painted in fire engine red and had a "blue light". The excavators were made for the Italian Civil Defense and were handed out to the members!

Caterpillar Welding Crawler on D6K

Welding instead of pushing

by Urs Peyer

A pipe laying site needs to have a couple of pipe layers and at a minimum, one welding crawler. In the model sector this kind of combination is available only from Liebherr. To fill the gap, it is possible to use the SR 714 Welding Dozer from Liebherr in combination with the Caterpillar D6K XL Dozer because the SR 714 Dozer chassis is almost the same size as that of the D6K.

Therefore, the base model for our project of a Caterpillar Welding Dozer is the D6k XL Bulldozer from Norscot. The upper structure for the Welder is from the Liebherr SR 714 Welding Dozer from NZG. The various kinds of models that can be made up from the “leftovers” from this conversion has already been shown in issues 5-2014 and 1-2015.

Disassembly

The Caterpillar dozer can be broken down into four parts quite easily by the removal of four screws. The blade with pushing frame and hydraulic cylinder is attached to the frame with four bolts. These

Welding dozers are also made by Caterpillar, but not as models. Urs Peyer gives advice and presents a further kit bash from his workshop ...

can be pulled out very carefully with a side cutter. The four bolts on the ripping attachment have to be drilled and pulled out. Next, the four support brackets for it are sawn off flush with the frame and filed smooth (Picture 1).

On the Liebherr Welding Dozer, the front part of the platform is connected with the crane to the rear part with four press fit lugs (two right and two left). After they are filed off, these can be expelled with a pin punch thus making it possible to separate the platform. The storage cage for the oxygen bottles is removed using the same method. All other connections between the dozer and platform are screwed. The auxiliary oil tank is pinned on; the crane and tool box front left are removed by taking out the screws and as is the whole set of additions at the rear.

Re-building

Since the driver's cabin on the Caterpillar is larger, the platform must be cut in that area using a jeweler's saw, according to picture 2. The opening has to be enlarged at the rear edge and sides up to the third black line. The opening in the platform should be large enough that the doors of the cabin can still open and there is enough room between platform and tracks that they move without catching.

Next, the two rear brackets of the pushing frame on the dozer have to be enlarged to the point at which the lower carrying frame of the front platform from the Welder fits into it (picture 3). Unfortunately, the screw holes at the platform and those on the dozer do not match. We use a 1 mm ABS strip to fabricate a ledge for the lower

part of the carrying frame for the front platform (picture 3). For optical reasons, the four screw holes at the support brackets can be filled with a 3 x 2 piece of tube (\varnothing outer x \varnothing inner).

The two “half-timber” trusses have to be stripped of all attachments and shortened by a couple of millimeters (see picture 1). The trusses at the underside of the rear platform now have to be attached in such a way that the two “half-timber” brackets now sit smoothly on their new positions.

Both parts of the platforms without their additions can now be joined temporarily. The carrying structure of the front platform can now be placed on the ledge designed for this purpose and the rear part of the platform needs to

shimmed until it is horizontal. In this position the two “half-timber” trusses can now be glued to the rear of the dozer (see picture 1).

Before gluing the two platform pieces together, the right opening where the hydraulic lines of the cranes are fed through, should be slightly enlarged. The finished platform should now rest on the ledge and “half-timber” trusses completely horizontal (picture 4). The fire extinguisher mounted at the front left is a detail part from the model trucking sector.

Used materials

ABS tube	outer \varnothing 3.0, inner \varnothing 2.0 mm
ABS profiles	3.0 x 1.0 mm



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Make your own crane pads

Bedded down well

by Michael Compensis

In this article we would like to show how easy it is to make your own correct scale pads including steel sheet ones for mobile cranes.

Bongossi Matts for tracked cranes

In real life, the large mats, used to disperse the weight of the machine are made from a tropical hardwood, mostly Bongossi. This wood is naturally dark. To replicate the look of Bongossi, use square profile walnut strips from an architectural supply house. This wood is already dark therefore does not need staining. When we did a bit of research, we found that there are as many sizes of mats as there are producers and operators of cranes. However, for cranes in the 500 to 1000 t class, mats with a length of 6.0 m and a width of between 1.2 to 1.3 m are common because in these sizes they can be transported in two rows on normal low-boy trailers. As per original, for each mat, four full lengths and two a bit shorter are cut from the wood we selected. The two shorter ones are reduced in length by their own cross section on both ends. Laid beside each other they must all add up to the calculated width. Despite the fact that walnut is a very hard wood, in small profile form it is relatively easy to cut them to size with a knife. The

With the appearance of the LR 1600/2 tracked crane, the need for scale excavator pads in 1:87 scale has grown exponentially ...

pieces are now glued together in a staggered form and then glued on to two full-size pieces. This then forms the mat with a cutout on both sides. As on the original, holes are now drilled and a wire inserted to create an anchor point. If you want to be really prototypical, you can drill four holes and connect the mats with tiny brass screws!

Steel pads for mobile cranes

The crane mats for mobile cranes also have a great variety of sizes and measurements. The correct size can often be found in manufacturer's specification handbooks. The main feature these mats have in common is that they are designed to be transported easily therefore, one side never exceeds the usual width of a low-boy trailer of 2.5 or 2.75 m. They usually have an anti-skid surface; checkered diamond or crow's foot are most

common. To simulate these, etched nickel silver sheets the best choice. The first step is to cut four pieces of these etchings, a thin one is preferable. Use a sharp hobby knife and straight edge for this task. Now cut Polystyrol (Styrene) pieces of the same size using sheet stock with a thickness of 0.5 mm (1:50 1 mm). Four more pieces are now cut from a slightly thicker sheet but with a 1.0 mm (2.0 mm) smaller size on each side of the square. A sandwich of two thick and one thin square make up a crane pad. The last step is to add the etching piece on the top with superglue. As on the original, pieces of wire can now be added upright in the layers as anchor points. Etched lashing lugs can also be used. These can be found in an etched set called "Spannschlösser und Schäkel" (Turnbuckles and shackles) from Marcus Langer Modellbau with two sets required for four crane pads.

Material used

Walnut profiles and Polystyrol www.architekturbedarf.de

Anti-skid etchings www.fks-modellbau.de

Lashing lugs Marcus Langer Modellbau www.langer-modellbau.de

Measurements and weights of Bongossimats www.baggermatten.de

Special infrastructure construction Berlin Part 2

Pile driving

in model form

by Markus Lindner

Using piles for structures goes back a long time in history. They appear first in the Neolithic pile dwellers in the 5th to 1st Millennium BCE. For example in the Middle Ages, houses in Amsterdam, Hamburg and Venice were constructed on wooden piles. Starting at the beginning of the 19th century, steel or cast iron piles were used. In all these applications these are called displacement piles, as they are rammed into the ground and displace the earth. Because of ever increasing demands, today the technique most often used is pre-drilled and on-site cast concrete piles. Several different methods are available.

Drilled holes lined with pipes

Today, in Europe, particularly the German speaking part, this is the one most commonly used method. Before the actual drilling, drilling pipes are either driven in with a pile driver, vibrated in or drilled in by rotation with the aid of a rotation drive or a specialized drill or pipe laying machine. This process is supposed to prevent the walls of the hole from collapsing; the pipes are removed

The most common method of creating support for buildings constructed on unstable ground is to drive piles into the earth until they rest on a solid layer of rock and so are able to support the weight of a building being constructed above ...

once the concrete pile has been cast.

The drilling out is usually done using the so-called Kelly method that uses an auger and a Kelly bar on a large drilling rig. The spoil produced is taken away with a wheeled loader.

Very deep drilling depths require oversized leader masts for the drilling rig therefore, in these cases, drills with ball claws (mechanic, hydraulic or free fall versions) are used. For this, either the drilling attachments are mounted on a wire rope excavator or specially designed machines are used.

Once the desired depth has been reached, rebar baskets are inserted and concrete is poured in, using a specialized process. In model form, Kelly method drilling rigs can be simulated using the Bauer BG 24H from Brami, the Liebherr LB 28

from NZG or the LRB 255 with the Kelly attachment and furring pipes from the accessory pack. 3-D printed matching pipes are available from HF models. They also have a free-fall drill grappler, as well as a power chisel, these can be mounted on cable operated excavators. In addition to the already mentioned NZG pipe inserter (\varnothing 1500 mm) these can be combined with a Himobo model of a Leffer 2000 mm.

The rebar baskets made from wire or plastic rings are interesting subjects for scratch building, as are the concrete feeding pipes and other accessory parts.

Augers

The SOB or CFA technique with an auger is a common practice in Europe and has the advantage over

the Kelly method, by being quicker. The down side is the possible diameters for the piles is smaller. Instead of the Kelly Rod, a long auger is used that matches in size the depth to be drilled. The sides are prevented from falling into the hole by the spoil remaining in the auger. The concreting out of the piles is done by pumping concrete in to the bottom of the hole thru the hollow center of the auger. The rebar cages are then vibrated into the still-liquid cement mix.

Matching models for this purpose are the Bymo Bauer BG40 and the Soilmec SR-100. In the NZG accessory line up there is a SOB attachment available. Conrad also has an add-on set for the ABI TM-16 carrier. As for a concrete pump model, one with an articulated mast mounted on a truck chassis is commonly used or a specialized machine mounted on a tracked chassis could be used; for example, it could be adapted from the BSA 14000 hp Conrad model.

Suspension based drilling

This technique has only niche appeal in Europe but in North America or Asia it is the preferred method. Instead of protecting the drilled holes with pipes, the walls are protected with an injected support mix which is usually Bentonite slurry. This makes it possible to achieve drilling depths of up to 40 m, if drilling conditions allow, way beyond the reach of the process using pipes. The drilling process is done with a Kelly attachment and well head or drilling grabs. The rest of the process is the same as with the drilling holes lined with pipes. For the preparation

and handling of the slurry, extensive site installations are required (Bentonite silo, storage containers for the slurry suspension, mixer, pumps and de-sanding plant).

To simulate this in model form, the Casagrande series B250XP/B300XP as well as the Soilmec SR-70 with a well head or the afore-mentioned drilling grabs are available. The very extensive array of details and equipment has to be scratch built or purchased from Horst Möller in a limited series (www.hm-baumaschinen.de).

Pile walls

Large diameter piles are also used as construction site wall supports. For this the construction pit walls are lined with pre-excavation driven pile. When compared to other methods, this is very time consuming and expensive. Therefore it is used only when encountering extreme conditions such as deep pits, supporting weight from surrounding sites or buildings or above the water level.

It can be used as an exterior wall in the construction phase. One has to differentiate between a resolving and a skirting wall. The first one is only practical in cohesive soil. The spaces between the piles are shotcreted during the excavation process. A skirting wall, where the single piles touch each other's sides can be used in any soil condition however, when the water level rises in the excavation pit, an overlapping pile wall is called for.

Step by step process

A concrete template to guide the drilling rig is fabricated; Styropor

furring pieces line the drilled hole. The piles are then set beside each other as described and are only partially sprayed with concrete. On the overlapping wall, the first set of piles has holes in it; these are used to anchor the overlapping row of piles that are then covered in the concrete spray. As the excavation of the site advances they are then anchored with multi-strand anchors. For the necessary holes, a special anchor cable drill is used.

In model form the Hütte HBR605 as well as the Soilmec SM-21 from Ros are available. A pile wall is easily made using wooden dowels or cardboard tubes. Structure paste is used to simulate the typically uneven surface, and is followed with a concrete grey coat of paint.

A concrete template can be made from an appropriately drilled out piece of MDF scrap (using a Forstner bit or circular drill set). As multi-strand anchors, either a small twisted wire piece inserted through small anchor plates or nuts can be used. These may be added over a period of time if the modeler wishes to show how the construction of the wall is progressing.

The next installment deals with a completely different technique used to secure construction pits.

New construction machine museum

Ebianum

by Daniel Wietlisbach

For all those who want to know what hides behind the name “Ebianum”, a short explanation: For decades now the Eberhard Company conglomerate have been construction machine fans. This is especially so because their civil engineering arm always has the newest machine from Caterpillar in their fleet. Today, the company is led by the second and third generation, Heinrich, Hansruedi, Heinz, Martin and Stefan Eberhard. Three of them also have private collections of construction machine models. “Ebi” is a common abbreviation for Eberhard and the about 500 employees call themselves “Ebianer”. Therefore, in the just-opened Ebianum, one finds interesting information about the history of the company, but mainly a lot of construction machines, 1:1 scale of course, are exhibited.

The former museum in Höri and especially the valuable exhibits of the Eberhard Company suffered for a long time due to the lack of space. When the opportunity arose to take over the building of a construction material dealer that had closed, the idea for a museum was quickly realized. 1800 m² are available for the presentation of the old construction machines, generous space for restoration workshops at the rear and a separate hall that has space for machines not exhibited at the time.

The first thing visitors see on the forecourt is a four-axle gravel hop-

The new construction machine museum in Fisibach, Aargau (Switzerland) is well worth a detour to see ...

per car of the first generation from Weiacher Kies AG. Right beside it is a D9D just as it was discovered in a ditch in 2013, because it is not worth restoring. Those who then step into the museum with a little bit of a nostalgic feeling can enjoy the very well-preserved D9E with a cable-controlled blade shown “at work”.

Overall, the machines are displayed with a great deal of care and attention to detail. For example, by stepping thru a wooden door, one enters a barn with an old, fully-equipped workshop, where a Caterpillar HT 4 tracked loader is just waiting to be put to rights. In another part of the museum, a tractor is stuck deep in the mud and a Caterpillar D2 sits on a manure heap, a scene that is copied from an old photograph

that is displayed over a large area on the wall behind it. Some further displays include a Ruston-Bucyrus RB-22 and RB-30 cable-controlled excavator, Caterpillar D6C, Sixty and Thirty, Poclain TY45, O&K RH5, a Berna 5VM 4x4 three way dump truck, a steam roller, but also smaller construction machines and an old construction site wagon made completely from wood.

The most famous machine that the Eberhard Company ever had in its inventory, the Caterpillar D10, is been shown as life-size picture on a wall so that visitors can stand in front of it to get an idea of its size.

Integrated collection

A special treat for collectors was not yet open when we visited. A collection of construction models will be shown in cases in a separate room located near the entrance. A construction simulator and a hands-on operated mini excavator are available for younger visitors.

The Ebianum can also be hired for company outings and private celebrations and has the necessary infrastructure to accommodate these. The Foyer can hold 750 people and the event room upstairs can sit 750 on chairs.

Opening times and directions

Open every Saturday and Sunday and Public Holidays
from 10:00 a.m. to 5:00 p.m.
Museumstrasse 1
CH-5467 Fisibach
www.ebianum.ch
info@ebianum.ch
for information and reservations
call: +41(0) 52 235 30 50

Earthmoving trails 1

By Steven Vale, T&V Films,
English language DVD, length
about 120 Minutes

Steven Vales, already known from the DVD series “Massive Machines” is releasing further construction machine films under a new label. In “Earthmoving trails 1, A Dutch River Journey”, Steven takes us on a trip along the Maas River from Maastricht to Rotterdam, starting with two large quarries south of Maastricht. Documented are: Hitachi EX1900, O&K RH120E and Komatsu PC3000. Further down river, Cat 385C Long Reach excavators are filling five-axle Volvo Trucks with a capacity of 60 t. Other construction site views bring us to the harbor of Rotterdam, where a modified Hitachi EX1200 demolishes a harbor wall (up).

Caterpillar

By Frank Raczon and Keith Haddock. 224 pages, English language, hard cover book published by Motorbooks ISBN 978-0-7603-4408-8

This book, commissioned by Caterpillar, mainly looks at the new and newest machines. Frank Raczon wrote the texts and Keith Haddock assembled the pictures. Each of the eight chapters is dedicated to a specific species of machines. Logically, the first chapter is dedicated to the bulldozers. Each chapter begins with historical photos showing the history of the machines in question and then concentrates on the completely new machine from their production. The book makes a link to the “older” books but does not surpasses them because, unfortunately, over long stretches it looks more like an advertising brochure than a book (up).




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

by Remo Stoll

Has this happened to you? You are on the road chasing that elusive piece of old iron and then all of sudden the weather changes? This happened to me just as I had found this beautiful old Scraper at the other end of the world. Despite the ever increasing rain, I unpacked the camera and the owner was more than willing to run the machine around in a circle for the photograph.

Recognized? Then send us the exact manufacturer's name and the model number on a post card by mail. Of course, we also accept email submissions (contact information is on page 42). The contest ends on 15th June, 2015. We will hold a draw if there be more correct answers than prizes.

This time the winners will receive one of the following prizes: a Liebherr 43 R4 XXT Concrete pump from NZG, a Caterpillar 308E2 CR Mini Excavator in 1:32 from Norscot or the brand new Volvo L350F from Motorart. 



Solution from Baggermodelle 2-2015



The tracked loader was a Liebherr LR 631B. A draw decided the winners and the winners are: Ralf Liebscher from Eisenberg (Germany), who won the Terex

TL120 in the exclusive black/red colors of the «2015 Toy Fair Edition» from NZG, Christian Kertscher from Hartmannsdorf (Germany) who won the brand new Bell B30E from USK Scalemodels and Dieter Bach from Rodgau (Germany) who won the MAN TGA M MW rear dumper «Sogea Satom» from Vinci / Conrad. Congratulations to all the winners!

New on the market

NZG 1:50

The just-released Mercedes Econic 6x2 with a Faun Variopress Refuse Collector addition is a new die form. The municipal vehicle has been finished with the usual care, functionality and many details. It is available in both white and orange. The existing 20 ft. container is now available painted in green and dark blue, lettered for “NKY Line”. The Liebherr Drilling Rig LB28 appears in the dark blue color of the “PST” company and in almost the same color tone, the WR 240 lettered as WR 250 in the “Schnorpfeil” paint scheme. The first concrete pump from Liebherr, the 43 R4 XXT, is based mainly on the model from Waitzinger, but has received a new Arocs cabin.

Dan Models 1:50

The very fine resin model of the Euclid S-7 Dumper is now available. It complements the already-available rigid frame dumpers nicely.

Gaz Evans 1:50

A set with the GO-Moon and SM80 quick changer and a 30DK130 backhoe made from cast metal parts has been released. The quick change attachment is suited for excavators of 18 to 25 t and is compatible with the Eccentric Ripper XR20.

Wiking 1:87

The classic Menck excavator with front shovel has been re-

released with new “Heitkamp” lettering. It matches wonderfully the already-released Kaelble dump truck. The tinted windows do not suit the look of the model. The Krupp 806 crane truck now comes as painted in the blue of THW.

Espewe 1:87

The IFA L60 three way dump truck has now been issued in a new version lettered for “Messe Leipzig” and painted red/white. The W50L, now with flat deck and low side boards, comes with a small narrow gauge industrial locomotive. The lettering reads “VEB-Ziegelwerk Rotes Banner”.

Heavy Transport Models 1:50

Some very attractive color variations have resulted from the co-operation with WSI: the LTM 1350-6.1 comes painted for “Felbermayr” and “HN Krane”; the LTM 1500-8.1 in silver for “Grohmann”. The cranes usual extensive range of accessories are included, the paint is clean and sharp and the lettering is exact and legible. In the noble dark blue of “Daher” comes the Mercedes Actros with a ballast deck as 6x6 and 8x6 with the matching Scheuerle Intercombi 4+5. The “XL Set” with both tractor units and the two Scheuerle sets is especially attractive (picture). The “XXL Set” that includes a load and another 6x6 tractor truck is even larger.

Motorart 1:50

To increase worker safety, the new Volvo L350F will now be delivered without stairs on the left hand side. This very obvious change has now been duplicated in model form while keeping the excellent detailing of the machine intact. The new EC220E will be introduced in detail in the next issue in detail. Its fine metal hand rails and the rich detailing make a positive first impression. Also, we received a Case 1021F wheeled loader with the same level of detailing. As well as being made mostly of metal, the roll over protections on it are nice to see. Under the hood is a replica of the engine. Matching it is a Volvo FMX 6x4 with half pipe bin dump truck in a very well done version. The cabin tilts and the engine underneath is visible.

Herpa 1:87

Right away in four colors and with an eye catching red/white lettering scheme come the new Mercedes Actros Gigaspace 8x4 heavy duty tractor trucks with nice detailing. The Liebherr R 954 is now available in the colors and lettering for “Rivabau”, seen in the picture on the left, just loading the also new half pipe red and silver dumping trailer. The MAN TGX XXL Teletrailer tractor trailer set in red with the lettering for the well-known company of “Markewitsch” is also new. The trailer can be telescoped to the desired length and has steerable axles as on the original.

Vinci 1:50

The Caterpillar 775G for “Eurovia Carrière de Luché” and the 950 GC “Sogea Satom” from Tonkin round out the extensive offerings from the Vinci Shops. The dump truck in particular shows how “new” an existing model can look in new colors! From Conrad comes the roll-off bin dumper with crane for the “Cardem” company. The model has a very high play value.

Norscot 1:25/ 1:32

The generator set CG260-16 in 1:25 scale is absolutely huge. It is made mainly from plastic but has a metal core that is responsible for the high weight. The very thin supply lines on the V16 engine are made from wire to prevent breakages. The Cat Mini-Excavator 308E2 CR SB with quick change attachment and three tools is now available in 1:32. In addition to the back hoe scoop it includes a H65E S hydraulic hammer and an A26B drilling attachment. The model and the cabin very nicely detailed because of the large scale. One would have wished for the supply lines to be free standing on the boom and jib. The bolts that keep the moving parts together are small and dainty. Paint and lettering are very cleanly

applied and the lettering is sharp and legible.

Busch 1:87

Busch rolls out the Unimogs for collectors: the all-terrain U 5023 has received a fire engine treatment and also comes in versions with, low board decks that, unfortunately, do not tip. However, it comes in different colors. The U 430 comes in silver with chrome rims and orange all-around lights.

MSW 1:50

Norbert Mietz presented two brand new exclusive crane models from Conrad at the Model Show Europe in Ede. The Liebherr LTM 1070-4.1 is available painted for “Telekraft” from Duisburg, a sister company of “Wasel”. At home in Dortmund is the crane operator of “Wiemann” that, among other cranes, has a Liebherr LTR 1100 tracked telescoping arm crane in its fleet.

Conrad 1:50

This maker delivered three more excavators at the Intermat: two Case CX250Ds in the standard version as well as equipped with the long-reach option and the Lieb-

herr R 926 Compact. The Case excavators are detailed versions from Link-Belt and we will introduce the R 926 in detail in coming issues.

The collecting community mourns Rainer Wilhelm Markgraf

Rainer Wilhelm Markgraf passed away completely unexpectedly in his home on March 18, aged 58. The world of collecting has lost one of its most engaged representatives and many collectors have lost a real friend. Rainer Wilhelm Markgraf was not simply a collector, he “lived” collecting, as he once told a friend. He had the most extensive contacts with producers, dealers and collectors and only last year, yet another model lettered for his company appeared. Two and a half years ago, after the passing of his father, he took charge of the construction company with its 750 employees. Despite his position, he was simply “the Rainer”; he was very empathetic with all people. He was also known for his social engagement, and personally, I will never forget his generous support of our magazine during the very difficult time four years ago. We will all keep Rainer alive in our memories. (Daniel Wietlisbach)

Collector's guide

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

Type	Scale	Maker	Available from	Info
Dressta TD-40E	1:50	—	Dealers	—
Liebherr LR 634 «Eurovia»	1:50	Conrad	Vinci Shop	www.webshop-vinci.com
Komatsu WA900	1:50	First Gear	Dealers	www.firstgearonline.com
Wirtgen WR240 «Eurovia»	1:50	NZG	Vinci Shop	www.webshop-vinci.com
Container 40ft «Cardem», «ETF»	1:50	NZG	Vinci Shop	www.webshop-vinci.com
Volvo FH04 / semi-trailer tipper «Meldgaard»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 / semi-trailer tipper «Frank Wulf»	1:50	Tekno	Dealers	www.tekno.nl
Mercedes Actros 8x4 / lowboy trailer 3+5 «RMT»	1:50	Tekno	Dealers	www.tekno.nl
Caterpillar D6R white	1:50	Tonkin	Dealers	www.tonkinreplicas.eu
Mercedes Actros / flatbed trailer «Riga Mainz»	1:50	Tonkin	Dealers	www.tonkinreplicas.eu
Scania R500 / Nooteboom Multi PX 6 axle «Nooteboom»	1:50	Tonkin	Nooteboom Shop	www.nooteboomgroup.com/shop
Liebherr R 970 SME «Kibag»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr R 914 Compact «Kibag»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1500-8.1 «Boekestijn»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1350-6.1 «Bay Crane»	1:50	WSI	Dealers	www.wsi-models.com
Liebherr LTM 1050-3.1 «Nordic Crane»	1:50	WSI	Dealers	www.wsi-models.com
Tadano Faun ATF 70G-4 «Wiesbauer»	1:50	WSI	Dealers	www.wsi-models.com
Scania R / Palfinger 150002 with Jib «Wiesbauer»	1:50	WSI	Dealers	www.wsi-models.com
Scania 141 / rock bin trailer «G. Dekker»	1:50	WSI	Dealers	www.wsi-models.com
Scania 143 6x4 «Affolter»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FM 8x2 with Fassi F1300XP «Stephen Dixen»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 / Nooteboom Euro PX 2+4 «Cepelludo»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FM3 8x4 / Nooteboom Euro PX 2+4 «E. Lafeber»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 8x4 / Broshuis 100 t «Jinert»	1:50	WSI	Dealers	www.wsi-models.com
Volvo FH4 4x2 / semi-trailer tipper «Christen AG»	1:50	WSI	Dealers	www.wsi-models.com
Mercedes Actros SLT 8x4 / Broshuis 100 t «Max Bögl»	1:50	WSI	Dealers	www.wsi-models.com
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Mercedes MP3 L 8x4 «Friderici»	1:50	WSI	Dealers	www.wsi-models.com
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Our partner page

O&K machines used at the Bärlocher quarry operations

The German O&K machines used at the quarry are very robust and powerful therefore, until about 10 years ago, they were used almost exclusively. In this report we show the two largest O&K machines used. The RH 9 was a quarry version and had a working weight of 37

tons. Unfortunately, there was never a model made for this version. Standing in its place in the vitrine, is the nicely-designed RH 9 in an older version from Conrad. The L 45 wheeled loader was equipped with a quick change attachment because it was generally used with the forks to

handle blocks. A model from NZG was available matching the original machine. When the production of excavators and loaders was moved out of Germany, we decided to change brands.

ARGE Wigger

As an ecological compensation measure along the A1 Highway, the Federal Office for Highway Construction (Bundesamt für Strassen) decided on the relocation and re-naturalization of the Wigger creek. At the beginning of 2014, work began with the excavation of 100,000 m³ gravel material for the new river bed. 24 flow steering groynes secure the flat river sides and artificial sandbanks ensure a natural river look. For the project, the Poryphrwerk

Detzln is delivering about 25,000 t of river bed building blocks.

ARGE Aare

In connection with the renewal of the concession for the Gösgen hydro power station, the Canton of Solothurn is working on a project called "Hochwasserschutz und Revitalisierung Aare" (Floodwater protection and revitalization of the Aare river). The first part of

the contract (Los 1) will be completed by May 2015. It includes the excavation of new side flow channels that have a combined volume of 163,000 m³. 88% of the excavated sediment materials are being re-used. The second part of a total of three is starting in the fall of 2015.

News in brief

Volvo EC380E HR and EC480E HR

Volvo is the first of the large producers that has equipped their demolition excavators with an engine that complies with the EU exhaust controls step IV. The first to be so equipped are two models, the 54.1 ton EC380E HR and the EC480E HR with a 64.0 ton working weight. With the tool attachment weight of 3.0 and 3.5 t for the larger excavator, a maximum working height of 23 m and 28 m respectively can be achieved. Cameras built in at the rear and sides ensure great visibility and improve all-round safety for the whole job site. To simplify transportation and to ensure maximum stability, the width of the chassis can be adjusted hydraulically by one meter. (up)

Case Grader 836C and 856C

The former O&K/ New Holland Graders painted in Case colors made their debut at the Intermat. Both the 836C and 856C are available as 6x4 and 6x6 versions with working weights of 12.8 and 16.6 t. The engines already conform to the exhaust protocol Tier 4 Final but do not have a soot particle filter installed. Because of the 180 mm lower cabin, it is possible to transport on a low-loader trailer and stay under the 4 m mark. For each model, three scraper blades are available, starting at 2440 mm for the 836C and ending with 3960 mm for the 856C. Pre-installation to allow the use of a 3D steering from Leica, Topcon or Trimble are available as an option (up).

Caterpillar 963K

Caterpillar and Liebherr are the only ones still producing large tracked loaders. With its new K-series, Caterpillar is now finally offering a machine with a factory-installed soot particle filter. The 20.7 t 963K with an engine that conforms to the exhaust control Tier IV will be on the market in the summer of 2015. The smaller 953K is expected towards the end of 2016, the larger 973K at the end of 2017. The computerized propulsion management system ensures the level use of machine and steering and so maximizes power usage efficiently. The cabin has been convincingly re-designed and only a few noises can be heard from within. (up)

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