

Laster & Bagger

Lastwagen, Baumaschinen und Krane im Modell

+ 16 Seiten
Lastwagen

Bymo 1:50
**Komatsu
PC 8000-6**



Eigenbau 1:50

Büssing BS 22

English text



Ros 1:50 Raupenkran
Sennebogen 6113E

Sammlerporträt: Franz
Inauens Schwedenlaster

Conrad 1:50
Liebherr LR 636



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Editorial



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

Welcome

It is indeed very special and exciting to welcome readers to a first edition. The first time I had that pleasure was seven years ago. Many readers from that time are still devoted and valued subscribers today. My sincere goal is to sweeten our shared hobby with interesting items under the heading of construction machines and heavy duty trucks.

Today I would like to address the new readers among you, as we have increased the contents of the magazine generously especially for you. Over the last year I have studied intensively everything I could about trucks, long distance hauling and freight transport companies. Since my childhood I have been interested in this sector of the industry and would like to share my interests with you. Furthermore, I want to offer content that cannot be found in this format on the Internet.

Because of this, Laster & Bagger (Trucks & Construction) offers high-value reading pleasure in its contents with first class pictures, copious background reports about new models, award-winning scratch-built models and how-to in-

structions, model projects, old truck models, a hauling company portrait with related models and last but not least, short news stories about models and originals.

My personal hopes will be fulfilled if the spark of enthusiasm would jump from truck model collectors to construction model collectors and of course vice versa.

This is your magazine! Tell me what you like, if you think we have missed something or if you know something that would be interesting for our readers. Share your wishes with me. And please, let me know if in your hobby room rests a great but yet unknown collection or if you know of one somewhere else.

And finally, I would like to take the opportunity to especially thank our authors and all our readers and advertisers for their support.

To all of you, I wish you a lot of fun when reading Laster & Bagger magazine.

Daniel Wietlisbach

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Franz Inauen's Scandinavian fleet

Northern Lights

by Daniel Wietlisbach

Franz Inauen grew up in a large family, one of ten kids, five boys and five girls. His father operated a farm vehicle and horse renting business on a per job basis, renting to anyone who called to rent a farm vehicle. At that time, his father owned one of the strongest tractors, a Hürli-mann D100, with a legendary 45 hp of power. Franz Inauen liked to accompany his father, especially when the job called for spreading manure with a pressurized tank trailer.

Unfortunately, his mother passed away very early, in 1975, when Franz was only eleven years old. To help his father during the school holidays, the municipality organized stays with 'guest families'. Franz was placed with a farmer's family where he felt very much at home. There he helped to take care of the horses boarded on the farm and he also helped out on the fields when working with the tractor was called for. The owner of the transport company 'Frischknecht' had some of his horses boarding at the farm and when Franz was asked to look around for an apprentice contract, it was a done deal. The father of the 'guest family' organized an apprenticeship as a truck driver without consulting the young man first. He was fully convinced of the talent of Franz and, looking back today, his judgment was correct.

Franz Inauen was infected by the 'Swedish Virus' and became interested in all trucks and transport companies from high up north. Many of these interesting, unique examples enrich his collection ...

Franz was allowed to spend a week job-shadowing on a Saurer 5D front cabover semi and to experience a trip abroad. He enjoyed this so much that he looked forward eagerly to his apprenticeship. At age 17, he was already at the helm of a tractor-trailer set. At the time, this was legal for apprentices, with supervision. Naturally, the large 'L' for learner was displayed at the rear of the unit. Just 18 years old, he passed the examinations for 'heavy motor trucks and trailers' and from then on was able to drive solo. The apprenticeship company had not only overland transport trucks but also concrete silo and dumper trucks based on the Saurer SDM long hood trucks, so Franz was able to get a very well-rounded experience.

The company realized that the young driver was happiest on long-distance driving jobs and offered him this position as soon as he had finished his apprenticeship. He stayed with the company for the next 28 years. Later on, during his time with the company, Franz In-

auen was able to take over a Saurer D290B tractor-trailer unit with a luxurious sleeping cabin to drive abroad. This was 'his thing' because he was "far away from everything and everybody, and so I was able to get enough sleep". His route usually went over Geneva to Champéry in France where he loaded drywall sheets. He hauled 40 t of them to Geneva and then he had to reduce the load to 28 t to comply with the local regulations.

After the Saurer he got a Scania 113 truck and trailer unit with insulated truck body and later on there followed a Scania 124.

In 2005, the second generation of owners took over the running of the company and the transport abroad section was sold off. Franz Inauen found a new job with a Swiss company that worked for 'Gebrüder Weiss' from Austria. For one year he drove sheets of chip board with a Scania R Topline Semi with 500 hp of power. A year later he was asked to change jobs and to start working for a paint factory and since that

time has driven a Mercedes-Benz Actros City with a single-axle trailer and cargo box body. The collector muses that he misses his long trips abroad “a little bit.”

Start of collecting

While driving past it, in the third year of his apprenticeship, Franz Inauen discovered a model train shop with a display of model trucks. These were the Saurer models from Roskopf for model trains in 1:87 scale, popular at the time. The first one in his collection was a D290 with cargo box body and printed-on logo of the large retailer Co-op. On his trips he found other similar shops and so his collection grew steadily. Later on, first models from Herpa and AWM were added to the collection that grew steadily during the next 12 years until 1995 when it totaled 1500 pieces.

Then Franz Inauen discovered the first Scania model from Tekno, a model that, as a Scania fan, he just had to have. It was the 142 tractor trailer silo set of the ‘Spedition Freud’ transportation company. From then on he continued to collect all models that he found appealing,

in both scales, but the new models in 1:87 scale became fewer and fewer and the 1:50 ones increased steadily. He invested his whole hobby budget in his collection that continued to grow.

Only about 10 years ago he finally limited himself to the larger scale with the nicely detailed models of which at the time he only had 50 pieces.

Swedish fan for 25 years

It was at the beginning of the 90s when Franz Inauen saw a ‘Swedish Train’. By that time the six-axle cargo trucks, with a total weight when loaded of 40 t, were delivering to a large warehouse in Basel. There, the young driver took over some of the merchandise to distribute inside Switzerland. Real ‘show stoppers’ too were the huge blue and yellow ‘trains’ of the Swedish ‘ASG’ company for the local drivers that could only operate with a maximum weight of 28 t. After the initial such encounter Franz Inauen got himself the first books about the northern transportation companies and deepened his knowledge about the subject.

He was able to buy his first ‘ASG’ model from a fellow collector friend. There he saw two further models that he would have liked to have had but he could not persuade his buddy to part with them. They were semi-truck and trailer units from the Norwegian transport company ‘Nor-Cargo’ which his friend had especially built to his specs by a Dutch model builder. Franz contacted the builder to build two of the models for him as well. It was not the last such order.

Every year now the collector orders four of such unique models. He searches in books, at trucker meets and on the Internet for the prototype information. If he especially likes a truck, he gives the builder as much information as possible sometimes even the exact color details. He is never certain when the model will be finished for him or how much it will cost him in the end. Sometimes he picks up the finished product personally at the swap meet in the Dutch town of Houten. There are now about 50 such models standing in his display cases, all of them unique.

He has visited the workshop of his supplier but in the main, he says the maker prefers to remain behind the scenes and to work on his commissions. He uses only simple tools. A cardboard box doubles as a spray booth and Franz remembers seeing no specialized tools or even machinery.

Assessing new models

Franz Inauen recognizes the value of the Internet as an information platform, but for him it is not a marketplace because he likes to examine a model before he buys it. The

The collector

Franz Inauen (52) completed an apprenticeship as a truck driver and today drives a Mercedes-Benz Actros Cityliner semi tractor-trailer. In addition to collecting models he also collects books about Swedish and Norwegian transport companies. He regularly goes to truckers’ meets from where he usually comes back with hundreds of pictures with which he makes up photo books. He is also actively involved with Les Routiers Suisses, a Swiss organization that looks after the interests of workers in the transportation business. He lives with his wife, Susi, in the picturesque Appenzell and welcomes visits by appointment from like-minded enthusiasts. Contact: 079 823 73 08.

result is that he prefers to deal with his two favorite local dealers for new models. However, he has two fixed times when he visits the web: on Wednesday when WSI presents its new models and on Friday when Tekno shows what they will release in the future. It is safe to say that the collector is interested almost exclusively in models from those two sources. Currently there are about 1150 models in his display cases, sorted by transport companies, with

very few exceptions, a fact that he blames on the continuing lack of space. He acquires older or out of production models at swap meets, if they are in mint condition.

Three times in the past Franz Inauen has had to move his whole collection. Every time a lot of work was involved. He remembers: "I packed up my collection and at the same time my wife packed the rest of the household goods." Space problems were a challenge to him especially

considering the lack of dust-proof display cases. A bit later on this was solved in a very fortuitous way. A friend, carpenter by trade, was looking for some work for his apprentices. This resulted in getting a few made-to-measure display cases for not very much money. Franz and his wife have now lived in their current house for just about a year. In their home he has two rooms dedicated solely to his collection.

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Trucks & Construction



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Tinplate

Excavator on truck

by Robert Bretscher

Excavators, cranes and trucks from Gama were must-have items in any boy's play room in the 60s. The Gama tinplate factory was founded in 1882 by Georg Adam Mangold in the German town of Fürth. In the beginning, it produced mechanically-animated animal figures. After the Second World War, Gama toys were sold world-wide and the company celebrated many large sales successes. Despite the fact that Gama managed to adapt to the more 'modern' plastic materials, it could not compete with the flow of cheap toys from the mighty toy industry in the Far East and production by Gama ceased in 1990.

Our bucket excavator shown here, mounted on a truck chassis,

This quaint, rustic bucket excavator on truck chassis # 286/1 from Gama was first produced in 1956 ...

looks at first glance to be incomplete because there seems to be a dolly wheel missing at the top of its outrigger arm. On top of that the lifting chain has been attached at an unusual place. But no, the colorful vehicle was delivered just the way you see it in the picture. Equipped with only a simple lifting drum mechanism, the front scoop is lifted by the chain attached to the jib. A moveable sliding arm unlocks the bucket bottom releasing the material in it. As soon as the bucket is lowered, the arm slides along the jib and locks the bottom of the bucket again. Concurrently, using a simple

crank, a ratchet attached to it makes a loud mechanical sound in support of the operation.

The good-looking truck chassis has front wheel steering, profiled rubber tires, red rims and is just like trucks of the time period. On top of that, the vehicle has a noisy friction motor drive. Also very well designed is the O&K cabin of the excavator that was used often by Gama on both their metal and plastic construction toys. Very surprisingly, this incomplete-looking excavator model that looks more like a prototype, is extremely rare.

Scratch-built Büssing BS 22 in 1:50

Done and dusted

by Daniel Wietlisbach

This Büssing BS 22 has been scratch built by René Tanner. The model builder has taken detailing to a new height ...

In 1966 this 320 hp Büssing BS 22 with tarped freight deck and a matching 16 t trailer drove all the way to Afghanistan. The trailer and freight deck for the truck was built by the Swiss truck and coach body builder, Andres Lyss. Wüthrich was very well-known for his trips to the Near-East and the question is, were the English with Astran first, or was it the Swiss with Wüthrich? The fact is that this truck and trailer duo took on their load for Afghanistan in England. The curiosity of the model builder was first awakened when the extensive picture material of the original driver was first published on www.toprun.ch. One of these pictures shows the truck and its trailer climbing up a mountain in Turkey. To document the moment, the model of the Büssing should be exactly like this picture, frozen in time.

To re-create the model, all had to be done from the photos available as no plans were available. The chassis used was from a Tekno Scania R 142 with scratch-built and kit-bashed axles added. The unique under-the-floor engine had to be completely scratch built even though it was barely-visible later on. The encapsulated engine bloc was made from plastic profiles and included the radiator, gear shaft and drive train to the rear axle, all richly detailed.

The exhaust pipe was prototypically guided around the rear axle to the rear of the truck. The diesel

fuel tanks were made from rust-free round steel stock and were augmented with tensioning straps and fuel lines. Spare tire and lamp holders were completely scratch built from brass profiles. The Trilex wheels and tires are from Heavy-Goods and Tekno.

The removable cabin is from Piet Hoogendoorn. He had the resin cast cabins made in a small series by Jean Jacques Erlacher (Minitrucks), France. The cabin was slightly improved and sanded so that the interior could be properly fitted. Painted in the typical blue shades of the narrow Büssing cabins, it displays the very Spartan sleeping cots that are suspended on belts. (The Luxuskabine (luxury cabin) already had bunks and the paint of the interior was in shades of brown). The roof rack with the company logo sign was made with 0.4 floral wire. The typical Swiss advertising sign for the time period on the door was made from 0.3 mm Aluminum sheet stock and attached with 0.2 mm wire.

The divided front windscreen is not the original one but the result of a partially broken one that had to be replaced resulting in a divided front window, one side being a replacement placed there by a Turkish repair shop. The front bumper was formed from 0.3 aluminum sheet stock and

the front headlights were first painted on and then filled up with two part epoxy. The bent front headlight is of course just like the original and its condition can be attributed to the road conditions on the trip.

Just as for the truck, only pictures were available as reference for the scratch building of the trailer. The whiffle tree was soldered up from brass profiles and the finely-detailed axles were made from plastic sheet stock. The fenders were formed from 0.3 mm aluminum sheet stock. Typically Swiss too is the identical upper structure construction for the trailer and for the truck.

It took about a month to build the units and the painting took about another three weeks because it was the very first Büssing model and the builder lacked any previous experience.

Because of the Trilex wheels, the simple tires on the trailer and the gable roof line make this truck and trailer set look typically Swiss in origin. In its time, this massive Büssing was an 'iron hog' and was very capable of managing long trips such as this one.

In the next issue we will showcase a further masterpiece from the shop of René Tanner and will explain in detail more about the model construction techniques he uses.

Komatsu PC 8000-6 by Bymo in 1:50

A second release

by Daniel Wietlisbach

The PC 8000-6 was already on our title page six years ago. However, the limited appearance of single models made in Europe never amounted to a serial production. Now a completely newly constructed model from China is available in the market. Of the old one, only the tracks and the hydraulic cylinders could be used.

The approximately 10 kg excavator model is made mostly from metal and has been built to scale. The exactly-copied tracks are made, just as on the original, from 48 links and run very smoothly even though the usual springs on the guide wheels were omitted. The eight running and three support wheels are moveable. The detailed housings for the drive engines, including the supply lines, have been modeled.

The massive upper carriage does not always turn easily. It is literally strewn with details. Especially well done are the air intakes that have photo-etched grilles behind the openings. All doors have engraved hinges and handles and the running boards have photo-etched grilles. The rear side steps and both side ladders fold downwards prototypically. They are very finely made from white metal castings. All the hand grips and safety railings, which look a bit oversized, are also metal. The deck 'furniture' including the battery of fire extinguishers, four

The waiting is about to end with the imminent arrival of the impressive models of the mining excavator at dealers' shops ...

exhausts, two ventilation boxes for the engine cooling system, four air filters and the tank for the centralized lubrication fluid system have been exactly replicated. The cabin is made up from a single casting and has a flush-fitting front windscreen with, unfortunately, only printed-on window wipers. Eight work spotlights and two rear mirrors ensure a safe working environment. The interior decoration of the cabin is black, like the original, and is barely visible.

Boom and stick have been engraved to match the originals and their undersides are covered by their own moldings. No fewer than 14 hydraulic lines can be traced from the upper carriage to the cylinders. They have been added separately, are free-standing and show the hook-ups in great detail. Especially nice looking are the chromed hydraulic cylinders with double screw connections that hold the shovel stable in any position. All bolts at the joints have been painted, making them hardly visible. To complete the look, the boom has been outfitted with ladders and running boards for servicing.

The mining shovel with its quick-discharge bottom is modeled in a

very extensive and ornate way. Looking from the rear one sees both hydraulic cylinders for the discharge system. The six teeth as well as the five cutters between them and the four visible side cutters have been added as separate parts. A first class effort!

The satin color coat has been applied cleanly and the lettering is sharp and legible. It has been kept to a minimum, as it is usual with mining models from Komatsu.

The new re-release of the Komatsu PC 8000-6 has been a success and from a collector's point of view, further variations would be welcome. The electric or the backhoe versions come to mind.

The original

The PC 8000, series 6 is still the flagship of the mining excavator line-up at Komatsu. It can be ordered with mining shovel or backhoe

At a glance

- + Choice of prototype
- + Detailing
- + Metal content



equipment. With a working weight of between 752 and 777 t it can fill a dump truck of the 240 t class in three loading sequences using its

42 m³ capacity mining shovel with quick discharge bottom flap. The massive excavator is powered with either two Komatsu SDA16V160

diesel engines each producing 1500 kW or with two electric motors each producing 1450 kW.

Liebherr LR 636 by Conrad in 1:50

Robust tracked loader

by Daniel Wietlisbach

This new Liebherr LR 636 tracked loader reached us just before the end of the year ...

Tracked loaders, a dying breed? Not for Liebherr because this maker was able to afford a make-over of the LR 634, now LR 636 with a working weight of 21.1 t up to 22.7 t and a shovel with 1.9 to 4.6 m³ (standard is 2.5 m³) capacity. The in-house produced engine used on this unit is the D 934 A7 diesel producing 135 kW (184 hp) and complying with the exhaust protocol step IV or tier 4f.

The model from Conrad has been made true to scale and, as usual, is robust. Many parts have been taken over from the fore-runner. The chassis frame has been finely engraved but it is the same as the previous machine where the guide wheel is located. The two drives at the front oscillate and the metal tracks are compliant with the originals and have the scale equivalent of 560 mm width. They run relatively smoothly.

The most obvious new items for the machine can be easily seen at the location of the engine hood at

the rear; this too can be seen on the model. The more modern rounded shape is well translated and all covers and air intakes are like the original. The latter are pretty finely engraved. Unfortunately, the rather thick and not exactly-applied paint partially covers some of this fine detailing. The radiator grille is made from a separate and finely-pierced plastic casting. The galvanized exhaust pipe and rear view camera copy the original very well. The roomy cabin made from a metal casting is augmented by a flush-fitting, tinted plastic window part on which are exactly printed-on raised gaskets and window separations. The window wiper is mounted separately and the hand grips for both sides and the rear view mirrors have to be attached by the collector. The interior is kept as a mono-chrome

grey and is a good representation of the operator's workplace.

The rather unostentatious equipment at the front is correctly translated into model form but would look even better with the very conspicuous new handgrips and the hydraulic lines visible. At least, they are visible on the detailed hydraulic cylinders. The model reaches the maximum discharge height without any problems, but one has to take care that the lifting cylinders do not fall apart when going to the maximum height. The model of the standard shovel included is made from a metal casting and shows the support ribs and wear plates correctly.

The three-tooth ripping attachment at the rear is also an exactly-engraved metal casting and, despite the short hydraulic cylinder play, reaches both maximum extensions

of the original. The hydraulic cylinders are modeled with valves and lines and the one on the left side correctly has a step on it.

The paint has been applied cleanly and evenly but while the lettering is complete, one can make out the grid points of the printing.

All in all, the Liebherr LR 636 tracked loader has been successfully translated into model form

by Conrad with the usual company values of robustness and functionality.

R 936 IV from NZG

At NZG too, a Liebherr model was re-worked with the new R 936 coming in the IV version. Besides the color design adjustments such as silver steps and grey cylinders, the upper carri-

age covers had to be specially adapted. In addition to the new exhaust, the new safety railings and the side camera are obviously new. Both details fall under the 'safety' heading. It was possible to take over the cabin, equipment and under carriage without any changes. An in-depth description of the R 936 can be found in issue 3-2012.

Cat 18M3 by Diecast Masters in 1:50

Track maintainer

by Daniel Wietlisbach

The model arrives in a tin packed in an accurately-fitting foam insert secured on the top with a plastic coverlet that prevents it from shifting, a packaging solution that is convincing.

The machine has a pleasant heavy feel to it because of its high metal content. All of the main measurements of the original have been transferred correctly into the chosen scale serving to reinforce the initial pleasant impression. The wheels are nicely engraved and the profile of the rubber tires are true to the original. The oscillating front axle is steerable but the wheel camber is not adjustable even though all the rodding has

Of the new 18M3 and 12M3 Graders, the larger is very noticeable with its big, extensive safety railings ...

been modeled. The rear wheels oscillate prototypically in both directions.

The massive frame is made from a finely-engraved white metal casting with detailed engraving on it. It is closed in below. The castings of the pushing block as well as the oscillating support frame with the turning gear and the side-adjustable scraper blade are just as exact. A great many hydraulic lines run from the front over silver-colored distribution valves to the six hydraulic cylinders; two for

the steering and four for the exact leveling of the blade. The engine for it can be seen on the turntable. Seen from below, the drive has been hinted at.

The cabin has been located immediately in front of the steering for the articulated joint and is surrounded by wide running boards (pierced on the original). We can find Bob at the joysticks in the two-color cab interior. The glazing is a single clear plastic casting. Outside details are rich: six work spotlights, eight window wi-

pers, six hand grips, the antenna and an all-round light. All make this part of the model look very finely detailed.

The engine hood is made from one exactly-engraved metal casting, which is enhanced by several detail parts: working lights, exhaust and air filter, fire extinguisher and free-standing wire hand railings. All are attached in the correct locations but the air vents on the sides are only printed on. The radiator grille is a separately-attached part and even has the Cat logo on it although it is almost completely obscured by the fire suppression system that is installed sideways. The folding steps on the sides are a plastic casting.

All of the safety railings are made from robust metal wire that has an impressively thin profile. The seven-tooth ripper attachment at the rear is capable of reaching the correct depth and the hydraulic cylinder there has three supply lines attached to it.

The coloring is very clean and the lettering is sharp, legible and complete. A version in matte black color will be available soon. Diecast Mas-

ters is presenting one of the best detailed models of the Cat 18M3 Grader. It is to be hoped that this new standard will become the norm.

The original

The 18M3 is the second-largest Grader from Caterpillar surpassed in size and power only by the 24M. It was designed mainly for the maintenance of mining tracks, a task of high importance because of the tire wear on the dump trucks. The blade has a width of 5.5 m and the working weight is 33.7 t. The built-in Cat C13 Acert can produce 227 kW (304 hp) and is compliant with the current exhaust controls of Tier 4 Final or step IV.

At a glance

- + True to scale
- + Detailing
- + Metal railings



New Scania by Tekno in 1:50

S is first class

by Daniel Wietlisbach

Ten years ago Scania invested 2 Billion Euro into the development of a new series of trucks. The main goal was a further reduction of diesel fuel consumption. Among the changes was a completely newly-designed cabin tested in a wind tunnel. That is why the sunshield is no longer standard and the shapes of the window wipers and head lights were adapted. To augment the current R series comes the new S line with a flat cabin floor. The

We were privileged to take the first test drive of the Tekno Scania S, a re-issue of a true classic truck ...

cabin with maximum room is the new, higher, S sleeper cabin. The new Euro 6 engines are available as 13 litre six cylinders with 410, 450 or 500 hp as well as 16 litre V8 engines with 520, 580 or 730 hp. After the long-distance trucks of the R and S series, all other lines will also be re-designed.

Meanwhile, ten different models of the new Scania from Tekno are now available at Scania dealers. We are looking at the Premium-Model S 730, which looks hefty and valuable. The model passes our incorruptible cabin test for measurements with flying colors (see extra box). The deviations in

the measurements are in the tenths of millimeters and all lids, door grooves and indentations are at the correct places. Underlining the favorable impression are the many solutions to detailing such as the two-part head and spotlights inserted separately and the very finely-engraved radiator grille with the chromed type designation and logo on it. Window wipers, antennae, and mirrored rear view mirrors are plastic parts. The windows fit flush even though the way the windscreen is attached is unfavorable. The two mounting lugs at the front, visible from the outside, make the cabin look narrower at that point than it really is. This demands a re-working for this part of the model. The interior is kept in black so that the floor, actually too high, is well camouflaged. The seats have the Scania logo engraved on them.

Roof and side wind deflectors are made from plastic parts that

fit very snugly. On the back side of the cabin are the replicas of the cabin locking system, a work spotlight as well as the brake hoses. The V8 engine mock-up was made up from several plastic parts.

The 4x2 tractor truck unit has a wheelbase of 3.75 m and the wheels have aluminum rims. The front wheels reach a convincing turning radius but unfortunately, the leading wheel is blocked by the front fender. The chassis is a single, finely-engraved casting on the underside of which are gear shaft, drive train, the twin air bag springing of the rear axle and the AdBlue container. The filler pipe

for the container on the left side is clearly visible from above. Two fuel tanks, battery box and the catalytic converter are mounted at the correct places. The side fenders have chromed and glued-on V8 logo and trim. The trailer hitch and fenders are plastic parts and the rear lights are clear red plastic parts.

The paint job is clean, sharp and legible and the mainly chromed lettering is glued on.

Our test method

To translate cabins into model form is not an easy job. For our testing purposes we took a model picture (above) and an original picture (above right) and layered them on top of each other in a Photoshop program. An incorruptible method, because it clearly shows even the smallest differences between the two.

At a glance

- + True to scale
- + Detailing
- + Finish



Kamag Wiesel (Weasel) by IMC in 1:50

Nimble helper

by Daniel Wietlisbach

This model was released right away in four different paint scheme versions: with yellow cabin and an exchangeable container from DHL and with a white cabin and a container from DPD. Additionally, both cabin colors are available with a container lettered for Kamag. The exchangeable container is of the C745 type that, by the way, come from the NZG program. The stands are a bit wobbly on their feet but are of metal and nicely modeled.

The model arrives well protected in a solid and somewhat fancy package with a foam insert. It was made to scale and gives a pleasant first impression. On top of that it has been detailed with some of the parts such as the semi-trailer hitch which are options on the original.

The Weasel rolls freely over the table surface and the turning radius of the front axle makes the prototypically-correct narrow turning radius possible. The wheels have been exactly replicated including the profiled rubber tires.

The finely-pierced chassis is made up from white metal castings. Located centrally hides the hydrostatic drive that is well protected by a cover. Behind the drive-under protection on the left side are the compressed air tank, fuel tank and hydraulic oil tank while on the right side are the air

With the model of the Weasel, a class of vehicles has been honored that, quite undeservedly, lives in the shadows of the big trucks ...

filter, auxiliary cooler and the exhaust plant. The very detailed lifting bridge is also made from metal and has silver colored anti-skid surfaces that look a bit flat.

At the front, two bolts hold the container while a guide at the back keeps it from sliding around. The bridge can be lifted by about 10 mm. As an alternative, a trailer hitch between the rear wheels makes it possible to move semi-trailers around; this too can be lifted hydraulically and is kept stable, even when towing a load. The hitch is made to fit the kingpins from Tekno. The rear is detailed with the optional tool chests and trailer hitch, chocks, under-run protection as well as rear lights and work spotlights.

The cabin duplicates the original very well and is equipped with a grille bar, air conditioning and roof protection shield. These are all optional on the original. The windows are flush-fitted and have gaskets. The headlights are correctly glazed and are separately applied as is the Mercedes star. Window wipers, rear view mirror and an all-round visible warning beacon complete the equipment outside of the cabin. The inside is

uni-colored in black and the dashboard has printed-on gauges.

The paint has been very cleanly applied and the lettering is sharp and legible even when seen through a magnifier.

The original

How very fitting that the name of the container lifting vehicle is clearly visible on the open air display site of the IAA 2016. Like a fast 'Weasel' it picked up the container, moved it with an impressive speed and set it down again. The new all electric-powered E versions of the Weasel were demonstrated.

The freight transporter from Kamag is available with hydrostatic drive and as 'Truck Weasel' for semi-trailer. An OM 934 LA diesel engine from Mercedes-Benz with 129 kW accelerates the Weasel up to 40 km/h. With a working weight of 8.1 t and carrying capacity of 17.4 t, it is compatible with containers of the types C715, C745 and C782. The numbers reflect the lengths in cm. The cabins used are from the Mercedes-Benz Atego.

Caterpillar 777G by CCM in 1:48

Bestseller

by Daniel Wietlisbach

The producer delivers not only the classic mining dump truck model but also a variation of the same truck with a Mega water tank. Both models are true to scale and as expected, have a very high metal content. The wheels are exactly engraved, the soft rubber tires have the original profiles and they display the raised 'Goodyear' logo. The double wheels only partially detailed on the inner sides are not up to the standard expected from CCM. The front single wheel and rear wheel suspensions are very soft; this comes close to the original. It pays to look at the models from below because engine, gear shaft, differential, rear axle, hydraulic pump and tank as well as the fuel tank are mounted below and can be seen. All these are detailed and the connecting lines are present and true to the original. The steering of the two front wheels is done with hydraulic cylinders. Especially nice to see is the play of the shocks at the rear of the unit when a bit of pressure is applied. The detailed engine mock-up is multi-colored and the connections to the exhausts and for the dumping bin heater are correctly modeled. The radiator is seen very easily through the photo-etched, honeycomb-patterned radiator grille. It seems almost impossible to improve on this fine feature!

After the 777, CCM follows suit with a model of the most current G series mining dump truck in the 100 t class. The model is a perfect match to the 6020B ...

Using two short ladders at the front and two stairs at the rear, the driver has access to and from the work platform. Handrails and safety railings are made from a fine diameter wire and the rear view mirrors are plastic. There are four fire extinguishers on the left-hand side of the engine hood and the cabin is on the right hand side. All seven windows are individually flush-fitted and the opening door even has a door handle on the inside and a map pocket. The interior of the cabin has a multi-colored finish with the Cat logo on the driver's seat and the auxiliary brake pedal is painted red.

Dumping bin or water tank

The double V dumping bin has a capacity of 60.2 m³ and on the model is constructed from two finely-engraved white metal castings. Using a two-step hydraulic cylinder, it can be raised to the same degree as the original and held there securely. At the rear are the rock guards and at the front a small bolt that indicates to the driver when the bin is back in

its original position. All mud flaps are soft rubber.

The tank attachment can also be tipped but here it only serves to simplify servicing the tank because the water is dispensed by a rear mounted pump and four sprayer heads. Two of these heads are mounted near the front of the tank and allow spraying to both sides while the front-mounted water cannon can reach and moisten spots that are further away. The 75,700 litre (20,000 gallon) tank is filled through an opening covered by simple, wire mesh. All supply lines are modeled and handrails and ladders are made from wire.

The paint job on the model is faultless and the lettering is sharp. One even can read the tiny safety labels.

The original

Since the introduction in 1977, the 777 model has blossomed into the best-selling mining dumper of the 100 t class. As of July 2010, 10,771 units had been produced! The oldest, still-operating 777 had

an unbelievable 150,000 hours of operation on the clock.

During the Minexpo Las Vegas in 2012, Caterpillar introduced the 777G. The Cat C32 Acert used for this version is compliant with the

At a glance

- + True to scale
- + Detailing
- + Functionality



current exhaust control protocol Tier 4 Final and produces 916 hp (683 kW). The maximum carrying capacity, with a 10% overload, is near 99.4 t. The Cat 6020B needs four to five cycles to load a 777.

Soilmec SC-100 with SH-30

Special deep cutter

by Daniel Wietlisbach

The model comes right out of the box completely assembled; only the diaphragm wall cutter has to be attached by the collector.

Since we have already introduced the SC-100 base machine in issue 1-2015, we will describe only the new parts.

On the basic model, the producer did not have to make any major changes. Except for a small plastic part that secures the hydraulic package, no other adaptations were necessary. The changes begin at the mast, right after the coupling piece, where a prototypical 3m-long piece has been added. It carries the cable drums for the pulley wheels. Following it are three intermediate pieces and finally the completely new and ornately-constructed mast head. Unfortunately, the cable guides are not very precise thus the rigging of the diaphragm cutter and pulleys becomes very fiddly. The

The model of the Soilmec SC-100 with SH-30 diaphragm wall cutter attachment is a welcome addition to the collection of specialized civic engineering machines ...

large pulley wheels for the hydraulic package and the Bentonite supply hose are made as identical plastic parts and are nicely detailed.

The cutter itself feels nice and hefty in the hand. It is assembled from both metal and plastic parts and is very nicely detailed and true to scale. The four cutting wheels are made up from 3 discs each with five teeth on them and make it possible to cut a diaphragm wall to a width of one meter. Over the cutting wheels, a feed pump can be seen and above it are further auxiliary and steering units that are partially enclosed (the side facing the machine). While the supply hose is made from a flexible rubber material, the hydraulic

package is too stiff. Also, both lines are too short because when the cutter attachment sits on level ground the cable guides should be at the top of the mast. If one wants to connect the hydraulic lines to the very tiny slits in the base unit, the guide pulleys only just reach half the height.

The massive guide arm, attached to the upper part of the chassis, has been exactly modeled and can be moved forwards but, because the lattice mast cannot be raised sufficiently, the cutter stands too far forward and outside the frame.

One positive note, all plastic parts have been painted white which surely will prevent the yellowing that has afflicted earlier models.

The Bertschi AG part I

Local – Global

by Daniel Wietlisbach

The unofficial trophy for the world's largest container ship is awarded every six months. At the moment it is held by a ship with a loading capacity of 21,000 containers. This would be too small for all the 26,000 Bertschi containers that are in use and dispersed all over the globe. Even that number is only an estimate because it increases continually. But how does a hauler from a Swiss provincial backwater advance to become a world player in the hard fought cargo hauling business?

The story begins in 1939, just before the outbreak of the Second World War when Albert Bertschi takes over the parents' farm with its four horses and wagons. In 1947 he purchases the first tractor, a Hürlimann and in 1950 a stronger industrial tractor with a Saurer four cylinder CBD engine with a 2.83 l displacement. In 1955, Hans Bertschi, the second generation, takes over the company and a year later founds the hauling firm of Bertschi Dürrenäsch. The first truck is a Berna 4C with a six cylinder diesel engine by Saurer, developing 125 hp.

In 1958, Hans Bertschi starts the first of the then 4-day (!) trips to BSAF in Ludwigshafen, in the Ruhr, Germany. There he sees German tanker trucks being loaded with glue for Switzerland. Back home

Sixty years ago, Hans Bertschi bought his first Berna 4C truck and with it laid the foundation stone for this global company ...

he lobbies hard for these jobs at BSAF, Switzerland and is finally successful, landing the contract after a change in management at BSAF. The first tanker truck and trailer set is purchased in 1959; the upper structure is made by Kasag from the Emmental region. BSAF becomes the most important customer for the young company and soon further truck and trailer units are added. Because of delivery problems in Switzerland, a Krupp 801 front wheel drive is added. The built-in two stroke four cylinder D 459 engine does not measure up to expectations and the truck remains a single purchase.

Combined traffic

When BSAF searched for transportation routes to Italy, Hans Bertschi went to the Swiss Federal Railway, SBB, and inquired if it would be possible to transport trucks by rail across Switzerland. Technically, this would have been possible but was only realized in 1964 when a new General Director for the SBB took over. The trip of the first truck, a Saurer 5D tanker truck loaded in Basle, to Lugano was at the same

time the birth of truck traffic on rail-cars in Europe.

During the same year, Hans asked his younger brother Rolf, who in the meantime had graduated as a motor vehicle engineer, to join him. A short time later the two brothers founded the Bertschi AG Dürrenäsch.

The vehicle fleet grew rapidly during the 60s and to minimize maintenance costs and efficiency, Bertschi started to use a single truck maker at the beginning of 1965. In 1965, 12 Mercedes-Benz L 334-type with round hood and both short and long cabins and one front wheel drive LP 338 stood ready for use beside trucks from Saurer, Krupp and one MAN tanker truck.

To minimize the number of empty rides, a tank cleaning facility was installed in Dürrenäsch the same year. Finally, liquids could be transported in both directions.

'Dolly-System'

In 1968, Rolf Bertschi, together with the vehicle producer, developed the Peter Dolly-System in order to maximize the allowable loads of 38 t in Germany and 28 t in Swit-

zerland. The Bertschi tanker trucks with trailer units were on the road in Europe with three-axle trailers that when looked at more closely were actually semi-trailers with dollies. Starting at the Swiss border, the truck unit (16 t) drove alone to its destination while the semi-trailer (28 t) with the dolly wheels removed, was taken over by a tractor truck.

The business in the combined traffic developed so well that in 1967 the company of Hupac S.A., Chiasso was founded. Along with Bertschi and the SBB, the hauling companies of Danzas, Bernasconi and Jacky Maeder are partners. In order that tarp-covered trucks could be loaded to fit into the clearances in the Gotthard tunnel, special low-profile railway cars were ordered for the ‘rollende Landstrasse’ (trucks on a rolling road). In 1968, the regular traffic between Basle and Melide in the Canton of Ticino in Switzerland was opened. This decision, taken right in the middle of a hard-fought competition war between road and rail transport, was very far-sighted, as we can readily acknowledge today.

But even then it was clear that the future belonged to the unaccompanied combination traffic without a driver having to travel with the load in the train. Therefore, it followed that in 1972 the Bertschi AG opened its first container terminal in Wohlen. In the beginning, the first tank and silo container for the Cologne-

Wohlen line had to be built on existing 20 foot container frames.

Until the end of the boom, the fleet was rapidly expanding and the presence of 65 blue Mercedes-Benz trucks type LP 1624, 1920, 1924 and 1926 with a white stripe and the Swiss cross over the cab were daily occurrences on Swiss roads.

After the abolishment of the fixed exchange rates in 1973 and with the addition of the ‘oil price shocker’, this sector of industry was hit hard. Bankruptcies were increasing and in 1976 one of their strongest competitors in the sector of liquid and loose bulk item transports, the Transag AG, went down. The Bertschi AG took over the firm with its 40 trucks and all drivers and so the fleet grew in one blow to over 100 Mercedes-Benz trucks. After the takeover, the design of the blue trucks was slowly changed to the color scheme of the

former Transag’s yellow/black paint just because the founder, Hans Bertschi, liked these colors better and knew them to be more visible.

At the same time, the step-by-step renewal of the vehicle fleet with new Mercedes trucks of the types 1624, 1926 and 1933 with modern long-distance driver cabins began.

In 1977, the first branch outside Switzerland was opened in Düsseldorf, Germany. For the depot yard in Cologne, German trucks from MAN were purchased. These were designed to secure the shuttle service from the terminal at Köln-Eifelort.

Also, the loading capacities in Switzerland had to be increased because the terminal in Wohlen had reached its capacity. In 1979, in Birrfeld right where the traffic into Switzerland from north to south and east to west crosses, a new, larger terminal was opened. After a personal intervention at the Bundesrat level (Federal Counsel), the very first external office of the Swiss Customs was opened to expedite customs forms processing. The terminal in Birrfeld has been extended several times and is still the centerpiece of the whole transportation system. In 1980, 145 persons worked for Bertschi AG, 19 of those in Düsseldorf.

In the second part of this portrait we will shine a light on the development of the company up until today and introduce models in 1:50 and 1:87.

Company at a glance

(As of 2017)

Founded	1956
Structured as	AG (Ltd.), owned by the family
Main office	Dürrenäsch (CH)
Branches	31
Terminals	25
Employees	2500
Trucks	1200 (MAN/DAF)
Tank containers	16,000
Silo containers	10,000
Webpage	bertschi.com

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



by Remo Stoll

One would be hard pressed to find a better machine to represent the new mix of themes in Trucks & Construction. This historic truck model from the beginning of Swiss truck construction was found in a quarry where day by day it sits at the entrance. Earlier on, the attached conveyor belt contraption was still in use, but that time is long past. Unfortunately, like on so many other old-timers, vandals have left their mark.

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

This time the winners will receive one of the following three prizes: a Cat D9T from Diecast Masters, the Arocs SLT 8x4 in a dignified black from NZG, and the Liebherr A 920 «Georg Bieber» from Conrad. 



Solution from Construction Modeller 6-2016



The telescoping excavator in question was a Gradall G660E. A draw had to be held from among

the many correct answers. The winners are: Erwin Bauer (D) who won the MAN TGS Euro 5 with roll-off bin and a Fliegl Low-boy trailer from Conrad, Andreas Barner (CH) won the Vögele Super 1900-3 Surface finisher from NZG and Alfred Hof (D) won the Case WX 168 Mobile excavator from Motorart. Congratulations to all the winners!

Sennebogen 6113E by Ros in 1:50

Crawler crane

by Carsten Bengs

The Ros model is nicely detailed and functional. With measurements translated correctly into 1:50 it has great overall appeal. The massive tracked under carriage telescopes out its tracks to achieve maximum of stability when deployed and reduces them to make transporting on a low-bed trailer easier. The three-part track segments are realistic and the sprung guide wheels give the tracks sufficient but not too much tightness to move.

While the support wheels operate, the guide wheels do not. On the interior side are the mounting ladders, painted in silver to make them stand out better and on the outside, the green lacquer painted tie-down loops also stand out. The prototype has a self-erecting system and is able, using hydraulic cylinders, to lift itself off the lowbed trailer and to attach itself to the 15 t heavy track sub-assemblies. Unfortunately, the self-erecting cylinders cannot be unscrewed.

The upper carriage is very massive and is made from metal. It has running boards on both sides. Hinted-at steps are painted on in silver to give access to the upper carriage and the necessary hand grips there are made from metal. On the sample we looked at, the rotating joint had a bit of sloppy side play. Radiator and

The prototype of this model was introduced at the Toy Fair and since the beginning of autumn, the model of the Sennebogen 6113E mobile tracked crane has been available ...

exhaust are simulated on the upper carriage. Ros has even managed to include the supply lines in great detail. Lines go to both lifting winches and even to the massive outrigger cylinder. The cabin can be tilted with a small hydraulic cylinder and has been modeled in great detail. Arm rests, joy sticks and even the driving lever are easy to recognize. Window wipers, warning light and mirrors round off the details.

The 33 t ballast unit is a single casting that cannot be removed however, Ros has included the safety chains as a nice detail. The Sennebogen logo on the ballast segments can be easily read. Both cylinders, located in the interior, that are used to take the ballast plates on board are movable and the small chains there are also on the model.

The lifting winches are operated with a small key that hides underneath a cover on the cabin side-very nicely done. Unfortunately, on our sample, the main winch was very loose. The model of the 6113E is being delivered with a 10-strand rigged main hook.

All dolly wheels are made from metal however those at the tip of the head and at the hook are only mill-cut from one piece so that the hook does not lower by itself. A self-shearing out of the cable is prevented by a foam insert.

The outrigger arm can be telescoped threefold and reaches a length of 80 cm or 40 m on the original. The extension sensor and hydraulic supply line on the side have been simulated.

The extensive accessories included on the 6113E are exciting to see. On the side, at the arm rests a jib extension, 8 m long on the original that is even fixed to the arm with a small bolt. Even the erection assist part that folds out has been included. The extension can be installed using the included small bolts. Using the second lifting

At a glance

- + Extensive accessories
- + Functionality
- Rigid cable wheels



winch, (like on the prototype, by using a single cable) loads of 3 t with a maximum extension of 44 m can be moved. Alternatively, a working platform can also be attached. This has an ingenious mechanism that allows the platform to be made wider by folding it out.

Overall, Ros has made the 6113E a very nicely detailed model. Using the accessories, a variety of working situations can be simulated in

model form and so the model has a high play value. On the matter of the cable dolly wheels however, there is still room for improvement as single, free-running wheels are by now the standard in the industry.

The original

By now, telescoping cranes are highly preferred machines for example, for the building of wind

turbines or for the building of large halls. Because of their mobility, they are able to move their loads with ease and are quickly deployed. Sennebogen is among the leading providers that offer telescoping tracked cranes from 16 t to 120 t carrying capacity. The 6113E is the flagship of the series and offers the maximum carrying capability of 120 t. It is powered by a 168 kW strong Cummins engine.

Palfinger PK200002 L SH in 1:50 by Conrad Giant

by Carsten Bengs

The prototype of the 150 mt class can lift up to 40 t and has a maximum reach of 47.9 m. This makes it easy for the crane to compete with mobile cranes and it excels with its high mobility since it can be mounted on a truck chassis.

The model appeared at the Bauma mounted on a five-axle MAN TGS truck. On the Palfinger stand at the IAA it could also be found with a Scania cab from Tekno.

Conrad has created this massive crane with great detail and functionality. The Palfinger P-shaped Profile for a rigid but light arm system is easy to recognize. The very impressive fully extended height

The largest truck mounted crane from Palfinger, the PK200002 L SH is now available in model form from Conrad ...

is reached at 96 cm. This matches the prototype and is achieved with a Fly-jib. The model can also be erected without the Fly-jib and so offers a high degree of flexibility in use.

All the telescoping segments are made from plastic material; metal would probably have made the arm too heavy. It can be adjusted infinitely and remains without hesitation at the chosen position. On all eight telescoping segments, the hydraulic cylinders are made up nicely

from rigid wire and a black metal tube.

Spooled on to the lifting winch is a sufficient amount of twist-free scale cable so that the hook can be lowered right to the ground. To guide the cable, there are three guide wheels to fit to the arm as well as the last wheel on the outrigger head. All the wheels are metal and run freely.

The massive hydraulic cylinders on the base crane and the smaller ones on the Fly-jib ensure a stab-

le arrest of the outrigger arm without drooping down, even when fully extended. Configured with the Fly-jib at the 17 m extension, the original still achieves a 1.4 t load which is truly a remarkable value. During transport mode, the mighty arm folds down very compactly. Because of its size it sits lengthwise on the truck and so stays safely inside the width when transported.

A MAN TGS 33 480 with five axles serves as the carrier vehicle. Both front and one rear axle are steerable and give the model a very tight turning radius. In addition to this, the third and fourth axle oscillate. The power train has been nicely modeled. The side tanks and the massive metal exhaust are also there. The cabin tilts to allow a look at the mock-up of the prototypical 480 kW engine. Mirrors

and antennas from the accessory bag round out the details and the window wipers are present.

The nice, tippable Scania R Highline cabin from Tekno allows a free look at the engine. Basically, the model is a co-operative product between the two makers and that is a very welcome development; many interesting model variations could result because of it.

The unit is braced with six supports. This results in a support footprint of 21 x 12 cm on the model. In addition to the four triple telescoping support arms on the sides,

another is at the front before the cabin and there is also one at rear of the unit. These give the crane sufficient stability.

During transport the four side braces are folded upwards but they sit rather loosely on the deck. They click into the correct position when in use. At the rear of the unit is also a rounded-off rear cowl where the rear support arm is stowed away during transport and where, on the original, there is room to stow gear away.

With the Palfinger PK200002 LSH, Conrad has once again produced a functional as well as a nicely-detailed model in their usual and massive Conrad-quality. A four-axle version painted for the Austria crane rental company ATS is now available. We suspect that more company liveries will follow suit.

(<https://shop.palfinger.com>)

At a glance

- + Functionality
- + Outrigger arm kinematic
- Loose support braces



Nooteboom MPX by WSI in 1:50

Multitrailer

by Carsten Bengs

The very comprehensive description that is included with the model is most welcome as it contains detailed information about the original and the model. The massive model looks very convincing due to its high degree of detailing and equally high functionality. The use of plastic parts has been reduced to a minimum.

WSI is releasing a further, very detailed Nooteboom model, the Nooteboom Multitrailer MPX semi low-loader ...

The surface of the trailer bed has been modeled with an anti-skid surface true to the original, making the model look very authentic. Positive too are the easy-to-see small lugs used to tie-down the load.

Even the small wooden planks used to support the load have been painted so that they are easy to recognize.

To carry an oversize load, the load-bearing surface can be enlar-

ged. Small enlargement support beams can be pulled out at the sides and the perfectly-matching, simulated wood beams from plastic are then fitted thus extending the width of the unit by 6 mm. The very extensive accessory pack includes stakes that fit into the holes designed for them and so they secure the appropriate loads.

All axles run very freely and except the first one are all steerable. The turning radius is sufficient and small guide rods below the trailer bed ensure that they all run parallel. It is very impressive that all axles have suspensions and the two front ones remain up when the trailer is transported empty. All axles are made from metal, the air reservoirs at the axles are hinted at and the rims are true to the original ones. Even the cable that supplies the rear lighting units has been included. Support wedges below the loading deck round out the details.

The goose neck can be adjusted with small hydraulic cylinders and is also very detailed with hoses, control panels, and over-width markings. Above is the tool chest

with a non-skid surface and two spare tires. Two small support legs hold the trailer when it is uncoupled, secured with two small bolts.

As per usual with WSI, the model has been generously lettered on all sides with warning labels and logos. Mud flaps and the rear axle and warning signs at the rear round out the details. Here too one can find the warning labels: 'vehicle sheers out' and 'Caution, oversize load'. License plate, warning lights and width demarcation warning lights.

For bulky loads, the model is extendable to 46 cm with in-between length adjustments possible. An easy lock-in mechanism arrests at the desired position.

The tractor used for this set is a DAF XF Euro 6 6x4; it has the

same high degree of detailing as the trailer and is just as massive. Under the cabin hides a very detailed model of the engine with a Paccar logo. DAF, Kenworth and Peterbilt belong to the Paccar conglomerate, one of the largest US utility vehicle producers group of companies. A close-look at the interior of the cabin hints at the comfort truck drivers of today have at their disposal. Even the door handles on the cabin doors have been modeled.

Behind the smallish shearing tower are the supply hoses, even a small hand rail, realistically made from thin wire that looks very convincing here. The mirrors have been made with a lot of effort and at the front the four lights would give a lot of illumination. Warning lights plus a license plate round out the details perfectly.

With the Nooteboom Multi-trailer MPX and the DAF tractor unit, WSI has presented us with a further, most attractive low-loader combination from Nooteboom with very convincing high degree of detailing.

At a glance

- + Detailing
- + Functionality
- + High metal content

Berliet, the Original and the Model – part I

Vroooooom!

by Robert Bretscher

I would like to start with a few personal memories of these mighty trucks whose deep rumbling and penetrating sound still rings in my ears. In my home town, a small, sleepy provincial town in the western part of Switzerland, they provided a welcome change. A fuel distributor used two Berliet tank trucks to deliver to its customers.

The smaller one was a front wheel drive of the type GAK5 and the second one was an imposing old normal drive, type GLR10, with a seemingly endless engine hood. Underneath it was an in-line six cylinder diesel engine.

This vehicle was really a monster in the small alleys of our town. The tight corners were a challenge every time for the driver. Very often it attracted interested and astonished

Our specialist for old toys, Robert Bretscher, illuminates the history of this French utility vehicle maker and shows some diecast models of the same ...

bystanders that gathered to watch the intricate manoeuvres required to navigate the tight clearances.

A lasting impression for me was the huge oversized steering wheel. It sat high in front of the driver and therefore restricted his sight. Also, the very cramped cabin had barely enough room for larger drivers whose folded legs almost touched the bottom rim of the wheel.

Too bad that this seldom-seen truck was replaced later on with a modern Berliet GR250, equipped with a comfort cabin.

Berliet Models from Solido-Verem (1932 – 1980)

On the 22nd November 1934, near Paris, Ferdinand de Vazeilles founded the Solido Company. At first, simple assemble-your-self toys were produced. Beginning in 1957, Solido began to produce trucks and tank models from white metal castings in all kinds of scales from 1:18 to 1:87. Solido generally produced vehicles to play with. Additionally, the maker made some lesser-known brands of vehicles such as Saviem, Bernard and Willeme, partly as promotional models. These were very detailed and realistic. Notable are the details that Solido thought about with these models. For example, the snow plow vehicles have chains on their tires. The battery-powered tank models in 1:50 scale and the Berliet Fire Engine in 1:43 that included a real siren are unforgettable. With these fine details, Solido was a real pioneer.

At the end of 1980, the firm went into liquidation and was taken over by Majorette. In 1984, their daugh-

A quick guide of a few Berliet reference designations

The first letter	G means truck T means tractor trailer P transit bus or long distance coach.
The second letter	L means 4x2 vehicles B 6x2, 6x4 or 6x6 vehicles
The third letter	stands for tonnage (the closer to the letter Z the larger the vehicle)
The fourth letter	stands for information about the engine power (GLC6 means a 6.6 l engine displacement, GLC8 means a 7.9 l engine. Sometimes there is a fifth letter, that stands for the type of engine (for example M = Magic). This list is incomplete but gives an idea of how complicated the whole thing was.

ter company, Verem, started to produce vehicles in a simplified form. Parts made of plastic were used in part. In the main they used the old Solido tooling they had taken over. The name Verem was created by reversing the letters for 'me rev' ('mes rêves'-meaning 'my dreams' in French). As with many other European toy makers, Solido, Majorette and Verem passed through many different Asian hands. There are even rumours that the Solido papers are back again in Europe.

Berliet Stradair

1967 to 1973 Art. 307, dumper, Art. 306, Cargo box, scale 1:43

Despite the striking look of its cabin, this model was not convincing. Although the chassis with the mounted dumping bed or cargo

box was somewhat realistic looking, the tires were made much too small. On top of that, the lever used to dump the load was way over-dimensioned and it was definitely not a scale model. Play with this rather rare dumper was fun anyway. The variation with the cargo box was re-released by Verem in a simplified version but with additional plastic parts. Be it a miniature model or the original truck, the Berliet Stradair was and is a unique vehicle. The very elaborate presentation of this truck, including a demonstration video in which the Stradair makes a 19 meter long jump, failed to find customers and acceptance in the hard-to-crack commercial market. The truck looked too much like a car with its delicate air suspension system.

The model from Montblanc

Berliet GBH 280, with Marrel dumping bin in 1:20, battery powered, (1976)

Montblanc from France made this perfect promotional model in 1:20 scale. It was not for Berliet but for Marrel customers. Despite the fact that the whole model is made from hard and durable plastic, it leaves a good first impression. The dumping mechanics are created in a very detailed and extensive way showing all the linkages; it functions with a 3 Volt electric motor. A detailed interior of the cabin, glazing with window wipers and rear view mirror give the three-axle plastic dump truck a great look.

Diorama and model construction

by Daniel Wietlisbach



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

Other pictures:
www.facebook.com/DioramenbauDanielWietlisbach

Historical construction site

Concrete transfer silos

by Wilfried Schreiber

The use of a silo was completely justified at the time because then cranes and 250 l concrete buckets were used. The rather seldom seen concrete mixer trucks of the 60s had to wait a long time to get emptied.

These costly waiting times could be eliminated if the driver could dump his whole load upon arrival into a dispensing silo that was accessible from behind with a ramp. It was also possible to store gravel or navy jack temporarily there and then distribute it by crane when and to where needed.

The transfer silo from Liebherr

Such transfer silos were made by Liebherr, for example, the type designated UEK. On our church construction site a model of the UEK 65

To increase efficiency at the construction site for the new church, a so-called concrete transfer silo has been added to the stationary concrete mixing plants ...

is seen. The type designation also depends on the capacity; here it is 6.5 m³. There were models available from 4.0 to 6.5 m³.

To dispense the contents, the transfer silo was lifted hydraulically and put into dumping position. Then, using a manually-operated hatch at the front or at the bottom of the unit, the stored goods could be filled into the concrete bucket for the crane. When storing concrete, a vibration feature made it possible to completely and evenly dispense any small remainder. Even these storage

silos were transported to construction site as a one-axle trailer with a whiffle tree. Using built-in electric powered hydraulic cylinders, they were able to lift themselves off the massive transport axle of the trailer. Often these silos were stationed immediately behind a concrete mixing plant in order to supply it directly with the necessary gravel.

All of the described silo and mixer models (see last issue) were scratch built by the writer from plastic material and wood. All have removable axles and so can also be displayed in transport mode.

Build a Caterpillar D8T FM Chief Forrester

by Urs Peyer

Most of the specialized dozers for the building of logging roads and for clearing or removing tree stumps have protective cages for the lifting cylinders and for deflecting falling branches and debris from the cabin. Depending on usage, this protective equipment comes in different variations. The full protection cage used on this model goes into the category of 'complete protection coverage'. This heavy-duty example is in use in Australia. The model of the Caterpillar D8T used for this conversion is currently available under the DiecastMaster label.

To disassemble

The cabin and engine hood are secured with two screws. The blade can be removed by unscrewing the two screws at the end of the

Material used

ABS-sheet stock	0.75, 1, 1.5, 2 und 5 mm
ABS-rod	ø 1 mm
Brass sheet stock	0.3 mm
Etched grating stock sheet	0.3 mm
Brass threaded rod	ø 1 mm
Brass tube	ø 3 x 1 mm
Brass profile	2 x 2 mm
Aluminum rod	ø 1.6 mm

Caterpillar builds a variety of logging machines under the 'FM' affixed to the type designation ...

pusher arms. The roll-over protection bar is press fitted and can be taken out after milling off the holding lugs on the inner side. The air-conditioning unit is cast on to the roll-over bar and can be sawn off (picture 6). Around the cabin all railings, handholds and the fuel tank filler neck need to be cut off. Both the exhaust pipe at the engine hood and the handhold on the left below the lifting cylinder need to be removed.

Assembly

The white part made from ABS sheet stock on the dozer blade is a tree pusher created to push trees over. This part is constructed 11 mm wide and sticks 48 mm up above the rim of the blade. The cutter and the braces are made from 1 mm and the two vertical parts from 1.5 mm ABS sheet stock. To attach it to the rear of the dozer blade requires four strong tabs of 0.75 mm and two ø 1.6 mm bolts. The distance between the holes is 11 mm (pictures 1 to 3).

Pictures found on the Internet were used to build the new protective cage, here, for example, at Gessner.com.au. Here now are a few

measurements that are needed to build the cage: total length 95 mm, width 45 mm, height at the rear 37 mm and at the front 47 mm. The total roof measures 77 x 38 mm and the degree of the roof sides is 45°.

The frame of the cage is made with 2 x 2 mm brass profile. The sheeting is made from 0.3 mm brass sheet stock and an etched grating sheet from the model train sector (picture 4). To attach it, two ø 1 mm holes have to be drilled through the frame of the cage and through the tank of the model. At the front the hole of the removed handhold drilled out to ø 1 mm, a ø 1 mm threaded rod serves as support for the two 2 x 2 mm profiles of the protective cage.

The 5 mm wide plastic part on the roof is there to protect the exhaust, itself made from an ø 3 mm brass or ABS plastic tube (picture 7). On the right and left, two massive handholds are fabricated from ABS material (picture 5). The tank filling neck is now re-installed at the rear of the cage on the left side. The three tooth rear ripper attachment is from the Caterpillar D8R model and can be swapped with the single tooth one without any modifications.

Models in small dioramas part III

On the road in Island

by Markus Lindner

Just south of the polar circle, right on the border between the North American and continental European plates is Iceland, the volcanic island state that is larger in size than the two German states of Bavaria and Baden-Württemberg together. Here live just about 320,000 people, less than the whole population of Bielefeld and most of them live in the capital of Reykjavik and the surrounding area. So one can see that the rest of the country is sparsely populated. Large tracts of the highlands, the far away fjords in the west and long coastal section are practically uninhabited.

The Icelanders consider themselves descended from the Vikings and are a quite sympathetic people. The performance of their national soccer team and the fans that went with them left a lasting impression at last year's Soccer World Cup.

Iceland has adapted itself to the not-always-easy geographic and climatic conditions. The most important part of the economy is, as it has always been, the fishing industry. Also most important is the very high energy-using aluminum smelting, which takes advantage of the large reserves of geothermal energy available.

Iceland has become more and more a tourist destination especially with nature lovers who take full advantage of what the island offers.

The previous installment but one took us to the south of Spain, this one now takes us to the outermost northwest corner of Europe ...

But also for fans of construction machines and trucks, the island has some treats to offer. So for example, the many well-preserved older vehicles and machines that are still in use here. Then there are, dispersed all over the country side, many abandoned old machines that have been left to rust after being in service for decades. They develop their own charm and appeal. In addition there are the many specialized off-road vehicles that not only cater to tourist needs but are also needed to maintain the infrastructure of the country and so make many collectors' hearts skip a beat or two.

Since the volcanic island is, at least geologically speaking, fairly young, it only has a few natural resources that would be profitable to extract. The production of sulphur was halted a few years ago so it is not possible to find large mining machines.

Graders

If there is a typical type of machine on the island, then it is without a doubt the grader. Only a small fraction of the Icelandic road system has been paved; not even the island encircling ring road is paved all the way. Almost all roads outside the

capital region and other settlements are gravel roads, if they are built up at all.

These gravel tracks have to be maintained all the time, and for this there is a large fleet of graders at work all over the country. The Icelandic road code even has a special road sign for grader at work (see pictures). Spontaneous road construction always occurs when melting ice water run off rips away roads and pathways.

A few years ago the ring road in the south, west of the settlement of Vik was cut in such an incident. To reach the places in the east then one had to drive many days to make a detour around the whole island. Finally, through the interior of the island there are some tracks that are passable only during the short summer month using off-road vehicles.

Mini dioramas

Transferred to model form were a few scenes of the vehicles, construction machines or other situations typical for the island. And all this in front of a unique Icelandic landscape. The background pictures were made during several trips all throughout Iceland during the last year. It was a real challenge to match the

small dioramas to the geology of the island. Rocks there are mainly of a volcanic lava reddish brown. To duplicate this, sand for terrariums was used in combination with powdered coffee, powdered paint pigments as well as ground expanded clay. Gravel for paths and

parking spaces has this color structure. The bare vegetation, apart from the grass, is this made up of Icelandic moss, known in model building circles. This was simulated with grass fibers and flocking materials. For the denser vegetation in wind-protected valleys of the

west fjords, cut up material from Polak Mats in the matching colors was used. These scenes should awaken a desire to see a unique, breath-taking country that not only nature lovers are attracted to. Those who have visited once, always want to go again.

Translation of pages 48 – 49

Supertrucks

by Joachim M. Köstnick,
224 pages, 458 pictures,
most in colour,
size 230 x 305 mm,
ISBN 978-3-613-03786-1

Behind this rather loud and heavy promotional title hides an interesting reference book covering about 60 years of the history of trucks. Separated into countries on two to four pages, the manufacturers and their trucks are introduced. Since many of the 80 companies no longer exist, it is therefore even more interesting to read about their history and look at the trucks they produced. Germany and the UK counted for 14 brands of trucks each and the US for 13. In addition to makers from the West, those from the East and Asia are also shown. Because of the large amount of information, the history of the companies was not given space in this book, however the very informative text does give one a starting point. (dw)

Baumaschinen 2017

Annual, various authors,
144 pages, 280 pictures,
size 24 x 17 cm, soft cover,
ISBN 978-3-86133-820-8

The 17th issue of this series gives the reader and fans of construction machines many historical articles. One of two exceptions is the report about the world's current largest mining dump truck by Belaz from Russia that has a capacity of 500t. The article that follows about the Clark Michigan wheeled loader illustrated with some very nice pictures is steeped in history. No less interesting are the contributions about the Poclair excavators that disappeared about 30 years ago, as well as the Caterpillar D8 used as a tracked dozer/pusher. Further stories are results of so called 'photo safaris' where old machines have been discovered: 'Coal mines in Pennsylvania', 'historical machines in England' and 'German Eifel region quarries'.(dw)

Lastwagen 2017

Annual by Bernd Regenber,
144 pages, 280 pictures,
size 24 x 17 cm, softcover,
ISBN 978-3-86133-817-8

The 20th issue of this popular annual is just as plain as all previous ones so not a big jubilee issue with a lot of fanfare, but well researched and presented articles as we are used to from this publisher. For example, the book shines a spotlight on to the truck body maker Clausing (and Mikafa), also of Heinrich Hecker, who generally liked to put his own designs into practice. Hecker developed his own Krupp Titan three-axle dump trucks and others for especially heavy duty work in quarries. No less interesting are the history of the Faymonville Company in Belgium, a write-up about the Gigaliner Truck trains from New Zealand and the pictures dating from the re-construction of Hochtief. (dw)

Schwertransporte 2017

Annual, various authors,
144 pages, 280 pictures,
size 24 x 17 cm, soft cover,
ISBN 978-3-86133-822-2

This 13th version has eight chapters describing heavy duty transports and extreme work situations for cranes.

All describe a specific job and are illustrated with many carefully chosen pictures. The cable transports of the Austrian Spiegl Company are always a treat to read. Also very current is the use of the brand new boiler transporter by Baumann with a maximum carrying capacity of 400 t and the transportation of a 297 t transformer undertaken by Kahl and Colonia. Historically interesting is the use of a Liebherr LTM 1800 and Gottwald AK 850-1 by Schmidbauer at the Cern 'Core Energy Research Centre' in Geneva, Switzerland. (dw)

Autokran & Schwertransport

by Wolfgang Weinbach,
160 pages, 480 pictures,
Size 28 x 21 cm, soft cover,
ISBN 978-3-86133-831-4

Reports from earlier decades, the subtitle promises: a book for nostalgic fans. The author looks back 50 years to a time when much smaller loads than today were a real challenge. For example, at the end of the 50s, the Krupp 'Strassenkran der Typenreihe 70 (mobile crane, type 70) was among the most powerful cranes. At the beginning of the 60s this lattice mast crane managed to lift 60 t. After that article are reports from heavy-duty transports and cranes working to lift components of Krupp portal and ship cranes. The Krupp 120 GMT is discussed in detail; it was this crane that broke through the 'weight barrier' of 100 t carrying capacity for telescoping cranes. (dw)

Typenkompass Tatra

by Michael Dünnebier,
128 pages, 144 pictures,
size 140 x 205 mm,
ISBN 978-3-613-03882-0

In the popular series 'Typenkompass', this newest part of the compendium is dedicated to the legendary Czech company Tatra, one of the oldest European motor vehicle makers overall. Their very robust trucks then, and still today, are considered almost indestructible. This is probably the main reason why this firm managed to change over from a planned and controlled system to the free market after the fall of the iron curtain. Beginning with the first truck in 1898, every truck model is introduced with a picture on the page, a short text and technical data. A great deal of space is dedicated to dump trucks and specialized vehicles. In the army vehicle section, the 12 x 12 chassis with a Cummins engine designed for export is very impressive. (dw)

Magirus Kranwagen

by Klaus Lassen, 320 pages,
950 pictures, size 28 x 21,
hard cover,
ISBN 978-3-86133-829-1

'Heavy tome' or Bible comes to mind when holding this hefty book. And it could very well be a bible for friends of these interesting vehicles. The extensive book is researched in great detail. The first chapter describes the development of the Uranus on the chassis of which the prototype of the KW 15 Kranwagen (truck mounted mobile crane) was based. From 1958 to 1976, 70 of these truck cranes of differing types used by fire brigades, disaster relief, military and other organizations were delivered. This is a great, unique reference book. During the last 20 years the author has managed to research the life of all the cranes with almost no gaps at all. A last chapter even illustrates the scale models from Wiking to GMTS. (dw)

Büssing

by Wolfgang Westerwelle,
240 pages, 618 pictures,
size 230 x 305 mm,
ISBN 978-3-613-03918-6

The author hasn't shirked on effort to present a well-researched and extensively-detailed book about the history of Büssing trucks and its founder Heinrich Büssing who was an engineer, inventor and a successful business man. In 1903, already 60 years old, he founded a factory for motorized trucks in Braunschweig (Brunswick) in Germany. The robust and long-lived trucks, decorated with the sign of the lion on the hood, soon had a legendary reputation that lasted until the company's acquisition by MAN in 1971. In addition to the company history, special and military vehicles, buses, plus engine and vehicle technology are treated in separate chapters. It is a carefully crafted and nicely presented book that one can look at over and over again. (dw)

New on the market

NZG 1:50

For all of you who have missed out until now, three models in the very attractive paint scheme of 'Ludwig Freytag' are available from regular dealers: the Mercedes-Benz Antos with freight box and lift gate, the Weycor AR65e compact loader and the Komatsu PC210-9 LC.

The Mercedes-Benz Arocs SLT 8x4 now comes in further paint variations. Yellow, white, blue and black and lettered for 'Hartinger', 'Korz' and 'Baumann' (exclusive for Fritze's Modellbörse), and only the three versions shown have the new anti-skid surface fenders. Three new Unimog U400s are working in the road maintenance field for 'Vinci' as a two-way vehicle for 'DB' and as a shunting mobile for 'ETF'. The piece of rail included with the latter two is also available separately. Finally, the Komatsu PC210-8 LC 'Leonard Weiss', the Weycor AW 300 tandem road roller and the set with sheet pile wall segments round off the new items. Without a picture, but worth mentioning, are the old-timer construction caravans in red, green, sky-blue and as 'Kibag' and 'Implenia'. We will have a closer look at this one later on.

Conrad 1:50

The Arocs looks powerful as a 4x4 tractor unit with a Cargobull semi-trailer in the orange colours for 'Fischer' and overall is just plain beautiful! The radiator made up from several parts and the bumper with the recessed head lights

look very much like the original. The ballast set load with some parts from the Terex AC 1000 is newly available for collectors. We will look in detail at the new Sandvik TH663 underground mining dumper at a later date.

UH 1:50

The favorite purveyor for Komatsu Europe has re-worked the WA 470 and delivered it as the Series-8 machine. The model is made up from completely new masters except for the wheels and is, as we are used from UH, highly detailed but not very functional and has minimal turning capability.

Busch 1:87

The Unimog U 5023 now comes in two more variations. Besides the pumper truck for the fire brigade, we very much like the white version with a construction site load that, naturally, is tied down correctly and has a warning flag attached.

Gem 1:50

The tool attachment specialist Gaz Evans is delivering a whole slew of tools around the so-called EC219 'Tiltrotator' from Engcon. This device makes it possible to tilt and turn tool attachments using two small hydraulic cylinders. Especially interesting is the 'rolling attachment' for excavators. All tools are made up from many metal parts. Also compatible with the

Tiltrotator is the small wrecking hammer from Indeco.

Senn/ Conrad 1:50

The Grove GMK6300L from Conrad, introduced in issue 4-2016, is now available as an exclusive series from the Senn shop (sennag.ch) The first private company version of this vehicle will surely find some friends very quickly.

Siku 1:87/ 1:50

The Arocs cabin is also available from in the smaller scale Siku. It was used for the first time for the ready-to-play construction material transporter with trailer and loading crane. The Actros in 1:50 comes with a lowboy trailer and a complete wind turbine load. Two tower parts, the machine housing and the three propeller blades can be clipped together and mounted on the green base plate that is included. Play fun is guaranteed!

PKC&Co***** 1:50

Many truck modellers know the name of PKC – Peter de Kievit Custom made – from his 1:50 white metal kits like the Scania-Vabis LV75 and the Volvo L375 / 475.

Lately PKC introduced a brand new 1:50 kit from the 'forgotten' MAN 'Pausbacke' 780 / 10.212 F front steer truck 1963 – 1968. This model is the first of a planned classic MAN program, next to the tractor they just introduced two long wheel base truck chassis and within a few months there will also be an F daycab.

The MAN models will carry the brand name PKC&Co*****. The

five stars could possibly tell something about the quality of the kits (such to judge by the modellers), but in the first place they point to the five members of the development team: Hans who is the initiator and leader of the project, Peter is the manufacturer (he also developed the moulds), René who made the prototype cab (by hand!), Frans designed the grille and Arjan helped with different tasks and made drawings for correct classic wheels and tyres. To develop the kit took almost 4 years.

In the first years Hans collected all kinds of information and made the drawings for the cab and the different chassis. For the cab, he measured up a real Pausbacke, to be sure of the correct dimensions and forms. Then René took the drawings of the cab to Switzerland and at his next visit to Holland he surprised and impressed Hans when he handed him a hand build prototype F sleeper cab. With this cab, René really proved to be a master-modeller.

During the last 1.5 year, Hans made all the parts and patterns by hand. Some in brass, the smaller parts were formed from plastic sheet and profiles. Then Peter produced all the moulds from silicon rubber with professional tools and machineries.

At the Dutch NAMAC swop meet in October 2016 the MAN F tractor kit was introduced. It was quite some years ago that anyone had introduced such a highly detailed kit, so many modellers were surprised to see the MAN. Within a few weeks the first series were sold-out. A new series of tractors and trucks was produced in the past weeks.

The kit is cast in high quality white metal, but the cab is formed in resin. The resin gives a very sharp

and smooth form and a high level of details.

The grille was designed in CAD technics, printed in 3D and glued in the prototype cab before it went into the mould.

There are 79 single parts and a small sticker sheet with type badges and ventilation grilles to make a type 2a from the F cab. Also enclosed in each kit are the modular building instructions, a type definition sheet and price and accessories list. This is all in Dutch, but we are working on an English translation.

The kit is meant for the more experienced modellers, because of all the small details and sometimes tight fit.

As said, the kit is highly detailed, with many typical MAN chassis details like the fuel tanks, brake cylinders and the rear axle with separate carrying and drive axles. The interior has different seats for the driver and co-driver, two beds and a clothing sack. More and smaller details are the dashboard on which the typical 'Start Pilot' device can be seen, hanging clutch and brake pedals, gear lever and hand brake lever. On the floor is the little knob for the engine brake.

PKC and PKC&Co***** does not have dealers or selling points outside of Holland, but we are prepared to send the kits by post (at extra costs).

Information: Peter de Kievit at p.kievit@upcmail.nl

Truckstop WSI

Since our last issue around 40 (!) new models have been delivered to dealers and as a great number of these were already pre-ordered, they are sold out. Therefore, at

this time we have a small sampling in short form, starting at the top: Volvo F88 with tarp cover cargo truck 'Rynart', Scania P with re-designed cabin and Kässbohrer automobile transport upper structure and trailer, Scania R Topline reefer semi-trailer unit 'Staf' and finally, the Scania R Streamline Highline 'MTS Maik Terpe'. (collector.wsi-models.com)

Truckstop Tekno

No different was the plethora of new items from Tekno. Here too a few new items in short form: Scania T6 round hood 'Runeborgs' as a canvas-covered semi-trailer unit on the road for the Swedish steel maker 'Stena Stål', Scania R730 Swedish truck with trailer unit combo 'Eurolink', Scania 140 'Torben Rafn' from Denmark for the Near East traffic and the richly decorated Volvo F12 tractor truck unit for 'Torbjørn Bay' also from Denmark.

Mack R 700 from Tekno and WSI

Since Tekno and WSI are now issuing models of the legendary trucks that travelled to the Near and Middle East, many collectors quietly germinated the hope for an American tractor truck. Then, at the beginning of December WSI announced the Mack F700 4x2 front wheel drive truck with sleeping cabin and a classic two-axle semi-trailer unit, canvas covered and lettered for 'Rynart' that should be available in the second quarter of the year. Two days later, in a special news release, Tekno announced that they

too would produce the Mack R 700. The CAD drawings shown in the newsletter lead us to conclude that Tekno had been working on this project for a long time. In the beginning there will be 6x4 and 4x2 tractor trailer trucks in four versions: 4x2 with a three-axle goose neck canvas covered trailer for 'Rynart', 6x4 with a container semi-trailer 'Rynart' (shown above) and a 6x2 with a high cabin from 'Overdrop' with and without a cargo box semi-trailer. Models are also expected in the second quarter of the year.

Herpa 1:87

What we enjoyed previously in 1:50, is now also available in the smaller scale: a Liebherr demolition excavator in the very attractive color scheme of 'Harzheim'. The R 954 comes in a stylish set with an Arocs 'Colonia'; the arm unfortunately cannot be completely deposited on the transport trailer unit. The Volvo FH SLT 8x4 with 3x4 Goldhofer modules and Powerpack lettered for 'Max Bögl', the MB Arocs with Container and TU3 Goldhofer from 'Scholp' has a Jungheinrich forklift

as a load and the Volvo FH 6x2 with a semi-low load trailer belongs to the Dutch company 'V.D. Vlist'. All in black is the MAN TGX XL half pipe dumper truck and semi-trailer for 'Wagner'. Mighty and solid looking are the MB Arocs 4x4 half pipe truck and semi-trailer 'Trio-Tans' and as well the MB Actros SLT 8x4 with a Gigaspace cabin in orange color. Finally, the orange construction fleet is being augmented with two Swedes. They are the four-axle Scania R half-pipe dumper and the three-side dumper on a three-axle 82 M.

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 of specific companies, because of the huge volume of releases, we recommend that you consult the newsletters of the manufacturers.

Type	Scale	Maker	Available from	Infos
Caterpillar Twenty Five with roof, yellow	1:16	Diecast Masters	Dealers	www.diecastmasters.com
Cat 287D	1:24	CCM	Dealers	www.ccmmodels.com
MAN TGS Euro 6 6x4 three-way dumper red	1:50	Conrad	Dealers	www.conrad-modelle.de
Scania R5 6x4 / Nootboom ballast trailer «Michielsens»	1:50	IMC Models	Dealers	www.imcmodels.eu
Volvo FH04 4x2 / Nootboom OSDS «Nootboom»	1:50	MC Models	Dealers	www.imcmodels.eu
MB Actros 6x4 / Goldhofer semi-lowboy «Senn»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Actros2 Bigspace 6x2 / Goldhofer lowboy «Senn»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Actros Bigspace 8x4 / Nootboom MCO «Norager»	1:50	IMC Models	Dealers	www.imcmodels.eu
Faun-Deutz 6x6 heavy-duty tractor truck «Mammoet»	1:50	IMC Models	Dealers	www.mammoetstore.com
MB Arocs mixer truck 8x4 «BABC» and «Olen Betong»	1:50	NZG	Dealers	www.nzg.de
MB Arocs half-pipe dumper 8x4 «APB»	1:50	NZG	Dealers	www.nzg.de
Scania 2 4x2 truck and trailer set with load «Verbeek»	1:50	Tekno	Dealers	www.tekno.nl
MB Arocs Bigspace 6x4 / Hiab crane «Robertz»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1500-8.1 «Kranwind»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 8x4 flatbed with trailer / Palfinger «Boxit»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 6x4 / Nootboom telestep trailer «Mar-Train»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x4 / flat deck semi-trailer «Friderici»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 4x2 / half-pipe semi-trailer «Trio-Trans»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 flat deck / loading crane «Verschoor»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 6x2 / semi-trailer dumper «Wigchers»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x2 flat deck / Palfinger «Akeri»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Actros SLT 8x4 / Nootboom Multi PX «Skaks»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Actros SLT 8x4 / ballast box «Baumann»	1:50	WSI	Dealers	www.collector.wsi-models.com
MAN TGX XXL 8x4 / Nootboom Multi-PX «Silvasti»	1:50	WSI	Dealers	www.collector.wsi-models.com
DAF XF SSC 8x4 / Broshuis SL 100 t «Norager»	1:50	WSI	Dealers	www.collector.wsi-models.com
DAF XF SSC 6x2 / Broshuis semi-lowboy «Kübler & Setzer»	1:50	WSI	Dealers	www.collector.wsi-models.com
FTF F Serie 6x4 Ballastbox «Van Wezel»	1:50	WSI	Dealers	www.collector.wsi-models.com

Our partner page

Clearing work in the quarry

The useable Rorschacher Sandstone is underneath about 7 m layer of soil and rock. 7,000 to 10,000 m³ of this layer is removed in a single stage. The first step is to push the approximately 3m layer of humus over the edge of the quarry with a

Cat 345 C. At the base of the quarry a wheeled loader takes the material directly to a site under restoration and deposits it there. The rock material is then blasted away by the Gasser Company. This material is also bulldozed over the rim to the quar-

ry floor. This material is then used to create temporary working platforms. Except for the blasting work, all material is shifted with their own machines. The clearing work is expected to last for about four weeks.

Model Show at the Ebianum

On the 29th of April, 2017, the model bourse and show from Thal was re-erected at the very attractive location of the EBIANUM in Fisi-bach. There probably is no better locale for a show of construction machines and truck models. At the museum, visitors can experience the history of the Eberhard group of companies as well as many rare ex-

amples from the historical development of construction machines. On the upper floor, one of the largest model collections in Switzerland can be found.

The event in the EBIANUM has three parts: bourse, show and the Saurer meet. There are tables available for a fee on the upper floor for those who wish to sell models;

for those who wish only to show their models, tables are available free of charge. Tables can be reserved until the 15th March 2017 by contacting Hans-Jakob Bärlocher: hjb@baerlocher-natursteine.ch or +41 (0)79 406 23 15. Other than the models on show, only Saurer 6x6 trucks will be exhibited on the grounds.

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News in brief

Arocs 4163 SLT 8x6/4

Tschudy Transport AG of Chur, part of the Calanda group of companies, was given the contract of transporting four 60 t transformers over the Flüela (2283) and Julier (2284) passes. The Arocs SLT with 650 hp was used for the transports with a total traveling weight of 100 t each. Using the sometimes very narrow roads and lanes, one transport trip took 12 hours. (dw)

Platooning test by DB Schenker and MAN

At the beginning of 2018, this hauling company and this truck maker want to start using electronically-linked semis as seen in the picture, in real-life situations on the A9 between Munich and Nuremberg. An understanding signed for this purpose was released and as a first step, the basics for a frame work are being worked out. After the successful deployment of the truck platoons on the Autobahn, a second step in planning is the testing of driverless trucks on the DB Schenker company compound in Nuremberg.

The security of the close-up driving units (10 m or 0.5 seconds) is supposed to be guaranteed by the so-called 'electronic hitch' and the main goal is to save fuel. (dw)

Liebherr LRT 1090-2.1 and LRT 1100-2.1

Liebherr is re-entering the market for Rough-Terrain cranes of the 90 and 100 t class. The main market for RT cranes is North America. The new LRT cranes have excellent off-road capabilities thanks to their four-wheel drive and crab steering. The working weight of the both the LRT 1090-2.1 and LRT 1100-2.1 is close to 50 t, including ballast. Because of axle loads and a width of 3.3 m, the cranes are transported on public roads using lowboy trailers. The available length of the telescoping arms is 47 and 50 m, respectively, and for both models, 19 m long lattice tips are available. (up)

New large Hitachi excavators

Hitachi is overhauling their large excavators of between 50 and 100 t. Already seen at the Munich Bauma was the ZX490LCH-6 that ranges up to 51.2 t. A new, in-between-sized excavator of the 55 t class is the ZX530LCR-6 with a working weight of 52.7 to 54.8 t. As a replacement for the ZX670, now comes the ZX690LCR-6 with a maximum working weight of 70.6 t. Seen too at the Bauma was the ZX890LRC-6, however this 90 t excavator was only officially introduced at the end of November. In compliance with exhaust protocol step IV, the HIOS-IIIB technology guarantees a high degree of fuel efficiency. For the two smaller models, a V6-Isuzu engine with 270 kW supplies ample power. (up)

Volvo Livetest

Speed was the main challenge in the live test for Volvo. Like in a James-Bond movie, stunt man Guillaume Galvani, his paraglider fully opened, was pulled up a pass in Croatia. The driver, Louise Marriott had to keep a consistently high rate of speed to keep the paraglider in the air. With this test, Volvo wanted to demonstrate the sustainable performance of its new drivetrain with the I-Shift double clutch system for friction-free gear changes. The climax of the stunt was driving underneath a bridge at the pass summit. After that, the paraglider cut out and drifted down to the valley alone. (dw)

Komatsu HD465-8 and HD605-8

Completely new and now available with a beveled engine hood option are the updates of the two rigid frame mining dumpers, HD 465-8 and HD605-8, with capacities of 55 t or 34.2 m³ and weights of 63 t and 40 m³ respectively. This gives them the maximum working weights of 103.5 and 114.7 t. The 6 cylinder Komatsu engine used for both versions complies with the current US exhaust protocol Tier 4 Final and is able to produce a net 540 kW. Despite a higher engine power output, the fuel consumption level was actually lowered by 7 and 12 % on the machines. The re-designed entry improves the safety aspects and the new driver cabin improves comfort. (up)