

# Laster & Bagger

Modelle von Lastwagen, Baumaschinen und Kranen

Mit Wettbewerb

TMC 1:50

## Hitachi ZX 250LC-6 & 140W-6

Umbau 1:50

## Scania LBS 76



Tekno 1:50  
DAF A 1600 DD



Sammlerporträt  
Marc Gysel's Michigan



Ros 1:50  
Kobelco ED160 BR-5



# Editorial

## Looking back and what's ahead



**I would like to thank not only my male and female helpers, but also our readers, especially those who voluntarily round up the subscription amounts. They make a valuable contributions that allow us to remain independent in our reporting.**

I would like to wish all readers, advertisers, partners and helpers a prosperous and Happy New Year. The star of the Bauma exhibition shines brightly in 2019. After the somewhat meager model year of 2018, we can look forward to many new construction machines in 1:50. Only a few releases are known officially, but if we add the ones we have heard whisperings of, we can already talk of a great model year for 2019. For the upcoming new releases of truck models we will, at least partially, be able to report to you in the next issue, after the Toy Fair. Unfortunately, as we have just learned, another manufacturer is staying away from Toy Fair leaving only a single producer offering trucks in 1:50 with a stand at the fair.

My biggest wish for 2019 is that I can get more new readers. I think that they are to be found not too far away from us. Very often, current subscribers find new subscribers in their circle of friends, as I am happy to report. Do you know collectors that are not yet reading

Trucks & Construction? Why not convince them to subscribe by talking to them about how much you enjoy reading our magazine. I would like to thank you from the bottom of my heart, if you could.

And, in closing an important announcement: please let us know your new address when you are moving because, even if you have paid the Post Office to forward your mail, they no longer forward magazines. Please help us to avoid our magazine landing in the Post Office shredder and notify us of your new address in time.

We, the whole team, will continue to strive to maintain and improve the quality of the content for Trucks & Construction.

Hoping that we have achieved this in the current issue in front of you, we would like to wish you a relaxing and enriching time reading it!

  
Daniel Wietlisbach

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# Marc Gysel collects everything from Michigan Michigan for ever

by Daniel Wietlisbach

During the 50s, Marc Gysel's grandfather founded a construction company and a few years later he also opened a gravel works. At the beginning of the 70s he withdrew from the company and passed it on to his sons. Marc's uncle took over the gravel works and Marc's father continued with the construction company.

During a tragic traffic accident at an unsecured railway level crossing the uncle, one of Marc's cousins and the driver of the truck were all killed. After this shocking incident, Marc's father and his grandmother continued running both branches of the business. Marc's father ran the day-to-day part operation and his grandma took care of the administration.

Marc was born in 1974 and learned of this tragic part of the family history only later on when the story was told to him. Very early on, his father took him to the gravel work and on visits to the construction sites. One of his oldest pictures shows four-year-old Marc sitting proudly behind the wheel of a Michigan 125, series III, at the gravel works. At six years old he steered his first excavator, a Poclain LC 80. Marc often liked to stay with the workers and played there at the site with his mighty Tonka tinplate machines or helped with cleaning and maintenance work.

**For the last 40 years, Marc Gysel's eyes have been lighting up when the Michigan brand is mentioned. As a small kid, many years ago, he sat behind the wheel of a wheeled loader for the first time ...**

At that time, the gravel works employed five people and the construction firm, seventeen, so every helping hand was welcome.

Marc also truly enjoyed accompanying his father when he transported gravel or concrete to construction sites. At the age of six years, he was behind the wheel of a Michigan wheeled loader for the first time driving it straight back and forth because he lacked the strength to turn the steering wheel. With the start of kindergarten and even more so after the beginning of school, the time Marc was able to spend on his favorite playground was greatly reduced. But, whenever he could, he returned to the site with his best friend from school who also really liked playing at the gravel works.

His favorite playground, including the gravel works, was sold in the 80s because the work load became too much for Marc's father after his grandmother decided to leave the business. However, this still left the boy with visits to the construction sites where he and his school

friend were able to supplement their pocket money. They helped out by cleaning up the concrete form work panels and did general clean-up work. The two boys were also allowed to drive the fork lift and park the trucks.

As a teenager, Marc had to cope with the splitting up of his parents which, in the end, led to the sale of the construction business and his father leaving. Marc was too young at the time to take over the company and his two older sisters didn't show any interest at all.

## First models

The first 'real' models were promotional gifts given to his father by sales representatives. It all began with an O&K MH4 from NZG (order # 162) followed by the Conrad models of O&K RH9 (2770) and Poclain 160 (2897). A real highlight later on was the Michigan 75B in 1:20 scale by Gescha (501) which by its size alone overshadowed all other models. The models were

played with very hard and did not survive the collector's childhood.

The enthusiasm for the models did not come out of the blue because his father occupied himself with radio-controlled ships and helicopters. At the age of 12, Marc dreamed of a remote-controlled car for which he then earned the money on construction site jobs. It has remained a unique piece.

In 1991, following the separation of his parents and the sale of his father's business, Marc began a two-year apprenticeship as a track layer with the SBB (Swiss Federal Railway) followed by training as a rail vehicle driver. After completion of this training he was able to operate rail tractors for rail maintenance work and also smaller cranes.

During his apprenticeship, Marc came into contact with models once again. A mechanic from Åkerman had a model of the H25 from NZG with him (148) and Marc enquired about its source. This model was the beginning of his collection and was followed soon by a H7 from Joal.

He was to make many visits to the Joal dealership in Switzerland and so his collection began to grow rapidly. The models were easy to acquire, thanks to the great apprentice

pay. To limit oneself to a collecting theme was not thought of then because there were only about 10 new items issued every year.

### Change in jobs

The work as a track layer was fun for the collector but it happened to involve a lot of night work which impacted negatively on time off, friends and relationships. Marc wanted to operate construction machines and so changed over to work for Eberhard which had all kinds of construction machines in its fleet. He drove wheeled loaders, dumpers, bulldozers, excavators up to the Cat 365 and even operated the last of the company's scrapers, the Cat 627E.

But that was not enough for him. In his spare time, he liked to sit behind the gears of a Liebherr R984C with front shovel which stood in a quarry in southern Germany. Marc knew the machinist personally.

His time at Eberhard ended in 2008 after 10 years because of the long commute to work. It became more and more tiresome and longer.

During the time at Eberhard his collection 'exploded' because the collector continued to purchase models in 1:50 scale and even started to

kit bash some himself. With an estimated 2,500 models, the collection reached its apex. Many of the very nice models languished in their boxes due to a lack of proper display cabinets. Also, 10 years ago Marc became a father.

### 'Michigan only now'

Several reasons finally led to the decision to sell a great deal of the collection bit by bit. But it was only six years ago when the die was cast and the decision was made that he would collect only Michigan, but everything, not only models in 1:50. This extreme concentration and specialization has led to having models in his present display cabinets about which other collectors have never heard.

Five years ago, the collector changed to Toggenburger (Construction Company) with the goal to further educate himself as a foreman. There he met Fredi Marty who shared his enthusiasm for the American wheeled loaders. Fredi told Marc of a 'Mich' 175 series III wheeled loader that was stored, unused, on a farm. Marc was able to purchase the machine for 'peanuts' and shortly after that a 75A joined the collection. This machine was used right away for work on the property around his own house and therefore 'payed for itself,' as the collector remembers with a wide grin. Because Fredi and Marc together own six original Michigans they are now in the planning stages for a society (see box).

The collection in the display cases today consists of around 40 models from which a few are more or less extensively altered or re-built. A handful of Euclid models are shown

### The collector

Marc Gysel (44) apprenticed as a track layer and rail vehicle operator, later on becoming a machine operator. Currently he is schooling himself as a construction site foreman. He owns two old Michigan wheeled loaders and as well as maintaining them is active as a member in a gymnastics club and also plays Unihockey, a type of floor hockey.

He lives with his partner Michaela, their two grown-up children and his son in Neunkirch near Schaffhausen. Seriously interested collectors are welcome to see his models.

Contact him at [marc.gysel@gmail.com](mailto:marc.gysel@gmail.com).

### Friends of Michigan in Switzerland

Under the name 'Michigan Freunde Schweiz' (Friends of Michigan in Switzerland), Marc Gysel and Fredi Marty are looking for other like-minded people to organize the club dedicated to the preservation of old Michigan wheeled loaders. From the about 600 machines imported into Switzerland in the 60s, there remain today only between 40 to 50 examples and the two founding members between them own six. The goal of the society will be exchange, mutual help with repairs, maintenance and the search for parts. Because they want to keep the dues reasonable, in the two-digit area, gifts are always very welcome. According to the club charter, the money will be spent mainly on covered storage space for the saved machines and will also go to members who have only limited resources. Interested parties should please contact the initiators directly:

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in between them as they were sold by the same Swiss importer.

The two rarest models are the 175 series II by Mercury in 1:50 and the 275A from Denzel Skinner in the

same scale. This small series producer from Britain is responsible for several Michigan models. Marc Gysel is still searching for the 175B resin model version with a double lif-

ting arm. After the scale restrictions were removed from his collection, all manner of scale items can now be found with the smallest one from Mercury at 1:100, to the previously-mentioned, Gescha model in 1:20. And does one have to include the original machines in 1:1?

### Kit bashing

The kit bashing efforts, much admired at exhibitions, are based on models from Conrad, Siku, Joal and Shinsei; the material used is mainly plastic and brass. The railings are made from ones sourced from the ship model sector, the painting is done with the spray paint cans and the lettering is done by a model builder from his circle of friends. The Michigan 85 series III that once belonged to his grandfather still sits in the gravel works, however its new owner wants to keep the machine and restore it 'sometime.'

## Hitachi Series 6 excavator from TMC in 1:50

# Hitachi

# ZX 250LC & 140W

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by Daniel Wietlisbach

Series 6 is the current and most up-to-date version of the Hitachi excavators. The ZX250LC-6 weighs between 25.7 and 28.1 t and therefore can be placed into a very widely used weight class. The shovel content is between 0.8 and 1.4 m<sup>3</sup> and the built-in Isuzu AQ-4HK1X four-cylinder engine produces 140kW of power.

The new model from TMC is the successor to the 250LCN-5 that set a high standard when it was first released. But the new 250LC-6 is a completely new construction and need not hide its light under a bushel when compared to its predecessor. It was made true to scale and has a high metal content which is nice. The high weight gives value to the well-proportioned model.

It is fortunate that the somewhat wider LC lower carriage with 600 mm base plates was chosen. This suits the excavator and looks very good. The single segment tracks are visually and functionally a dream because the model can be pushed around without any problems. The well done drive units have added steps while the support and running wheels are present in

**Surprisingly, TMC released two more models just shortly after the 50-t excavator. The two very impressive excavators will certainly be found under many Christmas trees ...**

the correct numbers. The guide wheels are lightly sprung and the drive wheel is nicely engraved.

The upper carriage is made from two white metal castings which show many of the details engraved in the mold. The three air intake grilles for the radiator are factory-applied photo-etched parts. The engine hood opens in two parts allowing a view of the very nicely detailed engine room. The anti-skid surfaces have raised detailing and are painted in black. Real treats for the eyes are the very fine safety railings made from rigid wire soldered together and with the rear-view mirrors attached to them, a special effort that collectors surely will appreciate.

As per usual, the cabin has been replicated very exactly. Its newly designed door that opens 180° is a shining example of craftsmanship. All windows have printed-on gaskets and have been individually and absolutely flush mounted.

The roof window is tinted with the same tone as the original. The highly detailed interior is in four colors and conforms to the high quality of the earlier Hitachi models. It is made up from several parts and, of course, there is a Hitachi logo on the back rest.

The ZX250LC-6 has a mono bloc boom and a 2.96 m arm. It reaches the maximum digging depth and height and is true to the original measurements when put into transportation. First class! The hydraulic cylinders are modeled with free-standing supply lines and the correct hook-ups but without the fittings. The hydraulic lines are made from plastic and rubber and are modeled free-standing. The two supply lines to the arm cylinder are a little bit too long and therefore stand up a bit too high. To compensate for this, the spiral re-enforced lines that go from the arm to the jib are very convincing every time you look at them. The plain grading bu-

cket is made from a single casting and there are some hook-ups for alternative tools on the arm. The already very inconspicuous bolts at the joints have been painted orange and are almost invisible. The color coat has been applied faultlessly and the printed-on lettering is beyond the normal level. Only the white of the type designation is not quite able to cover the dark blue surface beneath it.

### Hitachi ZX140W-6

This mobile excavator is a universally usable unit with many different types of equipment available, as is usual for this kind of machine. Its working weight is bet-

ween 14.6 and 16.9 t and shovels with a capacity of 0.19 to 0.66 m<sup>3</sup> are available. It can be had with a Monobloc and adjustable arm plus, for the lower carriage, outriggers and a blade are offered. The Deutz TCD4.1L4 four cylinder engine used produces 105 kW.

The mobile excavators are rather under represented as a modeling sub-type but are much loved by collectors. The ZX140W-6 is also a completely newly constructed model from TMC and nicely augments Hitachi's model program. Because the model is of the same quality standard as the previously described tracked excavator, we do not want to repeat ourselves and so the discussion of the model is accordingly shorter.

The hefty true-to-scale model drives on its lower carriage that has a blade mounted at the front and two outriggers at the back. The front axle is steerable but does not quite reach the original's turning radius and the rear axle is rigid. The rims with the rubber tires are exactly engraved and have the same profile as the ori-

ginal. Of course, blade and outriggers are movable, even though the blade lifts only a little bit.

The upper carriage differs from the 250LC by not having factory-applied air intake grilles, however, they are cleanly and correctly engraved and painted. The cabin is also very convincingly modeled. Now let's look at the equipment: the adjustable boom with the 2.52 m arm was chosen for the model with a backhoe bucket attached; all very suitable for a mobile excavator. The maximum working positions are almost but not quite reached. The very extensive and functional adjustable boom is very well done. It has all the hydraulic lines, including an additional circuit for alternative tools included and is very nice. The bucket is a one-piece casting with five teeth.

The finish is the same on this model as on the one first described. With these new excavators, TMC has given us the model program from Hitachi in very short order, much to the enjoyment of the collectors.

#### At a glance

- + Detailing
- + High metal content
- + Functionality on the 250LC
- + Adjustable outrigger boom on the 140W



## Tinplate

# Road roller

by Robert Bretscher

In addition to cars, trucks and cranes, diverse steam or diesel road rollers could be found regularly in the model line-up of many early tinplate toy makers. The then hot road construction boom had gigantic road rollers, as seen through children's eyes anyway; these must have left a big imprint in the minds of the young viewers. This led to a continuing demand for these construction machines in miniature form. Following this trend, the well-known tinplate toy maker, Tipp & Co. from Nuremberg made some sensational tinplate road roller models. The one 25 cm long diesel road roller shown here was built commencing in 1954 and could still be found on toy store shelves up to beginning of the 60s.

### This motorized diesel road roller from Tipp & Co. has a slipping clutch ...

The model is powered by a long-running clockwork mechanism that propels the vehicle and, thanks to a built-in slipping clutch, it automatically changes direction. Additionally, the winding key that was permanently attached to the motor made flawless operation of the roller possible at any time.

With this forward-thinking feature, the maker envisaged avoiding a lot of children's tears over the case of a lost key. The perfectly made shape, the very well done printed-on air intake fins, the many hinted-at round dashboard gauges and levers with partially raised parts all contribute to make

this machine a super one. Also, the mud deflectors attached on both sides show how producers at that time were seriously and boldly stepping closer to a more realistic reproduction of the real thing.

For your information, when the miniature model was brand new, it also had an automatic driver figure who would turn, depending upon the direction the vehicle's movement. The driver's empty stand clearly indicates that the driver is probably taking a break. Despite this, even after 60 years, the tinplate model still runs without any problems.

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## Scania LBS 76 «Annaheim»

# A Swiss long distance transport legend

by René Tanner

Indisputably, Kurt Annaheim was the pioneer in transports from Switzerland to the Benelux countries. The company's name was already registered in 1946 when Kurt made the decision to specialize in international freight transports from and to the Benelux states. At that time, the route led through sleepy villages in the Alsace and over national roads to Luxembourg. After reaching Belgium, the Ardennes had to be traversed and in winter they had a lot of snow which caused great excitement. Then it was on to Brussels, Antwerp or Rotterdam. The glass of wine with lunch was obligatory and the one or two small glasses of Cognac were a good road companion.

When the Swedes started to drive to Switzerland in the 60s with their first Scania LB, Kurt also banked on this truck brand and so, in 1963, the first LB 76 (LB stands for Lastbilar-Bulldog or cab over truck) was delivered to Annaheim. Because of the 28-t capacity limit in Switzerland at the time, Kurt started right out with its trucks pulling heavy three-axle trailers and so was able to use the international freight capacity of 38 t to the limit. In 1964, Kurt purchased the

**The company of Annaheim & Co was founded in 1931 in Lostorf/SO by Edi's grandfather. The cornerstone of the business fleet was the company-owned Berna long hood truck ...**

heavier LBS 76 Super with twin-tire trailer from Lanz-Marti. In 1974, at the age of 20, Edi Annaheim joined his father's company. In 1969 Kurt purchased an LBS 140 V8 which had been shown at the Geneva Car Salon and was being driven by Felix Kohler. In 1978 Edi was given a brand new LBS 141 as a successor to the aging LBS 76. Very typical for Edi was that on every truck there was a Michelin Man mounted in the middle of the cab roof. During the next 22 years he transported all kinds of goods between Basle, Belgium and the Netherlands. At the end, the hard-working 141 had clocked around 2.8 million km.

Again, Edi decided on a Scania, this time the newly-released 144 as Topline. This truck ended its career at 1.5 million km and it now has a second life in Greece. Following the retirement of that truck, a Scania R 500 tractor truck, currently with 1.6 million km on the odometer, has been in daily use. Once it was used between Switzerland and Eng-

land, working for the 'Han Gartner' group. Today Edi drives only in Switzerland, because he, like so many others, fell victim to the eastward expansion and the falling Euro exchange rates. With dumping prices there was no money to be made and so the only things left were the daytrips. Edi is actually close to retirement but cannot leave truck driving. That is why his Scania will surely work another couple of years. Today, two of his road companions are in Dutch hands, those being the LBS 76 and the LBS 140 both of which have been extensively renovated and are lovingly maintained. The 141 V8 is currently being restored by a German collector.

### Inspired by a movie

The Swiss TV Network broadcast a documentary movie in 1977 about the life of a long distance truck driver. For this purpose, a camera team accompanied Edi and his LBS 76 to Belgium on a cold winter day.

While shifting gears and smoking during the transport, Edi talks about the job of a truck driver on international trips. During all this, the radio is on with Vicky Leandros warbling ‘Après toi’ and there is tinsel hanging from the windows and a tiny blinking Christmas tree on the dashboard. Edi steers his fully decked-out, loaded truck and trailer through the night in the direction of Belgium. After his truck and trailer stops at the Luxemburg border for a customs control, a short whistling sound, typical for the 67 Super, is heard when it starts up again. The reason for the whistling sound was the large Holset Turbo which gave the Scania a hefty 260 hp. Of course, the cone-shaped exhaust pipe contributed its share of the startup noise.

Many years later, the film re-surfaced and I was overjoyed as I had just built a model of this legendary long-distance truck and trailer set.

I was extremely fortunate to be able to rely on the very accurate LB 76 kit from Heavy-Goods. Using aluminum U profile, I then extended the chassis to the desired 4.6 m wheelbase. The lifting 6x2 tandem rear axle came from a T 112, also from Heavy-Goods. The Trilex rims are also from HG but have the old Tekno tires on them. I replaced the two 200-liter tanks that are cast on each side of the chassis with 400-liter capacity ones from a Maxi-Model LT 111. The complete brake system and the diesel supply lines were then glued on. Fender and tool box as well as the brackets for the rear lights are, as always, scratch built by me. The drilled-out Rockinger coupling came from my parts box and the exhaust had the tail pipe added, made from a 1.5 mm diameter aluminum tube spliced on

with the typical welding seam made from a piece of 0.3 mm steel wire.

The LBS was also called the ‘Summer Scania’ because on very hot day it did not get enough cooling air thus the drivers were forced to remove the radiator grill panel because of the enormous heat buildup. I was once given a picture by a driver friend from my Hangartner time. It was a picture with the open front and the Swiss cross below Edi’s name was proudly painted on the protective netting above the radiator. Just for fun, I made the same part removable on the model. To accomplish this, the front of the cabin had to be sawn out and the inner box structure of the radiator built up with aluminum sheet stock. One can see a few cables, the tilting radiator and the window cleaning fluid reservoir.

The inside of the cabin has the mechanically sprung seats as well as coupling, gas and brake pedals and includes the button for the engine brake. Of course, I did not leave out the two separate gear shifts with the white Bakelite pommels; these were used to shift the gears over the main gear shaft as well as half-gears for the intermediate gear shaft. Well versed drivers were able to operate the main gears with their left hand by reaching through the white, three-spoke driving wheel while shifting the half or intermediate gears with the right hand. Today that is almost unbelievable, but then it was just accepted but it took a lot of skill to accelerate the fully loaded truck without any problems.

The small popular Christmas tree on the dashboard that was hooked up to the cigarette lighter just had to find space in the cabin. For this I used a piece of brass wire on which

I glued some colored model railroad flocking foam pieces. Edi had decorated the cabin seats with the ultra-modern Leopard pattern cover; this I made from bits of toilet paper glued over the seats and then dotted paint later on.

The trailer is completely scratch built from 2.0 mm plastic sheet stock and the freight box is made from wooden blocks with glued-on 0.5 mm aluminum drop sides. The stakes and support arches for the tarps are from 0.5 mm plastic strips. The tarps, made from writing paper using the method described earlier, are also glued on.

This truck and trailer set is and will remain a highlight in my collection. It is a piece of Swiss transportation history.

# DAF A 1600 DD «Zijderlaan» in 1:50 from Tekno

## DAF 1600

by Hans Witte

The model is an exact copy of the real, restored truck from 1968. Zijderlaan from Stolwijk (founded in 1937) specializes in the transportation of grain, animal feed (also as loose commodities), fertilizers and beer sludge. During the fall season many of the trucks are engaged in the transportation of sugar beets. Right from the beginning, Zijderlaan had a strong connection to DAF but today, most of their 200 trucks are from MAN. To keep their history alive, Zijderlaan has a couple of Old-timers that were all restored in the company shops. Among them are the Volvo F12 and the DAF 3300 SpaceCab tractor truck; both of them will be produced in model form by Tekno.

The DAF 1600 and the matching trailer were restored by three retired Zijderlaan workers who also built and welded their own loading docks in their shop. When the truck and trailer set was new, it reached a total weight of 24 to 28 tons, which was plenty for the 120 hp engine with a 5-gear transmission and the additional two gear, rear axle drive. The original is much lighter. The load looks awkward and heavy but, in fact, it is only hay. Additionally, below the load on the truck is a hidden sleeping area for two persons. It is a bit claustrophobic but if one is tired enough, it offers a good and quiet sleeping place. There is also a

**We already introduced the first prototypes of the new DAF 1600 series from Tekno in our 4-2018 issue. Recently, the first model series was introduced: The A 1600 DD truck and trailer set lettered for Zijderlaan ...**

small fridge to keep the beer cold when the men participate in an Old-timer meet.

The completely newly developed 'Kikkerdaf' (frog daf) model from Tekno will be released as a truck and trailer set or tractor semi-trailer in three different construction series ranging from 1955 up to 1970. The DAF from Zijderlaan is part of the last series (1964 -1970) which is easy to recognize by the large lettering on the radiator grille and the air intakes left and right beside it. The chassis and cabins are made from white metal castings whereas the freight deck and trailer are made up from resin castings. Since it is much more cost effective to use resin castings, it makes it possible to release small series of a particular truck with relatively low production costs. Tekno manages to surprise us over and over again with their high quality models that follow each other in quick succession. As with the Mack, the DAF model is a beautiful model creation in 1:50 scale with many of the typical details. Form and construction of the chas-

sis is correct. The straight, welded inner trusses replicate the original. The fuel tank has the old DAF logo on it and the air tanks are present in the correct shape and are attached at the correct locations. The new classic 8-bolt rims with the wide rim and retainer ring and the 19 mm tires on the model imitate the 900x20 ones on the real thing.

As in real life, all kinds of components can be added to the chassis of the model truck: additional fuel tanks, air tanks, battery boxes and tool box on the left side, the fuel tank and the double air tanks for the optional full compressed air braking system on the right side. On the rear side is the spare wheel carrier. The trailer chassis is nicely detailed with a tool box, spare tire and air tanks.

The slanted front and shape of the old DAF cabin was difficult to reproduce in small scale size due to a lack of 3-D drawings, but even so, Tekno here has managed to do an excellent job, much better than WSI. A really nice detail is the etched radiator grille, even though the DAF letters between the rods should pro-

trude more. There are two points to critique: the front wind shield does not fit flush and perfect and there is a small gap that can be seen between the upper rubber gasket and the edge of the cabin. This however, could be rectified with the next production run. The window wipers are a bit on the thin side and a grip on the hatch for the cooling system is missing. A few very nice and sharp details are in the cabin interior. The-

#### At a glance

- + Shape and design
- + Detailing
- Poor fitting front windshield



se are the typical DAF double heating registers on the dashboard and on the steering column we can see the flashing indicator which on the original truck has a red lamp at the

end that flashes in the same rhythm as the turning indicators.

We hope that Tekno will be able to improve on some of the details in further production runs and we are looking forward to the next DAF 1600 model that will be released. Already announced on their website is a T1500 tractor truck of the middle series (1959-1964) with the so-called 'trapeze grille' without the separate air intakes.

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## Heavy duty tractor truck from IMC in 1:50

# Mercedes-Benz SK 3550

by Daniel Wietlisbach

There are some trucks about which the collector asks, "Why are they not available in model form as they look currently?" For example, what about the Actros predecessor, the Mercedes-Benz SK which was built for nearly ten years, from 1989 until 1998 and was a common sight on European roads. Until a manufacturer takes pity on collectors, it remains up to the initiative of individuals to produce a small series, mostly in resin, of the models wished for by so many.

At Sarens, the model of the SK 3550 8x4 is the third heavy-duty tractor truck, after the DAF NT3300 6x6 and the MOL 6x6, all made from resin casts as a highly detailed model. The model maker IMC is responsible for this small but fine series. It can count on the co-operation of Tekno

**There are always some good surprises coming from the shop of Sarens which is located in Houten in the Netherlands. This new model comes from IMC ...**

for standardized parts like fenders, tires or the fifth wheel coupling. The first impressions of the tractor truck are very convincing. All axels are screwed securely to the chassis but while the two front ones are steerable, they are not connected to each other. The SK cabin (SK= Schwere Klasse – Heavy Class) is made up from a single, cleanly-cast resin part and is a very good representation of the cabin's shape. Its mold makers have shown their superb craftsmanship. True to the original, the radiator is pierced in the middle region and, it is decorated with the correct

star emblem. The window gaskets are printed on and are very flush fitting. Behind them one discovers the detailed, two-color interior. The heavy-duty bumper and all the running boards are made from etched nickel silver sheet stock. The heavy-duty shoring tower on the side, also with etched air exhaust grilles, is very nicely done. Tank and exhaust stacks are all present and correct and the supply lines have not been forgotten. The clean paint job and the very extensive lettering combine to make this an all-round successful model replica.

# The excavator dozer from ROS in 1:50

## Kobelco ED160 BR-5

by Daniel Wietlisbach

The Kobelco ED160 Blade Runner is a short radius slewing excavator with a working weight of around 16 tons and a bucket with a volume of 0.5 m<sup>3</sup>. The additional name of 'Blade Runner' refers to the very noticeable and over-dimensioned blade. Similar to a dozer blade, it is very easy to adjust and is designed to rapidly fill in excavated trenches and so make quick work of the process. For the space-saving transport mode, both ends of the blade may be folded backwards. The built-in Mitsubishi D04EG-TAA is capable of producing 74 kW.

Since the model contracts from the Kobelco-Shop Europe have been given out, the people responsible seem to have the right feeling in choosing new models. This is the case with the new ED160 BR-5 from ROS which puts its focus on the new and inventive blade thus the model is made to promote the original in the best way.

The true-to-scale model gives a positive impression. The lower carriage has engraved drive trains with slightly binding, single segment tracks. The bottom plates are angled on the sides; on the original these are supposed to ensure less damage on the ground and better maneuverability. The fully functional blade is detailed true

**Except for the designated name, the new Kobelco model has nothing in common with the 1980s dark science fiction thriller with Harrison Ford ...**

to the original. Using five hydraulic cylinders, it can be put into all the positions possible on the prototype. And of course, the two end pieces fold back to make transportation easier. Used at the joints, the Phillips screws that are not very popular with collectors have been cleverly disguised with paint. Because of the complexity of the construction in this area, the hydraulic lines were omitted.

The upper carriage is nicely engraved and as a surprise, the engine hatch opens at the left side. Visible underneath it is the radiator with the hinted-at engine behind. The dark grey engine hood is made from a separate part as are the exhaust pipe and the rear-view camera. The metal side safety railing is a little oversized.

The cabin has a rockfall protection grille and is equipped with sun visor, floodlight, window wiper and handrail with rear view mirror and is nicely detailed. Behind the flush-mounted windows with their printed-on black gaskets and window dividers one can discover the multi-colored and very detailed interior of the cabin.

The modelling of the excavator's equipment is precise and jewel-like. While the 4.68 m long arm casting is closed in at the bottom with a separate casting, it was possible to cast the 2.38 m long jib in one seamless piece. Especially nicely done are the hydraulic lines that are free standing throughout and go from the upper carriage to the cylinders and are even colored in. On each of the two sides of the jib there are even two additional hook-ups for alternate tool attachments which will please model builders immensely. Therefore, the shiny chrome heads of the Phillips screws on each side of the shovel are forgivable, even though they would look better painted in the Kobelco house colors. The functio-

### At a glance

- + True to scale
- + Detailing
- + Functionality



nality here is first class too because the transport configuration as well as maximum working height and reach are achieved. The only compromise is the digging depth which is not reached.

Faultless, as always, is the way the paint has been applied. The printed-on detailing goes a step above the regular applied logos and type designations. The model is detailed with all kinds of small decals.

## The third evolution set from DM in 1:50

# Cat No. 12 & 12M3

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by Daniel Wietlisbach

The first two Evolution Sets were quickly nailed down because DM was able to use existing models. Many questioned whether this was it or were there more sets to come? At the 2018 Toy Fair, the producer announced a continuation but it was clear from the outset that it depended on the success of the first sets. Now we know that there is more to come after the graders we introduce here; a set with D7 bulldozers will also appear.

The history of the most successful graders from Cat began in 1939 with the 'Cat Diesel No. 12,' the first part of the set which was produced from the 20s up to 1959. It was the first modern grader and is still considered the great grandfather of all machines of this kind. The '12' in the type designation is for the original 12-foot wide blade.

The models come screwed to a base plate in gift packaging and can be displayed like that. Both

**There are 80 years of development history between the models in the new Grader Set and of course, two very welcome models ...**

look very fine in their own way and when comparing the 12M3 to the almost Spartan No. 12 they are very impressive. Bob's grandfather is already glued to his machine and can protect himself from the sun with the included umbrella. Bob himself is included loose and so is the richly illustrated booklet describing the history of the Cat 12 Graders. Of course, the models can be unscrewed from the base and displayed on their own.

When looking at them separately one notices the somewhat simplified execution of the historical model. Mainframe, engine housing, working platform, blade and the front axle are made from metal while all other parts are plastic. Because of the choice of material

used the supposedly almost dainty looking steering rods and other components look a bit coarse and the functionality is limited to the basics: oscillating rear wheels; steerable, oscillating front axle; a blade that is moveable.

Despite all this, we should be thankful that a producer has even taken on the making of historic models. The critique is mainly based on the fact that DM surprised us lately with some very finely made construction models whose quality we have eagerly accepted and declared them to be the 'new standard' for models.

Our model's wheels are very nice and true to the original. They are a bit loose when the model is lifted up but when put back on solid ground,

they re-assume the correct position. The radiator grill surface is modeled raised and is correctly painted. It would look even better if the depressions on it were painted in a darker tone. The engine is shown 'open', exposed to the air, and shows all the details including the radiator fan. The operator's platform is peppered with details: steering wheel, pedals and many levers. Since Bob Senior is standing, it can be assumed that the seat was for breaks only.

The grader blade can be turned 360° so that the model can be shown in transportation mode. Between the blade and the front axle is a twin-tooth ripper attachment that is fixed at the top position.

### The Cat 12M3

During the 80-year history of the modern grader, the ripping attachment was moved to the back of the machine and an articulated joint added behind the cabin. Otherwise, overall the upper part of the unit is pretty much unchanged which speaks well for the foresight of the designers in the 30s. The model of the Cat 12M3 was released exactly two years ago. It is still up-to-date and is very nicely done. Compared to a model that is available just by itself, the only difference here is the yellow handrails at the engine hood. Especially nice and very convincingly modeled are the extensive

steering rods for the grader blade and the details including hydraulic cylinders, the many supply lines and its very satisfactory functionality.

The cabin with the easy-to-view interior is very likeable as is the exactly engraved radiator grill and the headlights with their inserted glass lenses. The handrails at the engine hood are all made from wire while the ones at the cabin are made from a thin plastic material.

The paint applied on both models is spotless. All that is left then is the anticipation for the next 'Cat D7' Evolution Set which should appear in the near future.

## Chinese models distributed by NZG Modelle

# Zoomlion QAY220

by Daniel Wietlisbach

**D**elmag has built pile drivers since 1926 and rotary drilling rigs since the middle of the 60s. This sector of the business was taken over by ABI and since 2005, these machines have been developed and made in the German town of Niedernberg.

The Delmag RH 18/200 is the producer's largest machine. It can be transported complete with the powered drill and the 21 m long Kelly bar. In addition to the classical drilling operation, this carrier

**Crane models of Chinese makers are very hard to find in Europe. It is very nice that NZG Modelle now sells a model of the Zoomlion QAY220 mobile crane ...**

is also suited for the VDW system. For this system, the auger and the matching pipe can be driven down with two different drives.

The total height of the broker is 19.9 m and the maximum torque of the Kelly bar drive is 196 kNm (kilo Newton meters). The maxi-

mum drilling depth is 27 m and the 63 ton heavy machine is powered by a Scania DC9 six cylinder engine producing 257 kW.

Conrad, the supplier of models for ABI, surprised us this year with not only an ABI pile driver but also with the first ever rotary drill-

ling rig. After the first series made in grey and red for the client, this year the green and grey model arrived at dealers.

Conrad built the RH 18/200 almost completely from metal. It is quite heavy and completely fulfills functionality expectations. The only diversion from the prototype is the width of the track segments; these measure 17.5 mm and are therefore 3.5 mm too wide. The original drives on 700 mm wide tracks. But, in exchange for this small deviation, both track drives can be fully extended as per the original and the gauge is correct in working and in transport mode. The model stands very stable and no buckling was observed.

The upper carriage copies the shape and forms of the original

very well and all of the important details are engraved. The ladder, non-skid surface sheets and the exhaust are separately-attached parts and are all made from metal and so too are the four safety rails included to be attached by the collector. The glassed-in cabin has an interior and the protective grille on the roof is modeled as a finely pierced part. The four cylinders of the rather plainly detailed

adjusting kinematic keep the broker stable in any position. While the auxiliary winch with hook is just a dummy, the Kelly bar can be adjusted prototypically by using a winch that in the model form is operated with a key which is included. With the crowd winch, located just above, the sled with the drill drive can be lifted and lowered. The drill drive has the most important details correctly modeled, even the eye-catching harness with the supply lines has been modeled. The auger of the drill is removable for transport; however, a replica of the presser pipe has been omitted.

The color coat is without any faults and the printed-on details are limited to logos, type designation and air intake grilles.

#### At a glance

- + Detailing
- + Implementation
- Limited degree of arm adjustment

# Liebherr F 45 A / 65 scratch-built in 1:50 scale

# Crane of dreams

by Hank van Melzen

During these early days, I often went for a Sunday walk through the neighborhood with my grandfather. There were many new housing developments under construction at the time. Numerous construction cranes could be seen, their idle hooks gently swinging in the breeze and the cables making a clattering sound in the wind. I have kept these sounds in my memory forever.

**For a long time, I dreamed about building a model of an older type construction crane in 1:50 scale. This dream began initially during my childhood days ...**

The most difficult phase in the realization of my dream was the question about how to build such a crane without any detailed information or drawings. For a variety of reasons, I decided on a model of the Liebherr

F45 A/65. One reason was that the prototype is a very attractive crane of an interesting size and construction. Also, this crane type had several construction variations because the F 45 A/65 changed its appearance



during production no fewer than four times. Also, it could be erected in four configurations. This included the pivoting height to which the crane tower could be assembled to suit a selection of tower segments. For my model building project, I decided on the last production run and the version III of that run. It has concrete block counter weights (alternatively it was also available with gravel ballast boxes) and central gravel ballast boxes (here too it was available with the optional concrete slab ballasting method).

During many trips to Germany, I came across a very eye-catching original over and over again. Once I made a trip with the whole family to have a close-up look at the crane. It stood in a crane storage site in the yard of a construction company. Unfortunately, the yard was closed so I took it upon myself to enter the yard in order to see the very beautiful crane close-up and in all its details. Once again, my opinion was confirmed that I just had to build a 1/50 model of this imposing crane.

The weight of the original was around 31,300 kg and it could lift 4,950 kg with the arm extended to the minimum of 10 m; with the maximum extension of the arm it was still able to lift a respectable 1,300 kg.

One of the difficulties of this model construction project was to find people who still had some pertinent information for such an old generation crane. During an event highlighting the taking down of an old timer crane in Koblenz, I met with Dirk Moeller. Since then we have been connected through a wonderful friendship. Dirk was able to answer all of my questions and from him I received a lot of data, facts, part of

the instruction manuals with some drawings and replacement parts lists, as well as some of his hand-drawn sketches. He also was very helpful regarding other technical aspects and was always a good source of information and support to me.

The beginning of the model building project was difficult. I had first tried to build the model with a combination of plastic and metal parts. After trying, unsuccessfully, to build the carriage struts from plastic, I quickly decided to build the whole model using brass, if only for stability's sake. Only for the side walls of the operator's cabin and the imitation concrete counterweight slabs did I use plastic material.

I started the project by building the complete undercarriage and the already-mentioned plastic concrete counterweight slabs. The crane tower, with all of its parts, was a big challenge. Here I drilled holes in all the round corner beams into which to solder the diagonal braces. A great advantage with this process was that the braces could not slip away during the soldering process. I used a flat wooden plank and drew the outlines of the crane tower on it. To keep the side pole on the straight and narrow, I used a paint stirrer from the paint shop. It had the advantage of being completely straight and also, it was free.

After the external tower was assembled, I started to concentrate on the inner tower with its operator's cabin. It was a really big challenge and required the utmost patience to build all the parts for the external and internal towers true to the originals. So, for example, the ascending ladder is made from 0.5 brass strip and the rungs are made from 1.0 mm diameter brass rod.

The slewing platform of the crane is also completely made from brass. The two cable winches were turned on a lathe. Alternatively, I could have made them from brass tubing with two large rings either glued or soldered on at the sides.

The round corner beams of the inner tower are made from 1.2 mm diameter brass tubing and 0.6 mm thick brass strips. The greatest problem here was that I could not drill holes for the soldering of the diagonal braces so that they would fit perfectly. The operator's cabin, the interior details, the gears and the relay boxes I made from plastic. The engines are made from wooden dowels which I got for free from Ikea. The tracks are O scale track, which I bought in a model train store.

The cable drums which I found are from the ship model detail sector and I ordered them from a dealer. This was so much easier than turning them laboriously on a lathe myself. After everything fit together on the model as designed when I assembled it for the first time I gave some more thought to the finish. Should I leave it as is or paint it? At the model exhibition in Ede, I introduced the model in the raw and many visitors made positive comments on the very stable model constructed of brass.

Another highly difficult issue was finding the correct color tone. Stefan Keim gave me one can of paint which was used for the restoration of an old Liebherr crane. I managed to get further pots of the required color locally. It took a whole year to build the crane model. An attempt to build a second model parallel to the first one was not successful. The model has a height of 70 cm, the length of the arm is 68 cm.

## Heavy chunk from Road Kings in 1:18

# Scania LBT 141 V8

by Daniel Wietlisbach

The scale of 1:18 is very popular for model cars but it became more well known for commercial vehicles only after the Actros from NZG was released. It is not surprising that behind the new brand of 'Road Kings' is Modelissimo, a dealer for car models.

Hedging its bets, Modelissimo makes its premiere appearance with a legendary truck painted in the colors of the Swedish Freight Hauler, ASG. The number of models released in the series is a proud 1000 because future paint scheme variations will be more modest.

This tractor is made up in large part from metal and accordingly, is quite heavy. The shape of the cabin has been nicely conceived and the doors open. The interior,

**Here is something for those who already have everything. You can now gift yourselves with this huge Scania 141 ...**

with the exception of the silver painted pedals and the gear shift, is kept in plain black but surprises us with a printed-on, exact copy of the gauges. The windows are very flush fitting and have raised rubber gaskets printed on them. Very nicely done are the headlights and indicator lights plus the radiator can be made out behind the radiator grille.

The chassis has been modeled open only at the rear and when seen from below one finds only minimal detailing. The whole model is rather plain and in parts only reaches the degree of detailing found on a 1:50 model. For example, where the en-

gine should be there is only gaping emptiness. The way the supply lines have been attached has very little to do with the original.

Of course, on the positive side one has to say that it cost only a little bit more than an Arocs from NZG and it is still an impressive sight. Even so, when taking a closer look at the model, one wishes for a few more details.

Besides the new paint schemes announced, there is already talk of a second model in the future, the Mercedes-Benz LPS 1632. We are looking forward to it and waiting to be surprised.

## Large models from Nootboom in 1:32

# Volvo FH16

by Daniel Wietlisbach

This producer from the Netherlands has so far concentrated on making agricultural models in 1:32. The busy Dutchmen are releasing their first model that is not used on a farmer's field and have combined the Nootboom MCOS-48-03EB with the most powerful Volvo tractor truck. Both can be had separately or in a set and in different colors. We had a 'Redline' version for our test courtesy of the Nootboom Shop.

The true-to-scale models have some impressive dimensions and are really heavy because the main components are made of metal. Just like on the original, all axles have suspensions; the two rear ones are steerable and are connected to each other to enable parallel turning. The modelling of the hub caps, wheel rims and tires with the Michelin logos is first class. The main beam and the red parts of the deck surface on the trailer model are made from metal. The wooden planks at the front part as well as the silver-colored grilles are plastic. The tie-down eyes at the sides along the whole length are only hinted at. True to the original, the lifting table is operated by two hydraulic cylinders so that the goose neck area can be driven on thus making it possible to transport two machines at the same time.

Especially nicely detailed are the two, two-part 5 m loading ramps that make it possible to have a very low,

**Marge models steps on to new ground with this model of the semi-low loader from Nootboom which we already know from Conrad in 1:50 ...**

sloping drive-on ramp. They can be fixed into transport mode with two chains which include simulated ratchets and are mounted so that they move sideways. The pierced silver metal sheets and, at the rear, the hydraulic cylinders, rear and all-round lights which have glass lenses are very nicely modeled.

### Volvo FH16 6x2

The semi-low loader is pulled by a Volvo FH16 and the chromed lettering '750' on the driver's cabin door indicates that currently this unit has the strongest Swedish truck engine. It is shown off underneath the tilting cabin, however, it is not more finely detailed than on the 1:50 models. Also modeled to the same standard are the chassis, drive train, axles and wheel suspensions. The 6x2 axle configuration is very indicative of the economic-thinking Dutchmen and suits the mainly flat Dutch roads. Fuel and AdBluetank as well as the catalytic converter plant and the steps behind the cabin are made from plastic, however, the fenders are made of metal. Using tweezers, the three supply lines can be inser-

ted into the matching holes that are drilled into the goose neck.

The actual 'increased value' of the larger scale is clearly seen on the cabin. It shines not only because of its shape but also because of the detailing, for example, a flawlessly etched radiator grille, prototypical lights with reflectors and glass lenses. The openable door and a multi-colored cabin interior, rear view mirrors, antennae, window wipers, air deflector and roof spoiler are all factory mounted. Even the backside of the cabin has been convincingly engraved and shows off the detailed air intake stack. All windows are fitted very flush and area attached without any of the distracting mounting lugs. The paint applied to the whole set is convincing and the lettering is sharp and covers well. An interesting detail that is included with the tractor truck is a sheet of stickers with alternate number plates for a few European countries. Compared to a similar 1:50 model, this new set is offered at a more than fair price. Whether Marge Models will be able to win new customers from the truck and construction machine sector remains to be seen.

# Reminiscences of Rinus Rynart, part III

## On the Road

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by Rinus Rynart

Upon retirement I handed over Rynart Trading to our son Rob who continued running the company together with his sister Carola. Rob changed the look of the trucks. He kept the white look but changed the lettering decals of the company name to blue. I did not like this idea at all because for the last 50 years I had always been proud of our ‘house colors.’ On the other hand, he was able to save 3,000 Euros on every tractor semi-trailer set and for ten new trucks it was tenfold. In the end, I agreed with him.

At the handover, the fleet consisted of 30 Volvo trucks as well as some semi-trailers with tarps, some reefers and a few semi low-loaders. The Scania trucks I had sold off over the last years as it became clear that the Volvo trucks are best suited for the long distance trips. In the near East, in Russia and Kazakhstan we had very few repair issues with them especially on the suspension and fenders or with rust in the cabins. Rob sold off many of the tarped trailers and purchased new refrigerated box trailers which were needed for the new jobs. Over time, one after the other, the colorful, older semis disappeared and were replaced by ones in the new paint scheme.

As a ‘Senior Director,’ I continued to go to the office regularly.

**In the third and last installment of his memoir, Rinus Rynart looks back to the passing of the company to his son Rob and reports on current transports for the NATO peace keepers in Afghanistan ...**

I drank coffee with the drivers and helped out when I was needed. I had a lot of time and started to collect pictures, sort them out and to publish them on Facebook.

When Rob took over the business, he already had contracts for Turkey, Syria and Jordan. He transported groceries and machinery to Russia and Kazakhstan and later on to Iraq and Afghanistan. His customers were Chevron Oil and NATO.

As earlier on, the trips to Jordan and Iraq went over Germany, Austria, Hungary, Rumania, Bulgaria and Turkey and were usually danger free because he transported mainly textiles.

### **Nato transports**

For the more difficult trips to Bagdad in Iraq we again picked Turkish drivers because they had a better understanding of language and culture. That was around 2010, just after the war, where the US Army was able to defeat Saddam Hussein and Nato was called

in to ensure safety and security. Our loads were mainly groceries that could be transported at half the cost of freighting them in by air. Besides the groceries we also transported machinery parts to the war-ravaged country. Beginning at the Turkish border, our trucks drove in convoy escorted by some US Army jeeps because there were still some terrorist groups active along the road which led to some fighting. Luckily, none of our trucks were involved in such incidents. In 2012, a new, democratic government was elected and the conditions in the country started to improve slowly. The Nato troops were able to return to their home countries. Our transport trips of four, weekly 10,000 km long drives were soon history.

Later on, conflict escalated in Afghanistan. Nato intervened in 2014 and peace-keeping troops, army equipment, planes and mechanics arrived in Kabul. At the end there were around 100,000 Americans and Europeans giving assistance and they needed sup-

plies. Nato began with cargo planes but soon realized that it became way too expensive and so they remembered road transportation.

Because Iran was an American enemy, we had to find an alternative route. In the end, Nato was able to negotiate an agreement with Russia and Kazakhstan which allowed the cargo to travel over their roads. The route went over Germany, Poland, Byelorussia, Russia, Kazakhstan and Uzbekistan to Kabul. In northern Afghanistan, the famous Slang pass had to be crossed (3,878 m above sea level.) In the winter months there was a lot of snow and the drivers had to mount chains and sometimes needed the help of bulldozers to be pushed up the mountains and through a small tunnel.

But even with all this help, sometimes the driving axle of the trucks slipped anyway therefore, we bought a few specially adapted trucks, Volvo 8x4s, with a

long chassis for 40 ft. containers. When the winter weather was very severe, we used these over-length trucks to cross the Salang Mountains because they had the best traction when using chains.

### Driving with an escort

The road from Rotterdam to Kabul is about 6,500 km long and the return trip took about four weeks. The majority of the freight was loaded in the Netherlands and Belgium. It contained not only meat, fresh vegetables, beverages and other grocery items but also machinery parts. For these trips we used Russian drivers, preferably those who could speak a little German and Arabic. At the Afghan border we were given an armed escort and we proceeded in convoy to Kabul. Despite this precaution, there were some attacks on our semi-trailers. The Taliban fired rockets from the rugged

mountainsides near the road and so set half a trailer on fire. Fortunately, the driver escaped unscathed and he drove the rest of the trailer to Kabul then returned with the damaged semi to the Netherlands.

Nato is our best customer and they decided on Rynart-International because they were very satisfied with our work during the Iraq trips. Furthermore, Rynart is an old and established company, a well-known company that earned its good reputation for long distance transports early on.

Even today, we drive four or five semis to Kabul almost every week and we also supply the remaining Nato peace keeping contingent in Iraq with one or two transports. About 30 trucks are on the road exclusively for Nato. It is a good, but sometimes dangerous job. Rob founded a firm especially for the Afghanistan trips, Rynart-Logistics.

### Related Rynart transportation companies

Rynart-Transport, my father's company and later belonging to three of my brothers, continued to be run by Frans and his son Frank after the early deaths of Jeff and Ad; Frans took leave of the company around 2000 and it was then run by Frank alone. The company grew very quickly and Frank opened large offices and warehouses in Moerdijk (NL), Budapest and Istanbul. At the highest point of expansion, the company owned 200 trucks from Scania, Volvo, Renault, DAF plus other brands. Unfortunately, the company grew much too fast and went into bankruptcy in 2007. The reason for this was that the vehicles were under-utilized and the bank called in the loans. This was a very sad time for the family, however, there was nothing we could do at the time. Frank did not start again

but later on opened a hotel in South-Africa with some friends.

Furthermore, there are two other Rynart Transport companies in the Netherlands. One in Roosendaal, with about 25 trucks as well as a Rynart Expedition in Dintelmond, also in the Netherlands with about 15 trucks. Both are related to us and are run by cousins on my father's side. Today the transport companies are run by the second generation. Once in a while we meet to exchange information in a friendly way although their companies never had anything to do with ours. In 2012, my brother Leo died; he had one truck and did transports within Holland only. Surviving today are my brothers Frans, Henk and Win and our only sister Marja, thank God.

We also do transports inside Europe and who knows what kind of contracts we will be given in the future?

### Models

Rinus Rynart enjoys every 1:50 model of his trucks that is made and has a small collection with models from Tekno and WSI, but he also has some custom-built trucks made especially for him. So far, as part of the 'Middle East' series, Tekno has produced

three of the blue-phase 'Rynart Trucks': one Scania 110, a Volvo F88 and a Mack F700 as 6x4 tractor trucks, all with the same flatbed semi-trailer and container. All three of them are sold out, but two further models have been announced: another Mack F700, this time, however, as a 4x2 with goose neck semi-trailer and tarp cover from the green phase of 'Rynart Trucking' as well as a DAF 2800 with cargo semi-trailer also with tarp cover, in the green-metallic colors of 'Rynart Trading'. So far,

WSI has produced one Volvo F88 and one Mack F700 4x2 with the same tarp-covered semi-trailer in the 'green' of 'Rynart Trucking'. Also announced is a Mack F700 6x4 with tarp-covered semi-trailer in the yellow-green paint scheme of Rinus' father's and later, his brother's company, 'Rynart Transport'. The model fleet is bound to grow because of the continuing interest. Currently, most of the trucks from Rinus transport history are available, except for the legendary Fiat.

NEW

# Trucks & Construction



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by Urs Peyer

## Kitbash Volvo L350F

# Flat roof

**Our specialist for the fine detail on big vehicles was inspired by the sideways dumping shovel for GEM's wheeled loaders. The end result is a tunnel loader from Volvo ...**

Two years ago, Gaz Evans (GEM) released a side dumping shovel for wheeled loaders of the 50-ton class, designed to fit the Caterpillar 988K, Komatsu WA600-6 or Volvo L350F. Highly specialized shovels such as the ones that the Norwegian Gjerstad company builds are used mainly for working in tunnels and in underground mining operations. In these work environments, the total working height of the wheeled loader is an important factor, therefore, it was important not only to attach the side discharge shovel but also to reduce the height of the driver's cabin.

The shovel for this project is available from Gaz Evans Models ([www.gem-models.co.uk](http://www.gem-models.co.uk)), order # GF59. To mount it on the L350F we need to remove the three hollow rivets at the two lifting arms and at the dumping kinematic by drilling them out. The side discharge shovel can then be attached with the 1.6 mm rod material that is included with the set (picture 2). Unfortunately, because the shovel is relatively heavy, the two hydraulic lifting cylinders are not capable of holding the shovel in a raised position. The problem can be solved by filling the inside of the cylinders with round material. For this we need to remove the bottom plate of the front section of the vehicle, then, using a bolt driver, we can push forward the two pins at the bases of the cylinders. After inserting two rods of the appropriate length into the cylinders, the two pins can be re-inserted and the bottom plate re-attached.

The cylinder protection plate is

made up from 0.5 aluminum sheet stock that is bent three times to get the correct shape. The U-shaped mount fits exactly over the bracket and can be attached with a 1 mm brass rod running through the existing hollow rivet (pictures 3 and 4).

### Driver's cabin

The new cabin is 7 mm shorter than the original. Before the alterations we have to make it is necessary to remove safety railings, side view mirrors and window wipers using the bolt driver. The five upper drilled holes for the railing and the side rear view mirrors have to be drilled 7 mm lower, with the same distance between them. Three of the

four new handrails are made from 0.8 mm brass wire. The originals are too long. The existing roof is cut off on all four sides 7 mm below the roof edge. The clear plastic window material must be reduced in height by a further 2 mm (picture 5). A piece of ABS sheet stock replaces the missing 2 mm underneath the roof. The new rockfall protection roof is made from a piece of 0.5 mm aluminum sheet stock. The width stays the same but it is 5.5 mm longer and the edges are slightly beveled (picture 6). The flashing light and spotlight are details from the scale truck market. Once they have been sprayed, the ABS and the aluminum plates are joined by two hexagonal screws and nuts.

### Material

Aluminum sheet	0.5 mm
ABS sheet	2.0 mm
ABS profiles	4.8 x 1.5 and 1.5 x 1.5 mm
ABS triangular profile	2.0 mm
Brass wire	0.8 and 1.0 mm
M1 hex screws with nuts	

### The upper structure details

The hex-shaped fire extinguisher (right side, behind the driver's cabin, picture 1), is made up from triangular and square profiles. It is 17.5 mm high and the cross section is 4.8 x 4.8 mm. The new air filter for extremely dusty work environments is from a kit by Ad Gevers (picture 7). The old exhaust is too

high so must be shortened accordingly (picture 8).

### Safety railings

As on the original, all of bright orange railings on the model should shine. It is fortunate that on the rear part of the wheeled loader's chassis

almost everything can be removed by unscrewing. The railings can be carefully removed using a pin driver and hammer. In order to take off the handrails on both of the service hatch openings of the engine hood, it is necessary to remove the two bolted-on hinges. This means that the bolt heads must be ground

off carefully so that the hinges can be pried off using the flat blade of a jeweler's screw driver (picture 8). Since the glued-on green engine block is in the way for the dis-assembly of the air filter and exhaust, it can be taken off during this step in construction to allow for better handling.

# A quarry is created, part I

## Well stacked

by Markus Lindner

Quarries and rocks are generally well-loved model building projects, not only by friends of construction machines and trucks, but also by model train enthusiasts and other diorama builders. Despite being high on the list of desirable subjects, because of the replication of the rock face this theme remains a highly complex undertaking.

To build a model successfully, it always pays to get to know the original as much as possible. This is especially so if one wants to model a rock face in a quarry. To model just 'any kind of rock' cannot lead to success in the end. A lime quarry, where the raw material for a concrete plant comes from, has completely different characteristics than the sandstone formation quarry in the middle Jura or a basalt stone quarry, for example.

**As a follow-up to the gravel works series introduced in earlier issues, I would now like to show you how I made the actual quarrying site. The quarry face with the creation of the rock strata is the centerpiece of the scene ...**

Therefore, it is meaningful initially to learn how to differentiate the varied rock types and how they were formed. Every type of rock is nature's creation of mixed minerals, glasses and remains of creatures that lived long ago. Rocks can therefore be classified by the way they were created.

Magma rock formation was created when lava broke through the earth surface, cooled down and became rigid after a while. Basalt, obsidian or even light pumice stone were created in this manner. Addi-

tionally, there is the melted magma in the inner earth which cools down slowly and under great pressure thus creating so-called sub-terrain rock such as granite.

Sedimentary rock covers around two thirds of the earth's surface today; it was created from deposits on ocean floors or in a river delta. Over the millennia, these deposits turned into clay marlstone, and, by the loss of water and with immense pressure, they then became slate. Sandstone, the most common sedimentary rock, is formed by the compression



and binding of quartz containing grains of sand with clay or lime. Its individual coloring comes from the minerals in the mix.

Limestone comes from sediments made up from the compacted shells of dead sea animals (mussels and corals) on the ocean floor. Limestone also forms when calcium carbonate is dissolved in water. If the limestone in the sea water then reacts to magnesium ions, dolomite is created.

Because of tectonic shifts, the rock layers have been lifted over millennia and folded up to create our mountains.

During these processes other stone layers are pushed back under the earth's crust. Because of the pressure and high temperature conditions during the process, these rocks change into so-called metamorphosed stone. For example, marble is created from lime and gneiss is created from granite. In these metamorphosed stone formations, very few hollow chambers and hardly any fossils can be found.

Therefore, for building a model, it is important to accurately know the characteristics of the stones, especially surface structure, strata and their coloring.

## Differing quarrying methods

Just as the kind of rocks vary, so do the mining methods used in a quarry. In most of the quarries today the mined material is broken up and crushed for use such as ballast. The quarrying of large stone blocks from naturally occurring stones, a practice used since ancient times to build the pyramids, or the large cathedrals in the Middle Ages, is rather rare

these days. An exception to this rule is the mining of sandstone in various places in Europe and so is the mining for marble in the Tessin or in Italy around Carrara. There, huge blocks are cut out of the quarry face using cable saws and other highly specialized tools.

Otherwise, an excavator with a front shovel is the most commonly used tool. It is placed at the bottom of the rock face where it dislodges material from the wall with its powerful shovel and then loads it on to dump trucks to be transported to the rough crushing plant. Larger rock chunks are broken up in the excavator shovel using the so-called drop ball attachment.

The mining of stone with the larger 50 t excavators equipped with backhoe shovel is an increasingly used method. For this, the excavator stands in front of the rock face and the material is loosened from the top on downwards, then loaded on dump trucks.

Quarrying by blasting is the most economical way of mining. A series of deep holes are drilled using a blast hole drill into the rock wall. The drill-holes are charged with explosives, detonated and then the material is loaded mostly by wheeled loaders and transported out of the quarry.

## Making a model

The site of a modern quarry usually ranges from several hectares up to square kilometers. Even the building of the smallest of quarries in 1:50 would be a room-filling project of 20 – 30 m<sup>2</sup> size.

This is not what is planned here. Instead of the whole quarry, a small diorama as a stage for mining mo-

dels is the goal. It was constructed in such a way that it could be transported in the trunk of a car to be photographed outside by daylight.

In a real quarry situation only one of the methods mentioned is used, but in order to show off as many different models as possible, the challenge was to create scenery that would make it believable to show this. This was achieved by making two of the sides of the diorama into a quarried rock face.

The space in front of them was divided into two levels, so that on the one that is situated higher, it is possible to show not only an active excavator with a backhoe shovel but also a blasting hole drilling machine. At the same time, the difference in heights gives us additional interesting photographic perspectives.

The size of the diorama depends on the desire to show a loading cycle with excavator and dump truck or wheeled loader and dumper on each level. This consideration led to the total showpiece measurement of 60 x 50 cm with a total height of 35 cm for the back walls that are to be quarried. The height of the in-between layer is decided by the digging depth of the smallest possible backhoe-equipped excavator which is 9 cm.

*(To be continued)*

# A winter diorama in 1:50

## Truck Stop

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by Matteo Germano

This diorama is set in Norway mainly because we have quite a few Finnish, Norwegian, Swedish and Danish trucks in our collection and we thought they best fitted into a winter scene. We used a typical Scandinavian building painted red as a focal point. It is a laser-cut wood kit in 28 mm scale from 4Ground, a maker of accessories for War Games and plays. It was painted with Tempera paints and lettered in the Norwegian language.

Once again, the base for our diorama is a sheet of foam which we covered in a dark grey paint. At the rear, closing off the scene, is a just-hinted-at small hill made

**You can almost feel the icy cold wind blowing in your ears when you look at the winter diorama of the Matteo and Alessio Germano brothers ...**

from the same material. We planted over 100 trees from the model train hobby supply.

The snow is made from very finely shredded packaging material that shines in the sunlight just like the original. It was applied in layers at the very end and attached with vinyl glue. The upper layers were glued on with an especially strong and transparent lacquer spray. It required many additional layers at the edges of the parking place be-

cause it was supposed to model the snow banks thrown up by the snow plows. Of course, we took the pictures outside on a matching cold winter day; naturally, such days also occur in Northern Italy.

*By the way, for a year now the two brothers have worked for Morello Transports and, from Italy, service customers in France several times a week. Matteo drives a DAF 105 and Alessio a DAF Euro 6.*




**Do you know this one?  
Recognize the truck and win a model!**

by Remo Stoll

A Scandinavian country built this legendary type of truck. I found this example in 2012 in the neighbouring country to the west. From far away, it looked like a four-axle truck; only upon closer inspection did I recognize the loaded one-axle trailer. Despite the two logs that are sitting in the cradles, its last trip must have been quite some time ago.

Recognize the truck? Send us the name and the exact designation of the truck in question. The contest deadline is the 15th of February, 2019. If there are more correct answers than prizes, we will hold a draw to select winners. Please note that only entries with complete address information can be considered.

This time, the winners will receive one of the following prizes: an International HX520 6x4 with low-boy trailer from Diecast Masters, a Cifa K47H from NZG and a Komatsu PC210LCi-11 from UH. 



### Solution from Trucks & Construction 6-2018



The road roller in question was the MBU PV50 and the winners

are: Dietmar Reichelt from Berlin (D) who won the ABI pile driver TM 13/16 SL from Conrad, Tino Wilde from Crimmitschau (D), who won the Caterpillar D11T CD from Diecast Masters and Philipp Engel from Herscheid (D) who won the Komatsu PC490LC-11 from UH. Congratulations to all the winners!

# New on the market

## Special transporters and more in 1:50

The first time one could get the new model of the MAN TGE 4.180 with crew cabin and flat deck in ‘Municipal Orange’ was during the IAA at the MAN Shop. The little helper for all construction sites from Conrad has now been delivered to dealers in its new color of fire engine red. The light truck has been very nicely done and like the freight box version, has a sprung front axle. The flat deck with the tie-down rack just asks to be loaded. A ‘heavy-duty’ transporter of a special kind is the Goldhofer AST-2 ‘Phönix (Phoenix)’. This hydrostatic-powered, tow-bar-free airplane towing truck is capable of maneuvering planes with a weight of up to 352 t. For this, the nose wheel of the plane is lifted slightly by the docking system and the towing can start in less than a minute. The model from Conrad is made mostly from metal and has a high degree of functionality. Besides the steerable front axle which is powered on the original, the cabin lifts up and the seat with the operator’s console turns 180° allowing the driver to see the docking of the nose wheel very comfortably. Therefore, the docking system for the nose wheel of the planes is just as functional as on the original. The air intake grilles left of the cabin have been modeled pierced and the yellow handholds and rails are made from separately applied plastic parts. Brackets for the rear-view mirrors are included but have to be applied by the purchaser. Models of the Fuchs 350 loading excavators have a tradition at Conrad. In the next issue,

we will introduce the current Fuchs Terex MHL350 in detail.

## Demag AC 250-5 ‘Welti-Furrer’ in 1:50

Crane models are released firstly in the manufacturers’ factory colors and only secondly in the more or less attractive liveries to the dealers. A spontaneous ‘Wow’ escaped from us when we came across this model in the paint scheme of the very well-known heavy-duty crane company, Welti-Furrer, from Zürich. This colorful, shiny crane from IMC was commissioned by the dealer, Setec HTM, and is sold exclusively by them (Setec-thm.ch) and at the crane company itself.

## MAN KAT1 ‘Mammoet’ 1:50

After their retirement from the Bundeswehr (German Army), a few of the MAN KAT1s found a new owner, a transportation company in Thailand. Because of several take-overs of local companies, they landed in the Mammoet fleet. Finally, most of the trucks ended up in the perpetually growing city of Dubai, in the Emirates. The model of the KAT1 8x8 is a cast resin model made by IMC and has several added details. Included with the models is a brochure with pictures and information about this powerful, classic vehicle.

## US workers in 1:50

Weiss Brothers (distributed by NZG) is offering a set with six workers dressed in the current US safety

gear. The extensively hand-painted figures go nicely with construction machines and crane models and are also at home in a shop setting. Every country has its own safety regulations and this is a great challenge for the producer.

## Liebherr LTM 1250-5.1 ‘Kwun Tung’ in 1:50

Kwun Tung is a crane-operating, heavy-duty transport provider from Tsuen Wan in the Chinese district of Hong Kong. The very meticulous, detailed model in the very attractive livery is produced by NZG and released in a very limited series. A certificate is included with each of the only 210 models produced of which only 80 are destined for the open market. Developed especially for the US market, the Vögele Super 2000-3i Einbaufertiger (tracked paver) (see issue 4-2016) has now been issued in orange and with the logo of the road builder ‘Gallagher’ that has several locations south of Chicago, Illinois. The machine is based on the European Super 1900-3i version.

## Komatsu PC210-11 in 1:50

The previously introduced excavators of the 11 series models from Universal Hobbies have now been joined with a version containing a demolition hammer. The hammer is a Komatsu JTHB210 and has been authentically modeled in plastic, even though the very visible seam in the middle is very distracting. The metal chisel is sprung and the supply lines are correctly modeled.

## Land rake in 1:50

From the workshop of the tireless Gaz Evans comes a power rake for excavators of the 25 to 35 t class. The BMC tool attachment is made from metal and is very finely and cleanly cast. The power rake is used on the prototype to sort material for landscaping purposes.

## Henschel F621 in 1:50

New from GMTS, in their series of Golden Oldies in 1:50 is a model of the 6x6 F621 dumper from Henschel. The cubist-looking cabin was designed by the French designer Louis Lucien Lepoix and has a very distinctive, ribbed front panel. This is an etched piece of metal on the model and copies the prototype very well. The Henschel Star, the

F26type designations on the sides and the window wipers are made from etched nickel-silver sheet stock. The cabin shape has been well reproduced and the flush fitting windows have printed-on rubber gaskets. The dumper is available in limited quantities and in different colors. Also planned are 6x4 concrete mixers and a 6x2 tractor truck with long distance driver's cabin versions.

## Collector's guide

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

Type	Scale	Maker	Available from	Infos
Caterpillar D11N in four versions	1:48	CCM	Dealers	<a href="http://www.ccmmodels.com">www.ccmmodels.com</a>
MB Arocs 10x4 / Palfinger PK 200002L SH «Lanz»	1:50	Conrad	Dealers	<a href="http://www.conrad-modelle.de">www.conrad-modelle.de</a>
MAN TGS M Euro 5 / Palfinger PK 530002 «Bok Seng»	1:50	Conrad	Dealers	<a href="http://www.conrad-modelle.de">www.conrad-modelle.de</a>
Grove GMK 6300L «Mammoet»	1:50	Conrad	Mammoet Store	<a href="http://www.mammoetstore.com">www.mammoetstore.com</a>
Liebherr LTM 1030-2.1 «Sarens»	1:50	Conrad	Sarens Shop	<a href="http://www.sarensshop.com">www.sarensshop.com</a>
Caterpillar D7 evolution set	1:50	Diecast Masters	Dealers	<a href="http://www.diecastmasters.com">www.diecastmasters.com</a>
Caterpillar AP600F asphalt paver	1:50	Diecast Masters	Dealers	<a href="http://www.diecastmasters.com">www.diecastmasters.com</a>
Caterpillar AP655F asphalt paver	1:50	Diecast Masters	Dealers	<a href="http://www.diecastmasters.com">www.diecastmasters.com</a>
Caterpillar PM622 cold planer	1:50	Diecast Masters	Dealers	<a href="http://www.diecastmasters.com">www.diecastmasters.com</a>
Caterpillar PM822 cold planer	1:50	Diecast Masters	Dealers	<a href="http://www.diecastmasters.com">www.diecastmasters.com</a>
Caterpillar CS11 GC compactor	1:50	Diecast Masters	Dealers	<a href="http://www.diecastmasters.com">www.diecastmasters.com</a>
Caterpillar MD6250 rotary blasthole drill	1:50	Diecast Masters	Dealers	<a href="http://www.diecastmasters.com">www.diecastmasters.com</a>
Edilgru MH 1000-30/32	1:50	CGmodels	Dealers	—
Scheuerle SPMT 6+6+PPU «Sarens»	1:50	IMC	Sarens Shop	<a href="http://www.sarensshop.com">www.sarensshop.com</a>
MB SK SLZ 8x4 «Baumann» resin model	1:50	IMC	Fritztes Modellbörse	<a href="http://www.fmb-shop.de">www.fmb-shop.de</a>
Sumitomo SH135X-7	1:50	Replicars	Dealers	—
Sumitomo SH490LHD-6	1:50	Replicars	Dealers	—
Volvo FH04 6x4 / wood transporter «Johansson»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Volvo FH04 6x4 / wood transporter «Felle en Sonner»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Mack F700 Stas tipper «Willis Haulage»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
DAF XF Euro 6 4x2 / resin asphalt trailer «GussAS»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Scania P6 10x4 / lowloader w. dolly «Nooteboom»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Scania P6 10x4 / lowloader w. dolly «Holtrop v.d. Vlist»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Scania S Highline 6x4 / flatbed semi trailer «Nooteboom»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Scania S 6x2 / semi dump trailer «P. Vos»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Scania S 4x2 / stone trailer «Jakob Schipper»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Scania Streamline 8x4 / asphalt container «Per Broddes»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Scania R 6x4 / semi dump trailer «Alta Lastebilentral»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Volvo FH4 10x4 / crane «Boekstijn»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Volvo FH4 6x4 / semi lowloader «Stangeland»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Volvo FH4 6x4 / container truck trailer set «Sinke Groep»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Volvo FH4 8x4 / wrecker «Sulinko»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Volvo FMX 10x4 / tipper «Pauw Dodewaard»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
MAN TGX XXL 8x4 / lowloader w. dolly «Kahl»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
MB Arocs 8x4 / lowloader w. dolly «Chris Benner»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
MB Actros MP4 6x2 / semi dump trailer «Valeske»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
DAF XF Space Cab 8x2 / crane / flatbed «Baetsen»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
DAF CF Day Cab 8x4 / hook arm container «Jansen»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>

## Nutzfahrzeuge

By Halwart Schrader, published by Motorbuch Verlag, 380 pages, around 1,000 pictures, size 23 x 26.5 cm, ISBN 978-3-613-04079-3

Yet another large, heavy tome from the Stuttgart Publisher has it in spades. In the first chapter the author delivers a lot of worthwhile information about the development of commercial transport around the globe. He then introduces the reader to more than 1,100 commercial vehicle manufacturers, from one-day wonders to still existing corporations. Three lines of text for the smallest entries and up to a few pages and lots of pictures for the very big ones is a huge undertaking. Besides trucks, the book also deals with construction machines, mobile cranes and farm tractors as well as with makers of trailers and upper structures. The brands are listed alphabetically, crammed like in a Lexicon, but enriched with interesting, well-chosen picture material. Great reading for long winter evenings. (dw)

## Knoll Internationale Spedition GmbH

By Stefan Jung, published by Podszun Verlag, 180 pages, around 580 pictures, size 28 x 21 cm, hardcover, ISBN 978-3-86133-900-7

This new book from Stefan Jung follows the history of the Knoll Cargo Company of Salzburg, Austria from its beginning with 8-in-hand horse carts to today's modern trucks. It was founded by the grandfather of today's owner. In the beginning, all kinds of transports were undertaken. The specialization towards heavy-duty transports came about on the one hand because customers had more and more unusual cargo they wished to have transported, and on the other hand, because of Martin Knoll's love of tinkering. In the beginning, he built his equipment himself and so was able to offer more and more specialized transports. The book is richly illustrated with pictures and is entertaining to read. (eu)

## VEB «Ostseetrans» Rostock

By Ralph Bellgardt, published by epubli, 200 pages, 300 pictures b&w, size A4(EU) portrait, ISBN 978-3-74677-334-6

Ralph Bellgardt who trained as a metal worker and truck driver opens his private archive. Shown here are pictures of the former VEB Kraftverkehr (Transport Company) 'Ostseetrans' bases in Rostock. While the exclusively black-and-white pictures are historically interesting, they are not always sharp which can be attributed to the state of technology at that time. The attempts to forge ahead with modern freight traffic in the GDR are well illustrated with some really eye-catching scenes and some every-day ones. The only fly in the ointment is the text that would have profited by some editing. Those interested in historical pictures from East Germany are well served with this book. (eu)

## Scania V8, King of the Road

By Gerald Sandrieder, published by Verlag Klaus Rabe, 216 pages, 320 pictures, size 30.3 x 21.5 cm, ISBN 978-3-926071-58-3

The book is about the history of the 14-liter displacement Scania V 8 engines and the corresponding production series of models 140 to model 143 from 1969 up to 1996. The archival picture material comes partially from the Scania factory archive, some from the author who took many pictures especially for this book. In addition to the pictures, a few interesting V8 prospectuses are printed in the book. The end of the book gives a history of Scania in short form. For Scania V8 fans this is a very well-done reference book that contains some previously unknown subjects. Some of the lesser known upper structure variations are shown which is also interesting for local model builders. (eu)

## Our partner page

### New fork lift to supply the saws

Hyster fork lifts have a long tradition with Bärlocher AG. The first machine from Hyster was taken into service in 1962. In November, our old 7.00 XL left our employ. After almost 20,000

hours of service it was retired and replaced with a new-to-us but second-hand 8.00 XL. This machine is used to push stone blocks on to the sawing platform and then to stack and sort the finished slabs

in the warehouse. We are convinced over and over again of the robust and simple technology of the brand.

### New bridges for the north ring road around Zurich

The old north ring bridges over the Wehntalerstrasse and the SBB train tracks were de-constructed by the ARGE Nordring in June of 2018. For the construction of the two new highway bridges, a total of 2,300 m<sup>3</sup> of concrete was required.

The new, four-lane highway bridge over the train tracks is 79 m long and 19 m wide. For the 900 mm,

strong, full-body T beam segments, the ARGE Nordring used 210 t of re-bar and 26 tension cables. At 5:00 a.m. on November 22nd the construction waste recycling center 'Ebirec' started with the production of 1,200 m<sup>3</sup> of concrete C30/37 for the concrete pumps. To cover the rush hour at the Nordring, there were up to 25 concrete mixer trucks

at the site at that time! Two large concrete pumps with reaches of up to 52 m ensured a continual flow of concrete. The last concrete mixer truck left the concrete mixing plant in Rümlang ten hours later. On December the 4th the Ebirec produced another batch of concrete this time of 1,100 m<sup>3</sup> for the highway bridge over the Wehntalerstrasse.

## Translation of pages 56 – 57

## News in brief

### Volvo delivers a driverless transport solution

Buying trucks is so yesterday; in the future, customers will be able to buy a complete transport solution as a current transport demonstration test situation in Norway is supposed to show. The Norwegian company Brønnøy Kalk AS and Volvo Trucks have signed a contract for the trans-

portation of lime from an open pit mine to a nearby harbor which has a crushing plant. Six autonomous operating Volvo FH semi-trailer trucks are currently working at this trial installation and are transporting the stone material over a 5 km long track. Raymond Langfjord, the ma-

naging director of the mine, hopes that by outsourcing the transports he may gain a competitive edge and Volvo would like to show off the capabilities not only of their products but also of the kind of services they can provide to their customers. (dw)

### The oldest DAF still in use

Because of its 90th anniversary, at the beginning of 2018 the truck producer began to look for the oldest DAF still in regular use. Even though the call went out worldwide, the oldest DAF was found very close by in the vicinity of the DAF factory in Eindhoven.

The A1600 from 1968 belongs to the family company of Hoefnagels in Bakel and fulfilled the requirement that it is still used commercially. ‘Our truck may be 50 years old, but it is a long way from being pensioned off,’ said Frits and Nicky Hoefnagels very happily. The truck came to the company as a brand-new unit and remains on the road all over the Netherlands from spring to fall going from fair to fair with carnival rides. (dw)

### Two new mining trucks from Caterpillar

With the 798 AC and the 796 AC, Caterpillar presented two new, diesel-electric-powered mining dump trucks for open pit mining. The 798 AC with a carrying capacity of 372 t is in the same class as the mechanically-powered 797F. The 796 AC with a capacity of 326 t and replaces the 795 AC in countries that have exhaust controls. The two new dump trucks are based on a design taken over from the acquired Bucyrus International Unit Rig, dumpers MT 6300 and MT 5500. To provide enough power there is a 16-cylinder Cat C175 producing 3500 or 3100 hp. The engine complies with the US exhaust protocol EPA Tier 4 for large engines. The two mining dump trucks should be available in the second quarter of 2019. (up)

### E-Trucks for Germany

Scania is delivering 15 electric trucks for testing on three electrified sections of the German Autobahn. The test will begin in the German state of Hessen on a 5 km long section of the A5. Then, in the summer follows a segment of the A1 from and to the Lübeck harbor, and finally, a year later, a section of the B462 in Baden-Württemberg.

The trucks will be equipped with a pantograph designed by Siemens which sits on a special rack behind the cabin. These tractor truck and semi-trailer sets will be operated by freight haulers in their regular trips and the delivery date for the first Hybrid R450 is planned for May of 2019. (dw)

### Milestone for the self-driving Komatsu mining truck

Currently, in Australia, Chile and Canada there are 130 self-driving dump trucks from Komatsu. Since 2008, when for the first time a dump truck was equipped with the FrontRunner AHS system, the autonomous trucks have transported over 2 Billion of material, combined! A further 150 trucks are expected to be used in the Canadian Oil sands over the next seven years. The largest mining dumper from Komatsu today is the 980E-4 with a carrying capacity of 363 t. The diesel-electric plant is powered by an 18-cylinder engine with 3345 hp.

Since 2013 the Caterpillar self-drivers have transported one billion tons travelling 35 million km to achieve this. (up)

### Volvo ECR 145E tunnel excavator

Robert Aebi AG, in co-operation with Schöller Special Machines GmbH, showed off their Volvo ECR 145E L tunnel excavator as a short slewing heck version. To cope with the extreme underground working conditions in tunnel construction, the standard excavator was re-enforced and equipped with specially designed hydraulic cylinders. On the outrigger arm, the 20 t excavator can rely on the proven kinematic from Liebherr and Caterpillar. There are already three Volvo ECR 145E tunnel excavators in use in southern Germany (Albvorland and Alaufstieg tunnels). Larger models, based on the ECR 235E and the ECR 355E with 26 and 40 t working weights, respectively, are in the planning stages. (up)