

Laster & Bagger

Lastwagen, Baumaschinen und Krane im Modell

+ 16 Seiten
Lastwagen

Eigenbau 1:50

Ford Transcont



CCM 1:48
Caterpillar
651B & D10

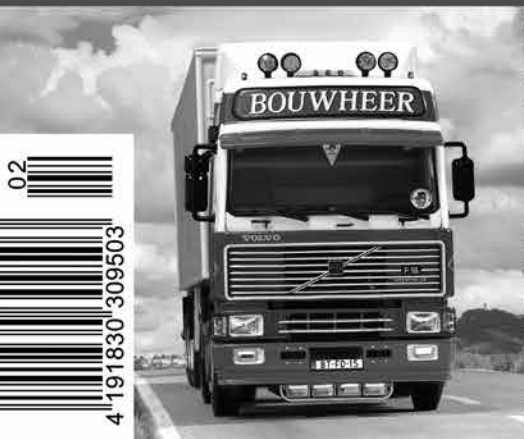
English text



WSI 1:50
Volvo F16 Globetrotter

Spielwaremesse Nürnberg
2017: Alle Neuheiten

Conrad 1:50
Sandvik TH633



Editorial

Values and fears about the future



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

Before visiting this year's Toy Fair I was getting a bit anxious about the second part of the magazine's title: 'Construction' (especially excavators). There were hardly any 'excavator models' shown and none, with one exception, was announced. Therefore it was very valuable for me to visit Nuremberg, where I was able to make personal contacts, initiate conversations and gather information about a few new current model developments. As usual, these are kept under wraps, are worked on quietly and we are forbidden to write about them. There is only one thing I can assure all, by the end of 2017 we will be able to look back at a most satisfactory model year.

Future fears for the hobby sector is without any foundation. In other parts, however it is very understandable. In particular, the truck and commercial vehicle sector of the industry is working on a future that will completely turn the profession of the truck driver upside-down. When the new technology of Electronic Platooning is implemented, then a driver will be needed only at the begin-

ning and the end of the journey. The cabin morphs into an office and the driver takes care of all the forms and paper work. At least, this is the way the larger truck companies see the future of the driver. This is the end of the Romance of the Street!

Maybe this is the reason that more and more historic models of trucks gain in popularity. They help us remember a time when the world was still 'intact', 'Kings of the road' ruled and were proud of their trade. TV (German Language) had a series with titles like 'auf Achse (on the axles)' and 'Movin' On'. The drivers were underway for days without a cell phone and had 300 hp under the hood. Afterwards they told tales of their amazing adventurous trips.

In this issue we are delivering things to match your hobby expectations. After all, we want to leave behind the worries of the day and our hobby provides an escape.


Daniel Wietlisbach

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Jonas Tschickardt used to collect Cat-Models Completed

by Daniel Wietlisbach

His fascination for construction machines was 'not given to him in the cradle' as he himself describes it because his father was, among other professions, a carpenter, an 'All-rounder', a male Psychiatric Nurse and a part-time ambulance driver. At least his fascination with commercial trucks can be explained. Jonas grew up near a highway. There he was fascinated by the trucks going by and sometimes waved at them. He also remembers visits to construction sites in the 80s and seeing the yellow tracked loaders that were common on any site.

In order for Jonas to re-enact the things he had seen, a wonderful pile of humus in the garden was made available to him, "not sand!", as he made known to me. In use where the very well-known O&K mobile excavators by Bruder in 1:16 and a variety of models from Siku in 1:55. There was the Menck M500H hydraulic excavator with lowboy trailer and a three-axle MAN tractor in white, lettered for Heitkamp, pulling it plus many other vehicles, so that he could play out all kinds of situations neatly.

Inside however, the youngster played increasingly with Lego blocks and with increasing age he became accordingly more and more interested in Lego Technic.

Jonas Tschickardt considers his collection to be small. However it is nicely presented, has an interesting history and is 'completed' ...

The first few boxes he used to build an excavator loader and a tracked loader, both of them were still operated by moving the gears by hand. After that, the first real tracked excavator was released in Lego Technic, with real cylinders operated by hydraulics. From all the Lego parts, he created his own fantasy machines because fascination with the techniques and the young man's joy of experimenting knew no bounds.

The enjoyment of Lego Technic still lingers today and Jonas Tschickardt, as an adult, still buys boxes of Lego Technic sometimes. Among them, the recently-released set with a bucket wheel excavator, the largest set ever offered by Lego. Just now however, time is in short supply and so he looks forward to when his children will have grown some and he can enjoy building together with them.

Kits of trucks

Besides Lego, truck kits in 1:25 scale interested him. Of these there was a nice selection available by Revell and Italeri in the nineties.

About 12 truck sets were created during these years. The first models were not painted and the glue oozed out of the joints, was very visible, and left bad spots. But the standards of the builder rose and prototypically-painted models and even unique ones with scratch-built bodies followed. Using a lot of creativity, Lego parts were used and the stanchions of a lumber carrier were crafted from brass profiles. Jonas Tschickardt liked Scania best, but Volvo, Mercedes-Benz, Iveco and DAF models were added to the collection. The walls of his boyhood room were literally 'plastered' with truck posters.

The finished models were stored in the attic where the great differences in temperatures harmed them to such a degree that they fell apart and had to be disposed of. Since then, Jonas Tschickardt no longer builds plastic models because they do not last long enough.

His professional life

The enthusiasm of Jonas Tschickardt led to seeking an app-

renticeship as a truck driver at the age of 15. Unfortunately, none was open in the vicinity. After even the search for an apprenticeship as a truck mechanic was not successful, he finally found a spot as an apprentice mechanic in a Toyota Garage.

Already during his apprenticeship at the age of 17, Jonas Tschickardt moved out of the parents' home because space was getting tight. His parents searched for and paid for a Studio apartment where Jonas could enjoy his newfound independence and could entertain his friends at any time.

After the apprenticeship followed the compulsory Swiss Military service. He served with the supply troops and remembers fondly: "I learned a lot and we were a great team!" During his time he was able to take the test for heavy motor vehicles (trucks) and trailers and learned to drive the different kinds of trucks: Saurer 2DM, 6/10DM, Iveco Henschel and Steyr all in use with the Swiss Army at that time.

Construction machine models

When he was about 22 years old, Jonas visited a toy show in Berne

for the first time where he discovered construction models, also for the first time. At a stand he purchased a Caterpillar D9N from NZG (#298), the first model in his collection. His main interest was the unique Delta drive and so he searched for further dozer models by known dealers and then right away at Ammann, the Swiss Caterpillar dealership. The name of Caterpillar for the young collector was synonymous with construction machines, just like Scania is for trucks, so that he concentrated right from the beginning on that brand. The limitations of this decision also helped with the limited hobby budget.

Besides a few white Caterpillar models that only lasted a short time in his collection, yellow is and will always be the color found in his collection. To find his models, the collector relied on dealers or joined in combined orders with friends. He also used on-line auction sites and reports that he has not had any negative experiences with them. In particular, he bought quite a few models on eBay at the beginning of his collecting hobby.

Through the father of a good friend, himself a collector, Jonas Tschickardt met some like-min-

ded collectors and was taken to some swap meets. Despite this, he continued to pursue his collecting in a smaller scale for himself amassing about 8 to 10 new models each year.

From the age of 29 to 32 the collector worked as a truck driver on a lumber semi-trailer set. First he drove a Renault Premium 420 with a loading crane. On the logging roads, partially in bad condition, and when operating the crane, a high degree of concentration was required. The work in the forest, however, was the most exciting and enjoyable of this job. Although he enjoyed the work, it was at the same time, very demanding. Usually, starting time was 5:00 a.m. and so, often the days were long. In particular, the volume of traffic on the roads demanded high efforts of concentration from him. These conditions were not ideal for a young father and so he at first reduced his work load by working for two days as a car mechanic before completely switching back to the profession he learned originally.

When he, together with his partner, began a family six years ago and moved into a house, the first opportunity arose to nicely present the collection, as it is today. In a separate room that functions also as a TV and ironing room are 8 showcases on three walls of the room. In them his models are very tastefully displayed. A small but very effective trick makes it possible for the viewer to see the models even better. The glass shelving is fixed in such a way that it slopes toward the front. This poses no problem with most of the models. With the larger

The collector

Jonas Tschickardt (39) apprenticed as a car mechanic and in between also worked as a truck driver.

Besides collecting Cat models he is also interested in remote-controlled helicopters and, of course, excavators.

He lives with his partner Sonja Hänggärtner and their children Enya (6) and Lenny (3) in the Canton of Solothurn. For those who wish to visit him and his collection, please contact him by email first at tschiki@bluewin.ch

mining dump trucks however, the shelves are horizontal.

New directions

The collection today comprises about 220 models and will only grow a model or two over time. The collector even considers selling them off because other hobby interest had moved into the fore-

ground. For a few years over the summer months, the model builder became interested in remote-controlled helicopters.

There is now in the basement a scratch-built RC tracked excavator. Using the well-known model from Bruder, from which he took the upper parts and the cabin, a fully-functional hydraulic excavator was created. A yet bigger pro-

ject still sits untouched in a box: a remote controlled Komatsu PC 490 LC11 in 1:14.5. The theme of logging equipment too is something he would like to have a stab at. For this, two models from Tigercat, a 870C Feller Buncher and a 635D Skidder in 1:32 are ready to be used as prototypes for remote-controlled vehicles in the future.

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Trucks & Construction



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Tinplate

K77 excavator

by Robert Bretscher

Alps Shoji Ltd, located in Tokyo, a very well-known toy producer at that time, launched on to the toy market three interesting toy cable excavators of very pleasing design. These models were released in a variety of colors: as a backhoe or front scoop and also as a lattice mast crane with grab. We have already shown the front scoop and backhoe versions in earlier issues. These excavator models were powered with two 1.5 Volt batteries. Several levers and buttons made it possible to imitate all movements of the real machine. These included the lifting and raising of the clam shell bucket, the almost 360° turning capability of the upper carriage plus forward and backwards driving. Surprisingly, the cable-operated excavator model with its strong motor is capable of negotiating steep inc-

This cable-operated K77 excavator with clamshell bucket from Alps in Japan was made in 1960 ...

lines and climbing over sizeable rocks. Of course, these tempting features had to be tested to the max, even though the poor excavator sometimes tipped over. But because of its robust construction and the well thought out technology, many samples survived this harsh treatment without any damage and still work today after 57 years of use. As well as the very ornate finish of the tinplate model, it also has a very effective swing lock to prevent a 360° rotation of the upper carriage. This protects the electric cables leading from the cabin to the chassis.

Following the trend of the Far East toy producers, the model had to have a fully-functioning light

therefore, a red warning light glows as soon as the model is in operation. The all-round open cabin windows give an interesting view of the excavator's innards. Through these openings one sees the whole of the lifting and turning mechanisms at work. Alps very cleverly solved the weight distribution problem by putting the heavy batteries at the rear of the upper carriage. This allows the magnet-equipped clamshell bucket to be filled with sand and lifted up.

The design of this very shapely machine model gives a great impression of a classic cable-operated excavator.

Ford Transconti HA4435 in 1:50

Round like a ball

by René Tanner and
Daniel Wietlisbach

For a long time a Transconti model was on his wish list until, that is, the builder constructed a Swedish 52.2 t spherical silo truck ...

Catchy names like Tankmobil, Briab or Interconsult were given to these spherical silos in Sweden during the 60s through the 80s. All kinds of loose goods from dairy to concrete and sand up to agriculture products were transported that way. From today's view point these structures are relatively unproductive. They are produced less often while the cost-efficient Euter silo construction has now become standard.

The look of a heavy Scania or Volvo truck with a long, three-axle trailer and its ball-shaped silos could not be bettered. Every truck fan rejoices even today upon seeing such an impressive combination.

In the late 60s, René Tanner's father was a proud driver of the then factory-new Scania LB 76 with an Interconsult silo. This truck finished using a Swiss method of construction, had only three spheres; two were on the truck and a centrally-located one was in the middle of the trailer.

As a small boy, the model builder loved to sit on his father's lap and listen to his father sharing his memories about this vehicle that

was very unusual for the time. It had two gear levers meaning that to change gears one had to reach right through the steering wheel spokes. The watch from Scania-Vabis on his wrist and the Tekno Denmark model of a Scania LS 75 with Interconsult spherical silos turned his father into a hero in his son's eyes.

The 24m long set with a Ford Transconti is based on these memories. The modeler was successful only on the third attempt of 'getting it right' and being satisfied with the result. The two previous versions, however, provided a lot of important experience towards getting the end result correct.

The Transconti was chosen because the 'rolling wall unit' (a slightly disrespectful nickname) look was very popular in Sweden. The HA 4435 was powered with a Cummins NTE engine producing 370 hp and had a Fuller RTO gear system with 13 gears. When the Interconsult silos were full, the total weight of the truck was 22.5 t. The

three-axle, self-supporting trailer made by Briab-Interconsult weighed in at 30t.

The model

The chassis of the truck is made from an A. Smith Models Scania LB 141 truck lengthened and converted to a three-axle. The rims are from Heavy-Goods and the tires from Tekno. The cabin and front bumper are from Corgi. The mighty diesel tanks, the tool box and the compressor hooked on to the secondary power source are from Heavy-Goods. The creation of the trailer, because of its self-supporting construction, was more involved. The construction of the two silos were a special challenge. The spheres were found in the hobby shop and the udders were formed with spackling compound and sanded down to the correct size in time-consuming sanding.

The paint job with its grey and blue color tones required extensive masking work.

He takes model building to new heights

Just perfect

by Daniel Wietlisbach

There are only a few truck models in the display cases of René Tanner that are still in the same condition as when they first arrived from the producer. Most of the models land on the work bench as raw material for scratch building projects. There they are dissected into their parts. Quite often, he has to use his metal saw to cut up a chassis because the distance between the axles does not conform to the original.

A model producer uses standardized measurements so that multiple models with as many variations as possible can be made thus saving on the costs of producing the moulds. However, the model constructor, René Tanner, would like to have scale models in his display cases that match the original beginning with the correct measurements all the way down to the telephone in the driver's cabin. To reach this goal as nearly as possible, he invests a lot of time creating unique models that would be almost impossible to better.

His father was a driver and owned a Berna 4VF DKT front wheel drive. He had contracts driving for a stainless steel company. For René Tanner, it was clear that he wanted to become a long distance driver like his dad. It was planned that after finishing his apprenticeship in 1989, he would start trips

René Tanner stands out among truck model builders. He is one of the few completely versed in his chosen segment of the hobby ...

to the high north. However, once he heard that this was only possible when working 24/7 weeks, meaning without real weekends off, he searched for alternatives. At the Hangartner Company (today part of DB Schenker), he found a job driving long distance with a Mercedes-Benz SK 1838 semitrailer/truck with a V 8 engine producing 380 hp. He went back and forth between Great Britain and Switzerland transporting a variety of goods. When his father started to have back problems to such a degree that he had to give up his profession, René Tanner took over the contract for the stainless steel company and became self-employed. In 2002, having to replace the Berna truck, he changed to a DAF CF 85.430 Euro 3. Since 2007, he has driven a DAF CF 85.410 Euro 5 6 x 2. Looking at the truck one can see right away that there is a fan behind the wheel.

Discovered late

For long years René Tanner was a lone wolf modeler in his basement. He had no idea that there were many other 'nutters' like him, nor

that his models would be among the top ones in such a group.

Only through his contact with Hans Witte in the Netherlands did models from René Tanner, and of course Hans, slowly become known by a wider circle.

The research for his models earlier on was done during his driving gigs and from books. Today, of course, this happens on the Internet. The decision to build a truck and trailer set depends upon whether he really likes it. When the pictures of the original are in his mind and 'occupy his thoughts and leave him not alone', it can happen that he sits down at the work bench, saw in hand and assembles the necessary parts.

Besides original plans for the correct measurements, for many of the details a 'good eye' is needed, because it can recognize inconsistencies right away. That goes even so far as having bent details on a model because they copy the original correctly.

Beside his display cabinets there stands a nondescript chest of drawers. In it are many treasures: kits for whole trucks, cabins and accessories that wait the day to be-

come part of a new truck model. Until then, René Tanner enjoys just looking and handling the exactly-fitting cast parts. On the previous

double page we are privileged to introduce a new jewel from the workshop of René Tanner, and we will introduce one and describe it in de-

tail in every new issue of Trucks & Construction. We are truly looking forward to it ...

Cat 657B / 651B and D10 from CCM in 1:48

Earth movers XXL

by Daniel Wietlisbach

Those who regularly keep close tabs on the series of historical white metal models were hoping for models of the larger scrapers of the B series after the 666 and the 637E / 631E. Therefore the joy at the announcement of the models was great, but so were the expectations. After a reasonable production time, the models are now available in three versions. Besides the ones shown here there is a 657B drive unit with the scraper unit of the Cat 666B for increased capacity as used in coal-fired hydro power plants.

The models come well protected in the usual egg carton-like packages which have been optimized and no longer leave fibres on the models. The hefty weight of the models is from the high metal content and underlines the value of the models. These are made true to scale in the main measurements. They look very attractive especially due to the prototypical, nicely profiled tires.

A dream team of earth moving models from the 70s and 80s was delivered at the end of the year. They are the Scraper of the 657B / 651B and the D10 ...

The drive unit is made up from exactly engraved white metal castings and is augmented with many separately applied detail parts. While the mock-up of the engine, air filter, exhaust and the very finely painted radiator grille are made of plastic parts, the hand grips are solid wire. The hydraulic fluid tank on the right side is a bit odd as it is open at the front. This would mean that on the real thing the oil would drain out. Luckily, it is not easily seen from the outside.

The Push-Pull mechanism is very nicely done. The clip is easy to move and the push plate is softly sprung. While the two-engine scraper has an air-conditioning unit on the cabin, the driver of the 651B has to make do with a roll-over protection bar and a clear

front wind shield. Of course, the two variations provide the collector with the wished-for variety. The interior of the cabins is equipped with pedals and levers, like the original, and the windows are flush-fitted.

The goose-neck, together with the pivoted swinging bar of the scraper bucket are at the core of the detailing on the model. Here, on the most elaborate part of the models are six hydraulic cylinders as well as all the lines to the front unit and the rear scraper part. Despite the sometimes really tight clearances, this part of the model is truly outstanding.

The scraper bowl is made from a massive and exactly engraved casting. It can be lowered prototypically. The apron as well as the

ejector plate are modeled correctly with pierced fences. The most conspicuous overflow protection fence on the 657B is modeled using a very nicely done photo-etched part. It is possible to move the ejector all the way to the front. Hiding behind it are two massive hydraulic cylinders. They are responsible for the far back-reaching rear with pushing block on the single engine 651B. On the very detailed modeled of the 657B, and viewable from all sides, sits the engine with printed-on gauges. The radiator grille is again an etched piece of metal and between the pushing block and the engine sits the massive hook for the push-pull operating mode.

The original

The Caterpillar 657B and its single engine brother, the 651B, appeared on the world's construction sites for the first time in 1969. The capacity by volume of their buckets was 24.5 m³ (33.6 m³ heaped). The drive unit is a Cat D346 eight cylinder with 550 hp and at the rear of the scraper 657B an additional Cat D343 six cylinder engine producing 400 hp was used.

While in most cases, the single engine 651B needed a pushing dozer the size of a D10 with 90 t capacity and 700 hp, the 657 was available in the so called 'Push-Pull' equipment at the front. With a clip and a

sprung pushing plate, two units can be operated as a pair whilst only one scraper bucket is lowered for loading. The second machine either pushes or pulls the other one. After both scrapers are loaded, the pair separates and proceeds individually to the dumping site. With a total weight of 110 t and 103 t, the 657B and 651B can drive at a speed of 53 km/h over the tracks. A so-called 'Cushion hitch' hydraulic suspension, integrated into the gooseneck, guarantees a smooth ride and stability. The Scrapers of the B-series where built until 1984. The current scrapers are the 651E and 657G.

Caterpillar D10

We already introduced the forefather of the D10 with its striking exhaust in Baggermodelle 1-2010. Now comes the model of the 'second generation of the D10' built from 1978 to 1986. The two machines are easy to identify, because instead of the single, large exhaust, there are now two smaller ones reaching up to the sky. This 'small' difference however, required an almost total redesign of the engine room on the model. CCM has done this with a lot of care. Especially the pierced heat protection cages, made from photo-etched parts, located on the bottom of the exhausts give it an impressive look. The engine hood too was adjusted, true to the origi-

nal, and the platform of the cabin is structurally different.

It is laudable that CCM has used a different type of blade and a completely new version of the rear ripping gear on the new model release therefore we are limiting the description to only these new parts. Compared to the standard 10S blade of the first version, the new one has a 10U blade that has a higher volume capacity. It is made from an exactly engraved metal casting and can be moved prototypically correctly. The maker also had to make some adjustments to the cylinder. It was possible to use the blade of the push-pull version without any changes.

The three-pronged rear ripping attachment is completely new. It was given many details and has been made to be functional. Eight flexible hydraulic lines lead to the powerful-looking, valve-equipped cylinders. The ripping teeth are separately mounted, but are not depth adjustable because of the fixed bolts. Despite this, they can reach a respectable ripping depth. As far as ripping attachments are concerned, this is one of the best. The finish, paint job and lettering are first class on all models.

Cat 657B / 651B

- + Detailing
- + Metal content
- + Many variants



Cat D10

- + Detailing
- + Metal content
- + New tool attachments



Construction trailers by NZG in 1:50

Circling the wagons

by Daniel Wietlisbach

NZG surprised us with the re-release of the construction trailer ...

When NZG closed the curtain on their historical construction model program many collectors were very disappointed. Because of a stroke of luck, one of these classics has been put back into the program. The two-axle construction trailer that was available in grey, yellow and orange in 2002 is now available in the green, red and sky blue Felbermayr colors and also in the paint schemes of Kibag and Implenia. This is no coincidence because it is the Swiss company of Rubag that still produces these kinds of construction site trailers today and they look similar to the NZG models. The likeness is such that the Nuremberg firm

made the decision to release a new issue in current colors.

The model with its length of 6m, as translated to the model, is similar to the 'AZ600' by Rubag. It too has one door and two windows. However, the outside is no longer made of wood but of a combination of particle board inside and a corrugated pattern metal skirting outside. These vertical corrugations used for stability give the wagons a wooden plank construction look. The windows and window shutters on the models match the trailers by Rubag. Only the chim-

ney is from a long ago time before electric heaters replaced wood fired ovens.

Rubag builds construction trailers from a size of 3 m with a single axle to 8 m with two axles. Special customized options are available; for example, there is a special version for Kibag as a tool trailer without any windows, but with shelving.

Incidentally, for the occasion of the 111th anniversary of Rubag in 2016, NZG made a limited series trailer with a special paint job. This was not available for sale and did not find its way to dealers either.

New items from the 2017 Toy Fair

Less is more

by Daniel Wietlisbach
and Carsten Bengs (cranes)

The main impact of the fair was that there were relatively few completely new items. But these were very exciting ...

The trend towards fewer and smaller exhibition booths continued from the last few years due to consolidations. The fair is becoming more and more an information and communications show only. This fact is borne out by the multitude of attendees that are responsible for the model policy in their branch of industry. Where else can one find all the producers on one spot and be able to assess the quality of their models? Seeds for the new items for 2018 have been sown in this way, probably unknown to most visitors!

Uniquely, three models of 250 t AT cranes from almost all of the producers were seen. This has never happened before and is probably a lucky co-incident for collectors of crane models. It is very interesting to note that several makers have taken a close look at how the counterweights are taken on board; many other new themes are left 'hanging'. There was only one new item in the mining sector to be seen; this may reflect the slump in the mining market. But in the low-loader model segment there was also only one new model. When you are reading these lines, the Conexpo in the US has already opened/is finished. More new models will be presented there. We did not receive anything

concrete, only that there will be new ones. Again, in our report we are limiting ourselves exclusively to models from new molds, arranged loosely in alphabetical order. For all color variations we refer you to the blue box on page 54. With a few exceptions, the pictures in this report show exclusively pre-production samples in various stages of development therefore the finished models will have some detail changes when produced. As always, we would like to extend our thanks for the hospitality we received at all the booths and for the exciting conversations we had as well.

AT Collections 1:32

This producer, founded in 2006 and based in the Netherlands, has already made a name for itself among the collectors of cars and agricultural machines. As a great surprise it showed two new Volvo models in 1:32 scale. It is estimated that the EWR 150E with double and single tires will be available in two versions this fall; coming as well are the Tiltrotator and quick-change attachments that will cost no more than Euro

100. The models will be finished to a high standard but the engine compartments will not be openable. At the same time, will come a set with eight different Eurosteel brand quick-change attachments. Towards the end of the year the plan is to make the LH60H wheeled loader and the matching set with three tool attachments. In the case that these models are well received, there are six more project files marked 'Volvo' in the drawer of this maker.

Diecast Masters 1:50

There are many new Caterpillar models which will be released during this year. Already available are the two compact loaders, the 242D on wheels and the 259D with tracks. Both models have extensive accessories including four different tools. The first of the 16M3 graders that is almost identical with the 18M3 that we described in the last issue, comes in April. As per the original, a smaller scraper blade was built in and the extensive safety railings were not necessary. The only brass model of the year, the 994K wheeled loader, will be the only one produ-

ced this year. It will come in two variations: in yellow with a rock bucket and in white with a coal shovel. The models look massive and have very delicate-looking safety railings. The D10T2, available in August, made a convincing impression. The engineers have left the roof removable, much to the joy of people who do not like 'Bob'. Two more graders, 14M3 and 140M3, the 980M wheeled loader, as well as the 745C articulated dumper were shown only as photographs and therefore most likely will not be ready until the end of the year. In 1:87 scale, the 966M and 972M wheeled loaders are already available. They differ from their predecessors from the re-designed rear to the up-to-date look and the different shovels. Exotic and completely in-house designed was a model of the EMD SD70Ace Diesel Railroad locomotive. The engine is powered by a Cat motor and will be available in blue/green and yellow/ black color schemes. There were no new models announced for 1:64 and 1:32 scales.

IMC Models in 1:50

The only completely new die model from IMC Models is the Demag AC250 AT-Crane. The very detailed model was shown as the pre-production prototype and the detailing is very convincing due to the many photo-etched details in the engine compartment. The lattice tip can be adjusted with an Allan screw. The lettering of the 250t crane is perfectly done. The model will also appear as the AC220; in this version the crane has another telescoping segment.

Matching them comes a DAF semi-trailer set colored and lettered for Demag.

Motorart 1:50 / 1:24

At the stand of the Swedes were the Kobelco SK 210LC and SK200 that are identical in construction. Both were available in turquoise for the European and in yellow for the US market. With only a few changes, the models for the two silver SK200H and SK210 OH LC hybrid excavators will be made. All six excavators are exclusive models and can be acquired through the Kobelco Shop. Also exclusive are the Stapler 'BT levio' and 'BT staxio' in 1:24, made for Toyota. When asked about the Volvo license, the licensee, Torbjörn Jansson from Motorart, mentioned that the license ran out at the end of 2016 but was not cancelled and so runs for another year. Despite this, it is unclear if further Volvo models from Motorart will be produced.

NZG 1:50/ 1:32/ 1:18

Two new Liebherr models were announced for the fall; shown was the pre-production sample of the Liebherr LTM1250-5.1 AT crane. It is a very promising model and will have a high degree of functionality and detailing. The ballast can be taken on board prototypically in two different positions by using the small Allen screws to hold it on the under carriage. Additionally, three locking positions of 46, 92 and 96 % are possible. For the container handling fans comes the Liebherr LRS 545 Reachstacker which, compared to the previous model, has a more classical lines look. It is possible

to slide the cabin forwards then the engine hood can be opened and a mock-up of the engine will be visible. Except for the spreader, this model is made up from completely new dies. In 1:32 the series of the Genie telescoping working platforms is being continued with the Z60/37FE in two versions having black or grey tires. In 1:18 the VW T6 comes in black and red/white matching the Mercedes-Benz Actros GigaSpace 4x2 in silver. The Audi Q7 in the same scale was the first car to be seen in prototype form. From Weiss Brothers, whose products are distributed by NZG, comes the machine compartment for a wind turbine in 1:50. It is made of resin castings and has lifting latches for cranes. Also distributed by them is the Japanese Hino Profia dumper by Ken Kraft in 1:50.

Drake collectibles

The Australian model trailer maker was represented with its merchandising program at the WSI stand as it was last year. Shown were the prototypes for a functioning "Lusty EMS B-double" combination. The bin of the rear dumper is self-supporting and uses the rear-most axle as a 'pivoting point' for dumping. This is called the 'Tip-over-axle-trailer' Down Under. To empty the front bin however, the second trailer has to be un-hitched.

Britains 1:32

The JCB 110W Hydradig with under floor engine first introduced at the 2016 Bauma is expected from the island nation.

Schuco 1:43

There were no work-free days for trucks during the early days as is proven by a model of the Saurer 3C-H. The well-preserved truck stabled at 'Bachmann Kölliken' as a historic vehicle would be re-configured into a bus during weekends. The canvas deck was removed and replaced with a bus body made by coach body maker Ramseier + Jentzer. Unfortunately, since the model is made from resin, it was not possible to make the bodies interchangeable and so there are two very nicely detailed models available.

Siku 1:50/ 1:32/ 1:87

Siku, the faithful producer of models for youngsters, has announced a very varied program in all scales. In 1:50 come the Manitou MHT 10230 telescoping loader, the John Deere 410E dumper as well as the Mercedes-Benz Arocs with loading crane and construction site container. In 1:32 comes the Manitou MLT840 telescoping loader and the remote-controlled Liebherr R 980 should be ready to be delivered by this summer. To be seen in 1:87 were a Volvo semi with a silo trailer and as well the Liebherr R9800 with front scoop.

SSM 1:43

Those who are interested in commercial vehicles from Eastern Europe and especially Russia must know this maker. Shown was the mighty Belaz mining dumper in green, blue and beige with a yellow bin. Looking very

exotic was the SD802 articulated roller based on the T-150K tractor. A wonderful classic vehicle is the ZIL 130V1 with a K4-AMG silo trailer for flour transport. The models are made from metal and plastic castings and are very nicely detailed. The whole production program is now easier to get here in Western Europe thanks to Herpa who is distributing them.

Tekno 1:50

The first very promising test shots of the Mack F700 were on show. This truck legend comes with the high plus the standard sleeper cabin and the matching 4 x 2 and 6 x 2 chassis have been announced. With other fenders and without the European flashing indicator lights, a US version would be possible. The Jumbo canvas trailer from Meusburger looks hefty and will come with 3 to 6-axle versions. The rear can be ordered with either a lifting platform or doors and at the front the options are either two spare tires or one spare and a storage locker. The original can be widened and has a variety of uses. It is suitable for the transportation of high volume but light cargo or for heavy machine parts. There is a four-axle semi-trailer with a Volvo FH 04 tractor in a set painted for 'Steinle'. For the roll-off system comes an insulated half-pipe asphalt bin. These are especially common in Sweden, but are now seen more often in the rest of Europe.

WSI 1:50

A ray of light for our excavator model friends was shone by WSI

with the Volvo EC950E, shown as a 3 D print. The object of the exercise was to show more than just a picture of the original. The model, which is still under development, will have a rock protection cage. Future projects from the Swedish construction machine model makers are works in progress. WSI also showed both versions of the Tadano ATF220: in white as the Euro 4 and in blue as Euro 3. The details and functionality of the models is very convincing. The two models differ in the area where the engine is located and the Euro 4 has the very modern below-level front cabin. Using an Allen key, the ballast attachments can be attached prototypically. From the series of the Volvo F10/ F 12/ F16 comes the new standard cabin. It will be offered first in the F10/F12 of the first series but with another radiator grille and round head lights. The new MAN cabins will also be made for the TGX XXL Euro 6 and XLX Euro 6. They will both look as they were before the IAA Updates of 2016. They were shown as 'first shots', the first test cast from the new masters, but there will still be some corrections made. The XLX has the so-called 'construction front bumper bar'. Also planned is the 8x4 heavy duty cargo chassis with front couplings. The well-known US Kenworth T 680 Trucks and Peterbilt 579 are getting the newer but lower sleeper cabins. For cargo truck models, the Broshuis 2connect container chassis in a variety of combinations has been announced. The original was made for customers in the Netherlands where a weight of 55t is allowed. Now, this dou-

ble container chassis has been given the green light in Germany as well. Combinations planned are: 2+3, 1+3 and 2+2.

TMC 1:50

Roger Hermans who does the merchandising for Hitachi was to be found for one day in hall 7 showing off pictures of the almost finished Hitachi ZX350-6. The model is in need of some small design changes but is nicely detailed and fits seamlessly with the ZX470. More model projects for Hitachi are in the works.

Border column

Corgi

After no new noteworthy models have been made for a while, the maker is now definitively getting out of truck model production. Only the series of 'Eddie Stobart Super Haulers' will be continued, but they belong more in the toy section than into the model section.

GMTS 1:50

We can look forward with anticipation to the model of a super nice Krupp F389 canvas-covered truck and trailer set for the series of 'Golden Oldies'. Also announced were the cubist-looking cabin from Mercedes-Benz, the Krupp Dolberg D451 cable-operated excavator, the Blumhardt 25t military low-deck trailer, the Mercedes-Benz rounded hood L1513 as a concrete truck, the Faun K40 dumper, the Hanomag B 11 wheeled loader and finally, the Volvo NH88 as a tow truck.

Holland Oto 1:50 / 1:87

From the series of inexpensive and rather plainly detailed 4x2 tractor trucks, the new Scania S V8 in both scales will come towards the end of the year.

Märklin

The maker from Göppingen remembered that he had some dies from the 60s and so re-issued the Krupp flat deck truck with trailer. The unit has a total length of 22 cm (first issued as #8034) and comes in a historical package and in a limited series. It is an exclusive model and can be ordered through MHI dealers.

Universal Hobbies 1:50

The only thing we could find out from the French was that two Komatsu models will appear this year.

Artitec 1:87

This Dutch maker is announcing the following ready-to-run models: Caterpillar D7, Ruston Bucyrus 17-RB as a crane and with a front scoop, and the MGC 2.5 t as dumper, tow truck or crane.

Busch 1:87

They showed-off a little jewel matching the narrow gauge light railway system. It is a bucket excavator from O&K in kit form. The original can be seen at the brick making museum in Erbs near Leipzig. Made from completely new dies comes the delta track drive for Unimog, Toyota Land Cruiser and Land Rover. The IFA G5 truck

model with flat deck has been announced.

Herpa 1:87

Very surprisingly, a model of the Wirtgen W250i Cold Milling machine has been announced. Almost ready for delivery are the flying jib for the Liebherr LR 1600/2 and the wind turbine propeller adapter for the Goldhofer modules. (The Liebherr 954 gets a sorter/grapppler attachment this year and the L 580 a fork for loading timber. A matching log transport truck and trailer set also was announced. A further interesting item is a generator unit for construction.

Kibri 1:87

Several of the older models are now being newly produced as kits.

Ros 1:50

The Sennebogen 6113E is now available as Grove GHC 130, but only in the US.

VK Modelle 1:87

This maker starts with the production of the Scania LB 76 4x2 tractor truck with the Dutch sleeping cabin.

Wiking 1:87

The Fuchs F 301 excavator will be released very shortly in its first version with grapppler and demolition ball. The Volvo L 350F comes new in a different color tone because it will no longer be painted. Announced were the 8x4 chassis for the MAN TGS Euro 6 as well the 4x2

tractor truck chassis for the Magirus squared hood truck. A tank option for the historic flat deck truck will be available and the Unimog will be released in its old 'round' form and finally, the VW T2 with double cabin and flat deck and as the Samba (Hippy) bus version. We include the release of the modern Land Rover 110 among the commercial vehicles released.

Conrad 'In House Fair' 2017

Again, Conrad has had a successful exhibition 'at home' and in their production rooms showed off the Demag cranes: AC500-2 SSL, AC100/4L as well as the AC55 in the new, very attractive blue and yellow colors of Demag. Surprising here is that the Challenger 3160 now comes as the AC55. The first issue in the Terex

colors was a one-off and will not be repeated. Even now, at about 16 years old, AC500-2 SSL looks neat in its new colors. A small design change to the dies of the LTR 1100 has been made; it now has an up-to-date cabin. Conrad was the only model maker overall that presented a low deck semi-trailer and truck model. The producer from Franconia showed off the Nooteboom MCOS-48-03EB semi low deck with a MAN TGX XXL tractor truck as a prototype. The model looks very convincing with its many details and the usual Conrad robust construction. The loading deck is adjustable so that, for example, two small wheeled loaders could be transported. Also shown was a pre-production sample of the Kleemann Mobiscreen MZ 703 Evo, a mobile, three-deck screening plant. With this,

the collector will soon have all three machines available to model a complete line consisting of breaker with pre-crusher and sifter units. A wonderful bit of news is that the Mercedes-Benz LS 1624 round hood with long distance cabin will be made like it was shown two years ago as a historical vehicle with a tanker trailer. The most important 'news' was not a model but the announcement of a new information strategy: the new items of the year are not going to be announced at the 'In House Fair' but in four or five segments over the whole year. The new models will then be available for delivery immediately. That is why we can assume that new models from the company in Kalchreuth will be announced throughout the whole year.

Sandvik TH663 from Conrad in 1:50

Tunnel vision

by Daniel Wietlisbach

The Sandvik TH663, with its carrying capacity of 63 t, belongs to the group of larger trucks in this genre. If one adds the 43 t empty weight of the machine, the total is 106 t. It is capable of reaching a speed of 43 km/h per hour when fully loaded. For this, the built-in Cummins QSK engine produces

At the end of the year, without any pre-announcement, Conrad presented the completely newly-designed dumper for underground mining ...

567 kW (760 hp). The dumper is designed to work in tandem with the LH621 LHD wheeled loader

from the same maker. It takes three loading cycles to fill the dumper's bin. The TH663 requires under-

ground tunneling with a 6 m wide x 6 m high profile to operate.

The model from Conrad is well protected in the familiar box with a form-fitting foam insert. It has a hefty feel in the hand and that feeling is reinforced by the compact construction of the original. The collector gets the very nice feeling of having a chunk of metal in their hands. Packed in a separate plastic bag are the metal safety railings as well as the two rear view mirrors. Mounting these parts is quick and easy.

The Sandvik TH663 has been made to scale and that includes the functions. The degree to which the bin can be dumped matches the original and the steering angle of the articulation is the same.

The mighty wheels are very nicely modeled and the profile on the soft rubber tires is beautifully done. When looking from below and also partially from the sides, the drive train going from the front part to the rear can be made out.

The front part of the dumper is made of a massive white metal casting which has a wealth of finely-engraved details. All doors and hatches are correctly shown

and the surface has a fine anti-skid detail. The front radiator grille and side radiator open to make servicing easier. Behind them the engine and the hydraulic cooling system are seen. On the TH633, Conrad has pushed the limits of functionality very far, because for further servicing it is possible to lift the whole machine off the ground using four hydraulic supports and the dumping bin can be secured when partially lifted using a fold-down support. On top of that, the little yellow set of stairs on the right side of the front radiator folds down just like on the original. The play drive instinct is satisfied to a high degree with this model.

Also, the optics are not short-changed. Besides the already mentioned openable radiator co-

vers, there are five further small grated hatches as well as the rock fall protection cage of the rear window, all made from extremely finely-pierced plastic castings. The headlights, a fire extinguisher and the warning light at the cabin complete the front part of the vehicle. The cabin itself is made from a finely-engraved metal piece and the window insert has the window caskets and a window wiper printed on in satin black. As on the original, the supply lines as well as the two steering cylinders and the drive train are in the articulated joint area. The frame of the rear wagon part is kept as plain as the prototype and has a very well-modeled rear axle enclosure.

It has several indentations for optimal use of the loading bin space when in use in restricted space underground. On the model it is made from a piece of diecast metal and the shape of it has been successfully translated into model form.

The coloring has been applied cleanly and covers very well and the sparse lettering is sharp and legible.

At a glance

- + Functionality
- + True to scale
- + Metal content



Volvo F16 Globetrotter from WSI in 1:50 80s comfort

by Daniel Wietlisbach

This extremely colorful model gleams when taken out of the box by the collector. The paint job and the printing are very intricate. The metallic-green has been matched perfectly and the color separations are sharp and exact. The airbrushed scenes on the sides and at the cabin back are taken from the 'Cars' Disney movies with a tongue-in-cheek addition of the 'Bouwheer-V8 Café'. Other scenes are printed on the wind deflectors and on the wind screen. But let us not be fooled by appearances.

Let's look at the model, how it compares to the prototype and how it was made. At first glance, the model looks good and leaves a positive impression. The cabin, described in the last issue, where we comparison-tested the cabin proportions, passes the test well.

The tractor truck has been modeled extremely exactly like the original. The only difference to the original is the two protective bars over the roof lights; these are not in the WSI program of parts. The headlights, with their separately-inserted glass imitation in front of the nickel-plated reflectors, look very authentic. The window wipers and rear-view mirrors are separately-applied parts from the factory.

On the rear of the cabin the air intake duct has been replicated and

WSI presented the prototype a year ago and at the end of 2016, the first F16 arrived at the dealers ...

the chromed exhaust is equipped with a photo-etched heat shield. The interior, complete with bunk beds, is nicely detailed and finished in many colors.

Below the tilting cabin is a mock-up of the engine complete with the Turbo-Charger. When seen from below, the gears, power-train and rear axle housing are visible. The steerable front axle allows a satisfactory turning radius. Since the tires are not snug fitting, they have the tendency to sit on the rims at a slant, which distracts from the overall look of the model. For the wheels, already existing parts were used.

The equipment of the chassis is like the original. Mounted on the right side is a large fuel tank and the toolbox, left are the battery boxes, compressed air tank and the spare tire. As we are used to from WSI, the four lines for the brakes and power supply are modeled.

The brake lights are nicely finished with colored lens parts. Because Bouwheer does not own any trailers (see box) it made sense, for once, offering only a tractor truck.

The original

In 1977, Volvo presented the F10 and F12, a new series of heavy-duty trucks. The driver's cabin was kept in the style then popular. It was very angular but offered lots of space, comfort and safety for the driver. Ten years later, the F16 line was added. At the same time, they all were given an optical re-design. Easy to spot because of the squared-off head lights integrated into the front bumper bar instead of the previous double lights. They also got larger windscreens. The Globetrotter-Cabin was added to the program. The 16 l in-line six cylinder engine delivered originally 465 and later on 485 hp.

Bouwheer is a company offering service and sales of trucks and trailers in Zeewolde, the Netherlands. The company's own trucks are used to transport new and used trailers all over Europe.

At a glance

- + True to scale
- + Detailing
- + Paint and lettering



Schwing S 43 SX III from NZG in 1:50

Long pumper

by Daniel Wietlisbach

The S 43 SX III reaches the maximum height of 42.5 m with all its five mast elements extended. It has a working weight of just under 32 t. Especially remarkable is the so-called ‘Bogenabstützung’ (arc support) designed by Schwing. The front supports are in arc form and are stored in the chassis in a most ingenious, space-saving manner. The space between the supports is taken up by a battery of Langhub-Pumpenbatterie (long lift pumping batteries) P 2525 with 2.5 m long conveyor cylinders. The maximum quantity that can be moved by the S 43 SX III pumps is 162 m³/h.

The model from NZG is heavy, nicely detailed on all sides and leaves a prized impression upon first look. This is underlined by the fact that when checking the measurements of the model against the original, the maximum erecting height is correct – as is the minimum fold-out height. Despite all this, the elements of the pumping arm can be prototypically folded together very small into transport mode. The two rear support arms are 5 mm too long, because otherwise no sufficiently long hydraulic cylinders would fit. This however is manageable because the front arc supports, also the Schwing logo, have been

Even before the Toy Fair, this model of the Schwing automatic concrete pump was available. It looks especially nice painted for the Austrian Weber Company ...

exceptionally well modeled. Despite the true-to-scale support arm widths, it was possible to have the Long-lift pumping battery modeled in great detail. The NZG engineers have worked wonders in the limited space.

The pump housing and the area around the receiving hopper at the rear are nicely done. The cover of the hopper is of metal and the surface is ribbed. It can be attached open and closed in transport mode. The under run protection bar at the rear folds up; it has the rear lights on it but they are only printed on and look rather flat.

The five mast elements are nicely, exactly engraved and all hydraulic lines are shown raised above the surface. The joints are modeled with all details and being of metal, are very stable. The

small bolts hardly distract and the hydraulic lines at these spots are made from flexible rubber material. The pumping line can be followed without any breaks from the hopper to the rubber hose at the end. In order to reach deeper work sites in front of the truck cabin (a multi-storied basement of an industrial building comes to mind) the automatic concrete pump is equipped with the flat Arocs cabin. This new cabin roof form of the Arocs augments the cabins on offer from NZG with a further variation and gives an excellent impression of the original.

The paint job is clean and the multitude of lettering and signs are sharp and legible and give the model the great look it has.

Two rubber hose extensions and enough pads for the supports are included with the model.

At a glance

- + Detailing
- + Functionality
- + Metal content



Terex 3160 from Conrad in 1:50

All Terrain crane

by Carsten Bengs

As an AT crane with 55 t capacity the Challenger 3160 runs under the Terex branding. After the 100 t AC100, the AT cranes from Terex are once again running under the well-established brand name of Demag but in the new yellow and blue colors. The prototype offers a maximum reach of 50 m and is designed as a single engine unit. A 240 kW strong MTU engine (Mercedes) is installed in the prototype. With its capability of being erected quickly, the crane can be used at several sites in a day.

Conrad has created the model in its usual robust and massive way. The dimensions were well translated into model form making it appealing to look at. Functionality and detailing are, as usual, of a high standard.

The three-axle undercarriage rolls very easily on its tires whose turning radius functions like on the original. The rims are also correct for the prototype. The color separations between the Terex beige and the charcoal at the sides of the chassis are very sharp and so too are the silver-lacquered mounting ladders on the same spot.

All walking surfaces on the chassis have an anti-skid surface. A ladder with a very high quality finish is hinted at. At the rear are replications of the exhaust and radiator.

The lower chassis cabin is of the new design which is already fa-

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

miliar to us from Conrad's larger AC100. The interior is well copied and does include the headlights. The window wipers at the front are separately-applied parts, fortunately not just printed on the front window shield. In the small parts bag included with the model are four small rear view mirrors to be fixed to the cabin by the owner.

It is unfortunate that the model's supports are made from plastic and have very visibly threaded. Despite this, the fully-extended support arms keep the model stable even with a fully-extended outrigger arm.

The upper chassis cabin modeling is very detailed; monitors and joy sticks are easily recognizable. The cabins tilts to make working the crane easier. On the side of the upper cabin there is a further small mirror that has to be attached separately. The turning motor is also present and correct.

The original is ballasted with a maximum of 6.8 t. Conrad has chosen a completely new way of doing this and it functions extremely well. The model's base ballast plate, 3.5 t in reality, is, held perfectly in place by two sprung pins that have a diameter of only 2 mm. The base

ballast plate is inserted and held securely down using only a tiny bit of pressure. The base plate remains on board with the crane during travel to and from the sites.

Warning beacons on the original and the model keep the public safe. There is also a Terex logo on the plates. The lifting winch has sufficient spare twist-free rope from Conrad, enough even for a quadrupled rigged hook. New here is that the winch drive is very nicely mocked up and has a small plastic bolt that attaches it to the lifting engine, a very nice solution.

The outrigger arm has five telescopes and can be extended to a top guide wheel height of 97.5 cm which is not quite as high as the original's 53 m. The side length encoder on the mast has also been modeled. All cable wheels are made from metal and run very smoothly.

At a glance

- + Anti-skid surfaces
- + Ballast loading and securing
- Plastic support arms



The three wheels at the top of the arm correspond correctly to the prototype. The load hook has two cable wheels, the same as the AC100 model; on the originals only hooks with one or three wheels are in use.

The Challenger 3160 does not have any extensions because the prototype has none. This is because with its 50 m arm length it has considerably more length than, for example, the LTM1055 with its 40 m. Therefore, an extension is not really necessary.

With the Terex Challenger 3160, Conrad has produced a detailed model which will surely be enjoyed by many collectors. The new method of taking ballast plates on board is a great and very innovative idea.

Bertschi AG part II

Local – Global

by Daniel Wietlisbach

The world's longest road tunnel was officially opened in September of 1980. At the same time, 20 Hupac trains were running daily through the almost parallel rail tunnel. The waiting times at the border with Italy were getting more precarious all the time and Hans Bertschi pleaded for an extension of the Hupac corridor into the industrial site of Busto Arsizio near Milan. 1983 marked the opening of the new terminal and the founding of Bertschi Italia with its own trucks.

In the same year, a second German branch in Ludwigshafen was opened to make servicing the BASF more efficient. In 1984, the Bertschi AG was re-organized into five business sections: tanker trucking, silo trucking, canvas-covered transports, transit traffic and customs. The transportation of chemicals was from

In the second part we take a look at the development from the 80s onward and shine the light on the models ...

the beginning, the core business of the hauling company but the department of canvas-covered transports shows clearly that other goods were also transported at that time.

Revolutionary

Hans-Jörg Bertschi took over as Chair of the Board in 1994. His dissertation of 1985 was titled: 'The traffic over the Alps, shown in a thesis of the construction of a new railroad line across Switzerland'. He argued in it that the money spent on road construction would be better invested on building a new Gotthard base tunnel. In the mid-80s his vision was ahead of its time however, it was a revolutiona-

ry statement for the CEO of a large freight hauling trucking company.

The second half of the 80s was under the banner of further expansions. New branches were opened in Hamburg, Antwerp, England and Austria. When the iron curtain fell, and the re-unification of Germany became possible, large expansions were made eastward. After the branches in Schwarzheide (Brandenburg) and Bitterfeld (Sachsen-Anhalt) were opened, branches in Slovenia, Poland, Hungary and Estonia followed. In the same decade, branches in Spain and the Netherlands were opened. To mention all the new branches opened in the last twenty-five years would go beyond the limits of this article (see box in part one).

Takeovers

Assisting in the growth of the company, have been the great number of takeovers. For example, in 1997 the silo freight company Dites, located in Sandhausen (D) was taken over and in the following years the Europa wide silo freight grew to be an important facet of Bertschi AG.

In 1998, after constructing the Logistics location in the Chemical Park in Bayer Leverkusen, the freight hauler became a logistics supplier. The containers used were no longer just transport containers but became storage containers in the distribution centers (hubs). Since 1999 Bertschi AG has concentrated on tank and silo transports; freight transported under canvas disappeared from the truck fleet at that time.

The new millennium began with Bertschi AG showing 270 Million of annual sales, having about 860 employees and 650 trucks from MAN and DAF. In 2005, Nordic Bunkers, the leader in silo transports in Sweden was taken over and the Scandinavian part of the busi-

ness was expanded. The white and green trucks still operate under the original name.

The freight hauling company became a global player in 2011 with the purchase of the Dutch firm Per Plus. The US and China belong to the operational areas just like Saudi Arabia and Singapore where the newest hub was opened in 2016.

Since, among other things, the Swiss coat of arms in the logo could have been misconstrued as a religious symbol, it was simplified and made universal. The coat of arms was replaced by the logo; this can now be seen, together with the company name on the front of the truck cabin, the black band having disappeared completely.

Despite this, the seat of the company remains in the Swiss village of Dürrenäsch as “the very high security standards and highly qualified and experienced personnel for the transportation of dangerous and environmentally sensitive goods give the company a clear advantage and justify the higher cost”, says a press secretary for the company.

The models

It goes without saying that such a globally active company has issued in the past and will release truck models in the future. Marco Ghelfi, a driver for the last 22 years with Bertschi AG and a collector himself, is the ‘responsible for models’ person of the company. He remembers the first models, all in 1:87 scale made using Herpa models as a starting point. The supplier was not Herpa itself but Schlüter in Hatten-Sandkrug, Germany, well-known in collector’s circles for its exclusive models.

For about 10 years now the models in 1:50 have gained in popularity and are now the most interesting segment of the models. The first ones came from Tekno while the majority of the newer ones from WSI. This is because WSI is the only one who has in their program the 330 foot container that is very popular with Bertschi. But it could change at any time for example, if Tekno would release the narrower MAN TGA cabin for the model market. That is why Marco Ghelfi closely follows the new releases of the makers. He admits without hesitation that personally, he prefers the WSI models because of their better detailing.

The initiative for a new model comes first of all from Jörg Bertschi, mainly because he needs a model as a give-away for his customers. About every three years the supply of models runs out and a new one is looked at. Marco Ghelfi generally has a free hand in the choice of the model and he always tries to cover a broad spectrum of current vehicles. So that a new model is as close as possible to the original, Ghelfi then searches for a producer that has all parts in its production program and then submits photos of the proposed model. Then, using drawings from the maker, the new model is announced to all employees, even those worldwide, so they may order the necessary number of models for the employees and the customers.

However, the number of models released in the series is larger because the producer is allowed to offer the model in its line-up and offer it to collectors through its dealers. That is why, for now, no fan shop is planned at Bertschi AG.

Wine before chemicals

In order for the new tank containers made by Welfit Oddy in South Africa not to be shipped empty to Europe, Bertschi AG looked around for something to fill them. They found what they were looking for with the wine producers of South Africa. This is why many of the Bertschi containers start their first voyage filled with wine.




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

by Remo Stoll

In my professional life, one of the highlights was being allowed to operate this wonderful old tracked loader. The Iveco diesel engine under the hood just purred in front of me and it had no trouble at all to move all the soil in the landfill. Good old quality from Italy. The tracked loader is still in use with the same company.

Recognized? Then send us the manufacturer's name and the model number on a postcard by mail. We also accept email submissions (contact information is on page 58). The contest ends on 15th April, 2017. We will hold a draw so select winners if there be more correct answers than prizes. Please note that only entries with complete address information can be considered.

This time the winners will receive one of the following prizes: Caterpillar 12M3 Grader from Diecast Masters; the Mercedes-Benz Unimog U 5000 with loading crane from NZG; Liebherr A 920 «Georg Bieber» from Conrad. 



Solution from Trucks & Construction 1-2017



The truck with conveyor belt in question was a Saurer 5C, and it proved to be a real puzzler for our

readers as only two correct entries were received and the two prizes were awarded by a draw. Etienne Romy from Bussy-Chardonnay (Switzerland) won the Cat D9T from Diecast Masters and Jürgen Precht from Stockelsdorf (Germany) won the Arocs SLT 8x4 in a dignified black from Conrad.

Congratulations to all the winners!

Berliet, the Original and the Model – part II

Vroooooom!

by Robert Bretscher

In 1894 Marius Berliet founded a small factory on the outskirts of Lyon to produce small vehicles with one, and later, two cylinder engines. The company exploded in size by 1915 with everything from work on the steel parts to the finished product united under one roof. Commencing in 1930, Berliet began to build its own diesel engines. Soon many of them were exported, with great success. In 1936, Berliet began producing passenger cars too but ceased production in 1939 in order to concentrate on utility vehicles. During the war they were able to deliver large numbers of these to the armaments industry thereby gaining much experience that helped with production later on. In 1950, 17 trucks were produced every day; 20 years later the figure had risen to 120 units.

During this time Berliet had already negotiated a licensing agreement with China for the production of heavy duty trucks and also started construction of a bus factory in Cuba.

During the oil boom in Algeria, Berliet developed the 75t T100 which, at that time, was the world's largest truck. This vehicle was supposed to transport heavy machinery for oil production throughout the Sahara but when tested in the soft sand, the giant was found to be too heavy. In the end, only four of these behemoths left the factory.

In the second part of our Berliet saga we are taking a closer look at the company history and show two further models of this legendary brand ...

At this time the Berliet brand belonged to the Citroën group. The French Government directed Berliet to join the larger Renault conglomerate which had already taken over Saviem. The company was still producing engines, buses and trucks under the Berliet name and employed over 24,000 people world-wide. The Berliet brand disappeared completely after 1980 and the vehicles were sold under the Renault brand name.

Berliet by Minitrucks

Thoiry, France, truck models in 1:50

Jean-Jacques Ehrlacher was the name of the creative entrepreneur who founded the Minitrucks company in 1981. The company's main purpose was to produce models of French truck makers.

Even in his childhood days, Ehrlacher was interested in trucks. However, he was disturbed by the toy-like translation into model form and the fact that only a few models were close to the prototype. That was why he began to alter existing models making them more realistic. Over time he began to

make extra models for his friends and soon realized that he was able to earn a living from it. Finally, he turned his hobby into a full-time job and today his models are released in series of 80 to 800 pieces.

Minitrucks delivers the models to customers either in kit form or as ready-made models. The models are made up mainly of a mixture of resin and white metal parts. The miniatures of Minitrucks are rare gems but unfortunately, are not known everywhere yet.

Berliet TBO15 6 x 4

Heavy duty tractor truck
by Minitrucks 1987

The vehicle is made mostly from resin castings and white metal parts; it underlines the path that Ehrlacher took in producing only authentic miniatures. It is almost unbelievable how exact the model with the name of the French transport company of Dessirier-Zucconi & Cie is. The cabin of the TBO with its support for the two flashing safety beacons, the finely-framed windows with wipers and the rear view mirrors give the

model a very attractive look. And because the transport company had two air filters mounted on the TBO, these details were naturally included in the model by Minitrucks. Worth mentioning is the interior of the cabin including the excellently reproduced large steering wheel console. At the rear are a towing winch, two diesel jerry cans and two fire extinguishers that together give the model an attractive look. The tractor truck can be used with a lowboy trailer or as a pure towing vehicle. The Berliet model is decorated very nicely all over with lights, spot lights and warning light bars. In 1960 the real TBO15 was powered either with a 200 hp six cylinder diesel engine or, upon request, with a 300 hp Turbo Diesel by Berliet. Later on these trucks used Cummins engines.

Berliet-Models by Norev

Norev was founded in 1946 by the three brothers, Paul, Joseph and

Emile Veron. The model toy maker situated in the Rhone valley near Lyon still operates today. The first products made were wristbands for children's watches. Later, about 1953, Norev made the first model cars from plastic following the lead of Dinky-Toys France's success in marketing these toys.

Norev became especially well-known in the 50s and 60s when they started producing colorfully finished cars, trucks and construction machines (in 1:43 scale). Almost all models produced concentrated on French prototypes. A few of those miniature models are still in good condition even though 50 to 60 years have passed. Almost unbelievable. This proves that Norev used a superior plastic technology in their production. By the way, in 1956 the company produced a very authentic-looking model in 1:50 for the French track manufacturer Continental. The original CD8 Dozer was equipped with a 130 hp 9.5 liter Berliet Diesel.

Berliet TBO15 dump truck

1:43, article number 113 A-E,
1960 – 1979

The solid plastic dumper made with a huge rock bin for dumping is very impressive. Despite being made from plastic, Norev engineered a realistic cog and ratchet mechanism combined with the modeled hydraulic cylinders. The cabin was equipped with a single piece all-round plastic glazing for the windows, air filter and front head lights with glass lenses. This model with its big 'snout' was a very well done and successful toy in 1:43 which could be purchased in many different colours for about 3.00 Swiss Franks.

IH, Hough and Dresser

by Roger Amato, published by Buffalo Road Imports, 240 pages, size 22 x 28.5 cm, English language book, Hardcover, ISBN 978-0-9843442-6-0

Roger Amato is writing about three renowned construction machine makers: International Harvester, Hough and Dresser. Even though all three have ceased production, the red bulldozers and yellow wheeled loaders are still around. Using some of his own pictures and material from brochures and press releases, Roger Amato illustrates the history of the three brands that are linked with each other. In 1971, among other items, IH presented the model 580, then the world's largest wheeled loader with a loading capacity of 13.5 m³. The main chapter deals with bulldozers, tracked loaders, wheeled dozers, scrapers, dumpers and hydraulic excavators. (up)

Earthmovers in Scotland

by David Wylie, from Old Pond Publishing, 438 pages, Size 23 x 29 cm, English Language book, hardcover, ISBN 978-1-910456-56-9

This is a comprehensive and well-illustrated book with great, high quality pictures. David Wylie takes his readers on a tour of open-cast mining and quarry sites in Scotland. The pictures, all shot by him, go from the 1,800 kg JBC Mini excavator up to the 520 t O&K RH 200 FS from Banks Mining. There are 178 pages dedicated to Scottish open-cast mines with names like Broken Cross, Glenmuckloch and Roughcastle. A twelve remaining chapters focus on the quarries like Glensand's Super Quarry that has an hourly production rate of up to 3,000 t. Not missing of course, is a small historical write-up about the Terex dumping truck factory in Motherwell. (up)

Volvo Articulated Haulers

published by the Munktell Museet (Munktell Museum), 256 Seiten, English Language book hardcover, ISBN 978-91-979911-4-8

The Munktell Museum in the Swedish town of Eskilstuna has published this book to celebrate the 50th anniversary of the articulated dump trucks made by Volvo. The DR 631 by BM-Volvo in 1966 was the world's first commercially successful articulated dump truck. With 65 hp under the hood and a 10 t loading capacity it started the triumphal march of the articulated dump trucks. At the Bauma, 50 years later, Volvo showed off the A60H with 673 hp and 55 t loading capability. There are 165 pages detailing the development of the articulated truck. The rest of the book, about 100 pages, is dedicated to specialized versions and an extensive detailed list of all articulated dump trucks ever built by Volvo. (up)

Scania Friends

by Felix Jacoby, published by FD Verlag Helmbrechts, 160 pages, ca. 600 color pictures, format 21.5 x 28.5 cm, available from Setec-HTM or fd-verlag.media, ISBN 978-3-9818420-0-5

The author visited 10 countries in Europe to seek out friends of this Swedish brand of trucks. Committed fans and their vehicles are introduced in about six pages per country, using many excellent pictures. For example, there are the three friends that are fans of the #3 series and this binds them together, each of them owning one restored truck. Scania's of the same series are still at work even today as the portrait of Nikos Katerinis proves. He greatly appreciates the reliability of his truck. Very nice too is the story of Daniel Steinhauser, probably one of the last independent truckers in Switzerland who still makes regular trips to Scandinavia. (dw)

Scratch built Fiat 690N1 in 1:50

Marble flow for Rome

by Hans Witte

Everyone who has been to Italy about 30 to 50 years ago will remember the impressive eight axle trucks and drawbar trailers. With a top speed of around 70 km's/hour the Fiat's were not fast, but on the long sloping hills and steep mountain roads they out-pulled many other trucks, even when loaded to the maximum permitted gross weight of 44 tons or even more.

A nice example of such a sturdy Fiat 690 in 1:50 was made in kit form by MJM (Modèles réduits Jacques Maisonneuve) from France. Unfortunately some years ago the production of MJM ceased, so you would be lucky to find such a kit these days.

The type indications from Fiat were always a bit obscure and to make it even more complicated there were many variations and versions of every type. The correct type of this Fiat kit is 690N1 from 1964. Fiat never made four axle chassis, but to exceed the maximum gross weight of 44 tons on eight axles, many chassis were equipped with a trailing and self-steering rearmost axle. These conversions were kitted out by the trailer and drawbar factories such as Viberti, Acerbi and Bartoletti. The four axle drawbar is from Viberti.

Many truck enthusiasts will have special feelings for the famous Fiat 690 trucks from the sixties ...

The model

Inspiration for my model was a picture from a 690, loaded with pallets of marble tiles. The MJM model is made from resin for the bigger parts like the chassis, cab and bodywork; the smaller parts are cast in white metal. The cab is a very nice casting, but the resin is quite harsh and porous so this material needs attention while filing or sanding, small parts can easily brake off. So I took great care to remove some flash and to open up the window openings. I really like the separate vac formed windows in this kit; which have moulded edges so they fit snug in the window frames. Other nice details are the headlamps.

The chassis of the truck and the drawbar are quite simple and lack any details like springs, axle housings and drive train components. Although I would have liked a more detailed chassis, in this case I did not pay much attention to the underside but just added some extra details.

On the truck the axle holes were lowered and levelled and I shaved

3 mm's off the loading bed sub frame. The drawbar leaned quite hefty to one side and also needed reworking and adjustments to achieve the correct height. A real drawback was the narrow tyres that came with the kit, so I exchanged these with Tekno tyres. To beef up the truck I mounted a bigger fuel tank, some extra toolboxes and spare wheels. The brackets for the mudguards were made from thin strips of plastic.

On the cab I made new wipers, mirrors and a roof rack from brass and plastic, fog lamps and under the bumper the big air filter housing.

The above shows that the MJM model is rather basic and, to some extent, a bit rough. On the other hand it has a nice cab and I also liked the nicely cast spoke inserts for the wheels. These kinds of kits always make me curious, just to try and find out how I can improve the model to turn it into a really good scale model. Hence the extra details, but this time, no engine details or plumbing. For this Fiat I went for its character, and it has a lot.

The real truck

Before I start (re)building a model, I always orientate myself with the real truck. Next to my collection of models I have a small library of truck books and in one of them -‘Machina e Rimorcio’ (in Italian, but with many inspiring pictures)- I found a picture of a Viberti drawbar which showed the typical hand brake wheel at the rear. Some old Fiat brochures presented information of the cab interior. More details were in the Fiat book from the series World Trucks (1980), written by the late truck journalist Pat Kennett.

Another option to get relevant information is the internet, specific Fiat info is on www.zuckerfabrik24.de. During the building process of the model I keep the reference items at hand. On Italian trucks you always see two red or white sloping stripes at the front bumpers.

The white stripes mean the truck is owned by a haulier, a truck with two red stripes is own account and

company employed. Many Italian trucks ran without any lettering or company identity. You may already have noticed that I am as much interested in the real trucks as in the models, and I think the knowledge of the real machines is a great help to build a better model.

The load

While looking closely at the inspiration picture, I calculated the load: 36 pallets with tiles, each weighing around 900 kilo’s so the load is around 32.5 tons. I asked a friend to cut me small blocks from MDF, which I reworked to imitate the palletized tiles, packed in low bottom- boxes of white cardboard. The tiles were painted in white, brown and grey tones to add some colour to the load, and then they were shrink- wrapped with thin household foil which was glued on in the still wet varnish. When dry, the foil was painted again with a thick layer of varnish.

To avoid overloading the front axles, I placed a couple of empty

pallets against the bulkhead. Also on the drawbar, but here this is merely to avoid the foremost pallets to fall over the bulkhead while braking. These pallets were made from grey cardboard, soaked in thinned wood colour.

The load was secured with contact glue (Pattex). But in real and in this episode the pallets were just stacked loose. With such a heavy load and the modest output of the Fiat’s engine it was not possible to sprint and if the driver did not push the truck too fast around a corner, the load should arrive in Rome without any damage.

Finally the model was very lightly weathered with a shade of summer dust. First I painted the tyres with thinned anthracite grey (Revell 78) and then applied a thin layer of light grey dust with the airbrush.

The result is exactly what I had in mind. The overall appearance of the Fiat is impressive and authentic.

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Imprint

Historical construction site

Weserhütte W 180

by Wilfried Schreiber

On the 1966 church construction site, the foundation of the triangular church bell tower has been made using concrete re-enforced with rebar. The forms for this were made from a wooden frame with nailed-on sheet plywood. After the below-grade section has been given a bitumen coat to keep out moisture and the construction pit has been filled in, it is time to take out the sheet piling walls.

For this, a Weserhütte W 180 equipped with an RW 200 pile driving and pulling attachment is used. At the time, this was a very modern machine that had a working weight of about 60 t. The pile driving unit with a diesel bearer and gimbal-equipped pile driving suspension system had a pulley block for height adjustments. This was powered by the hydraulic winch on the pile driver carrier. The cable-operated W 180 excavator was equipped in the beginning with a MWM or Deutz Diesel engine. Later on, additional Cat auxiliary engines were added. It was used as a universal machine, equipped with grapples, scraper bucket as well as a backhoe or front scoop. It was also used as a crane. In 1904, the German maker, Weserhütte, in Bad Oeyenhausen produced its first bucket excavator that ran on rails.

After pouring the concrete for the church bell tower foundations, it is now time to remove the sheet piling walls. A Weserhütte W 180 is being used for this ...

Also used to fill the construction pit around the tower foundation was a Hanomag 8 t wheeled loader. This had rear wheel steering that made it possible, with a machine length of 5.5 m and using single wheel braking, to achieve a turning radius of only 7.5 m. The power plant for this unit was an 80 hp Hanomag Diesel with a torque converter and ZF gear system. The loader had a top speed of 41 km/h. Also participating in the work were a 5.5 t Volvo BM wheeled loader, type LM 218, and also a 60 hp rear wheel loader equipped with a differential lock.

Two valued helpers at the site were the Atlas 1200 and Liebherr A 350 hydraulic excavators, both in the second generation of the front scoop versions. The Atlas 1200, with its nickname of 'June bug' had a 38.5 hp diesel engine and in 1962 was considered a real all-round hydraulic excavator because of the range of attachments available. The Atlas Company was founded in 1919 by Hinrich Weyhausen in Northern Germany. The Liebherr A350 was the successor model to the first Liebherr hydraulic excava-

tor, the A300 which was first produced in 1956; both were produced at the main plant in Kirchdorf an der Iller, Germany. The type designation at the time was a reference in litres to the bucket capacity of the machines.

Supplying the constant need for ready-mix concrete were two concrete mixing trucks. They are of the first generation series made by Stetter, located in Memmingen, Southern Germany. As a chassis, Magirus Saturn or Mercedes-Benz round hood trucks could be ordered. Ready-mix concrete was specified for the tower construction because it was to be built with a visual concrete surface therefore the consistency, colour and quality always had to be the same. At the time, concrete mixed on site could not achieve this quality.

The small sized bricks used for the construction of the church nave were not delivered on pallets but loose and just dumped at the construction site as it was custom at the time. Then they were piled by hand on to small pallets, covered with a stone carrier basket and lo-

cked down. A crane then lifted the basket to the work site. On this construction site, a Borgward B 250 2.5 t dump truck is just delivering a load of bricks. Until the end of the 60s, Borgward produced trucks and cars in Germany. In addition, the legendary 3.5 t Mercedes-Benz long hood L 3500 as well as a 3.9 t Hanomag Kurier tipper, the first front wheel drive from Hanomag, can be seen in action. Something special on the site was the Mannesmann quick-erecting steel construction site scaffolding with a walkway width of 1m. It replaced the wood

scaffolding commonly used at the time.

The models

Weserhütte W 180, Hanomag B 8, Volvo BM- LM 218 and Atlas 1200 are models by NZG in 1:50 scale. The Liebherr A350, a plastic model, from the Italian maker Politoys from the 60s. The cabin was originally red but the author has re-painted it. At the same time, Politoys also made a Hatra, a swivel loader in the same scale. Both of these models, A350 and the Hatra swivel

loader, where also available then from Siku in the smaller 1:60 scale, in plastic. The cog wheel crank mechanism of the A350 worked the same way for Politoys and Siku and the jib was spring operated.

The concrete mixer by Stetter on a Magirus Saturn chassis as well as the concrete mixer attachment by Metosul (Portugal) on the round hood truck are both from Conrad. The Borgward was made by Schuco and the Hanomag and the L 3500 are from Minichamps, both in 1:43.

New on the market

Truckstop Tekna

Here again in this space is a small selection of new items that have been released since our last issue. Something really special is the Scania T for 'STS Truckservice' with a large log cabin style trailer from the air brush artist Markus Niedergesäss. The log cabin is made of resin and the original contains, sauna, bathroom, kitchen, bed and living room. The new Actros 8x4 SLT has been released for 'Regel' as the first variation in the color scheme. Also a new release is the Actros 4x2 with side cladding for 'Fischer Trans'.

Conrad 1:50

Who today is still aware that MAN started its truck business by building licensed Saurer trucks?

This commercial vehicle maker is remembering its beginnings by releasing a model of the first M.A.N.-Saurer from 1915. It is now available at dealers. For builders and kit-bashers there is a non-skid surface fender set for one, two and three axles matching MAN and Mercedes-Benz from Conrad. For the Mecalac AS900 (see issue 5-2016) there is now a skeleton bucket tool attachment.

Liebherr LR 636

During the hectic time at year's end a few of the LR 636 details were wrongly interpreted. The maker, contrary to the report, has made changes to the masters for the lifting gear and drive units so that the model has been made much closer to the original than reported in the description. We

kindly ask that you take note and we apologize sincerely for our mistake.

NZG 1:50

So that the glorious Mercedes-Benz Actros and Arocs 8x4 SLT don't have to run alone, the Nurembergers have re-released the well-known Nooteboom Pendel X in the matching colours of yellow, blue and red. These low-deck trailers have synchronized guided axles and are as functional as the originals. The low bed of the trailer has wheel wells capable of being closed off. The excavator deck of the five-axle version can be telescoped and the two-axle dolly with a Powerpack increases the load capacity. There are sufficient stakes and side extensions included with every model.

Busch 1:87

The Ossi-Mobile Weimar T 174 excavator comes in the original colours with two new tool attachments. With screen grabs for construction sites as well as tine grabber for farm operations.

Diecast Masters 1:50

The models of the Caterpillar 320F L and 323F L are now available and have been exactly reproduced.

We will have a close-up look at the two new excavators in our next issue.

Truckstop WSI

Here again in short form, a small selection of new items that have been released in the last two months: Liebherr PR776 in yellow; Scania T5 small animal transporter; semi-trailer rig 'Vaex'; Iveco Stralis 8x4 with a Fassi 1100 crane and flat deck; DAF XF SC with tanker

trailer 'ITC' (collector.wei-models.com).

GMTS 1:50

There were once 26 of these Magirus-Deutz Uranus 6x6 trucks in the Swiss Army fleet. The excellent resin model of it is finely detailed.

Ros 1:50/ 1:32

The Italians delivered two models of the Dieci Company from

Collector's guide

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

Type	Scale	Maker	Available from	Infos
MB Actros tractor truck 4x2 silver	1:18	NZG	Dealers	www.nzg.de
Cat 776 RD160 semi with dumper trailer	1:48	CCM	Dealers	www.ccmodels.com
Liebherr MK88 «Mick»	1:50	Conrad	Dealers	www.conrad-modelle.de
Mecalac 12 MTX «Eurovia»	1:50	Conrad	Dealers	www.conrad-modelle.de
Cat 390F L «Gunmetal»	1:50	Diecast Masters	Dealers	www.diecastmasters.com
Berna 5VM / low bed trailer «Eberhard»	1:50	GMTS	Dealers	www.gmts.de
Berna 4VM orange or with dumper trailer	1:50	GMTS	Dealers	www.gmts.de
MB Actros2 8x4 SLT «Black Star»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Arocs 6x4 / Hiab crane / semi low bed trailer «Robertz»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Arocs 6x4 / ballast trailer «Mammoet»	1:50	IMC Models	Mammoet	www.mammoetstore.com
DAF Euro 6 SSC and SC / 6x4 and 8x4	1:50	IMC Models	Dealers	www.imcmodels.eu
Liebherr LTM 11200-9.1 «S.E. Leverage»	1:50	NZG	Dealers	www.nzg.de
Liebherr PR 736 LGP «Eurovia»	1:50	NZG	Dealers	www.nzg.de
Liebherr HS 8100 HD «Botte Fondation» and «Bachy»	1:50	NZG	Dealers	www.nzg.de
Schwing S 43 SX III white «Schwing»	1:50	NZG	Dealers	www.nzg.de
DAF CF LW / halfpipe trailer «Tim Goderie»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1350-6.1 «Mediaco»	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LTF 1060-4.1 on Volvo 8x4 «Haegens»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 8x2 / trailer / Palfinger «Groenenboom»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 8x4 / Mega windmill transporter «Mc Fadyens»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania 3 8x4 dump truck «VSB»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 6x4 / Broshuis semi low bed «Emil Egger»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / ballast trailer «Boer»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH3 10x4 / Nootboom Euro-PX «Zwagerman»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / semi lowloader «Autaa»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / Broshuis SL 100 t «Westdijk»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 8x4 / Nootboom Euro-PX «Zürcher»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH4 4x2 / tipper trailer «Reijnders»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Arocs MP4 8x4 SLT / Nootboom Euro-PX «Plant Speed»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Arocs MP4 8x4 SLT / Scheuerle Intercombi «Nederhoff»	1:50	WSI	Dealers	www.collector.wsi-models.com
Load windmill turbine	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R6 6x6 / lowloader / wooden box «Mammoet»	1:50	WSI	Dealers	www.mammoetstore.com
Bucyrus Erie 1850-B «Big Brutus»	1:87	CCM	Dealers	www.ccmodels.com
Liebherr LTM 1750-9.1 «Thömen»	1:87	WSI	Dealers	www.collector.wsi-models.com

their homeland. They are the Pegasus 50.21 telescoping loader in 1:50 scale with working platform and lattice mast with crane hook made from a mix of materials including plastic and Diecast parts. The great functionality is a given, even though the plastic support legs don't look too stable. As the 1:32 scale already suggests, the Agri Pivot T 90 plus is a farm loader. The model is nicely detailed and comes with two different shovel attachments.

Herpa 1:87

Exclusive to Scania, the first models with the new S cabin are now available from dealers as 4x2 tractor trucks. The model comes in blue, red and black and copies the original very well. The very finely-engraved details show very nicely, especially at the front radiator. The glass for the cabin fits very snugly and all lights are separately-applied clear plastic parts. Despite having a visible engine mock-up of the V8

engine, the exhaust is missing even though the typical opening for the V8 exhaust stack is there at the left side of the cowling. For the Mercedes-Benz Actros 8x12 SLT there are some new color variations. One is the very well done color scheme for 'Max Wild' and two are the in-house orange color scheme. The TGS Euro 6 6x6 Semi-trailer rig with a three-axle dumping trailer and the Scania R Highline 6x2 with a Nooteboom Pendel-X low deck trailer and a one-axle Jeep dolly.

Our partner page

Translation of page 55

Transport stories

The Cat 345C is the largest machine used in the Bärlocher AG quarries. The transport from Langenthal (Avesco Cat Dealer) became a challenge just before reaching its destination. The height clearance at the highway bridge was only

4.2 m; some creativity was called for. Using an unconventional positioning of the excavator on the low-deck trailer, the obstacle was cleared relatively easy. Of course, there is now also a model of transporting the Cat 345 in the Bärlocher collection.

Meanwhile, by-the-way, the road below the problem bridge has been lowered, so that heavy-duty transports no longer have any problems!

Below ground workings at Eberhard

The Swiss Television Network is building an underground parking garage on their property in Zürich. To skip building extensive and expensive construction pit lining the project is being completed using the so called 'covered construction system.' The exterior walls are made up from diaphragm walls and the ceilings of every floor are built from

above to below. For the four parking floors with a total of 3500 m² each, a total of 50,000 m³ of earth material have to be brought up to 'daylight'. To make maximum use of the only 2.5 m ceiling height, two 'lowered' short radius excavators are being used. The Eberhard-designed alterations to the chassis were completed by the Gipo Company.

The 15.7 t excavator now measures only 2.35 m to the top of the cabin, 380 mm less than the standard Cat 314D. The two track carriers remained unchanged but the chassis is now a remarkable 4.46 m wide. The horizontal clearing of the material is done using Delta loaders and the vertical movement is done by a cable-operated excavator.

News in brief

Arocs 3243 K 8x4 / 4

The trucks of the Montebello Kies und Betonwerke (Gravel and Concrete) AG in the Upper Engadin are plain but colorful. The special topographic conditions of the mountainous landscape with many roads over passes make high demands on driver and machine.

Their newest vehicle, a Mercedes-Benz Arocs concrete mixer truck has been equipped with a special deep cabin 'ClassicSpace' that is 2.3 m wide. Under it hides the strong six cylinder in-line OM 470 with 315 kW (428 hp). Also, a re-designed automatic Mercedes PowerShift 3 is used ensuring high driving comfort and simplified operability. (dw)

14 Groves with one load

What looks at first glance like a huge photo-shopped picture was in reality a complex job for the Belgian Construction and Crane Company of Aertssen. The objective was to lower a large floating pipe line, made up from 14 sections, into the water of the harbor in Antwerp. To lift the full length of the 85.4 t pipeline simultaneously, Aertssen used 14 mobile cranes from Grove: seven GMK 3055s, three GMK 4080s, two GMK 5095s and two GMK 5130s. Eight people coordinated the challenging crane work. An interesting short clip of the crane action can be found on the Aertssen YouTube site. (up)

'Urban Lab 2' from Renault Trucks

Urban Lab 2 is the name given to a test vehicle that has been developed by Renault and six partners. It combines innovations in aerodynamics, hybrid technology, tires and connectivity. The goal of the built-in technologies is the reduction of fuel use by 13% in city traffic use. The test vehicle is built on a 19 t Renault D Wide Euro 6 basis. But what hides behind the name connectivity? The new technology makes it possible for the test vehicle to be connected to its surroundings and to communicate with them. GPS on board calculates the most fuel efficient and direct route for the driver. (dw)

Komatsu PC650LC-11

During the Conexpo 2017 in Las Vegas, Komatsu America Corp. presented the new PC650LC-11 hydraulic excavator. With a working weight of between 63.7 and 65.9 t, the excavator guarantees the same performance as its predecessor. Improvements have been made in the sectors of fuel efficiency, design of operator's cabin and maintenance. For enough power, a US exhaust protocol Tier 4 Komatsu engine with an output of 325 kW is built in. The new PC650LC-11 with a capacity of between 30 and 40 t is the ideal loader for articulated dump trucks. (up)

Volvo A40F with an 80 t load capacity

To transport gravel over long distances, Robert Aebi Schweiz delivered a Volvo A40F FS with dumper trailer to the Geneva Company Masa SA. The two-axle Off Road Dumper with a carrying capacity of 80 t was built by the specialist vehicle builder, Beco, in the Netherlands. The attached dumper trailers come in four versions with capacities of between 50 and 80 t. Used as tractor units are three-axle articulated trucks of the 25 to 40 t classes. The 16 litre engine from Volvo producing 347 kW and the PowerTronic fully automatic planetary gear box system have no problem moving the 120 t of total weight over a gravel road. (up)

Scania is ready for the electric road

During Angela Merkel's state visit to Sweden, a partnership agreement was agreed upon with Prime Minister Stefan Löfven. Its focus is co-operation in questions of mobility and electric roads. In June of 2016, in the Swedish town of Gävle, the world's first ever electric road for heavy duty transport on a public road was inaugurated. The two kilometers on the E16 Highway are operated by the region of Gävleborg near Sandviken and the city of Gävle. The technology used was developed by Scania in cooperation with its German partner firm Siemens. Scania is now planning the next step, a field test towards a realistic commercial application. (dw)