

# Laster & Bagger

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Ausgabe 2-2019

Modelle von Lastwagen, Baumaschinen und

Grosser  
Messebericht

USK 1:50

Bell B60E  
& B45E

Drake 1:50

Kenworth  
K200

English text



Motorart 1:50  
Volvo L350H

Sammlerporträt  
Internationale Flotte

Im NZG Vertrieb 1:80  
Zoomlion T6513



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# Editorial

## April, April!

Your favorite magazine will make do without an April Fool's joke again this year. However, twice 'April' stands for two important occasions that will make us remember this year with fondness.



**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".**

In the first half of April, the world's largest construction fair, the Bauma, in Munich, will open its doors and welcome all those from around the globe who are interested in construction machines and trucks for construction use.

Already at the Toy Fair we were given some information about the Bauma. We are mentioning, and, are even allowed, to show you some teasers, beginning on page 18. The suspense is increasing and the rumor mill is in overdrive around possible new models.

For the second April occasion please take note of the advertisement on the left side, in the middle of the page! This will be the third annual exhibition at the Ebianum, this year to be held on April the 27th. Visitors from all over Europe are expected. And also, among truck fans, the Ex-

cavator Museum is now a well-established venue where fans will once again see first-class, scratch-built and altered models. Additionally, there will be construction vehicles of the legendary FBW brand. The Bauma will be over by then and the new models will be the talk of the town. And is there a better place and opportunity to talk shop than around the swap meet and exhibition in the wonderful ambiance of the Ebianum? Trucks & Construction will have its own table there and I am looking forward to seeing you. The welcome mat is out.

Finally, I would like to mention our new segment called 'Tom's Truck Journal'. Tom Blase describes his impressions of a trucker's daily life, sometimes in a funny way, sometimes more seriously but always very authentically.

I wish you all a relaxing and, at the same time, a stimulating reading experience.

  
Daniel Wietlisbach

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# Peter Buchmann collects and builds trucks

## Hobby and work

by Daniel Wietlisbach

In the 50s Peter Buchmann's Uncle founded a transportation company and his father worked there as a mechanic in the work shop. The main traffic came from milk transports but a gravel pit connected to one of the first concrete factories in the Oberland of the Canton of Zürich was also a major customer. For this a fleet of around ten trucks was available. The trucks were from the following brands: ÖAF, Berliet, FBW and others.

The company was sold at the beginning of the 70s but Peter had been programmed for his future. This was because he used any possible opportunity to hitch a ride on a truck, for example, every Wednesday afternoon he rode on a Mercedes-Benz LAK 1624 round hood dumper and over and over again on milk tankers.

Because the home of his parents was very close to the company, little Peter and his one-year-old brother were regular guests in the workshop where the father repaired trucks and construction machinery. The father was a 'tinkerer' and like to try out new things. He was one of the first mechanics to build in a turbo charger into the FBW after which the truck was nicknamed 'Screamer'.

Peter Buchmann finished an apprenticeship as a landscape gar-

**Driving trucks is Peter Buchmann's passion. He also collects and builds his models using simple methods but with quite a lot of charm ...**

dener but his greatest enjoyment was steering the machines.

### Training to be a driver

He quit after one year and applied to be an apprentice driver at Welti-Furrer, a large trucking company in Switzerland. His father had moved there and was now in charge of the workshop for heavy-duty transports. He remembers his three-year-long apprenticeship as being a 'brilliant time'. He spent the first year in the shop for commercial vehicles, the second year in the shop for special transports (furniture removals). Only in the third year was he allowed behind the wheel.

His first truck, in 1976, was a MAN 19.256 with a V8 engine and insulated box for the transportation of the first computers. The second truck in his apprenticeship was a Mercedes-Benz NG1619. But he got the 'best kicks' out of driving the fleets of Steyr 1290 6x6 heavy-duty tractors with 330 hp.

### Toy milk trucks

The Bedford semi-trailer for milk transports in light blue from Corgi

(#1141) was one of Peter's first toy trucks. He got it when he was about ten years old but, unfortunately, the model did not survive the intensive use during his play time. His cousin got a Scania 110 truck and trailer set from Tekno but he was not really interested in trucks yet for a long time, Peter tried, but unsuccessfully, to buy the model from him. Only a year ago, on his 60th birthday, he was given the truck as a gift. Therefore, this childhood favourite is the oldest and the one in best condition in his collection.

As a child, Peter busily collected leaflets and prospectuses of trucks then cut the upper structures and trailers out and glued them on to his 'wished for trucks'; there were no limits to his fantasy. It was similar with the first kits from Italeri in 1:24 which occupied him during his apprenticeship time. They were assembled according to the instructions but were finished in his own 'wished for' liveries.

During his apprenticeship, Peter discovered the first Conrad models in a window display case of a specialist shop in Zürich. He was allowed to choose a Tekno Scania 142 'Barsøe' as a birthday gift.

Because of the huge amount of space his 1:24 trucks occupied, the young collector switched to kits in 1:87. He was especially enthusiastic about the then new kits of cranes and heavy-duty transports from Kibri; later, Herpa and Roskopf models came along. Today, they still fill a small display case. The 1:24 models were given away to one of his acquaintances.

### Eating up the kilometers

After his apprenticeship, Peter wanted only to 'drive, drive, drive and drive' as he remembers. He switched jobs to work at Furrer, Hedingen, today belonging to Bertsch AG, and was a specialist for international tanker transports of chemicals. The long-distance hauling company covered Europe from Sicily to northern Germany, about half of Europe, and had ten tractor semi-trailer tank trucks with brands including DAF, Volvo and Scania. Peter drove a Scania 111 6x2 with a lifting axle and a two-axle semi-trailer. He drove an interesting round trip: at the door of the chemical factory Dr. W. Kolb, he took on a load of laundry detergent base, heated to 160° C and drove across the then German Democratic Re-

public to Gdansk in Poland. In Katowice, Poland, he transported nonylphenol, also a laundry detergent component, back to Switzerland. Added up, he was on the road about 170,000 km per year.

He then changed jobs to work for a carpet factory that serviced the whole of Switzerland. He still had to stay overnight regularly during road trips and so kept a little bit of the long-distance trucking experience.

### The first DAF

At the beginning of the 80s Peter changed over to work for ZU-Trans, a conglomerate made up from several transport companies specializing in general cargo transports. Peter's new workhorse was a DAF 3300 truck with trailer combination. In 1984, his daughter was born and the roomy driver's cabin was made into a nursery part-time. If the trip allowed it, the young father packed Pampers and a child seat and loved to take the child along.

The employer he works for today was one of the regular customers he called on. He was complimented on his friendly and open way and asked if he would consider changing jobs. He did and in 1988 started driving for the bookbinding

company and is still very comfortable working for them.

Also in 1988, his private life took a new direction. Peter married and moved into the house they still live in. Two years later his son was born.

The first vehicle he drove for his new employer was a little bit of a step down. The cabin of the 10 ton Mercedes-Benz 1013 with 130 hp had a floor that was completely rusted through. A wooden floor was quickly installed in order for Peter to drive it legally.

After the Mercedes, Peter wished for a DAF 95, but got used to a Steyr 1291 'Gottardo' 4x2 with a short wheel base which he drove for the next nine years. Because transportation volume increased substantially, a DAF95 XF 6x2 followed and for the last three years he has driven a new DAF XF 6x2 with a 26 t freight capability. Thanks to the insulated box, the goods to be transported, which are exclusively paper, are optimally protected against any moisture.

### Trucks in 1:50

Beginning in the 80s, the collector concentrated his efforts on models in 1:50. At the time, he acquired his first kit from Smith and was excited about Corgi. He liked the 6x2-axle combination with a leading axle especially as well as the colorful liveries of the English models. At a swap meet he met another collector who because of good connections was able to order every new Corgi model released. Unfortunately, at that time Tekno was difficult to find and quality wise they were not on par with Corgi.

Peter Buchmann also researched using the internet and so his collec-

### The collector

With a short detour, Peter Buchmann (61) was able to learn his dream profession of long distance truck driver, a job he still loves today.

He owns and maintains an old Hürlimann D90 tractor but, because of a lack of time, would like to sell it.

He is married and has two, now grown-up children. Interested parties may contact him to see the collection but by appointment only. Contact him at: +41 (0)79 507 08 71.

tion grew continually. Since 1988 it has been housed in his hobby room. The models are sorted according to three main groups that have crystallized over the years: England, the Netherlands and Switzerland. The collector estimates that he owns 400 to 500 models.

### Scratch-built models

Early in his life, Peter created trucks from pictures on leaflets and in magazines, just flat pieces of paper cut out and pasted on to his own trucks. But 12 years ago he started to scratch build models in 1:50. There were always models he wished to own and he designed them in his

mind but he knew that they would never be commercially produced. Starting points are usually 'promotional models' without any prototypes, he then cut them into pieces and used kit build cabins to make up his models. He also uses the parts service from Tekno and WSI and finds bits at swap meets or through his favorite dealer. Many of the components are completely scratch built from plastic sheet stock. His models are then painted either with spray paint in cans or by hand and the decals required are made by a friend when needed.

Besides the previously-mentioned 'wished for' models which are pure fantasy, Peter also makes copies

of originals using photographs of subjects he particularly likes. Especially on the 'invented' models, he displays a lot of know-how and good feeling for a realistic looking model. Peter Buchmann describes his models quite modestly as rather simplified replicas and declares that he learned a lot from contacting and befriending René Tanner and Hans Witte. In any case, his models just ooze incomparable charm. If anyone would like to be likewise impressed, Peter and his models will be the Swap Meet at the Ebium on April the 27th.

## Translation of pages 12 – 14

# Dumpers by USK in 1:50 from South Africa

## Bell B60E & B45E

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by Daniel Wietlisbach

At first glance, it was surprising that two models were released. Of course, the B60E as well as the B45E have the same powerhead which substantially reduces the cost of producing molds. The original of the B45E is a dumper in the classic three-axle form with a 6x6 power head; it has a 41-ton load capacity and the total overall weight is 73.3 t. Powered by a Mercedes-Benz OM471ILA engine, the unit produces 390 kW (523 hp).

A new and very exciting concept hides behind the B60E. The two-ax-

**Since USK Scalemodels surprised us with a model of the B35E we have been waiting expectantly to see if further models would result from this co-operation. All was finally revealed at the Toy Fair ...**

le unit has the same driving head at the front but when viewed from the back it looks like a rigid frame dumper. The squat-looking construction allows for a very high carrying capacity of 55 t while at the same time giving the unit maximum manoeu-

verability. The B60E is powered by a Mercedes-Benz OM473LA engine that produces 430 kW (557 hp). This new kind of construction seems to have been very favorably received as Bell is currently working on a two-axle B45E model.

## The models from USK

Very surprisingly, both dumper models appeared on the website of the Bell shops just two days before the Toy Fair. Behind USK Scale Models is the team of Mahler & Partner which has many years of experience as the European importers of Caterpillar models and is also well-known for their own agricultural scale models.

The dumpers that arrived for collectors are in a well protected package with a plastic shell and are tied-down with cable ties. They feel comfortably heavy and have been made true to scale. The only limitation in the functionality is that the maximum turning radius is not reached by either of the models.

The identical front driving section of the two units differs only in the details: the two different widths of the dumping bins require that the rear-view mirrors be mounted at different spots. Also, the B45E has orange turning indicators located near the headlights.

The shape has been copied very well and, notably, the excellent wide tires make the model look very heavy and stable. The rims are very nicely engraved and have even been detailed on the inside; the tires have the prototypical profile.

The engine hood scores high on all points and the very finely engraved radiator protection grilles copy the look of the original very well. There are even two metal sheets with tie-down loops added below the front bumpers. The engine hood opens partially, and the cabin tilts slightly sideways so that the partial mock-up of the engine, including the star logo and the gears, is visible.

The cabin with its flush fitting

windows and printed on rubber gaskets and window dividers is very likable. It is further detailed with a door handle, window wipers, rear-view mirrors, antennae and two flashing warning lights. The protective grille over the rear window is a printed-on a clear plastic part. The monochrome interior decoration is well detailed. The silver painted steps on both sides of the cabin have been applied separately and the exhaust scrubbing plant and the exhaust itself is behind the cabin. All safety railings and the rear-view mirrors are made from plastic and are slightly over dimensioned.

### The rear part of the unit and the dumping bins

Here the two models part ways. On the B45E, both axles oscillate across and back and forwards and are connected to each other with an adjustment rod. Even though the way the unit has been assembled is prototypical, the oscillating movements are kept to a minimum. The axle housings are very nicely engraved, and the prop shaft is modeled all the way through.

The dumping bin itself is made as one metal casting. A pierced overflow fence has been added at the front. To increase the load capacity, the bin has a tailgate which is optional on the original. As on the original, it opens automatically using a rod system when the load is dumped

out. The dumping cylinder reaches the maximum dumping degree of the prototype.

It is a different story on the rear part of the B60E. The main frame is quite plain but is as massive as the original. The prop shaft has been modeled and the housing of the rear axle is very nicely engraved. Together with the rims that are detailed on the backside, it is a real joy to see. The rear lights are in the middle above the axle. The two-step dumping cylinder has no problems in reaching the maximum dumping height; only the first step is chromed. The bin itself is also made from one casting and has an overflow protection fence at the front. Two moveable stone deflectors are mounted at the back of the dumping bin as is the wire cable that secures the bin during servicing.

The paint job on both models matches the original, has been cleanly applied and shows no enclosures. The printed-on logo and type designations are sharp and cover well. Both models will enhance any dumper collection.

#### At a glance

- + True to scale
- + Functionality
- Plastic safety railings



## Tinplate

# Tow truck

by Robert Bretscher

The English toy company of Lines Bros. Ltd was founded about 1910 and using the brand name of Triang Toys, produced a great many interesting miniature toys for the world market. With the 'Minic' model series, Triang introduced a large assortment of smaller, true-to-scale tinplate vehicles. Almost all of the vehicles in use at the time were produced as models. The history of this marvelous series of models began in 1935 when the company decided to make a series of standard parts for all model varieties in this series.

With the interchangeable tinplate parts, it was possible for the maker to produce cost-efficient miniatures with clockwork mechanisms.

## Surprisingly, the tow truck from Triang-Minic, article #48M, has two motors ...

In addition to the ready-to-use models, Triang produced an interesting metal construction set to build your own. In contrast to the dump truck, previously introduced in issue 3-2018, the tow truck shown here has two clockwork mechanisms. The one situated under the hood is responsible for propelling the truck and the second motor, located on the deck of the truck, is for the operation of the crane's rope winch.

In order to operate the crane as prototypically as possible, a set of gears was added to the clockwork so that a lever could raise and lower the crane hook. Additionally, the til-

ting angle of the crane itself was adjusted with a spring-assisted crank. All these technical refinements guaranteed numerous interesting play possibilities and made for a smoothly-operating towing service in a child's playroom.

Deserving of special mention are the eye-catching dark green bridge deck sides with advertising signs on both sides, and the classic style of the front wheel fenders. The full rubber tires, which have no profile, on metal rims look perfect even today and show the elaborate the workmanship from this manufacturer at the time.

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## Update from Motorart in 1:50

# Volvo L350H

by Daniel Wietlisbach

Since the L350F was introduced in 2007, Volvo has been very successful in the 50-t wheeled loader class. The Swedes gave their flagship an update last year; the main difference with the new H series is the redesigned rear section and the bright shiny orange safety railings.

The working weight, depending how the machine is equipped, is between 50 to 56.3 t. The wheeled loader can also be ordered with longer lifting gear instead of the standard one. By choosing different shovels and other tools it is possible to further individualize the machine. It has a six cylinder in-line D16J engine, produced in-house, with 540 hp (394 kW) of power.

### The model from Motorart

The model arrives for the collector in the usual package and is securely contained within two plastic half-shells. Made mainly from metal, it looks valuable when taken out of the package.

The L350H was made true to scale and is correct in all proportions, however, the play of the articulated joint is unable to reach the 37° of the original.

The wheel rims are exactly engraved and the dimensions and profiles of the tires are very convincing.

### With WSI's announcement of the R100E dumper and Motorart's L350H, all of the largest Volvo machines are now available in model form ...

However, yet again, the backsides are not detailed. The housing of the front axle, where it can be seen, is exactly engraved and the rear axles oscillate slightly. Fine control leads can be made out at the sides of the frame on the machine's front section; these have been picked-out in silver. The separately-mounted fenders and lamp brackets are exactly modeled. Especially nicely detailed is the mighty dumping cylinder which is equipped with all the glands, all hook-ups and supply lines. Lifting gear and the Z-Kinematic are prototypically correct and the maximum dumping height is reached. The replicated rock shovel is made from a single, finely engraved metal casting, inclusive of the overflow protection fence.

The area around the articulation joint is an excellent modeling effort and, when looking at it from

the side, one can see the prop shaft, hydraulic lines and the steering cylinders very well. The stairs to the driver's cabin have been modeled very finely with photo-etched parts. It is a great joy to realize that all safety railings and handholds are made from metal.

The shape of the cabin has been transposed very well and is complemented with freestanding applied window wipers, rear-view mirrors and a warning beacon on the roof. The inserted flush-fitting windows have the printed-on Volvo logo and a sun visor. The interior is kept to a single color tone but shows all the control elements of the original.

The impressive rear section of the vehicle has been correctly made. The radiator grille and the air intake grilles at the sides and on the top are especially nicely engraved. The Volvo logo on it is raised and picked out in silver. The upper part of the engine hood opens on both sides. Underneath it one can see the multi-coloured replica of the engine which is a standard feature on all Volvo models but something that is very pleasing to see. The fenders, with their integrated steps as well as

#### At a glance

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





the bumpers with their free-standing steps are modeled exactly.

The model's satin finish in the correct shade of paint is very convincing especially at the borders

where it is very sharp and exact. The lettering is sharp, legible and no paint can be seen shining through it. Many details are included down to the very smallest decals. The model

of the Volvo L350H has been produced to the current standards of model making technique and has nothing hide when beside the A60H and EC950 from WSI.

## New items from the 2019 Toy Fair

# The Fair before the Fair

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by Daniel Wietlisbach

Surprisingly, many new models were presented or announced during the Bauma media scrum. This helped our reporting immensely as the expectation was that in a Bauma year it would be rather quiet around new releases at the Toy Fair. After looking at the combined information from both events, we can be certain to forecast that 2019 will be an expensive year for construction machine collectors.

The outlook for truck models is more subdued. As has been said for quite some time now, new items have been announced all year long. This is one of the reasons that for the first time Tekno had no stand this year. IMC and Motorart have not had stands for two years now. Despite this, representatives from both companies travelled to Nuremberg and were able to respond to questions during interviews.

As always, we limit ourselves to items made from new molds and list the makers in a roughly alpha-

**Planned or not, during the two days just before the Toy Fair in Munich, a press conference about the Bauma was held. There, some manufacturers announced a few of their new models and we include them in the report below ...**

betical order; for all color variants we refer you to the blue box on page 54. With a few exceptions, the pictures in this report show prototypes and samples of models in different steps of their development.

A heartfelt thank you goes out to all model producers for their hospitality at their stands and as well for the interesting conversations we had.

### AT Collections 1:32

All of the new items announced last year which were shown only with photographs will be produced. The L60H wheeled front-end loader

with a quick-change attachment is almost finished and when released will have additional tools available. The Volvo EC220E tracked excavator will be released with the 600 mm width, however, a set of tracks with 900 mm wide segments will be available separately. Liebherr A916 and Atlas 160W will both come in two versions with different tires. None of the new excavators will come with a quick changer, however, it will be included in the set with alternative tools and will fit all models. Also being made is the four-axle Nooteboom ASDV-40-22 which will be very functional. At the moment it has to be pulled by

a tractor, which is not unrealistic. To supplement all this, a set of five different construction workers and a machine operator by itself will be available. Also, a non-turning sorter-grappler by Eurosteel with the type designation of SSG-600-2D. The Dutch makers are now offering especially high format clear view boxes so that even excavators are well protected when viewing.

### **DieCast Masters 1:50 / 1:87 / 1:14 RC**

There was a whole flood of new items to be seen at DieCast Masters. Dozer friends will look forward to a D6 with SU blade, massive roll-over protection and triple-tooth rear ripper for forest work and also to the D6 XE LGP version. In the Evolution Series, a D7E appears in a set combined with the historic D7 which was impressive to see. In the excavator section, the model of the 336 of the New Generation series will be made. All three new mini excavators, 301.7 CR, 308 CR and 309 CR will come with different tools: drill, demolition hammer, grabber and grading shovel. It is nice to see that finally some of the really small excavators will be made in 1:50. The producers for the road building department announced a whole slew of models. The two cold planners, PM622 and PM822 are constructed the same way. In the original they differ only by having different working weights and production capabilities. The AP655F asphalt paver runs on tracks and the sister model A600F on wheels. For compaction work comes the CS11 GC vibrator soil compactor as well as the smaller CB2.7 and the large tandem vibratory roller. The latter

can be had with ROPS or cabin. Understandably, because of this very extensive list, no further new items can be expected at the Bauma because the manufacturer has plenty of work to do. The results of extensive activities were shown in the Transport Series with new American truck models. Here, the International Lonestar with either a standard or sleeper cabin was announced. It will be produced as a tractor-trailer set with a container semi-trailer in many different color variations. Shown from Freightliner was the New Cascadian, and last, but not least, the Western Star 4100SB and SF models were discovered. SB stands for 'Set Back' and refers to the set-back of the front axle which increases maneuverability, especially for construction vehicles. But SF means 'Set For'. Trucks were also seen in 1:87 because the Cat CT681 comes as dumper or concrete mixer truck in addition to the 972M with loading fork for lumber loading. A real jewel, seen in the early stages of development, is the M323F Road-Rail excavator. It will appear in versions as grading shovel, grabber and rail tamping machine. Totally new, a series of RC models in 1:14 was announced. The completely metal Cat 330D L is already completely finished and was seen excavating away happily. Further models will be made in plastic. The 320 Next Gen was seen as a pre-production sample, while wheeled loader, bulldozer and dumper were only future possibilities. More concrete is the Freightliner New Cascadia which was seen as a pre-production sample and will be done in several versions.

### **GMTS 1:50**

Heinrich Brinkmeier from GMTS could also be found in the hallways of Hall 7 and, from the view of the Swiss, announced several very nice models in the Golden Oldies line: Saurer D330 long hood 6x6 as heavy-duty tractor truck and dumper, Saurer D330 cab-over 8x4, 6x4 and 4x4, as a heavy-duty tractor truck and as a dumper in different colors and with letterings true to the original.

### **Herpa 1:50/ 1:87**

This maker is expanding its 1:50 model program. After partnering with Tekno, the co-operation has been expanded to WSI and Conrad. Presented in all white comes the Volvo FH460 with a three-axle with freight box trailer of the freight forwarding company 'Angerer' from WSI. From Conrad comes the MAN TGS L 4x2 with a Schwarzmüller half-pipe dumper semi 'Geiger' and the MAN TGS 6x4 dumper train with tandem trailers for 'Trio-Trans'. Both companies are already very popular in 1:87. The new releases in 1:87 should not be left unmentioned because the Liebherr LTM 1300-6.2 as the Wirtgen W250 cold planner are thoroughbred construction vehicles / machines.

### **Drake Collectibles 1:50**

Drake showed a sample of the Kenworth T900 Legend, a truck kept in the retrolook with modern technology. If the engine was swapped out, the model could also be made as a historic truck. The older more angular shape was very popular in the original and is sure to have

the same impact in model form. To make up Road Trains, the Freighter Container Chassis is now available. A B-Double trailer with semi-trailer as a freight box and as a curtain sider version will be made, also from Freighter. As usual, all models will come in a variety of colors, but are all limited to rather small numbers.

### IMC Models 1:50

Joep Hansen and the head of marketing, Joris Gielen, were in Hall 7 for two days and answered questions. At the moment, they are working full-out on the Demag AC 700-9. As a prestige model for the manufacturer it must be made. This is why it is not certain that it will be ready for the Bauma. Very interesting however, is the small AC 45 City, which is reported to have functionality true to the original. IMC is also working on tractor trucks of its own making for its low deck trailers in 1:50. In 1:87, there are several new items all built from metal. Besides the Terex CTT 472-20 tower top slewing crane with a built-up height of over one meter, a Mercedes-Benz Arocs with vacuum trailer and as an 8x4 with a Hiab truck crane are coming. The Liebherr LTM 1450-8.1 known from the customer open house days will be available at the Bauma. The Dutchmen are continuing to work on a project for the Danish maker Hydrema.

### Motorart 1:50

The Swedish maker showed two excavators from Kobelco which will be available at the Bauma, the Midi excavator SK755R as well as the SK350LC-10. Promised for the

second half of the year are three demolition excavators from Kobelco: SK210D-10, SK140SRD-5, both are dismantling machines for cars, and the SK400DLC-10, is the smallest demolition machine. In the works for Volvo is the 20-t EC200D excavator. It will probably be released in the fall. The original is a version designed especially for Asia and the Pacific room. The P6820D asphalt paver is also ready and will be delivered to dealers shortly. We are introducing a further new release on page 58.

### TMC

There were only unsubstantiated rumors to be heard about new Hitachi models at the Bauma.

### MarGe Models 1:32

Here too, the models of the last year were received enthusiastically and so the program is being expanded. As a new tractor-truck comes the Mercedes-Benz Actros with StreamSpace, BigSpace and GigaSpace cabins with a 2x4 and 6x4 chassis. Because they all come in three single colors of white, black and silver a total of 18 variants will be made. The semi-trailer program is being expanded with models of the maker Pacton. These come with curtain sides and a reefer box in white and, where possible, other freight company variations may be made. The flat deck semi-trailer comes in three colors and has stakes that fit into holes in the deck. As a third new commercial vehicle, the Mercedes-Benz Sprinter was seen in the same three colors as the Actros that has been announced. It will also be made as a service vehicle

for 'Nooteboom', 'Veenhuis' (yellow) and 'Claas'; a BF3 version is being planned.

### Siku 1:50 / 1:32 / Blister

The manufacturers from Lüdenscheid are engaged in encouraging the upcoming generations of collectors. In 1:50 come the two Wacker Neuson Mini Excavators ET65 with tracks and EW65 with a mobile under carriage. The pair is augmented by the JCB 4CX backhoe loader. Shown in 1:32 was the Manitou 3300V compact loader on wheels, and for the low-loader of the RC Siku control systems comes new a version with stakes. With these it can be loaded with the Liebherr R980 and others. In the series without any scale adherence and in blister packs, a new tandem trailer chassis was seen. It is going to be used in connection with a tanker train, a dumper train and with a freight box upper in a UPS set with a fork lift and box van. Another new item is a sporty MAN 8x8 for the Truck Trial competitions in the colors of 'HS Schoch'.

### ROS 1:50/ 1:87

The Sanfratello brothers showed off samples of Bauma models. In the first place sits the very impressive Sennebogen 6140E with dragline, loading shovel and diaphragm wall grab. The dragging shovel will be built completely from metal, the others only partially, with weight being the reason. It will not be possible to take down the lattice mast of the 140-t machine model. The safety railings are modeled very convincingly because of the fine metal parts used. The Sennebogen 613E

telescoping crane sat a little bit in the shade of the cable-operated excavator but will be available in a tracked or wheeled under carriage and both are nicely detailed, a joy for the collectors. Shown in a display case was the tower crane TDK J560 made for the Bauma by the Spanish maker Jaso.

### **USK 1:50**

The Ammann ART 280 rubber road roller was seen in an advance, pre-production state. The engine hood will open and the model should be available at the Bauma.

### **Universal Hobbies 1:50**

On the stand of the French makers a weathered Komatsu PC210LC was shown. The airbrush work left a good impression. The Komatsu WB93R backhoe loader was shown as the only new Bauma item. The model is of the same high standard as others from the same maker and is finely detailed.

### **NZG 1:50 / 1:18**

While the new items in 1:50 are exclusively color variations (see pages 52 to 54), if all variations are taken into consideration, there will be a total of 15 new 1:50 models at the Bauma. A real eye-catcher was the car transporter semi-trailer from Lohr in 1:18 scale. The very complex construction has been given all the functionality of the original so the loading of cars is going to be a lot of fun. The model is available at Mercedes and will show up on dealers' shelves by the middle of the year. The Actros GigaSpace 4x2 tractor truck has been given the

2018 face-lift and now appears in green and orange. It has either rear-view mirrors or cameras and, of course, the corresponding display on the dashboard will be present and correct.

### **Conrad 1:50**

The 'In House Fair' in Kalchreuth is by now a fixed institution and equally loved by dealers and collectors. Christine Conrad and Paul Bitschin were given an award by the MBMC (Mercedes-Benz Mobil Club). The members voted the Arocs all-wheel dumper with loading crane as best model of the year in that category. We heartily congratulate the winners! The three models of the sets produced exclusively for Schwarzmüller will not be available individually in the market, however, they will be released in other vehicle combinations, right now as a half-pipe dumping semi-trailer tractor unit with Arocs 4x2 for 'Gilch'. Exclusively available at the MAN shop is the electric delivery truck of the future, with the name 'Cité'. During the Bauma media conference Sennebogen announced five new models from Conrad. Coming and made from completely new molds are the 355E telehandler and 830E mobile material handler with clamshell grab. Updated with new cabins and lettering are the 818E mobile material handler and the 5500G tracked crane. And lastly, the six-axle semi-low loader with 4x2 Arocs in green and lettered for Sennebogen will be appearing. We heard from Kobelco that for the Bauma, Conrad will be making the mighty SK850LC-10. Also for the Bauma, one can expect Conrad to release 10 more comple-

tely new models from new molds and probably a further 4 updates and/or color variations can be expected.

### **WSI 1:50/ 1:32**

Besides the Liebherr R9150B which actually is a last year's toy fair new item, the Volvo R100E dumper was the construction machine new model from WSI! The very beautiful model will be available soon and of course we will introduce it to you. The Tadano AFT60G-3 was on show as a very convincing pre-production sample and so was the Liebherr LTM 1090-4-2 which will be available with the pivoting out Varioballast as it is already being used on the LTM 1250 from NZG. Almost production-ready are two Nooteboom models. The telescoping MCO-PX6 is, as the designation hints, a six-axle unit and comes with a Scania S730 V8 8x4 in the Redline for Nooteboom. The Mega-trailer MCO-48-03V(M), shown a year ago, now comes with a Scania R 6x2. The trailer for roll-off container has no concrete prototype, however, it was shown in all imaginable variations: two- and three-axles, single or double tires with the appropriate fenders, differing wheel bases and with a lifting axle. The sprung axles and adjustable trailer hitch promise that the models will be first class. As a first version, a three-axle trailer behind a Scania R Highline 8x4 truck from 'JA Transport' from Sweden will appear. For the Bauma, a further four models will be finished and two more should be seen as pre-production samples. In 1:32, the DT2000 from Chinese Jointark Power, the worlds' largest paving machine maker, will

be a huge 00 model. It has been announced in two colors: yellow and red, or blue and white.

### Tekno 1:50

A sensational announcement and one stirring up a lot of excitement is that the Scania T143 truck with hood will be resurrected with new

molds and made to the current high quality of model making. Furthermore the transportable forklift truck attachment will be released this year. Also, work is currently under way on a livestock transporter trailer by Menke. It is for the upper structures of a three-axle trailer part of a truck with trailer set. The cast asphalt cooker upper structure truck

conversion made from resin proves to be very popular and will appear in the colors of two more companies. Also in resin, the concrete bin from Moser will be made. In co-operation with Setec GTM, the flagship vehicle from 'De Paola,' the Volvo FH 750 10x4 will appear.

### Translation of page 25

## Tom's truck log book

# A few impressions

by Tom Blase

Today again is a typical 'normal work day,' thank God not as spectacular as in the popular German TV series Manfred Krug and Co (series of trucker adventures).

As I write these lines, I am standing on a highway pull-out near Mainz (Germany). Because of the momentary distraction of a passenger car driver, a traffic lane divider has been hit and pushed across the lanes on one of the most important bridges over the Rhine river. It has been partially closed for hours now. On the Autobahn that leads to an alternative Rhine crossing there is a traffic jam at the moment stretching for 15 kilometers now and is getting longer. My 'small escape' a detour route through the backroads, is also impacted because of a traffic accident. Put into numbers that means traffic is at a standstill for 10 km. And above me, my speedometer that also counts

**'A few impressions of the daily routine of a truck driver,' these were the words Daniel used for the idea behind this column ...**

my working and driving/working hours is ticking. I am choosing the only remaining alternative: find a pull-out, drive out of the traffic and have my break earlier than scheduled. It is my good fortune that my customer has one fewer trip back and forth for me today than is usual.

In the future when I write this column, I would like to share something rather funny, curious or even something more serious to think about.

Born at the end of the 60s I spent my 'diaper to kindergarten' years in the cube-shaped cabins of Mercedes trucks. My driving addiction was given to me in the cradle. The path toward the world of freight

trucking was therefore a pre-destination. In 1973, Mercedes started to market the 'New Generation' of trucks. Of course, this was a big show when it arrived at the Kindergarten. A 1632 demonstrator painted in lilac and even equipped with a flushing toilet. As a boy at the time, of course I was very excited. Where the document locker had been previously, there was a third seat, 'especially for me,' as my five-year-old self, quickly concluded. In those days I could even fit through the small opening behind the seats to slip into the upper berth at the back without having to move the seat forward! Looking down at my body today, I can hardly believe it.

# Road Train from Drake Collectibles in 1:50 Aussie Trucker

by Daniel Wietlisbach

Roadtrains. Which driver doesn't dream of steering one of these giants at least once in a lifetime? When they barrel down the roads in Australia with their 120 tons behind them, the drivers have to give it their all. Especially this, going to the limit of what is possible for men and machines, gives us breathtaking fascination for this subject. In Europe we know that the 'Swedish Trains' are a very long way away from the myths surrounding the Australian Roadtrains therefore many of us want at least to put a miniature Roadtrain into our display cabinets. This has become possible in the last few years and responsible is Bruce Hay of Drake Collectibles, the model shop belonging to the Drake group.

Drake models have the reputation of being expensive but offer substantial extra value when compared to other brands. The first tractor trucks were produced by TWH, manufacturer of highly detailed models that, sadly, went under. Since then Drake Collectibles acts as its own producer and delights collectors with models that have almost unsurpassable detailing. No other producer uses as many photo-etched parts, offers doors that open with minimal gaps, fully functional trailer hitches, and builds semi-trailers, dollies and trailers with hook-ups for the supply lines. There are the other, smaller

**For a long time, there was no chance of a 1:50 Road Train in model form because of their length. But then Drake issued the first Australian tractor truck models and everything became possible ...**

but very fine differences that one marvels at over and over again that make these models from the Australians exceptional.

## Kenworth K200

A group of adventurous Australian truckers visited the Kenworth Factory in the US at the end of the 50s. A short time later, the first Kenworths were imported into Australia. The special feature of these trucks was that they were not produced on a moving assembly line, but each was built individually and customized to the customer's requirements.

In 1970, the Australian Kenworth factory in Bayswater, Victoria, opened its doors and the first Kenworth completely built in Australia left the factory halls in 1971. Since then, the 'Kennies' have an excellent reputation with the truckers Down Under.

Drake Collectibles let us have a model of the K200 'cab forward,' as they are called in Australia, with a 2.8m Aerodyne cabin to test. The number designation gives us the length of the cabin and the additional designation is for the aerody-

amic high shape of the cabin. It is the roomiest cabin on offer, just right for a Roadtrain! The K200 is powered by a Cummins ISX EGR engine with 485 to 600hp of power. Of course, the maximum power version was the choice for the Roadtrains.

The first tractor with the low-deck semi-trailer was commissioned from TWH by Drake, however, right from the beginning the molds were their property. That was why when two years later TWH went into insolvency, there were hardly any problems in continuing the production of models and they are still being made by the same factory in China. The K200 model shown here has been extensively reworked over the last year and no fewer than 22 details have been improved. This shows very clearly what is possible on a 1:50 truck today.

In their new items brochure at the Toy Fair, Drake announced three more Kenworth tractor trucks in the very nice Toll colours: A K200 with the shorter 2.3m Aerodyne cabin and two with an engine hood at the front, the C509 and T909.

## Kenworth K100

Only last fall, Iconic Replicas introduced the model of the K100 of 1998. This predecessor of the K200 is equipped with the flatter, shorter 2.3m cabin. The maker produced a model with extra value which is even being delivered with two different engines, depending on the original: a six-cylinder Cummins N14 Plus with 330 up to 525 hp, or a Caterpillar engine. The model does not quite reach the standard of the Drake Models but doesn't shrink back when compared to models from other makers. As a special addition, two different exhaust stacks and four (!) different air intakes are included with the models.

## Drake and Freighter

Drake was founded in 1958 and is known as the Australian manufacturer of low-deck and semi-trailers for specialized transports. Belonging to the Drake Group today, in addition to O'Phee Trailers, another trailer producer, is the model maker Drake Collectibles.

In order to produce tractor trucks in larger numbers, Drake Collectibles looked to expand the program with Roadtrains and found Freighter. This producer of semi-trailers and trailers is not a direct competitor with Drake neither is it connected to it in any way. Freighter is five companies that belong to the Maxitrans Group.

The prototypes chosen for the trailers are from the 'Outback Series' that has been developed by Freighter for the harshest conditions in the Australian Outback. In addition to existing trailers, one kind of trailer version has been established in the market and is called the 'B-Double'.

Such a unit is made up from two semi-trailers; one of them has a slightly shorter deck but has a trailer coupling installed on it that allows the hook-up of another semi behind it.

A B-Double is not yet considered a Roadtrain and therefore carries only signs lettered as 'Oversize'. It is only with the third semi-trailer that the train has to be signed as 'Road Train' at the front and rear.

The B-Double flat-deck from Freighter with 7.4 m and 13.7 m space has room for 12 and 22 pallets respectively, and the semi-trailer with a dolly also 13.7 m and 22 pallets. Our Roadtrain then has a total loading surface of 34.8 m and room for 56 pallets. Included in the packages are exact and instructive descriptions about all the possible combinations and how the train must be signed. Included with the model are adhesive metal signs for 'Road Train' and 'Over Size'.

Just as the tractor truck unit, the models of the semi-trailers are highly detailed and have been built with great love of details. All the chassis are pierced as seen from underneath and all axles are sprung. The brake installations are modeled including the air tanks and even all the supply lines. Also, between the semis the brake hoses and electric connections have been replicated and can be hooked up together. Because different combinations can be coupled together in a variety of ways, the trailer hitches at the rear of the trailer must be glued in. Detailed instructions for all the parts that must be added by the collector are included. For us Europeans the semi-trailers with the plugged-in mesh railings make us think about a livestock transporter which, of course, is wrong. They are there to secure the

load but are not always used. These mesh railings are made from a very fine diecast metal part.

## Toll

Toll was founded in 1888 by Albert Toll. He started out with a team of horses and a wagon. Toll developed into a logistics company that has a worldwide network of offices with the main emphasis in the Pacific room. There are six Toll offices in Germany, Düsseldorf (head office), Hannover, Nuremberg, Hamburg, Munich and Stuttgart.

In 2015, Toll announced that they had reached a takeover agreement with the Japanese Post Office. The Japanese Post Office had sought out Toll to increase their global activities. On the 28th of May 2015, Toll became officially part of the Japanese Post Office but it still has its head office in Melbourne and retains the Toll brand.

## European Trucks

There are not many, but there are still some trucks from Europe that earn their keep in Australia. Naturally, the manufacturers are proud that their products can cope with the harsh conditions and use this as proof of the rugged capability of their brands. As an example, Toll owns some Mercedes-Benzes and an Actros MP4 Streamspace 6x4 2851 made for Drake by WSI. The model was taken from the standard program of the maker and was augmented with a fully-chromed cow catcher. The cabin had to be fixed in place because the catcher had to be permanently attached. A water slide transfer with the 'Over Size' sign was included.

## Another legend from CCM in 1:48

# Caterpillar D9G

by Daniel Wietlisbach

What more can be said about a machine that is so well-known and has such a large following of fans? Everything one does or says is bound to contain errors especially when considering how many variations and updates the 'G' has undergone. So, for example, even the dating of a machine within the first series is not always reliable because not all of them in the series had gasoline starter motors. Also, it can be said that today there are no two identical machines because of the great variety of tools from Cat itself and from those offered by other suppliers.

CCM was right then in their research of the prototype to find a concrete example of the original for their project. According to the size-reduced brochure included, the original had a power output of 385 hp and a working weight of 45.95 t, including the 9R rip blade and the 9D rear ripper. For those who want to study the original in depth we recommend reading the 'D9-Bibel (D9 bible)' by Thomas Wilk, published by Podszun Verlag.

### Model of CCM in 1:48

As usual, the bulldozer was released in three versions concurrently: the D9G; the DDG with a small cushion blade; and the DD9G with

**Finally, at the end of 2018, CCM released the D9G thus creating a monument in 1:48 for this machine ...**

dual pushers for the very large scrapers. Both the DDG and the DD9G were produced in a limited edition of 500 and 250 pieces, respectively, and quickly sold out in the pre-release phase. 1000 pieces of the standard D9G were produced.

When looking at it closely, perhaps 'Standard' is the wrong designation because for many collectors it would be the first time that they have come across the so-called Ripp-Blade. The 9R blade designation is an attempt by Caterpillar to optimize the way the blade 'digs' into the hard ground. For this purpose a ripping tooth was attached to each of the side cutting sheets of the blade. It was possible to lower the teeth by using the hydraulics. The ripping tool then loosens the ground while the blade was pushing. This construction feature was not widely accepted by the customers and disappeared soon thereafter. Thanks to the CCM model, there is now a lasting 'souvenir' of the ripping blade.

The bulldozer model arrives in the well-known sturdy box, however, inside are Styrofoam half shells. The stage of using internal 'egg-carton-like' packaging seems to be passé. The D9G was produced in the

usual high quality from CCM and metal was used for the great majority of the construction. The shape has been copied faultlessly and when looking at it closely one has the feeling of looking at a 'real' D9G.

Thanks to the smoothly moving tracks, the dozer is easy to push which has also something to do with the prototypically correct replication and the soft suspension of the guide wheels. Both side drive wheels are very nicely engraved, and they turn. True to the original, the drives oscillate at the front, even though only minimally.

Among other things, a nice feature of these old machines is that all the technical parts are visible and so it is on the D9G which has an open engine compartment. This means that on one hand, the maker needed to create extensive detailing but on the other, this great attention to detail gives the model a finer look. CCM has assembled the engine expertly from several plastic parts; according to the brochure the engine is a D353. All components are easy to make out and the air intake and exhaust parts are continued to the top of the engine hood. The protective grille of the ventilator is hinted at and the radiator grille is a very



fine, pierced part. Despite the grille being a separately attached part, no mounting pins can be seen to spoil the look.

No less interesting is the operator's working space; all pedals, levers and instruments of the original can be found there. Unfortunately, the plastic content here is a bit high. Because of this, all the levers are very tiny and fine which leads to increased risk of breaking off. What is possible and easy with a model that has a closed cabin, can lead to problems with an open platform model. During our tests, one of the levers flew off the model in a high arch landing on a yellow carpet there to disappear for ever. Our solution follows at the end of the article.

The ripping blade, including the lifting frame with all its mechanical and hydraulic components, was exactly replicated. It is made up from several parts and is functional. True to the prototype, the two teeth can be pushed downwards and then up again but because of the fineness of the parts this should not be done too frequently. In any case, the mechanics of it function and the little hydraulic cylinders are nicely detailed.

The same goes for the three-tooth ripping attachment at the rear; it is

nice that it is different from the single tooth one of the D9H. The suspension with the kinematic and the four cylinders was modeled very extensively and is highly detailed. The three ripping cylinders are individually attached and do not adjust.

As always, the finish and paint job are faultless and the lettering is sharp, covers well and is legible.

### Metal levers

After one of the levers disappeared for ever, the decision was made to replace all the levers with ones made of brass wire. The good thing about it is, compared to when making railings, no soldering was required. Also, they are often completely straight and having as a maximum only one bend which makes shaping them relatively easy. We used 0.3 mm brass wire which was bent to shape and cut to length at

the model, giving, of course, a few mm of length in reserve. These fitted into the drilled hole in the model (picture 1).

All such prepared brass wire pieces were stuck into a piece of Styrofoam, so that the knob could be put on the top. The knob itself was made with a small drop of two-component epoxy glue (picture 2). In order to achieve a successful knob shape, the levers had to be allowed to dry upside down. Something that works well is to hold the piece of foam with a couple of clothes pegs.

Most of the courage needed for this project was the removal of the old levers and the drilling out of the mounting holes. Before starting on this procedure, it is advisable to take a picture. This makes the re-mounting so much easier. The existing holes are best drilled out using a small pin-vise (picture 3).

The new levers are glued in using two-component glue. For painting them, Revell Seidenmatt (satin finish) 310 is a good match. The minimal difference between the Cat Highway Yellow and the Revell is barely noticeable on such small parts. To complete the levers, the knobs receive a small dot of dull black (picture 4).

#### At a glance

- + True to scale
- + Detailing
- + Functionality
- Plastic levers and grips






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

by Remo Stoll

Bathed in glorious golden fall light, I was able to capture this still-active oldie in my photo. Mobile excavators of this type were quite common some time ago and could be seen around every corner. Thanks to their robust construction and their power and despite their advanced age, they can still be seen at work today and often with thousands of hours of use.

Recognized the excavator? Please send us the exact name and type designation. The contest deadline is the 15th of April, 2019. If there are more correct answers than prizes, we will hold a draw to select winners. Please note that only entries with complete address information can be considered so that we can mail the prizes out correctly.

This time, the winners will receive one of the following prizes: the Evolution Series Grader Set from DM, the Vögele Super 2000-3i 'Gallagher' from NZG, as well as the Cifa Energya E9 from Conrad. 



### Solution from Trucks & Construction 1-2019



The Norwegian log transport truck in question was a Scania

L111. The winners are: Torsten Kortum from Bad Schwartau (D) who won the International HX520 6x4 from Diecast Masters, Thomas Buchser from Moutier (CH) the Cifa K47H concrete pump from NZG and Jürgen Precht from Stockelsdorf (D) the Komatsu PC210LCi from UH. Congratulations to all the winners!

# Flat top crane in 1:80 distributed by NZG

## Zoomlion T6513

by Carsten Bengs

The scale of 1:80 is a little bit unusual; it does not quite match the popular HO scale. Functionality and details are impressive, as well the dimensions which have been correctly transposed to scale.

The model stands on a massive base plate on to which the under carriage is screwed. The massive support plates are very nicely done and are parallel because of a small nut underneath.

The tower is made up of seven parts and reaches a height of 62 cm or 49 cm to the slewing ring. All elements are pre-assembled, and the height can be adapted because all the pieces are connected with screws. Inside the tower, all ladders and the footrests at the beginning of each segment are modeled.

The base of the crane is ballasted with six elements on each side; on the prototype this is supposed to be 54.1 t. A Zoomlion logo and the weight are printed on to the smaller ballast plates.

The climbing frame has also been modeled very nicely and is pre-mounted with small screws; it can be removed as needed. The tower receiving platform as well as the small hydraulic cylinder are hinted at.

Two small slewing motors at the turntable would ensure a careful and smooth slewing operation. The counter arm houses the lifting

**With the T6513 Flat Top Crane from Zoomlion, another model from the Middle Kingdom is now also available in Europe. Just like the Zoomlion QAY250 AT crane, the detailed model of the top turning model is distributed by NZG ...**

winch which has sufficient twist-free cable. The counter outrigger is also completely equipped with handrails that are made from zinc and so give the model extra value. The Zoomlion logo is at the end of the counter arm.

The ballast in the counter outrigger is very nicely done. According to the data sheet, at 65 m, the maximum outrigger length, 17.4 t of ballast is needed. The ballast plates are made as single elements and are securely housed in the counter arm, even with a shortened outrigger. As on the prototype, the ballast plates are serrated, so that they cannot twist. Very nicely done!

The operator's cabin is found at the side and has a nicely detailed interior with seat, levers; even the window in the floor has been very nicely modeled. A small window

wiper and the small control desk can also be made out. The safety railings as well as the running boards at the cabin are made from zinc.

The outrigger arm has also been done very well. As on the original, it can be assembled to reach a maximum length of 65 m or 81 cm in model form. The upper chord is attached with small (M1) screws. At the lower chord there are small plug-in connections so it is recommended not to pull the outrigger upwards.

All holding rods are modeled on the outrigger arm. These are where the riggers clip in their safety harnesses when they erect or tear down the crane. The two guide wheels for the crane trolley cable are also modeled.

The Zoomlion T6513 has a fully functional trolley winch. Its rope, depending on the length of the outrigger, has to be shortened and knotted to the trolley. This makes it possible to move the trolley back and forth using the winch and a socket wrench. However, it is recommended, not to use too much force

### At a glance

- + Ballast stowing method
- + Functionality
- Scale



on the winch as it is only glued to the outrigger.

The very realistic hook has tiny metal dolly wheels and can only be shown in the four-string work position as it is not possible to separate it which is not a disadvantage be-

cause of its size. All the wheels on the trolley are made from metal and the service platform on it has also been replicated.

With the Zoomlion T6513, NZG has another crane model from the Middle Kingdom on offer. It shi-

nes with details and is convincingly functional and certainly very interesting. Only the scale is a bit unusual.

## Eberhard's adventure in the 70s, part I

# Building for the Sheiks

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by Heinrich Eberhard Sr.

After the end of construction of the highway connector between Wangen and Hegnau in the canton of Zürich, our company began to experience the results of the large recession happening at the time. This event shook the whole world and entered history as 'the oil crisis' event. During the middle of the 70s, OPEC reduced oil production and increased the price of oil to \$36 per barrel (160 l). The result of these actions was that countries had to spend more money to import the black gold and had less money for investments. However, the crisis enriched OPEC member states immensely. In consequence, we actively searched for contracts in oil-producing countries. Co-competitor Walo Bertschinger pursued the same idea and was successful. He got the contract to build a 35 km long road in Hanakiyah, Saudi Arabia. We got the subcontract to undertake the earth-moving work.

**During the oil crisis of the 70s, the Eberhard Brothers company took on three construction projects in Saudi Arabia. We have been given permission to publish selected parts of the memories of Heinrich Eberhard Sr. who passed away in 2004 ...**

### Watercarts made from Scrapers

There is practically only sand or rock to be had in Saudi Arabia and we were told that sand would only compact if you added water to it. Schafir & Mugglin, a large construction firm at that time, had already garnered that experience during the construction of a rail line in the same area but the engineer in charge of the project was not willing to reveal the mixing formula.

I went on a search for water or liquid manure tank trailers with the largest possible capacity. The

largest ones had a 10,000-l capacity and required new, strong tractor trucks which we could not afford. In some of the Caterpillar brochures we came across water wagons built on scrapers and having a capacity of up to 40,000-l. But even these were too expensive and no second-hand ones could be found. Finally, we discovered four used Cat DW20 Scrapers at the Losinger yards in Lausanne; they were just affordable for us. Three of them were in drivable condition and we were able to drive them the 250 km home but for the fourth we needed a low-deck

trailer. After we tested the four functional machines in use as scrapers, we converted them to water wagons.

For the tanks, we cut some old 100,000-l capacity round tanks that were already stored in our yard into square pieces of sheet metal with a side length of around 7 m. Using a Cat 983 tracked loader we flattened them out and then, using the power of a second tracked loader bent them into parts that matched the width of the scrapers. We then welded these parts to the walls of the scrapers and closed in the front and back. There was a lot of welding work to be done as there were also numerous holes that had to be closed in order to get an airtight container for filling. Vacuum pumps, sliders, three-way valves, sucking hoses, distributors, tank lids and other small materials I got from the liquid manure tank car maker, Kaiser, located in Schaanwald, Principality of Liechtenstein.

The pumps were mounted instead of the no-longer-required cable winches. Because of the tremendous time pressure, we worked around the clock and so managed to finish the first one at 2:00 a.m. I wanted to test it right away and so started the pump and checked the pressure gauge. At minus 0.6 atmospheres the walls started to bend inwards with a loud rumbling noise. I then set the three-way valve in such a way that the pump worked as a compressor and put pressure into the container. During this maneuver we all took

secure cover. After this experience we welded additional strengthening ribs inside each of the containers.

### Over the Gotthard Pass

The transport of the machinery was done in a convoy over the Gotthard and on to Genoa. The wheeled machinery drove under its own power while the tracked equipment went on low-boy trailers. In Genoa the machines were loaded aboard ships. Crossing the Mediterranean, Suez Canal and the Red Sea they arrived in Jeddah and from there they had to travel 600 km further to Hanakiyah. The Scania 110 three-axle tractor truck with a four-axle Weimann low-deck trailer was used for the transport of the tracked vehicles while the wheeled ones drove under their own power.

The three water wagons proved themselves, filling under vacuum took only 20 minutes and the emptying out about two hours. We now only had to solve the problem of getting enough water on site. Walo guaranteed us that the locals had enough water and were prepared to sell it to us for 10 Rial (75 Swiss Cents) per 160-l barrel. The problems were the deep wells and pumps with too small capacity. I designed easy-to-transport basins with a capacity of around 200 m<sup>3</sup>. The frames could simply be plugged down and had a diameter of 20 m and a depth of around 1.2 m. I ordered some plas-

tic foil and lined these water containers. Now the well pumps could be operated around the clock and the basins secured the water supply for our water wagons. A welcome side effect was that our employees could bathe in them.

Two water wagons were always in use while the third one was a source of spare parts for the DW20s and the three DW21 Standard Scrapers.

The supervision of the local construction sites was in the hands of Heinrich Eberhard Junior with his spouse Yvonne who was responsible for administration. Later, they were relieved by Hansruedi and Vreni Huber-Eberhard. The construction work force was mostly recruited from our in-house personnel.

The necessary construction material and machines came from Switzerland. From there, the first generation organized the re-supply of construction materials, spare parts and much more. It was not uncommon to need to develop and make new support parts to aid with the construction in order that the work in the dessert could go ahead.

Using the only tractor-trailer set at hand, the large material was transported on land and the small material came in by air freight.

### Delays

Because of a formal mistake, work could not begin right away. A US company was in charge of the overall project. They employed a Yemini construction engineer payed the usual local rate. There was a 'green book' in the US with had rules and regulations for civic projects. For example, in it was laid out that the leading engineer was supposed to be supplied with a small, concrete con-

### Three construction sites in Saudi Arabia from 1976 to 1978.

- Build 35 km of road as a sub-contractor in Hanakiyah.
- Excavate 30,000 m<sup>3</sup> of fill for the Ministry of Youth and Sport in Riyadh.
- Foundation works for a gas turbine power station in Buraydah.

struction house to be ready for the beginning of work. However, Walo used hollow concrete block from Saudi Arabia. The engineer looked at it and when it was finished, refused to move in because the house was not made from concrete.

### My Christmas present

During the Christmas season of 1977 we had to stay home and guard the telephone, because ‘down there’ the work went on without any breaks. We had to load a truck for Saudi Arabia which took about a week. For 1 Swiss Franc per kilo, we also transported material for Walo and BBC (Brown-Bowery & Co).

We sent a brand-new laser by air freight to Saudi Arabia, but unfortunately, it didn’t arrive. I organized a new one in Darmstadt (Germany) for 30,000 Swiss Francs and gave it to a passenger as luggage. Then,

with the laser and the Cat 16G Grader we achieved satisfactory results. The first laser sent out also arrived but three months later. Passenger luggage was the only sure way of transporting if time was of the essence, but care had to be taken that it was not over the 20 kg, since every additional kg cost 1.60 Swiss Francs.

Heiri Junior went to Hanakiyah again to this road construction site. There we used four scrapers together to excavate and fill at the same time. The material to be removed and reused was calculated extremely carefully so that it balanced out but then we hit rocks which were too hard to take on with the Cat D9. It was planned to use the rock material as fill during the progress of the construction and so work came to a standstill. Walo wanted to blast it himself and purchased a drilling rig in Riyadh. While loading however, it fell off the crane that was

lifting it from a 6 m height and was no longer useable. We got the job of getting two pneumatic drills and a compressor for the Schwarz Company, located in Wila and get them to Saudi Arabia.

In the interval, Walo had to organize explosives and build a concrete bunker for storage. The keys for the storage had to be given to the police. In order to blast, one had to organize a policeman who controlled the number of explosives taken out of storage, locked the bunker, checked and supervised each time explosives were used at the construction site.

Of course, Heiri wanted to continue working and did removals from the side of the construction site and stored the material in large mounds. When the material was finally blasted all the storage heaps were ready to go.

*(To be continued.)*

## When models where more than collectables

# D6 44A Series B

by Thomas Wilk

It was a big jump from the proven Cat D6 9U to the more modern-looking S6 44A Series B that would have a great impact upon the whole production range of tractors and bulldozers right up to the 80s.

After only a short time, what was decided on and produced in full

**Time didn’t stand still in the construction industry which developed ever more modern and powerful construction machines. On the drawing board many new models and kinds of construction machinery were invented, especially so at Caterpillar ...**

size by Caterpillar in Peoria/Illinois found its way to being transposed into model form by the well-known model maker, Ertl from Dyersville/Iowa in the US. Ertl had a solid start in 1958 with the acquisition of Reuhl Models and, in 1961, with the completely newly designed and produced caterpillar 944 wheeled loader. At Ertl it was quickly realized that the time for the D6 9U model, launched in 1961, had run out. The production line for the model was stopped and a model change was on the horizon.

If the company was to remain in business, it had to make molds for the bulldozer of the future within the same year. Speed was of the essence in taking a more-than-successful 1:24 dozer model and creating an equally well-designed model without having to start right at the beginning again.

### The original

As before, the new machine was available in two gauges, 60 and 74 inches width, with a six-wheel running gear frame. The idler and support wheels as well as the guide wheels were now permanently lubricated.

The base weight of the tractor increased slightly to 8 t, without any tools attached. The blade with hydraulic steering weight from 1.5 to 1.8 t and was considered the standard tool attachment. Overall, it was a 10 t bulldozer with a power output of 93 hp from a new, but not turbocharged, six-cylinder in-line Cat D333 engine.

Some of the new features visible on the new generation of tracked vehicles were: the rounded edges on the radiator end with the two, di-

vided, heavy protective perforated grilles; the newly re-designed dashboard; the hood running in a straight line; the new driver's seat and the fuel tank. The old oil pan air filter with glass dial, a modern dry air intake with a filter cartridge and cut-off lever made from plastic rounded out the changes on the original.

### The model

There was a lot of figuring out and filing until the new Ertl D6 Series D model with its Caterpillar #6S blade in 1:24 scale was ready to be delivered. Since the base of the running gear was taken over without any changes from the previous model, it is just as correctly detailed, was true to scale and, of course, fully functional. The 21 mm-wide rubber tracks sit taut and secure on the drive and guide wheels. As per the original, the drive frame is equipped with 6 oscillating idler wheels which are enough to negotiate obstacles on one side while being on level ground on the other side as well as increasing traction. As before, the model is cast in two parts length-wise. Two strong rivets hold both sides permanently together.

The straight dozing blade conforms to the Cat 6S blade. Much to the enjoyment of junior operators, the earlier releases were still operated with a lever via a diverter and mounted at the right-hand of the tractor. With it, the blade could be lifted, lowered or arrested, in steps. A further nice detail was the adjustable drawbar which was part of the model, at least for a short time.

On later releases those two very appealing detail features were left out. The drawbar became simplified and rigid, and the operating lever

and the tool boxes disappeared forever. The main measurements such as the length, measured from the blade mechanism to the drawbar at 197 mm and the height up to the top edge of the exhaust at 108 mm are both correct. The width over the blade is 130 mm.

The new operator's stand with a single seat and the large diesel tank are very characteristic for the modern D6 Caterpillars as is the oval dashboard with gauges for temperature and hydraulic pressure. The housing for the air filter is underneath the engine hood but, unfortunately, the cut-off lever on the hood was not modeled. The two black levers in the middle represent the control levers.

The engine is very nicely engraved and was completely newly designed plus it offers additional details as on the original bulldozer. On the co-drivers side are the fuel injector pump with its regulator and injection lines and the exhaust manifold. The driver's side shows the two oil filters, the air intake hose and the air filter housing. All logos are decals with the typical ® for 'registered trade mark' at the end of the logo lettering. The D6 model designation was left off on later models.

One can say that these Caterpillar D6 Series B are perfectly made models in the style of Ertl. Even this second version of the Caterpillar D6 Series B is very difficult to find at swap meets and on the Internet because the operating levers and the moveable drawbar on most of the models of this bulldozer are missing. Despite this, it is a wonderful scale model from the pioneering times of model making and it was produced until 1967.

# Re-construction during the 1950s

## Crane history

by Wilfried Schreiber

Munich was destroyed to such an extent during bombing of the war that the town fathers considered building a new town in the south-west of the city leaving the bombed-out ruins of the city as a memorial. Fortunately, it was decided to rebuild rapidly over the next twenty years. So, for example, the opera house which was seriously damaged was re-built at the beginning of the 1960s.

In the picture above we are looking at an imaginary construction site with cranes used from the 20s to the 50s. In the foreground sits the largest of the cranes, a model of the WKF 45b constructed in 1930. It was built by the factory of Fa. Julius Wolff & Co, founded in 1845 as a cast iron manufacturer, in Heilbronn on the Neckar. As with the predecessor cranes, this type was developed by the chief construction engineer Gottlob Gobel starting in 1913. The WKF 45, /touted at the time as a 'quick to transport and

### **After the Second World War, the re-building and cleaning up of the destroyed cities in Europe began ...**

erect' construction crane, quickly conquered the market on European construction sites. However, bolting together the heavy angle iron crane in preparation to erect it took the better part of a week. During the process, another smaller rail-mounted portal crane with a chain hoist was used. After the portal and tower were erected, the outrigger was bolted on to the portal and used as an A frame. After that, the tower was raised using the electric lifting gear of the crane by diverting the lifting cable over a separate pulley wheel. Then the outrigger and the counterbalancing outrigger were lifted with the lifting winch and cable to be bolted on.

These kinds of cranes still looked a bit like harbor cranes. The adjustment of the outrigger arm was also accomplished with the lifting gear

by running the hook block to the outrigger tip. The positioning of the outrigger could be arrested in a variety of positions using a telescoping bar with a locking mechanism. The cranes were made up from a rail-based portal and a non-slewing truss-constructed tower that was expandable with extra segments. The central ballast was located at the lower part of the portal; above it was the lifting gear and after that the operator's cabin with the switch cabinet, cams and levers. The outrigger and counter outrigger slewed at the tower pit using a swivel chair-like gear. That means these cranes were pure top slewing cranes.

The Wolff WTF 45 depicted is a plastic model build by Lothar Unfried.



# A quarry is created, part II

## Well stacked

by Markus Lindner

The choice of rock to be quarried was the so-called Wiehe mountain quartzite. It is found on ridges in the Wiehe mountain range that reaches down to the Weser mountains at the place where the north German lowlands meet the German middle mountain landscape. The rock has a high limestone content. The sedimentary rock from the middle of the Jura period is very attractive because of its blue-grey coloring with many brown and red tones as well as very distinctive layering. It was possible to source the original material for the creation of the diorama quite easily from a closed quarry.

### Rock walls in model form

The model railroad industry offers a wide range of material from which rocks can be modeled more or less convincingly. The materials on offer range from foam cast as rocks or plastic cast on to natural material like cork, up to silicon molds from which plaster rocks can be cast.

Unfortunately, all these materials are only partially useful when making large rock faces in 1:50 scale. And when we take the special characteristics of this kind of rock, with its sharp edges and very distinctive coloring into consideration, commercially available items can only come close to what we really need and want.

**Having covering many of the basics about geology in the last issue, this time we start with the actual construction of the quarry ...**

The only thing left then is to make it ourselves. Once again, the material used is the old standby: Styrofoam. It is light and readily available in hardware stores where it is sold as insulation material. The quarry face was built up from 6 and 3 cm-thick sheets for the upright rock walls and the base for the dioramas. The basic structure of the rock was then carved with the aid of an oscillating saw and cutters, especially for the prominently stacked layers of rocks.

The rock face features special slanted rock layers having been pushed into this shape by tectonic activities. In a further step, all the rough-cut Styrofoam layers were covered with a thin coat of plaster. During the time that this is setting, further rock strata were carved using a knife and other tools to give the still damp plaster coat its finishing touches. Plaster has the advantage that it not only gives us very fine end results but also that its mineral content gives it a rock-like surface. At spots where the Styrofoam already had a good rock structure, it was not necessary to coat it with plaster, but it got a coat of the so-called 'stone effect paste'.

### Coloring

The painting of the rocks was done with acrylic colors strongly diluted with water. The first wash was done with the blue and gray rock color. Some original stone samples from the abandoned quarry site were used to get the right tone. The whole diorama got two base coats of this tone brushed on with the heavily diluted paint.

The next step in the painting processes was to apply the black, diverse ochre, sienna and burnt sienna shades that again were matched with the original stones and were also very diluted with water.

Firstly, the black tone was carefully applied taking special care to color every crevice and depression in the rock followed by the surfaces. This made the rock look much more three-dimensional. Afterwards, the various brown tones were applied carefully with a brush or small sponge. This was done in several steps over a number of days until the result was satisfactory. Pictures of the real thing and the original stones were used as reference points.

Finally, the painted rock face on the diorama was finished with ground cover from the original

quarry material finely sifted for the flat parts of the diorama; larger boulder-like items of various sizes were placed right against the rock faces. The larger pieces were secured with two-component epoxy glue and the rest with diluted glue.

More of the sorted rock was used to fill dumping bins and excavator shovels. How much greenery one wants to include in the finished diorama bears some consideration.

### Pioneering plants

On the one hand, the visual impression improves with every litt-

le touch of green, on the other, we must remember that we are in an active quarry setting. It has to be assumed that the ground on which even the simplest plants could thrive was quarried away.

No plants can grow on bare rocks other than perhaps moss and lichens. We can find plants growing where the wind and erosion have deposited soil and seeds that have not been washed away or disturbed. Only in sheltered spots might some sparse blades of grass be sprouting.

In addition to grasses, the newly available Easy-Moos from Efco which can be applied with a paint

brush giving a surprisingly realistic moss effect could be used.

After finishing the diorama and combined with the gravel works, nothing stands in the way of starting your own model gravel production.

## Translation of page 51

### Maschinenfabrik Esslingen: Die Elektrofahrzeuge

by Alexander Weber, 180 pages, ca. 600 pictures, size 28cm x 21 cm, hardcover, ISBN 978-3-86133-901-4

Currently, the car industry is trying to sell electric cars as the newest technological advance in mobility. But we often forget that the electric vehicle clocked in over 100 years ago. From 1923 up to about 1968, the Maschinenfabrik Esslingen,

which is probably best known for building locomotives, also created a whole series of electric vehicles in its production program. However, probably due to the narrowness of their customer base, they frittered away their efforts. Later, the whole vehicle production department was passed on to Daimler and then landed at Still. The whole story is told in this book which is richly illustrated with many exciting black and white photographs. (eu)

### VEB Kraftverkehr «Ostseetrans»

by Ralph Bellgardt, 100 pages, ca. 150 pictures, Format A4 portrait, ISBN 978-3-74677-423-7

The VEB Kraftverkehr 'Ostseetrans' was founded in Rostock (GDR) in 1950. In addition to the daily cargo traffic there was also a section for heavy-duty transports located in Rostock. The author himself once worked in this VEB and in his book presents us

with a unique collection of heavy-duty transports of the VEB 'Ostseetrans'. The book is built around the many different towing trucks that were in use. There is a short history of each maker and a few 'at work' pictures. All of the photographs are in black and white. The history of the vehicle makers and the chassis used is taken mostly directly from Wikipedia. Unfortunately, the cross references have not been erased. (eu)

# New on the market

## Conrad 1:50

As a second model in the series of the Goldhofer airplane tractors, the D 1000 'Bison,' has been released. The tractor has a hefty, powerful look and has been replicated very well by Conrad. Airplanes are coupled to these kinds of tractors with a whiffletree and maneuvered into place. The 286 hp strong tractor is capable of handling airplanes with up to 400 t of weight. For this, an additional metal plate can be added over each of the wheels as a ballast. True to the original, the ballast is removeable and all wheels are steerable. The cabin can be lifted and, for precision backwards driving, a separate steering module is included. It needs to be mounted at the rear after taking off the trailer hitch assembly. The co-operation between Liebherr and Claas now makes it possible to make the Claas Scorpion 756 telehandler. This is equal to the Liebherr T55-7, which we introduced previously in issue 3-2018. Of course, the little model in its green and grey livery is very pleasing and has a high degree of functionality with the expected detailing.

## NZG 1:32

The eighth in a series of models for Genie, belonging today to the American Terex Corporation, has just been released. It is the S-85 XC telescoping working platform, which according to the scale size, is very detailed and is made up in the main from metal. The twice-extendable telescoping arm can reach a height of 745 mm made possible

by the cleverly designed kinematic on the upper chassis. The plain looking upper chassis models the recessed control panel and the working platform is very nice with its photo-etched floor. One of the axles is steerable and allows a high degree of maneuverability both on the model and the original.

## Eberhard 1:50

Available now in the newly designed, on-line shop of the Ebianum is the Caterpillar 335F L compact radius excavator from DM in the exclusive livery of 'Eberhard'. The very attractively done model is especially nice with the shiny logo stickers on it. We discussed the model in detail in issue 3-2016. (shop.eberhard.ch)

## Motorart 1:16

The Toyota 'BT Lifter' hand pallet truck was made as a detailed metal model and comes with a pallet and a load of barrels. When looking at it with one eye closed one thinks that it would go nicely with the expected truck models coming in 1:18.

## GMTS Brinkmeier 1:50

The Mercedes-Benz trucks with the cubist-looking cabins have just as legendary a reputation as the almost indestructible front hood ones. New in the series of the 'Golden Oldies' is the LPK 2232 6x4 with a Meiller dumping bin which is available in different finishes and color schemes. The shape of the ca-

bin has been replicated very nicely and the resin material used is great for bringing out all the details such as the beading and ventilation panels. The radiator grille is pierced on the models, the running boards are made from photo-etched nickel-silver and the fine protective mesh grille on the dumping bin is almost impossible to better. The windows, inserted individually and exactly, complement the overall positive impression of the model. After the K60 dozer and the K7 with blade and as tracked loader version, the maker now offers the larger Hano-mag K16 dozer made, as usual, from resin castings. The closed cabin makes the model look a generation younger than its predecessors. It has a high degree of detailing and lots of small parts added but, because of the material used, is not functional.

## PKC 1:50

The very active Dutch behind the PKC label announced a high-quality white metal kit of the ERF NGC420 in 1:50 scale. After a whole year of research and the building of the masters, the ERF is now in the final stages of the development process and production will start in the coming months. The pictures of the pre-production prototype already show the quality and the many authentic details of the English truck. The kit will contain around 120 parts, most of them white metal castings, and the cabin will be made from resin which has a very fine and smooth finish allowing for sharp, fine detailing. There will

be further parts to accessorize the model further: different sun visors, two different front bumpers, four sets of mirrors, two trailer hitches, to name just a few. Also planned is an accessory set for the Near East, with high air intakes and matching filter housings, roof air-conditioner and straight rear fenders. To bring the kit to market, PKC is working together with specialized partners and other makers. Among them is

Tekno which supplies the steerable front axle, tires and part of the gear shaft. Modern 3D technology is used for items like the radiator grille with the ERF logo, the fuel tanks and the rims. Also available will be sticker sets of Dutch, Belgian and English freight haulers which were on the road all over Europe. The first kits are expected to be ready by this summer. The picture shows the tractor unit coupled to a further

new item from PKC, the classic and widely used 12.20 m flat deck semi-trailer. This kit is available immediately and is part of a whole trailer and semi program that is being expanded step by step. The semi-trailer can easily be shortened to any length desired and the axles can be mounted in any desired position. (hw) Further information at p.kievit@upcmail.nl

## Collector's guide

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

Type	Scale	Maker	Available from	Infos
40ft Container «ONE» white and Pink, «Yang Ming», «Hamburg Süd», brown and white	1:18	NZG	Dealers	www.nzg.de
VW T6 red and blue silver	1:18	NZG	Dealers	www.nzg.de
Caterpillar D8 2U and D8 Twin in brass	1:24	CCM	Dealers	www.ccmmodels.com
Vögele Super 3000-3i	1:50	Conrad	Dealers	www.conrad-modelle.de
MB SK3550 SLZ 8x4 «Schmidbauer» Resin	1:50	IMC	Dealers	www.imcmodels.eu
Keestrack R3 Crusher	1:50	Keestrack	Dealers	—
Liebherr LTM 11200-9.1 «Matsuura», «A. Soulis», «Hiap Tong» and «Aguilar»	1:50	NZG	Dealers	www.nzg.de
Liebherr LR 1600/2 «Thömen»	1:50	NZG	Dealers	www.nzg.de
Liebherr L586 «Kibag»	1:50	NZG	MSW Mietz	www.msw-modelle.com
Scania R500 6x2 / truck trailer set «Sandstrå»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 6x2 / wood transporter «Kvarforths»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 8x4 / asphalt tipper «Gahne Akeri»	1:50	Tekno	Dealers	www.tekno.nl
DAF XF 6x2 / flatbed semi trailer «Haas»	1:50	Tekno	Dealers	www.tekno.nl
DAF XF 8x2 / hookarm container «Van Groningen»	1:50	Tekno	Dealers	www.tekno.nl
Scania S Highline 8x4 / lowloader / dolly «Navigator»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R Highline 6x4 / semi low loader «Capelle»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R Highline 6x4 / semi low loader «Erling Andersen»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 8x2 / Palfinger PK 78002 SH «Aaltonen»	1:50	WSI	Dealers	www.collector.wsi-models.com
Scania R 6x2 / stone trailer «Gerard Serné»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH04 8x4 / Palfinger PK 78002 SH «Bøstrand»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Arocs SLT 8x4 / lowloader / dolly «Friderici»	1:50	WSI	Dealers	www.collector.wsi-models.com
DAF XF 8x4 / semi low loader «Twan Bierings»	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LGD 1550 «Thömen»	1:50	YCC	Dealers	www.yccmodels.com

## Our partner page

### Top soil removal in the quarry

During January and February some top soil was removed at the Bärlocher quarry. Firstly, the humus layer was removed from a 60 x 40 m section then the material was

dumped over the 15 m high rock face. Next, a total of 5,000 m<sup>3</sup> of soil was loaded on to a dumper and transported 300 m to restore a previously quarried section to its natural state. There, the material was

used according to the project plan. Machines used were the Cat 345C, Cat 725, Cat 980K and Cat 325D.

### Caterpillar 988K XE commissioned

After the 'Zürcher Kies und Transport AG' transferred the new wheeled loader from Langenthal to Weiach on February the 5th, its official transfer to the new owners and the instruction sessions followed two days later.

New to the 58-t wheeled loader is the diesel electric propulsion system. According to the maker, the electric power technology should

result in fuel consumption savings of up to 30% over a conventional power system. The 403 kW (541 hp) strong C18 diesel engine that powers a generator/electromotor unit conforms to the Tier IV exhaust protocol. This unit has been built into the space normally occupied by the transmission and sends the power over two propeller shafts to the two axles. The wheeled loader

is equipped with a standard lifting frame, a Lameter quick changer and shovel which has a capacity of around 8.5 m<sup>3</sup>.

In addition to the three Caterpillar D7E dozers in Weiach, this is the fourth construction machine with the environmentally friendly and fuel-efficient diesel electric power system.

## Translation of pages 56 – 57

## News in brief

### eActros for heavy goods delivery traffic

Hardly a week goes by without news reaching us about trials of new propulsion modes for the commercial freight traffic sector. The 6x2 eActros is being tested in a real environment at Logistic Schmitt between Ötigheim and Rastatt. There, on a three-shift schedule, it achieves

a daily performance of 168 km. In other consumer tests already underway, the eActros has travelled over 30,000 km. Besides the development of battery powered trucks, Mercedes-Benz will also take part in a test under real working conditions, with overhead wires (the

'eWayBW'-see last issue) beginning in 2020. They will use a tractor semi-trailer and heavier tonnage for the test. The most important point is that it will be possible to compare the two energy supply concepts. (dw)

### **Wirtgen 220 Surface Miner**

The new 220 SMi Surface Miner from Wirtgen is available in two versions: the 2,200 mm wide milling drum with its maximum milling depth of 300 mm is capable of mining rock up to a density of 50 MPa; the 3,800 mm wide variant is ideal for softer rock with a density of 35 MPa. The working weight is around 61.1 and 65.6 t. Almost 1,000 hp are needed for the efficient use of the Surface Miners; the built-in Cummins engine produces 708 kW.

Wirtgen is building the Surface Miner for the select mining of raw materials and for the large area removal of rock for the creation of roadbed and for infrastructure projects. (up)

### **First DAF CF Electric for Jumbo**

The Dutch Supermarket chain Jumbo has just started using the first fully electric-powered DAF CF. The tractor trailer unit is used to service branch stores in the south of the country. For DAF, as well as for Jumbo, this is an important step into the future.

The CF Electric is based on a CF and is a 4x2 tractor truck that is designed for a total truck and trailer weight of up to 37 t. The propulsion technology delivers VDE and at the heart is an electric motor with 210 kW of performance. The tare of the truck is a stately 9.7 t. A loading station was installed at the Jumbo distribution center in Veghel and the range of the truck is 100 km. (dw)

### **Hitachi ZX135US-6 with telescoping jib**

At the Bauma, Hitachi introduced the ZX135US-6 telescoping jib excavator which is the smallest of a total of three models. The special very compact excavator with a slewing radius of only 1,600 mm is ideally suited for civic engineering work like shafts and excavations on narrow sites downtown. With its 7.6 m long, three-position telescoping jib, the 16.5 t heavy excavator reaches a vertical digging depth of 16.5 m. Thanks to the fully developed combination of cable and hydraulic cylinder operation, the telescoping jib combined with a 250-liter capacity clam shell extends and retracts in mere seconds. The optional zoomable camera on the jib gives the driver an easy view on to the clam shell. (up)

### **Scania powered with liquid gas**

Koiné, the logistics partner for Sanpellegrino has purchased 50 Scania R410s with liquid gas power. A great part of the fleet will transport the well-known mineral water from the bottling plant in San Pellegrino Terme to the logistics center 35 km away in Madone. Because the plant was heavily expanded in 2019, the company plans to run additional transports at night. Because of this, the main criteria of the acquisition of the new trucks was to ensure the least possible noise and the lowest possible CO2 emissions. In Italy, there is a greatly increased interest in using liquid gas for heavy duty freight traffic. There are already 39 filling stations and a further 25 are under construction. (dw)

### **Liebherr R934 and R938**

In Munich, Liebherr is showing the R934 and R938 models from the excavator series of the new 'Generation 8' with working weights of 34.8 and 37.2, and 37.3 40.4 t, respectively. To further increase comfort, safety, performance and productivity, the engineers in Colmar have totally re-designed the basic concepts. On top of that, the built-in engines with power outputs of 200 kW and 220 kW, respectively, conform to the Tier V exhaust protocol. Currently, the whole series is made up of seven machines ranging from the R922 weighing 22.2 t to the R945 with a maximum working weight of 47.2 t., At Liebherr-France SAS the production of the newest generation of tracked excavator has been running since the beginning of the year. (up)