

# Laster & Bagger

Modelle von Lastwagen, Baumaschinen

Grosser  
Baumbericht

WSI 1:50

## Liebherr R 9150B



Eigenbau 1:50

## ERF E 14.365

# English text



Diecast Masters 1:50  
Neue Cat für die Mine

Sammlerporträt  
Alexander Renners Exoten

NZG 1:50  
Hamm 8.5 VTD



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# Editorial

## The collector's help and savior



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".

The most important tool for any collector, is, besides a set of tweezers, would be a tube of superglue. Reaching the wrong way into a display cabinet and one of the outside mirrors or a hand grip lays beside the model. After blaming oneself of being clumsy, we reach confidently to the Cyanolit to fix the little accident as quickly as possible.

This mostly liquid and clear substance, that glues your finger together if you are not careful, has an interesting history, as we can read in Wikipedia: "Superglue was invented in 1942 by Kodak for the US military as a transparent, unbreakable optical sight for tanks. As a Superglue for home and industry, it only came on the market in 1958 under the brand name 'Eastman 910'." I will remember this when I reach for a tube the next time.

Luckily, for the new models of the Bauma I did practically never needed any Superglue. These models are the main focus of this

issue, and I think, most collectors got their fill. Excavators, bulldozers, cranes, road building equipment, civil engineering vehicles, huge equipment for the mining industry and even a historic model was discovered in the show.

Our challenge will be, in the following issues, to take a closer look at them, so variety is ensured.

A further event, which traditionally happens every April is also a subject of this issue. We are talking of course about the model exposition with swap meet and the FBW construction truck meet. The event held in and around the very unique Ebianum excavator museum was, even such a short time after the Bauma, a great success.

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

Daniel Wietlisbach

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# Alexander Renner collects what he likes

## Cross-grained

by Daniel Wietlisbach

Alexander Renner grew up first in Basle itself and later on in a suburb of the town on an ox-bow of the Rhine River. He had a brother, older by three years, and his parents ran an electrical business through which he got an inside view into the construction business. It was the trips to construction sites in the neighborhood he undertook himself that kindled his interest in construction machines and trucks.

Alexander remembers well a larger demolition project where several independent truck contractors removed the rubble using their own dump trucks such as the Volvo N10 or Saurer 5DMs. The boy was frequently successful wrangling a ride. Especially exotic among the trucks was a two-axle Skoda dumper of a Czechoslovakian transport company, which with its choice of truck, fought a little bit against homesickness. Without really knowing it then, Alexander was ahead of his time as he was already heavily into recycling in the middle of the 60s. He discovered then that he could earn more if he took the scrap metal he sourced from in the dumpster, sorted it quite properly and sold it to a scrap dealer!

On a different construction site, Alexander observed the making of on-site concrete pillars with the use of a drilling bucket. The four-axle

**Alexander Renner has much experience on many roads all over Europe thus his display cabinets have an international flavor. He managed to maintain his enthusiasm for commercial vehicles even after retirement ...**

P&H lattice crane used to lift the re-bar baskets into place especially fascinated him. When he was a co-driver/passenger in the construction trucks, the youngster memorized where the construction sites were and so his ‘hobby’ developed its own dynamic. Most of the constructions around town were easily reached by bicycle or tram car.

What he witnessed in reality, Alexander played out at home with vehicles from Dinky Toys, Corgi, Tekno and Märklin. A Bedford two-axle, a three-axle Scania front hood as well as a Krupp and the legendary Kaelble dumper from Märklin stood ready for action in the playroom. Most of the models were smaller than 1:50, but then it did not matter. All play vehicles from that time are still in relatively good condition and stand in the display cases because he only played with them inside.

### Training

One of the two brothers was supposed to take over the electrical business and after his brother

finished his bookkeeper apprenticeship, Alexander was destined to be trained as an electrician. He had to postpone his dream job as a truck mechanic until much later. He served his apprenticeship in his parents’ business and after that worked for a further five years until his father passed away and when the company was dissolved later on.

A year working as an electrician followed on a large construction site of a new chemical industry plant. During that time, Alexander obtained his truck driver’s license. The driving school used a Steyr 97 as a teaching vehicle and Alexander recognized right away that he wanted to change profession. He started to study wanted ads and during his time off spent time at the border crossing to France carefully taking down the names of the trucking companies he saw driving by.

So, finally, in the mid-70s, he began his career as a driver on a Volvo F85. The truck belonged to the ‘Zeller’ company that had specialized in transporting fabric and clothing and was on the road for department stores. Alexander ser-

vised the western part of Switzerland from Basle up to Geneva.

## International

Out of the blue one day, he was offered a trip to Vienna. He was supposed to use a Henschel F191 Tractor semi-trailer to load fabric in Zurich and deliver it the next day in Vienna. Alexander drove off and at the Austrian Border casually asked how long the trip would take. He had to drive the whole night through to reach his destination the next morning as scheduled.

A little later, his 'Hungarian trips' began. Fabrics from Switzerland were delivered to Hungarian sewing workshops and then the finished garments were returned to Switzerland. Sometimes the production was not quite finished and Alexander had to wait, but he was always treated like a guest.

Later on, the road levys became more expensive for the trips and so trips for perfume from Romania were added. For these trips Alexander was on the road with a Mercedes-Benz LP1932 with tarps. He remembers very well his first adventurous trip and how late at night, on a sparsely-lit freight railroad yard, he had to search for the

freight shed that had the cargo he was to transport. Later on, a Volvo F89 box body with trailer, especially adapted for the transportation of clothes, joined the company's fleet. With this unit, Alexander was allowed to make further trips to Hungary, Romania and Bulgaria. In Bulgaria, he picked up men's suits produced especially for England; these he took directly in transit to their destination in England.

But the greatest and best side effect of this job was that he got to meet his future wife Sonja, who also worked at Zeller, as a dispatcher.

## Self-employed driver

During his trips to England, Alexander got to know other Swiss drivers and so he found out about a colleague who was soon to retire. He changed jobs and took over the retiring driver's vehicle, a Scania 140 V8. Alexander knew nothing of the financial situation of his new employer who was to declare bankruptcy a year later. Like all the other drivers, he purchased 'his' truck from the bankruptcy estate and became self-employed. The customers and the trips remained the same. For three years, until the end of 1984, he drove the route

Switzerland-England-Switzerland. Then, the customer changed the hauling company. The driver got wind of it when he was still on the road in England. Even though the job was supposed to last another couple of months, Alexander quit right away and looked for another customer.

He found it at the Planzer Company but, unfortunately, his truck had the wrong kind of upper structure. Instead of a box, tarps were in demand, and so the self-employed driver had to find a new truck. It was a DAF 3300 4x2 demonstrator truck with only a few kilometers on the clock and it was in spic and span condition. Color and logo were dictated and he had to rent the needed tarps. A trailer was not needed because Planzer had its own. After being on the road in Europe, a time followed transporting general cargo in Switzerland.

## Collecting

It goes without saying that during these turbulent times in his professional career, he had no time for a hobby. Marriage and the founding of a family with three children (1981, 1988 and 1991) gave him other priorities.

The toys from his childhood slept sleeping-beauty-like in a cardboard box. Despite this, his interest had not disappeared and sometimes he visited his brother who collected model cars. On some weekends the two visited swap meets in Switzerland and abroad. Later on, they visited the very well-known model dealer Virus in Lyon, France. There, the collector found many exotic and unknown models some of which were produced in small, limited se-

### The collector

Alexander Renner (69) originally learned to be an electrician but got his truck driver's license after his apprenticeship and didn't take his hands off the steering wheel until his retirement.

He regularly visits construction sites and likes to spend his vacations hiking and biking. On top of that, he helps his wife Sonja, who works in a daycare, with any technical challenges that occur. His is the father of three adult children and lives in Rheinfelden. He loves to show off his collection to like-minded enthusiasts but only by appointment. +41 (0)61 831 25 28.

ries. There were even heavy-duty truck models assembled by other model builders. Alexander concentrated on very heavy white metal models which often didn't even have makers' marks on them. The most commonly known ones were Smith from Great-Britain and Zon from the Netherlands.

After a move to a larger apartment in 1992, he was able to take his treasures out of the boxes for the first time and display them in a glassed-in display case. The collection contained about 35 models but continued to grow until space became really tight on the shelves. In the end, Alexander installed some 'half in-between shelves' on which tractor trucks could be displayed.

The information about new models he got from catalogues and

from visits to swap meets and every three years at the Bauma in Munich. Today, the internet is his main source of information, however, orders are placed exclusively over the phone.

The interest in international heavy transports was because on his trips he often saw such transports. After that, he studied many books about this subject. His construction machine models became more and more used as loads only. Most of his models are in 1:50, however, there are some 1:43 trucks. Some of the models were just too beautiful to be left out of the collection.

When they moved to a townhouse 26 years ago, Alexander Renner was able to make a room in the basement to be used as an office and for his collection. The themes

of the collection are greatly varied: trucks, heavy-duty transports, cranes and construction machine. He collects what he likes. His most favorite models are among the cranes: Liebherr LTM 1550 from YCC and Link-Belt HC 268 Lattice mast crane from CCM.

The collection today is comprised of about 1,000 models. To the question about what was still missing, he only replied: "What more could one want?"

Alexander Renner has been retired for four years now. Up until the last day he drove for Planzer and stayed loyal to the DAF brand. After the 3300 came a DAF 95 and the last truck was a XF 95.430m; all of them managed to get over a million kilometers each.

## ERF E Series E 14.365 & Titan container chassis

# Very British

by René Tanner

I have always been on the lookout for outlandish and rare truck brands; I can get as much fun out of a Liaz as from a Hino, Jelz or the English-made trucks as well as ERF, Foden, Seddon Atkinson, Scammel, Guy, Albion or Leyland. One thing is very sure, all exude their own charm and have their own kind of technology that functioned well and surely played a part in truck development up until today.

**My guide for model building is 'diversity'. My slogan for foreign truck brands could be translated as, "I've got a soft spot for ERF trucks" ...**

During my long-distance trips to England I had the leisure to study and experience the ERF close up. I found the construction of their cabins made from a steel frame with fiberglass components to be successful and the hardware of engine, gears and rear axles rounded the design off

nicely. And, of course, they had the British charm. These 6x2 tractor-trailers in their classic, colorful style and special hand-painted signs and stripes were real eye catchers.

The founder of the ERF company was Edwin Richard Foden, son of British industrialist, Edwin Foden

who was a co-founder and part owner of the truck maker Foden. While at the beginning of the 30s, Foden senior was deeply committed to using steam power, Edwin Richard Foden was convinced that the future of commercial transport was with the diesel engine. However, he was unable to get his idea accepted. He then left Foden and in 1933 founded the new company E.R. Foden Ltd., located in Sandbach, Cheshire. Shortened to ERF, it was a competing business. Between 1933 and 2002 ERF produced quite a few vehicles. They ranged from the older KV and LV models, to the A series and up to the E series, the very successful fire engines and the EC series introduced in 1993 that was very popular with British hauliers and lorry drivers.

As the last independent truck manufacturer in Great Britain, ERF was taken over by the Canadian Western Star group which at that time worked closely with DAF. In 1999, the factory moved from Sandbach to Middlewich. In 2000, Western Star sold the company to the truck and machinery conglomerate of MAN. In 2002, production ceased in Middlewich and the factory was moved to Salzgitter.

After that, the newer ERF were anything but 'built in Britain' because they had all the appearance and internal technology of a MAN truck. It was even decided to use the ERF logo only on MAN trucks. After the decision was made in Munich to end the ERF brand after 74 years of company history, the last truck with the ERF logo left the assembly line July 2007.

As was typical in North America, different components were offered as a package and the buyer was

able to choose between different suppliers. For engine power ERF used Gardner, Detroit, Caterpillar, Perking, Cummins and even Rolls Royce engines. The rear axles offered were from Kirkstall and Rockwell and the gears usually were the unsynchronized ones from Eaton-Fuller.

### The model

In the case of the type shown here from the newer E Series, a 365 hp 14-liter Cummins engine with an Eaton 12 gear shaft was combined with a Rockwell rear axle, an ideal combination for the heavy, long-distance goods traffic between England, Scotland and Wales.

When visiting my friend Hans Witte, I was inspired to build an ERF as a container trucking set. A converted Smith Leyland T 45 Roadtrain with a 20-foot chassis from Modeltrux stood proudly in Hans' display cabinet. It was enhanced with all kinds of details and a weathered Tekno container.

Once again, I relied on the huge variety of parts from Alan Smith ([www.asam.co.uk](http://www.asam.co.uk)). As I previously described in the Pegaso article, the kits and the assembled models are not cheap, but I am all for diversity and do not mind paying a few extra Pounds to get a unique piece for my collection.

The kit contains around 40 cleanly cast white metal parts including the somewhat coarse and too small tires, a sheet of decals and a vacuum-formed front windscreen. The detailing from the out-of-the-box kit is a bit sparse but with a little research and a little more time spent, the builder can produce a great looking replica.

I have improved the chassis with

tires from Tekno and rims from Heavy-Goods. I used a Conrad Volvo 600-liter tank left over from my scrap box; as well I added a small tool box on the right and a large one at the right of the chassis. The fenders are again scratch built using aluminium sheet stock. The interior, which is included in the kit but is rather poor, was up-graded with new seats, a new dashboard and an exactly-fitting motor tunnel made from plastic sheet stock. Smaller additional details are the steering column, diesel fuel lines, air filter, brake cylinder at the rear axle and two newly-constructed air tanks below the battery boxes and also a stirrup step. This time I made the roof spoiler and the side wings myself from 0.3 mm aluminium sheet stock. The Aero packet included in the kit was just not suitable thus the container chassis from Tekno was made to fit and a few smaller details were added.

I painted everything with spray paint in cans. The lettering was done by hand with a very fine brush. The Conrad container is a perfect fit for the Tekno chassis. I weathered it with several thin washes and air brushed it with street dust color.

Pentos Haulage in Baschurch is a family company located close to the Welsh border and actually only transports frozen goods, i.e. Deep Freeze Freight. They were on the roads with some wonderful heavy six-axle reefer semi-trailer and trucks. In the upper league, at the time I was there, they also had a few ERFs of the E Series hard at work. The typically British paint scheme and lettering was very appealing to me and the combination with the short 20 foot Titan Container chassis really fitted well together.

## WSI raises the bar again

# Liebherr R 9150 B

by Daniel Wietlisbach

With a working weight of 130 t, the R 9150 B is the second-smallest model of Liebherr's mining excavators. The very successful design is available in several outrigger and jib variations, as backhoe or front shovel and with an extended-height cabin. The power for the unit comes from an in-house produced V 12 diesel engine with 565 kW (757 hp) or, alternatively, from an electric motor producing the identical power output.

### The model from WSI

The delay in releasing the model was based on the uncertain final design of the original. Certainly, it was the correct decision by WSI to wait with the model until the look of the finished machine in the series was definitely correct.

The excavator arrives to the collector as a completely assembled, heavy metal model. The model looks very valuable when taken out of the box. The proportions have been nicely replicated and it has been made true to scale.

The lower chassis and the two drive units are good copies of the original. The drive wheel is finely engraved and shows the Liebherr logo. The nine running wheels are cast on to the frame, however, the two support wheels are mounted separately. The excavator moves very

**It took a long time until the model of the R 9150 saw the light of day following the first 3 D model that was shown initially in February of 2018. Whether the wait was worthwhile is shown in our report ...**

smoothly and stands solidly on the metal tracks which were also used on earlier constructed models. The width of approximately 750 mm fits well and the often criticized, overly large gaps between the links have disappeared because the larger diameter of the guide and drive wheel which pull the tracks tighter make the gaps hardly noticeable. On the X frame, there are four pierced lift and tie down eyelets that are painted yellow.

The upper chassis is made up from three engraved metal castings and the details like hatches, gaps around the door frame, hand grips and hinges are finely engraved. Numerous, separately-applied detail parts invite the eye to linger and discover ever-new small items: handholds, cameras, work spotlights, chromed exhaust pipes and air intake manifolds. While the air intake slits on the right-hand side are painted in a satin black color, on the engine hood they have been modelled using finely etched grilles. As per usual, Liebherr has omitted a mock-up of the engine, but the maker has concentrated on replicating everything that could

be seen. So, for example, the centrally located hydraulic distribution system has been copied exactly and the hydraulic oil cooler is especially finely made.

The running board on the side is almost dainty; there are no fewer than five steps on the catwalk that are made from finely etched and pierced parts that have been individually applied. The safety railings are made from diecast metal and with their small diameter, reach the border of what is possible with today's technology.

The cabin too is made from metal and has individually-inserted windows. The slightly tinted windows fit flush and have printed-on rubber gaskets. As is normal for a mining excavator, the front window is protected by a grate and the roof with a sheet metal plate. The cabin detailing is further complemented with a handhold, rear-view mirror, window wipers, headlights and a warning beacon. The interior equipment is highly detailed and shows the logo on the back of the seat and on the monitor display.

### Equipment

The model was made with the shorter 7.4 m outrigger arm, the 3.4 m long jib and the large 9.6 m<sup>3</sup> HD shovel which makes the model look very hefty. Arm and jib are made from metal and are closed in at the bottom. A special joy to the eye are the freestanding hydraulic lines that are made from metal and rubber, where appropriate, and with all the valves and hook-ups. One can almost overlook that the taut-fitting hydraulic cylinders are modeled without the glands which is a pity really as they would have been nice to have.

The headlights and the horn on the left-hand side are protected by photo-etched grilles. All bolts at the joints have been painted grey and

the lifting and tie-down loops are marked in yellow.

The bucket is made from several parts and is a real eye-catcher by itself. Liebherr wants to promote the attachments which they produce in house and we are lucky that this endeavor is also seen in the more detailed models. So, for example, the R 9150 B was given a high-quality backhoe shovel; on other models, one has to buy such a high-quality item separately. Especially made for the original is a backhoe with the

‘heavy-duty package’ which includes several wear-resistant cutting plates on the sides both inside and out; however, this detail was left off the model. But the cutting plates in between the five teeth are exactly engraved on the model shovel.

While it is possible to bring the equipment into the correct-to-scale transportation position, the maximum digging depth is missed by 10 mm and the maximum working height by 50 mm. This is an acceptable compromise, taking into consideration what else the excavator has to offer.

The paint job and finish are without any faults and impress with the numerous, afore-mentioned colored accents. With the R 9150 B, WSI has raised the bar for comparable models.

#### At a glance

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





## Tinplate

# Magirus Deutz

by Robert Bretscher

The name 'Express-Transport' is no coincidence and pays homage to the truck and trailer set from Michael Seidel. I still have a very good memory of a scene in the playroom: no sooner was the wind-up key removed from the clockwork mechanism did the truck and trailer go around the playroom like a bat out of hell. Even before Mother, present and ever courageous, had managed to intervene, the wild ride had rammed a nearby piece of furniture. It was only hoped that Mother would not withdraw the Express-Transporter from use completely.

Michael Seidel founded his toy company in 1881 and, in the beginning, produced simple tinplate accessories for dolls houses and money boxes. Starting in 1974, the program was expanded with tech-

**The powered Magirus Deutz truck and trailer set from Michael Seidel, article # MS 1200, raced through the children's playrooms beginning in 1955 ...**

nical products like cars, trucks and tractors. By in the middle 50s, Michael Seidel started using a plastic injection machine to produce the ever-increasing line of toys made with mixed materials. Our model from 1955 also is from that epoch which produced toy vehicles from plastic and tinplate combined which was a new thing. Therefore, the cabin without any frills and the separately clamped-on headlights and the Magirus logo looks unadventurous. However, the rubber tires with a profile that have the 'Dunlop' logo as raised lettering on them are very likable. They are even twinned on

the rear of the pulling truck. A good solution too is the way the trailer hitch was designed: the trailer is held in place with a king pin secured by a small chain. On top of that, the maker installed a spring to ensure the smooth and jerk-free start of the unit, even with a heavy load. Like the truck pulling it, the matching two-axle trailer is equipped with a tipping flat deck and a rear flap that operates. As a true cargo transporter, with or without its tarp and also open to transport gravel or sand with or without its trailer, the steerable Magirus has a lot of play value to offer.

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# Historic tandem road roller from NZG in 1:50

## Hamm 8.5 VTD

by Daniel Wietlisbach

Already before the Second World War, in 1932, Alois Hamm developed the world's first all-wheel drive and steered tandem road roller. The new inventive 'crab steering' made it possible to increase the surface to be compacted by 50% in one single operation. The weight was equally divided between both roller surfaces and thanks to the all-wheel drive, there was hardly any rolling resistance.

This unique invention took a while to be accepted and even 20 years later at the 1954 Bauma, it was something special. Only when the Hamm rollers of the TD series and later the VTD with vibration appeared, was the breakthrough of the new construction method achieved. The 8.5 t VTD had a working weight of 9.5 tons and was powered with a three-cylinder 48 hp Deutz Diesel engine.

### The model from NZG

Happily, Hamm showed off the dainty model of the 8.5 VTD from NZG at the Bauma and so honored a milestone of the company's history. The model arrives well protected

**The model of the Hamm VTD discovered at the Bauma is a small jewel. It was released by NZG ...**

between two Styropor half-shells in a cardboard box in the style of the earlier historic models of the producer. For information purposes, a reduced-size re-print of the original prospectus is included with some additional notes in German and English. The model is made mostly out of metal and, for its size, feels heavy when held. It was made very true to scale and the width of the double rollers and also the width of the roller bracket is correct, which on road roller models is rather rare to see. The brackets cannot swivel but can be turned independently from each other so that the typical crabbing movement can be shown correctly. The two brackets are nicely engraved and show all the singu-

larities of the original. For the operator, the rear one has an attached running board, engraved with the anti-skid surface, so that it always swivels with the roller. It also has the brake pedal on it at the correct place. Of course, the four water-spraying beams have been modeled. The simple housing is exactly engraved and one can make out the correctly placed bolts, side air vents, joints and fasteners. The greatest density of details is reached at the working space of the operator of the road roller. All levers and the brake wheel are replicated. There are also rear lights and indicators to be seen and by peeking through a gap one can spot the suspension of the rear bracket. The simple barrel-shaped roof is attached to the housing with two U profiles which is also correct, even though the pictures on the box show a different way of attaching it.

The satin finish has been applied cleanly and the printed-on lettering and raised logo that have been look sharp.

#### At a glance

- + Metal content
- + Detailing
- + True to scale

## New models from the 2019 Bauma

# A Fair of Superlatives

by Daniel Wietlisbach  
and Carsten Bengs (cranes)

The shop operators were very happy and able to report that some of the models were already sold out by the middle of the week.

Looking at the number of new models this year, the fair can be ranked between the ones of 2013 and 2016; there were markedly more models than three years ago. To financially absorb the huge number of models available, it should be good for collectors that some of the models were indeed exclusive and only given to customers. But of course, it is exactly these models that are very desirable for collectors because not everyone can have them.

All models were delivered on time to the Bauma requiring some real commitment and overtime from the staff of the producers. As collectors, we should not forget this while we take joy in the many new items. In the following months it surely will be a little quieter on the new releases front therefore we will introduce all the models slowly, and in more detail, giving you more background information about them. This is why we ask for your patience because we cannot introduce every model with a picture on these pages. As far as the text is concerned, the article should be complete.

We would like to take the opportunity at this time to thank all exhibitors for the friendly reception we

**The 2019 Bauma is now history and once again, the Bauma was a fair of superlatives. It was dominated by crane models because more than 15 were found in Munich ...**

received. Even on the smallest stand we were given space to set up our mobile photographic studio and given all the advice and assistance we could have wished for.

### **Ammann 1:50 / 1:80 / 1:150**

While the very promising models of the ART 280 rubber-wheeled roller from USK were already shown at the Toy Fair, we discovered the new, tracked, AFT 700-3 surface finisher. The model has been produced by a Swedish merchandising company and gives a good impression. The mobile asphalt mixing plant ACM Prime in 1:80 scale is something for very specialized collectors and so are the five stationary asphalt mixing plants in 1:150 scale.

### **Doosan 1:50/ 1:25**

A surprise awaited us at the Korean stand in shape of the DX800LC in 1:50. The model of this 80 t excavator was offered at an attractive price and was soon sold out. The DX27z in 1:25 is a color variation of the Bobcat E27z from Universal Hobbies.

### **Bauer 1:50**

The BG30 rotary drilling rig is brand new. It is identical to the GB50 and its satin finish suits the very nicely detailed model well. It is possible to put it completely into transport mode.

### **Demag 1:50**

Long wished for is the AC700 which IMC Models showed in the standard Demag paint color and as well painted in Mammoet house colors, as first pre-production samples. Also seen was the AC45 City from the same producer.

### **Dynapac 1:50**

This maker now belongs to the Fayat group of companies and therefore the design of the machines has changed. Two new 1:50 models were on show: the CC5200VI tandem street roller and the SD2500CS paver. The latter is the same as the prototypically correct model from Amman. Both models were produced by a merchandising company, are nice-

ly detailed and are available at the company's shop.

### **Hydrema 1:50**

This Danish maker got the prototype of the small 912FS dumper from IMC. It has a carrying capacity of 10 t. The very promising metal sample on display will be released as a well-finished model that should be available by fall. Nice that despite the small dimensions the 'correct' scale was chosen for this machine.

### **Hitachi 1:50**

The model of the ZX690LCH-6 excavator closes the gap between the ZX530 and ZX890. The completely new model has the well-known high degree of detailing of all the TMC models. This also goes for the ZW180-6 wheeled loader. This 15-t machine is the very first TMC model on tires.

### **Kobelco 1:50**

Certainly, one of the fair's highlights was the SK850LC-10 from Conrad. The massive metal model leaves a good overall impression and on the stand it was possible to compare it with the original. On the other end of the weight scale is the SK755R-7 Midi excavator which was very nicely made and detailed by Motorart. Also, from Motorart, and now available, was the SK350LC-10. Three models under development: SK210D-10, SK140SRD-5 and SK400DLC-10 which were shown as prototypes. On each Monday and Wednesday a chromed model of the SK500LC-10 by Conrad was auctioned off. This very special limited edition in a se-

ries of 150 pieces, released in celebration of five years Kobelco Europe, is not regularly available. The auction amounts of Euro 850 and 610 were given to the Children's Hospitals in Munich and Almere (NL).

### **Mammoet 1:50**

In addition to the AC700 prototype from IMC, the MAN TGX 35.400 8x4 with truck-mounted crane and flat deck from Conrad was seen, as well as the historic set of a DAF 2600 6x4 tractor truck and a Nooteboom ODU and container made through a co-operative effort between WSI and NZG.

### **Maeda 1:32**

Motorart made this very nicely detailed model of the MC815C spider crane which even comes with extensions and a second hook.

### **Liebherr 1:50**

Once more, the largest range of new items for collectors came from Liebherr. In addition to the R9150B from WSI, introduced elsewhere in this magazine, there were two new tracked excavators, both from Conrad, the R 938 Litronic as a successor to the R 946 in the 40-t class, as well as the R 922. Both of them are completely new constructions with the very pleasing looking upper chassis design. Completely new and also from Conrad are the A 920 tier IIIA-conforming, for emerging markets. As a further mobile excavator, comes the A910 from NZG with adjustable arm and quick changer, small ditch digging shovel and grappler, in a finely detailed version. The LH 22 material handler

will also be made in Nuremberg and features a pierced sorter/grabber attachment. NZG delighted the friends of the specialized civic engineering section with a LRB 18 with the LV 20 vibrator. The wheeled loaders were given a facelift which included fenders, headlight brackets and lettering. While the L 566 X-Power from Conrad is already available, the L 586 X-Power from NZG will follow in a few weeks. No fewer than three new crane models by WSI were shown on the Liebherr stand. The LTM1090-4.2 was already known from the Nuremberg Toy Fair. However, the impressive MK140 mobile construction crane was completely new; here, for the first time, the outrigger arm is cast from the lighter aluminum material. The absolute highlight was surely the LTM 1750-9, which was seen as a prototype.

### **Komatsu 1:50**

The main new item surely was the PC4000-11 with front shovel from NZG. The very nicely detailed model was delivered to the stand in small numbers and will be available again in the fall and, at the same time, as a backhoe version. Although the new model of the PC1250-11 was not shown, it was depicted in the catalogue of the Nuremberg Company which was released at the time of the show. Finally, we will have a contemporary model of this mighty machine. Also from NZG are the Mercedes-Benz Actros tractor-trailer set in Komatsu blue and with containers for the transport of spare parts. First Gear is responsible for the models of the HB365LC-3 hybrid excavator and for the HD605-8 dumper, both ma-

king a good impression. Announced by the company before the Bauma was a model of the 980E-AT. AT stands for autonomous truck, which makes it possible to operate as ‘self-driving unit’, however, there is still a cabin. Universal Hobbies showed the WB93R-8 excavator/loader and, as previously announced, it is available.

### **Mantsinen 1:87**

The first model of the Finnish maker Mantsinen is also the very first transfer excavator from WSI. The huge 300R is designed for the transfer of loose cargo from freighters and the model is nicely detailed according to the scale.

### **Sennebogen 1:50**

Shown in the Sennebogen shop were the 613M and 613R Telescoping cranes, both made by Ros. The 5500 G will be released with a re-worked cabin by Conrad. Without a doubt, the heftiest model is the 140-t 6140E dragline excavator made in three versions by Ros: drag shovel, material transfer grappler and diaphragm grabber. Five new items also came from Kalchreuth. The 355E telescoping loader offers an especially high play value and comes with a palette fork and two tires as a load as well with a material transfer shovel. A very impressive model is the 830E material transfer excavator with grappler attachment. It finds room on a six-axle Goldhofer low loader semi-trailer pulled by a 4x2 Arocs tractor truck in the Sennebogen color scheme. The original vehicle is used for the traffic between the factories in Straubing and Wackersdorf. Suitable for a

load could be the updated model of the 818E mobile goods transfer excavator.

### **MAN 1:50**

Once again, MAN did not disappoint the collectors, this time ordering up two shiny red models from Conrad. The dumper semi-trailer tractor set with a MAN TGX XLX Euro 6 and a Schmitz Cargobull dumper trailer was released with the Bauma lettering; the MAN TGS LX Euro 6 8x4 dumper now has a Carmehl half-pipe dumping bin.

### **Nooteboom 1:50**

The classic DAF 2600 with Nooteboom ODU from WSI and NZG, which we already encountered by Mammoet, is also available in the different color scheme of Nooteboom. The Nooteboom stand was manned by IMC, which is why the new 1:87 trucks were shown there. There were three sets with Arocs StreamSpace vehicles, all in a shiny blue color paint, which all together make up a team for the cleaning of pipes. For the first time, the MCP-PX was as a six-axle unit and the three-axle Megatrailer is now available with the Scania S 6x2 tractor truck.

### **Palfinger 1:50**

The Doll short logs Arocs 6x4 with trailer from Conrad was given the new Epsilon Q17Z truck-mounted crane. The truck-loading crane of the Q series belongs to the heavy middle class with its 17mt capability. The functioning mechanism for the protective roof is especially intricate. The same combination with

logs and crane is also available as a white MAN TGS Euro 6.

### **Tana 1:50**

The model of the articulated E520 garbage compactor of the Finnish producer is made by NZG. The original machine weighs 52 t and is the largest in its program.

### **Wacker Neuson 1:50/ 1:32**

On the stand of Wacker Neuson, one could see the 1:32 WL20e compact loader with electric engine from NZG. The same machine is also offered for the agricultural sector, as the Weidemann yard loader 1160 eHoftrac in red. Fortunately, the models have the appropriate tools attached, according to their intended use. In 1:32 and also from NZG the Telescoping Loader TH755 with a pallet fork were on view. Like the original, the same machine is also available in yellow as Kramer 5507 and as in green Kramer KT557, both for agricultural use.

### **Volvo 1:50**

For the first time at the stand of the Swedes, the huge Volvo R100E dumper from WSI was on offer. The model is very nicely detailed and fits seamlessly into the series of Volvo construction machines of the producer.

### **Kleemann 1:50**

Both models with impressive measurements and interesting functions come from Kalchreuth. The Mobirex MR 130 Z Ev02 mobile tracked parallel crusher is the successor of the MR 110 Z EV0 and is

capable of handling up to 450 t/h. The transport weight is around 49.2 t. The Mobicat MC 120 Z Pro is the first model of a mobile Kleemann jaw crusher of that size of machine. Transport weight 72 t, maximum hourly production 650t/h.

### **Vögele 1:50**

The Super 3000-3i surface finisher offers an application width of up to 18 m. Its impressive dimensions are seen on the model from Conrad. As with the original, the optional attaching of the application beam extensions is possible.

### **Side bar**

#### **Atlas 1:50**

Not really a new Bauma item but new for many collectors and not available for purchase was the historic Atlas 1200 from NZG in a limited-edition paint scheme. With this model the manufacturer celebrated their 100th anniversary in 2018.

#### **Giant 1:32**

The Dutch producer, mainly active in the agricultural model sector, ordered a model of the G4500 Tele Yard loader from IMC. It is also available as G4500 X-TRA for the construction trade. For both, 3D-printed samples were shown.

#### **Caterpillar 1:50/ 1:48**

After there had already been a breath-taking number of new releases presented at the Toy Fair there were no further new items to be seen, as previously announced. Die-

cast Masters will be busy for a good while delivering all the new models. CCM announced a further mining model shortly before the Bauma: The Cat 6030 with front shovel. This is the most up-to-date version of the O&K RH120 and will be available towards the end of the year.

#### **Cattaneo 1:50**

Cattaneo showed a model of the CM271S1 carpenter and roofer's crane. If and when the model from CGM will become available for the collectors' market could not be confirmed by the editorial deadline.

#### **Grove**

Conrad is responsible for the Grove GM4100L. It was available for purchase at the Bauma as a special edition with 2019 lettering and will be available as the standard version after the show.

#### **Jaso 1:87**

This topless J560 crane made by Ros includes the very realistic replication of the ballast for cantilevered boom and the cross-shaped foundation part.

#### **Morookas**

The MST-2200 VDR tracked dumper was made in an unknown scale but is larger than 1:50.

#### **Nagel 1:50**

Celebrating the 50th anniversary of the invention of the first Mini-Excavator by Yanmar, a lovely and dainty model of the YNB300 was created from plastic castings.

#### **Rubble Master 1:50**

As a big surprise on the stand of the Austrian maker, a model of the '120Go' impact crusher from NZG was shown. This was an exclusive model and it was not clear if it will also be released to dealers.

#### **Spierings 1:50**

Finally, comes a mobile construction crane from Spierings. At the Spierings stand, WSI showed a prototype of their Cityboy crane.

#### **Tadano 1:50**

Tadano did not have a shop, but the ATF60G-3 from WSI will be available shortly.

#### **Terex 1:87**

For Terex, IMC models has produced a very detailed, CTT 472-20 topless crane model which was seen at their stand.

#### **Benninghoven 1:87**

The Eco Asphalt mixing plant of the youngest member of the Wirtgen Group is being made by Conrad. Due to the scale chosen, the impressive looking plant can be complimented with trucks.

#### **Wolfkran 1:87**

Conrad has made a very detailed model of their 7534.16 clear Crane.

#### **XCMG 1:50s**

A prototype of the XCMG XCA 1200 mobile crane from Yagao was seen at the Scalemodels stands.

## Cat 24 and MD6250 from DM in 1:50

# New for the mine

by Daniel Wietlisbach

To reduce wear on the expensive tires of the mining dump trucks, graders are often used to keep the tracks nice and smooth. With a blade width of 7.3 m (24 ft.), the Cat 24 is currently the world's largest grader. The built-in C27 Acert 12-cylinder engine is capable of producing 399 kW (535 hp) and the machine can reach a top speed of 41.9 km in sixth gear.

With these dimensions, it is clear that the Cat 24 has been part of the model program of the yellow giant for years. The newest release has been updated to the high standard of the smaller models from Diecast Masters. This means, beside it being true to scale, soldered wire safety railings, hydraulic lines to all cylinders are part of the equipment. On top of that, it is possible to camber the wheels at the front which is crucial to get the authentic 'Grader feeling'. Because of this new standard and the many visual changes of the original machine since the M version, the model was completely redeveloped. The model has a high metal content thus is quite heavy giving good value for money. The wheel rims are finely engraved and the rubber tires have the scaled-down profile of the original. The front axle oscillates and has a convincing tight turning radius. The blade is also very functional and can be adjusted just like on

**Not one but two models from Caterpillar Mining were released by Diecast Master in the first quarter: the 24 grader for the up-keep of mining tracks and the MD6250 rotary blasting hole drill rig ...**

the original. It has been modeled with the swivel motors and further power units. The tangle of supply lines there is true to the original and nothing has been forgotten.

The rear part of the unit is made from a massive but finely engraved metal casting. It has been completed by adding metal hand grips, lights, exhausts and air intake manifolds made from plastic. True to the original, the rear wheels oscillate in the longitudinal direction. The running boards are especially fine engravings. The plain rear ripping attachment with seven teeth is as functional as the original.

The cabin is made from a transparent plastic casting on which the roof supports have been painted in a matt black color. This gives the impression of the original very well. The doors open and the very detailed interior of the cabin has a multi-color finish. The Cat logo on the back of the seat has been remembered as have the displays and buttons on the control panel.

The rotary blasting hole drill rigs came into Caterpillar's mining

program following the company's take-over of Bucyrus in 2011. The MD6250 is for the drilling of blasting holes from 152 to 250 mm diameter and drilling depth of up to 53.6 m. There is a choice of two rig tower heights of 11.2 and 13.6 m and the working weight varies from 56.47 to 64.15 t. The unit is powered with a Cat Acert with 655 kW (879 hp).

With the model of the MD6250, Diecast Masters is giving collectors a still-affordable rotary blasting hole drill rig with appropriate detailing. Years ago, one of the last models released from TWH was the Bucyrus 49HR. Later, it became the Cat MD6640 and was extremely finely detailed but in consequence was also expensive so there were not enough buyers for it.

The new model from DM is very heavy and stands very surely on the finely engraved lower carriage that has smoothly operating metal tracks. As on the original, there are four supports that can be lowered hydraulically so that the machine can be leveled horizontally when in

use. The somewhat shorter 11.2 m mast was used for this model. It allows it to be shown in working and transportation positions. It is made from a stable metal construction and the sled with drilling engine and drilling rods can be lowered. For this, the black rubber plug on the platform has to be taken out. The hoses for the drill's power unit are made from a soft rubber material. Four dummy extension rods for the drill are bolted on at the side of the tower. However, the change head is fully functional with the use of two small hydraulic cylinders.

To reach the platform, a set of stairs behind the cabin can be lowered hydraulically. There are also foldable ladders on the other three sides. The especially nice and ornate

safety railings are soldered and surround the whole platform.

The complete engine set-up on this model is open and visible; this is especially interesting. On view is the V 12 engine, as well as the two large radiators, the exhausts and air filters and all the important supply lines which make it possible to experience the technology of this model close up. The detailing is quite extensive

and only ends with the screw heads being picked-out in color.

Behind the noticeable container on the right-hand side sits a blower that sucks all the dust off and expels it at the side. The very roomy cabin, which has been modeled rich in details and extensively colored, is made of metal and the interior detailing includes the steering box and high-tech seat. Bob is again packaged separately but when positioned reaches rather too far forward and so misses the two joy sticks. All functions of the machine can be operated comfortably and dust free from there.

The paint has been applied faultlessly and the printed-on lettering is sharp and legible on both models.

**Cat 24 / MD6250**

- + Choice of models
- + True to scale
- + Metal railings



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# Trucks & Construction



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# Tom's truck log

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by Tom Blasé

This morning, only by chance and almost accidentally, I found this news item in the paper.

It was about a colleague who tried to squeeze his semi rig underneath a historic gate arch in the above-mentioned municipality. The hook of the story was that that the height of his unit and the height of the arch, signed at 3.2 m did not quite match. However, he bravely tried anyway.

In short, his tractor truck got through but the trailer was almost completely wrecked, the building was heavily damaged and it took a specialized recovery team almost six hours to clear up the mess.

I had to grin a bit because a little more than 25 years earlier, I also stood at the same spot with my Mercedes 1632. The historic building, a jewel, made me pause and think: "Tom, my buddy, that does

**"Do you know Odernheim am Glan?" No? That is not tragic, nor is it a knowledge gap ...**

look a bit of a tight fit. It could go wrong if you force it." So, I got out of my truck and was face to face with a friendly pensioner and the sign with the height limitation on it. "Moin Bub, do basst Du aber net dorsch," (My boy, there is no way you are going to fit through) he greeted me in his nice palatine dialect. I tapped him on the shoulder, grinning and only said: "Master, I think I better not try it."

As it turned out, the first limited height warning was directly at the village entrance but, unfortunately, it was right by a bus stop where a school bus that was just loading children hid the sign. This meant that I did not see the 3.2 m warning sign nor the sign recommending a detour.

Many of the nice half-timbered villages in Germany have the disadvantage that turning space for trucks is a distinctly sub-optimal. The only thing left to do was to convince the cars that snaked behind me that I had to back all the way to the village entrance. Today, this would not be a problem for me, but then I lacked the necessary experience. After a harrowing 500 m, I arrived at that very bus stop and 'my' sign. A short turn to the left, traversing a new sub-division and by-passing the historic center of the village the trip to my customer continued without any further problems.

## Scania 140 / 141 from Tekno and WSI in 1:50

# Who is the King of the Road?

by René Tanner

When the LB series of 1976 was first introduced, none of the developers from Scania had any idea what kind of success story it would be and what kind of hype would be given to the V8 engine. The fact that the hp numbers were able to increase as they have was also unforeseen. Ungrudgingly, something is certain: with the LB140, the Swedish brand has secured for itself the name of 'King of the Road' forever.

So, perhaps it is not surprising that no 1:50 other model has been produced in so many variations and so frequently as this series of trucks from Sweden.

### Cabins

Tekno has managed to get the shape of the 141 perfectly. The cabin edges are sharply molded and added parts like the plastic radiator, separately attached fenders and the robust bumper bars made from white metal castings give the model good proportions. The interior is made with engine tunnel cover, a Spartan-looking cot, seats, the series 1 dashboard with a bit too rough steering wheel and the half-height side cladding. The front window screen fits well but the side and rear

**For a long time now, Tekno and WSI have been producing the 0 and 1 Series of the Scania LB. High time to look at the sparring competitors ...**

window glass could be mounted a bit more flush. Here, an option for a closed rear window for sleeping position would be desirable. All panel joints and wells are correctly modeled.

When looking at the WSI cabin one notices the squat, round-looking cabin immediately. The A column is too soft and the curve towards the roof is too steep. Compared to Tekno, the plastic radiator is too narrow and the ribs should be thicker. The panel joints and wells are correct. When comparing to Tekno, the glaring mistake can be clearly seen: the WSI cabin is missing a whole millimeter from the upper door edge to the roof rain gutter.

As opposed to Tekno, the angle of the WSI fenders is too steep where they are cast on to the cabin. The inner part of the fenders is glued to the bottom plate. All the glass parts fit nicely and are flush; here too, a closed sleeping cabin window would be a nice additional detail. Unfortunately, the additional bumper steps on the WSI model break off very quickly. The interior is qui-

te a lot better: correct dashboard, two nice sleeping cots and real-looking seats round off the interior detailing quite nicely but the stick shift remains in the interior when the cabin is tilted.

Added details like the correct indicator lights as well as mud flaps, window wipers, handholds and radiator neck are fairly rough on both models, perhaps a little finer on the WSI. For these details, neither maker seems to be doing well at all. In the 1:87 scale these parts are extremely fine so why is it not possible to do this in 1:50? Nice details on both: the bicycle-style mirror on the Deluxe-version and the rubber mud flaps with the old, square-looking Scania lettering printed on.

Further details like mirror, sun visor, roof rack and ladder are more correct on the Tekno model and there is a much greater choice of accessories available for the LB. WSI seems incapable of producing a good sun-visor be it the Cornett type or the Scania shop type. No specific roof rack is available from WSI, and the ladder is a universal

piece it also used on the 3rd series.

On the original 141, the upper part of the chrome ring of the front head lights is hidden underneath the radiator grille giving the unit the typical ‘morning bedroom look’. Tekno has managed to capture this ‘googly eyes’ look well. WSI tries for the same look with two-part plastic headlights. Tekno’s 140 can compete well with the original; the headlights were finely made; the oval sheet metal visor can be seen and the overall look gives a good impression. On its WSI competitor the headlights look too large and are squarer and the mounting pin can be seen spoiling the look. Talking about type lettering, here the WSI 140 shines with its etched ‘SUPER 140’ lettering. Tekno has tried to create the same effect using a punched-out chrome foil but the single letters lift off too quickly. A small, but important detail for the fans of the brand: on the Tekno the obligatory V8 logo is on the door but the only way of identifying WSI’s engine is by the jealous looks from other truck drivers when the powerful Swede leaves them behind in the right lane.

### Chassis versions

WSI only offers the 0 and 1 chassis as 4x2, 6x2 and 6x4 tractor truck, while Tekno can fall back on many more different wheel bases and so it is even possible to have a tractor truck version. In the meantime, Tekno has corrected the wheelbases and uses the correct 4.6 m version for the tractor truck. WSI has the sensational functioning trailing axle on the 4x2 and 6x3 chassis and large 400 l diesel fuel tanks typical for Scania, ex-

actly-modeled battery boxes and air tanks provide extra detailing potential. At Tekno, the two tractor truck chassis look rather like poor relations. The battery boxes came out too small and the tanks are not Scania-like. Even the wheel gauge of the rear axles is not correct. A 6x4 tractor truck would have paid back the investment with the Astran 140.

A further minus point on the Tekno is the unrealistic-looking rear axle fenders with their oversized mounts. However, hiding under the tilting cabin of the Tekno is a real-looking V8 engine with air filter, and the gear shift stays on the engine. On the WSI the same setup looks rather vague and the air filter has been left off completely. Exhaust, propeller shaft and cabin lock-down device are more exact on the Tekno and the turning radius functions better though it is a shame that the wheels still buckle inwards. The 5th-wheel couplings on both of them are pure fantasy but on the WSI, the rear axle, including the Scandinavian-type fender and rear brake lights, looks more realistic.

On both products, rims and tires are still in a sad state. WSI definitely has the better tires with Tekno wide off the mark. The rims on the WSI truck are too modern although they have the typical Scania wheel hub which is a positive mark. On the Mack F700, however, Tekno has used the newer, wider tires for the first time.

The dismantling of the cabins of both models is relatively easy because the assembly is done in China and leaves a lot to be desired. If a conversion is planned, the parts can

be reasonably easy pushed or pried out with a small screwdriver blade.

In conclusion: on the Tekno model the overall look is better and the little shortcomings can easily be rectified.




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

by Remo Stoll

This is a typical representative of a Swiss livestock transporter. Two-axle chassis for good manoeuvrability, a little over 300 hp of power to get ahead on the mountains and a light livestock box made from aluminium to get a high load ratio.

Recognize the truck? Please send us the exact name and type designation. The contest deadline is the 15th of June, 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: Bell B45E Dumper from USK, the Cat 320 GC excavator from DM and the Claas Torion 639 from NZG.

And at the end an apology in the contest two issues ago, the vehicle in question was a Scania LS111. We are very sorry about this printing error. 



### Solution from Trucks & Construction 2-2019



The mobile excavator in question was a Åkerman H7Mc, which many readers identified correctly.

The winners are: Jürgen Precht (D) who won the Grader Set from Diecast Masters, Filippo Costa (CH) won the Vögele Super 2000-3i 'Gallagher Asphalt' from NZG, and Torsten Kortum (D) who won the Cifa Energya E9 concrete mixer from Conrad. Congratulations to all the winners!

## Exhibition and FBW Meet in the Ebianum

# A solid value

by Daniel Wietlisbach

Over three years, the event at the Ebianum has become a fixture among collectors, model builders and lovers of commercial vehicles. Despite the Bauma having been two weeks prior, the organizers, Hans-Jakob Bärlocher and the Bauma team, could boast of some new records. With almost 163 tables, there were 33 more than in 2018. 72 participants from Italy, France, Rumania, the Netherlands, Germany, Austria and, of course, Switzerland, showed off their excellent modeling efforts. Collectors and dealers offered models for sale. The Netherlands contingent was especially well represented which was very nice, particularly because the Modelshow Europe event held at the end of March every year is the largest of its kind in Europe. The very enterprising Caterpillar fan group around Ad Gevers showed scratch-built and upgraded models from the market leader. Even Fankit, the Romanian producer of some of the finest resin cast models, found its way to Switzerland once again.

The participation of collectors and model builders from the model truck segment of the hobby was especially high. For example, scratch-built models from René Tanner were on view. Peter Buchmann (Collector's Portrait 2-2019) showed off his models and some lively discussions ensued. Included in the ticket price once again was a free pass into the

**For the third time in a row, on the last weekend in April, this major event was held at the Ebianum. In addition to the swap meet and model exhibition, many different FBW commercial vehicles were on show ...**

excavator museum and to the model collection of Heinz Eberhard. The collection grew to include a whole section of Saurer models.

### Meet of FBW construction vehicles

For the enjoyment of fans and friends of truck old-timers, Gregor Blickensdorfer took the initiative to invite the 'Liebhaber des Zürcher Oberländer Nutzfahrzeug Herstellers FBW' (Friends of the Zurich highland vehicle maker FBW). The former Swiss commercial vehicle maker FBW celebrated its 100th anniversary in 2018 at the factory site in Wetzikon.

The founder and genial inventor of FBW, Franz Brozincevic, was born on the 28th May, 1874 in Brinje (Croatia), gave the company its name. Franz Brozincevic settled in Switzerland and worked in several vehicle-producing factories. In 1916, he was able to take over the Wetzikon engine factory and in 1918, production of the FBW vehicles began. After the death of the

company's founder in 1933, the firm then continued under the leadership of this son, Franz Brozincevic Junior. Two other brothers also worked at the Wetzikon factory.

In 1978, FBW was taken over by the well-known Swiss arms maker Oerlikon-Bührle but in 1982, was divested out of the conglomerate. A joint venture with Saurer led Nutzfahrzeuggesellschaft Arbon Wetzikon (Commercial Vehicle Company Arbon Wetzikon) to be included in the NAW in which Mercedes-Benz had a 40% share. It was 1985, when the last FBBW left the factory halls in Wetzikon. During the time from 1918 until production end, a total of 3,878 trucks, 1,236 buses, 498 trolley buses and other diverse vehicles like tractors and trailers were produced. 35 historic vehicles found their way to the Ebianum and were shown to the public, all connected in some way to construction. Dumpers, crane vehicles, hydro-vac flushers, long iron bar transporters, tractor trucks and other very interesting vehicles could be seen on the Ebianum's outside spaces in Fisibach.

1300 people including many families-which was very nice to see-visited the event which had something for everyone so nobody was bored. It was an event that will be talked

about for a long time to come. The next event is planned for the 25th of April 2020, but that is not all! In conjunction with Verein Swiss-Historik (Swiss Historic Society) and

the Weiacher Kies AG, the Eberhard group of companies is organizing a large dumper and construction machine meet at the gravel quarry in Weiach on May 24th 2020.

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

# Building for the Sheiks

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by Heinrich Eberhard, Sen.

**Eberhard had the reputation of having the specialized machinery necessary to reach even far-away Saudi Arabia ...**

For the transportation of spare parts and construction materials from Switzerland we always searched for so-called 'one-way trucks'; these could then remain down there. The Scania LB 76 which when purchased already had over 1 million kms on the clock was too expensive to be used only once. Therefore, I searched for a matching overland trailer and sent the whole train, weighing a total of 34 t, on the road to Saudi Arabia.

Fritz Dummermuth and one apprentice took care of the first load. It turned out that we always had sufficient material to send them regularly to Saudi Arabia. Every time the loading took 10 days because we had to scale and pallet all goods. We filled the empty room between the pallets with light plastic pipes. To get the load sealed with a customs seal, we had to drive the whole load to Embrach and sign at the Consulate in Berne. In the evening, Fritz drove with the truck and trailer to Singen and waited there till midnight until he could start. With a full load, it took 10 days, two of which

were needed at the Saudi border for customs clearance. It took two days to unload and sleep and then the trip back home took six days. Fritz always came right away to see my wife to settle the accounts. We had to give him quite a lot of money in different currencies for the trip and he always brought all receipts.

On one of the trips, the intermediate gearbox failed. Ruedi Jr. was with the truck and, using a Mowag off-road vehicle, drove 180 km back to Istanbul to make a phone call. I described to him how to pull out the lower shaft so that the cogwheel would fall out and they would be able to continue the trip. I was idle, but organized a new gear set from Scania and sent a courier with it to Istanbul with instructions to hire a taxi and chase after the truck.

But it did not work out this way. The next day, Ruedi Jr. called to say that they had managed to drive

a further 100 km with the re-built truck. An hour later the courier called; he was at the customs office in Turkey where they were going to charge a lot of money in customs and other charges. I told him to get back home on the next available flight with the gear set. The LB 76 truck and trailer combo did a total of 9 fully loaded trips to Saudi Arabia and after our jobs were finished, we were even able to sell it off.

Most of our machines were bought used. This was good because they had already been written off, but on the minus side, they were prone to much maintenance work. On top of that, not only our co-workers, but also the machines were not used to the heat and dust so prevalent in Saudi Arabia. Furthermore, we worked with models that were not in use anywhere by the Saudis and so the Saudi Arabia Caterpillar Dealership had no spare parts at all.

### Cat 988B for Hanakiyah

On one morning I had to pick-up Heinrich Jr. directly from the airport and take him to the director of Walo. Heinrich put it directly to him: the crusher plant needed to be fed more efficiently. For this we either needed them to buy a Cat 988B wheeled loader and let us use it at no charge, or we at Eberhard would purchase a unit and Walo would recompense us for the use of it. He replied that he was not free to do the first but the second proposal he could decide on. In the evening we were at Ammann in Langenthal and around 8 p.m., the 988 B was purchased. Ammann needed two days to get the machine ready for us. On the Thursday, the 998B was loaded on to our low-deck trailer and we drove away in the direction of the Grisons. The Graubünden authorities did not want to give us clearance over the Autobahn (highway) and the police in the Canton of Uri explained that there was a bridge on the route that could not handle the weight. I made a phone call to voice my problem to the then Nationalrat (Federal councilor) Ulrich Amman. He promised me that he would 'take care of this little problem'. An hour later we got the permission from the Federal Councilor for Graubünden but had to wait for a police escort before proceeding.

Around 11 p.m., I asked the team by wireless how the trip was proceeding. I received the reply that the transporter was locked up in the road traffic office compound and that they were on the way back home. I ordered them to turn around and then I telephoned the police and I threatened to wake up the Federal Councilor if they continued to block my transport. And so, finally, the transport

arrived at the border in Bellinzona at 2:00 a.m. In Italy it was possible to drive on Sundays, so the Cat 988B could be loaded on to a ship in Genoa on Monday morning.

Heinrich flew back to Saudi Arabia and organized the transport from Jeddah. They drove the 988B over the roads but the tires did not like that for long. Thinking ahead, I had already spent 11'000 SFRs at Ammann for a spare tire and they needed it very soon. It did not take long until they put in an order for a complete set of new tires. Because no one in Switzerland had any of these on hand, Firestone got them for us from Spain and we transported the tires ourselves by truck to Saudi Arabia.

### Dumpers

Because of getting the additional contract to lay down the foundation layer, we needed additional transport vehicles. We had made a verbal

deal with a salesman from the Notz Company during an exhibition we attended. The deal was that we could pick the six best tires from among 12 used Mack trucks for a total of SFr. 180'000. Therefore, we sent six of our best drivers into a quarry in Biel to choose the best ones to take to Höri. However, the director of Notz arrived and explained to my drivers that he had already sold all of the trucks. I had to threaten to sue them in order for our drivers to bring the Macks home. The six dumpers were loaded with construction materials and spare parts and soon were on the road to Saudi Arabia.

One day I got a telegram from Heiri: Please send me an additional D9 with ripping attachment immediately. A new one would have been too expensive, but I remembered seeing one sitting on an idle construction site in Interlaken and I was eventually able to get it. We took the D9 to our shops and I welded together a steel construction to transport the blade of the

### Vehicle fleet

Bulldozers	1 Caterpillar D9E
	2 Caterpillar D9G
	1 Caterpillar D8H
Tracked loaders	1 Caterpillar 983
	1 Caterpillar 955K
Wheeled loaders	1 Caterpillar 988B (new machine)
Excavators	1 O&K RH 6 with demolition hammer
	1 Gradall G1000 on tires
Scrapers	3 Caterpillar DW21
	1 Caterpillar 830
Water wagons	3 Caterpillar DW20
Graders	1 Caterpillar 16G (new machine)
	1 leveling grader REX
Compactors	1 Bomag BW 90
	2 road rollers Scheid PV 60 (new machines)
	1 road roller Dynapac CA25

For the transport of gravel and road surface 7 Magirus Deutz 230 D 19 AK with Kögel trailers, 6 Mack 3 axle trucks, a variety of trucks, of road vehicles for use on construction sites, shop and supply.

bulldozer on top of the machine. Because of this, I was able to save on the overall length of the trailer and also the whole trailer and the load measured less when it arrived to be loaded on the RoRo ship. (Roll on/Roll off). We attached bits of old rubber conveyor belt over the tracks so that we did not need a low-deck trailer because tracked vehicles were only unloaded in the harbor if a low-deck trailer was ready to receive it.

Later, in Hanakiyah, Heinrich Jr received the Cat 988B and the additional trucks and work ran smoothly again. The additional machines were needed to transport the blasted-off material from its site to material dumps along the side of the planned road. The blasted-off rock material was not suited to the scrapers. We used bulldozers and the laser-equipped 16G Grader to install the road foundation layer. Unfortunately, it

did not reach the specifications laid down by the American construction company which was in charge of the project overall. We searched and found an American REX automatic leveling grader at Schafir & Mugglin. The machine was about 10 years old but had never been used. We were able to acquire it at a very reasonable price. In order to transport it, we had to cut the 4 m wide machine in half with a cutting torch and then re-weld it back together in Hanakiyah. The machine had a 4 m wide blade in front of which was an extruder with a worm gear with a diameter of about 60 cm. It moved back and forth and was able to dispense road gravel evenly or deposit the surplus material on the side of the road. It was powered by a Cat four-cylinder engine. For the first strip of road surface to be installed we needed to install a guide wire made from piano

wire material, just like on a surface finisher. For the second strip we could then take the measurements from the first one using a wheel. The leveling height was automatic with a hydraulic-operated feeler. Shoulder inclines of up to 15% were possible. It was a high risk to purchase such a sensitive machine without any sales support or fully qualified instructors!

Ruedi Sr. was on site and to oversee getting the machine to work, but even after several long trials was unable to get the road foundation layer properly installed. Finally, he observed that the blade was not digging into the hard underground but lifted the whole machine up. He ordered that the ground be loosened up a few centimeters down. Then the leveling grader worked perfectly behind the Cat D8H.

*(to be continued)*

## Models from the children's play room

# Special transporters

by Robert Bretscher

The production of glass has a long tradition in France, therefore, in 1955 Dinky Toys France decided to include a glass transporting truck in their production program. Conrad, the well-known German model maker was another producer that made vehicles for the safe transportation of glass. In 1966, a very special treat

**A few truck models for the transport of special cargo could be found in children's playrooms. Following are three examples from different time periods ...**

in the shape of a long iron rods transporter arrived for our toy shelves. Once again, Dinky Toys France was responsible for the release of this very exotic-looking

truck that was built upon a Saviem chassis. All of these extra ordinary transport trucks brought some diversions into the children's vehicle fleets.



### **Glass transporter on a Simca Cargo chassis**

Dinky Toys France, article # 33, 1955

We do not know why Dinky Toys choose a relatively unknown and rather plain, utilitarian truck type for its glass transporter truck. However, it is not surprising that the model makers used the name of 'Mirotier Saint Gobain' as the company logo for the transporter. Probably few people know that the industrial conglomerate Saint Gobain with over 170,000 employees and active worldwide, was founded in 1665 during the reign of King Louis XIV and today is one of the oldest companies in the world. The village of Saint Gobain, where the mirrors were made, gave its name to the company.

The original of the Simca Cargo of 1955 shown here was first produced by Ford France. Beginning in 1954, a dramatic plan to economize forced Ford France to hand over the rights and so Simca assumed the production of this truck model which was produced later in the Unic factory.

The grey-green Dinky Toys miniature model has no glassed-in windows and despite its considerable age is in almost mint condition. Not at first glance, but upon a closer look one can spot a great many details. For example, the side walls, the two doors and the roof with the re-enforcing ribs were modeled quite correctly. On the original, they were there not for cosmetic purposes but to stabilize the cabin. Using this technique, cheaper materials could be bought and utilized.

The undercarriage, including the cabin, was a one-piece casting

that shows the rear axle suspension with hinted-at leaf springs very nicely and also has the tanks at the sides for fuel and pressurized air. The radiator grille and the two headlights are painted in silver. As the trend was in the 50s, there are some mechanical turning indicators engraved behind the doors.

The actual high point of this vehicle is the upper structure made from tinplate for the transport of the glass and mirrors. The red company logo 'Mirotier Saint Gobain' is glued on faultlessly to both sides. Included in the set are two poor representations of glass pieces. The rubber tires that have no profiles are mounted on diecast rims and round out the picture of the 63-year-old vehicle in 1:55 scale.

### **Glass transporter Hegla on a Mercedes chassis**

Conrad, article #3034, from 1979/1980

About 25 years after the release of the glass transporter by Dinky Toys France, Conrad released a similar truck, also for glass transportation. For this, Conrad used an existing Mercedes chassis with flat deck and short cabin from their program. Even though it used a standard model, the maker had to make some adjustments in order to complete it as a glass transporter. Included in these additions and changes were the so-called very intricate 'Reff' racks which were made and detailed by Conrad. The two small Reffs even have small openings through which can pass tie-down ropes used to secure the load to the racks. Once secured the racks can be moved around using the Atlas truck-mounted crane.

Both Reff are removable but for security purposes during transport they are plugged into holes drilled in the deck.

By the way, the attached Atlas crane used was from the Gescha times. Never-the-less it fits very well with the now over 40-year-old vehicle. On the traffic side of the truck, the hefty outer transport Reff (painted green) for large slabs of window glass, is securely attached to the vehicle with a plug-in system. The dangerous cargo is protected by red and white warning label stickers front and back. Additionally, on this Reff the Hegla logo is cast on in five upper-case letters. The same black-on-white lettering on a sticker is on the rear wall and leads one to the conclusion that this could have been a promotional model.

The company which operates in Germany and also internationally, delivers to its customers glass products from its own glass production factories and has its own transport and warehouses and other logistic systems. For the international transportation of glass today, the most modern interior loaders with a hydraulic lifting system are used on their trucks to ensure time savings and a secure transportation. Despite this, for regional customers and inner-city deliveries, many such small vehicles with the proven 'Reff' system are still in use today.

### **Over-length iron rod transporter based on a Saviem-Sinpar chassis**

Dinky Toys France, article # 885/2, 1966

It is hard to believe that this model was once a toy. Also, I cannot remember that any other toy ma-

ker ever dared to produce such an exotic item.

Dinky Toys France launched this terrific truck in 1966 as an over-length iron rod transporter in 1:43 scale.

The transporter was made using a mix of materials. The chassis was made using a die-cast part while the red cabin, the racks for the iron rods and the rims are plastic injection castings. The one-piece Saviem chassis with the integrated deck, lower engine housing and rear lights gives the impression that a lavishly produced diecast mold was necessary to get all the fine

details correct. Representations of the safety tread surfaces near the cabin are true to the original as are the pleasing copy of the radiator with the Saviem logo lettering and the nicely done rear wall with the painted brake and indicator lights.

On the bridge are three additional cast-on cross bars to receive the transported iron rods. To secure the six included metal rods to the vehicle, the resourceful maker used two magnets which keep the load secure by holding them to the load dividers on the deck. Since the load could be substantially oversize, Dinky Toys even added a red war-

ning light to slip over a metal rod before the special transport vehicle began its trip. The large profiled tires are mounted on plastic rims and are doubled up at the rear. The cabin has been given an operating sliding door and is fully glassed with an interior and has a driver figure. It leaves a very impressive visual impact and shows the high level of quality that was used even at that time. The real long iron rod transporter was originally made by the French conversation specialist Sinpar who worked very closely with Renault and Saviem.

## Re-construction during the 1950s part II

# Crane history

by Wilfried Schreiber

At the front right we can see a 'middle slewing' crane from Karl Peschke Zweibrücken (later PKZ, today KSD) from 1920 with a short needle beam outrigger. It was adjusted with the electric lifting machinery. The crane tower was constructed from rolled iron angles. The crane, here mounted on a concrete foundation, could also be operated with the operator seated on a chassis that ran on tracks.

The Peschke Company was founded in 1884 as an iron foundry but already produced its first construction cranes in 1913. After

**Today in this space we are introducing other cranes used in the post-war time during the reconstruction of the bombed-out German cities ...**

the Second World War, the new 'T' series of cranes was created. This series was made up from a half portal shaped under carriage set on railway rails on which the slewing tower with a flexible outrigger arm was located. The program contained the types T 8 (similar to the Liebherr TK 8), T12 and T 25. Here too, the arm was adjusted with the lifting mechanism; the crane turned on the

so-called 'King pin' and so did not have a slewing ring.

At the rear on the right side, behind the construction site, is the first crane. It has the 'rear guy wire rigging' to even out the weight stress over the whole unit. It is a bottom slewing crane with lifting and arm adjustment winches from the Sonthofen Company (Bayrische Berg-Hütten und Salzwerke AG) located in Sonthofen in the Allgäu region

of Germany. The crane is a TK 12 type from around 1950 with outrigger arm length of 15 m and a lifting capacity of 800 kg. The beginnings of Sonthofen can be traced back to the year 1563.

Crane construction began in 1933 when Sonthofen released its first flexible beam crane. It had an arm length of 20 m and could lift 1,500 kg. The technique used for the guy wire suspension at the rear was copied by almost every other crane maker and is still in use today.

To clear the huge amount of debris at the time, a few pre-war

excavators were used such as the cable-operated excavator with a clam shell bucket of the MB type, made by Menck & Hambroek from Hamburg-Altona. It is just loading a Magirus two-axle dump truck of the Mercur type. The diesel-powered excavators at that time were used with front scoop or backhoe attachments.

In the vicinity of the construction site one sees a 1.75 t Opel Blitz and a Hanomag type L 28 driving by as well as a Tempo three-wheeler mini truck. A VW T1 pick-up with crew cab is ferrying workers and materials to the construction site.

## Models

The Peschke middle slewing crane of 1920 is an altered tinplate model made by Kellerman in 1950. Lothar Unfried made the model of the Sonthofen TK 12 from plastic materials.

Peter Veicht scratch-built the Menck MB with brass soldered together. The Magirus Merkur dumper is from GMTS. The other vehicles on the road are 1:43 models by Minichamps, Schuco and Norev.

## Translation of pages 52 – 53

# New on the market

### AT Collectibles 1:32

On its own stand at the Bauma, the Dutch producer showed off its second construction machine model, a Volvo L60H. As we had expected, the model is equipped with a quick-change attachment and a set of alternative tools has been announced. Soon, we will introduce this new shape design to you in more detail. What is better than one Bob? Several Bobs of course! Therefore, the tireless construction machine operator and his colleagues from construction sites have been nicely-modeled in several work poses, lovingly and painstakingly hand painted then individually packaged.

### Siku Blister

For the series of models in a small scale created for the so-

called 'Blister packs', Siku has constructed a new trailer chassis with a tandem axle for truck and trailer sets. It was made in three versions and as a tractor truck each one has a three-axle vehicle, closely modeled after Scania three-axle trucks. Beside a dumping truck and trailer set in charcoal/red and a tanker train in light green metallic/white, there also is a truck with a cargo box upper in the paint scheme of the parcel delivery service UPS. This is part of a very nice gift set that includes a box van and a forklift. To guarantee high play value, a palette and two suitcases are included; with these the parcel truck can be loaded.

### NZG 1:50

There are color variations of models which make a company known beyond the borders of their activi-

ty. Among these for sure is the very attractive blue and grey livery for the 'Kibag' company of Zürich. The model shown is the first private company version of the new Liebherr L 586 X-Power with all its design up-dates at the air intake grates and safety railings. It available exclusively at MSW Mietz.

### PKC bought Zon Model

Peter de Kievit Custom made (PKC) has purchased all of the original molds for white metal kits with the production rights from Zon Modelle of the Netherlands. The quality of the PKC models and trust were the main reasons why Theo van der Zon agreed to pass on his whole program of models. Well-known models from Zon-Modelle include the Faun Schwertransport Zugmaschine (heavy-duty tractor truck), DAF

95 and Pegaso Troner, low-deck trailer, a variety of Ginaf dumpers and the nostalgic Henschel HS140, among others. It is not yet known when and which Zon kits will be re-issued by PKC. The integration of the Zon PKC program will surely take a long time and will proceed step by step. For all models,

new molds will have to be made in order for them to be produced by the modern machines of PKC.

### Universal Hobbies 1:50

In a one-time limited series of 200 pieces, UH is making the Komatsu PC210LC in a weathered

version. Even though such ‘color variants’ are not to everyone’s taste, one has to say to the maker that the ‘weathering’ on this model has been done very well. It looks like the original and conveys the right ‘feeling’.

## Collector’s guide

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

Type	Scale	Maker	Available from	Infos
Caterpillar D8 2U and Twin brass	1:24	CCM	Dealers	<a href="http://www.ccmmodels.com">www.ccmmodels.com</a>
Caterpillar 350L in two versions	1:48	CCM	Dealers	<a href="http://www.ccmmodels.com">www.ccmmodels.com</a>
Caterpillar DW21 Scraper resine	1:50	Fankit Models	direkt	<a href="http://www.fankitmodels.com">www.fankitmodels.com</a>
JCB Hydradig	1:50	Oxford Diecast	Dealers	<a href="http://www.oxforddiecast.co.uk">www.oxforddiecast.co.uk</a>
Sumitomo SH250	1:50	Replicars	Dealers	—
Scania R450 6x2 / hookarm container «OPC Eeklo»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Scania R580 6x2 / hookarm container «Henrik Eeg»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Scania R 6x4 / tipping trailer «Steinauer»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Volvo FH 10x4 «de Paola»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Volvo FH 8x2 «Nielsen»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
MB Actros 6x2 / semi low loader «Hoogenraad»	1:50	Tekno	Dealers	<a href="http://www.tekno.nl">www.tekno.nl</a>
Scania R 6x4 / crane / low loader «SE Levage»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Scania S Highline 6x4 / stone trailer «Jasper Pellegrom»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Scania G 6x2 / flat bed / crane «Top Transporten»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Scania R6 6x2 / wrecker «Disez-Kergoat»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Volvo FH4 8x2 / hookarm container «TN Slopen&Saneren»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Volvo FH4 10x4 / flat bed / crane «Van Hameren»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Volvo FH4 6x4 / Dolly / low loader «STTL»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Volvo FH4 6x2 / flat bed trailer «Bolk»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
MB Arocs MP4 SLT 8x4 «Bolk»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
MB Actros MP4 SLT 8x4 / semi low loader «KTX»	1:50	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Liebherr LTM 1750 «James Jack»	1:87	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>
Liebherr LTM 1750 «Ainscough»	1:87	WSI	Dealers	<a href="http://www.collector.wsi-models.com">www.collector.wsi-models.com</a>

**MAN-Youngtimer,  
LKW und Busse von  
1970 bis 1985**

by Henning Stibbe and Matthias Georgi. Published by Franzis Verlag, 192 pages, around 200 pictures, size 24.5 cm x 30.7 cm, hardcover, ISBN 978-3-645-60647-9

After MAN – Ein Jahrhundert (MAN-a century) this is already the second book released by MAN Truck & Bus AG. This is a bi-lingual book (German, English). Besides the page-filling pictures of trucks and busses from the youth of the authors, there are little bits of text about MAN Truck & Bus AG in between. Since the history of this conglomerate has already filled many books, the text here is kept to an absolute minimum. The pictures are mostly every-day scenes which were set up for advertisement pictures taken by MAN's own photographers. This brings alive the 70s and 80s. The bandwidth of the picture material ranges from VW-MAN to the huge heavy duty transport machines. (eu)

**Large truck-mounted crane vehicles in Denmark**

by Kristoffer Falk. Published by Verlag JoFa, 200 pages, circa 410 pictures, size 24 cm x 21 cm, hardcover, ISBN: 978-3-86133-728-7

In this book, Kristoffer Falk introduces us to the large truck-mounted crane vehicles in Denmark. These types of vehicles are becoming increasingly popular because they are very flexible and relatively quick to setup. The loading cranes introduced in this book range from Comach to World Power; these replace the smaller mobile cranes and this is why their lifting capacity starts at about 100 mt. The introduction in the book is ordered by crane maker and type. The pictures usually show the vehicles from the front and side in transport mode. The hard cover of the book gives it a valuable look. The texts are tri-lingual in Danish, English and German. (eu)

**Schmidbauer KG,  
historische Fotoaufnahmen in drei Bänden**

by Konstantin Hellstern and Oliver Thum, each with 192 pages and about 510 pictures. Size 28 cm x 21 cm, ISBN 978-3-86133-909-0 volume 2: 978-3-86133-910-6, volume 3: 978-3-86133-911-3

These three richly illustrated volumes were released for the 80th birthday of Heinz Schmidbauer. What a birthday present! And also for the friends of Schmidbauer KG. Those who have always wanted to know what is behind the expressions: 'Mau Mau', 'Luftschiff' (Dirigible), 'Olympiakran' (Olympic crane), 'Blitz' (Lighting), 'Matchbox', or, for example, 'Traumschiff' (Dream ship) are well served with these three pictorial volumes. The first volume runs from the beginnings until 1973. It also is the only one that includes a précis about the company's history. In the second volume the cranes and vehicles get progressively more modern and the trucks markedly larger. It contains pictures

from 1974 to 1986. Then follows the crowning finale, volume three with pictures from 1987 to 2000. This means that the book ends with the introduction of the first Actros tractor trucks. Almost all pictures have legends so that the reader gets some information about the vehicles shown. Sometimes it would have been more practical if not only the crane number was mentioned but also that we were given more written information, as in the picture on the left. Among the copious amount of collected picture material, paired with the enormous knowledge shared by the authors with us, this surely is only a small irritant. (eu)

**Re-print**

The very popular but unfortunately long out of print books: 'Transeuropa I (ISBN 978-3931691530) and Transorient I (ISBN 978-3-931691-54-7) have been re-issued by the Faste publishing house and are again available from dealers.

## Our partner page

### Construction site visit in Hong-Kong

In issue 6-2018, we mentioned the Hong Kong connection and now we have been given the opportunity of visiting the construction site ourselves. Our partners in Hong Kong accompanied us to the site in

Discovery Bay on Lantau Island. The installation crew of a Chinese company were very surprised that we visited them. The cladding of the building is now almost completely installed and is the focal point

of the multi-story apartment building. We may count on more contracts if further buildings are to be constructed.

### 20 years recycling center "Ebirec"

The opening of the construction material recycling center in January of 1999 made it possible for the pioneers from Eberhard to get into the construction material recycling in a big way. During the past 20 years, the recyclers in Rümmlang managed to recover the huge amount about 7,500,000 t of material to be re-used. This is equivalent of a loaded goods train that would stretch 1,500 km

from Zürich to Göteborg in Sweden. The plant handles between 350,000 and 450,000 t of construction mineral waste. From this, Eberhard Baustoffe (Construction material) produces about 250,000 t gravel mixes and 100,000 m<sup>3</sup> of first-class recycling concrete. To supply the primary crushing plant, a 50-t wheeled loader is used. Since spring of 2017, La-

der Nummer 5 (loader #5), a Volvo L350F, has worked at Ebirec. This is already the fourth wheeled loader from Volvo and the third L350F. Because of the temporary 24-hour use of the plant, the last large wheeled loader chalked up a remarkable 10,800 hours of work between 2013 and 2017!

## Translation of pages 56 – 57

## News in brief

### Renault trucks supports the WFP

The World Food Program of the United Nations (WFP) supplies people in need with food products and works with local populations on site to improve their nutrition. Since 2012, Renault Trucks has been sending a mobile teaching unit and volunteer employees to Africa. There, the teams pass on

their know-how to the locals. 12 workshops in 15 countries have been organized in this way and around 200 mechanics, shop supervisors and fleet managers have been trained. Because of the very good feedback, Renault Trucks has now renewed its partnership for a further three years. (pd)

### Case Project Tetra

During the Bauma, Case revealed the Tetra concept wheeled loader, of the 18-t class. It is powered by a Bio methane gas engine producing 230 hp which replaces the traditional diesel engine and so decreases the total amount of emissions by 80%. This technology has already been proven by Iveco in 28,000 trucks and busses.

Automatization and digitalization were the most important factors in the design process. So, for example, the external rearview mirrors were replaced by two display screens integrated into the A pillars. They are automatically activated when reversing. And, it is possible for the driver, using facial recognition, to open the sliding doors and start the engine. (up)

### **Liebherr PR 736 G8**

During the Bauma, interested parties could try out the first generation 8 bulldozer on the Liebherr outside display area. With the built-in Grading System, standard on the machines, the PR 736 is developing into a universal machine for grading and quarrying situations. Factory-mounted 3D Topcon steering is available as an option.

Depending on equipment, the working weight varies between 21.2 and 25.5 t. The newly developed diesel engine from Liebherr conforms to the emission control level V and has 160 kW of power. Besides the 6-way blade with inside pushing frame, a Semi-U blade as well as a chest-high blade for the LGP are available. (up)

### **Volvo LNG**

Volvo trucks will present technologies for the future at the transport logistics show in Munich from June 4 to 7.

For example, for the long-distance hauling traffic they are offering trucks with LNG-compatible engine, a climate sensitive solution. With an identical performance as a diesel powered truck and comparable driving capabilities, the CO2 exhaust can so be reduced by up to 20%, and using Bio-LNG even up to 100%. LNG (Liquid Natural Gas) is a liquid natural gas made by cooling down the natural gas down to -160°C. In case of the Bio-LNG the product comes from a Biogas plant. (dw)

### **Sennebogen 895 E Hybrid**

During the Bauma, Sennebogen showed off the 395-t heavy 895 E Hybrid, the world largest material transfer excavator, at their Straubing factory. The giant impresses with its maximum reach of 40 m and its payload of up to 50t. For power plants, it is available with either a Caterpillar diesel engine, tier V of the emission control, producing 563 kW or with an electric engine with 500 kW of power. The lower chassis is available in three variations: mobile lower carriage with 16 sets of wheels and 64 tires, portal shape with crawler tracks with 1,200 mm wide track segments or a portal shape on rails. The very comfortable Portcab is infinitely variable from 11 to 22 m of height. (up)

### **50 years Scania V8**

This year, the Swedish truck builder can look back 50 years at its best-known product. No other brand has been associated with V8 engines like Scania and that is why the birthday is being internationally celebrated with several events. Even Alexander Vlaskamp, senior vice president of Scania Trucks is always very touched about the “love, respect and enthusiasm that the fan community has for these engines”. He likes to compare it to “the admiration that is given to many top athletes”. One thing is clear: enthusiasm and emotions play a big part in V8 fan community, but there would be no fan groups if the V8 engines didn’t function so well and so also satisfy the part of the brain that houses logical thinking. (dw)