

# Laster & Bagger

Modelle von Lastwagen, Baumaschinen

Mit Wettbewerb

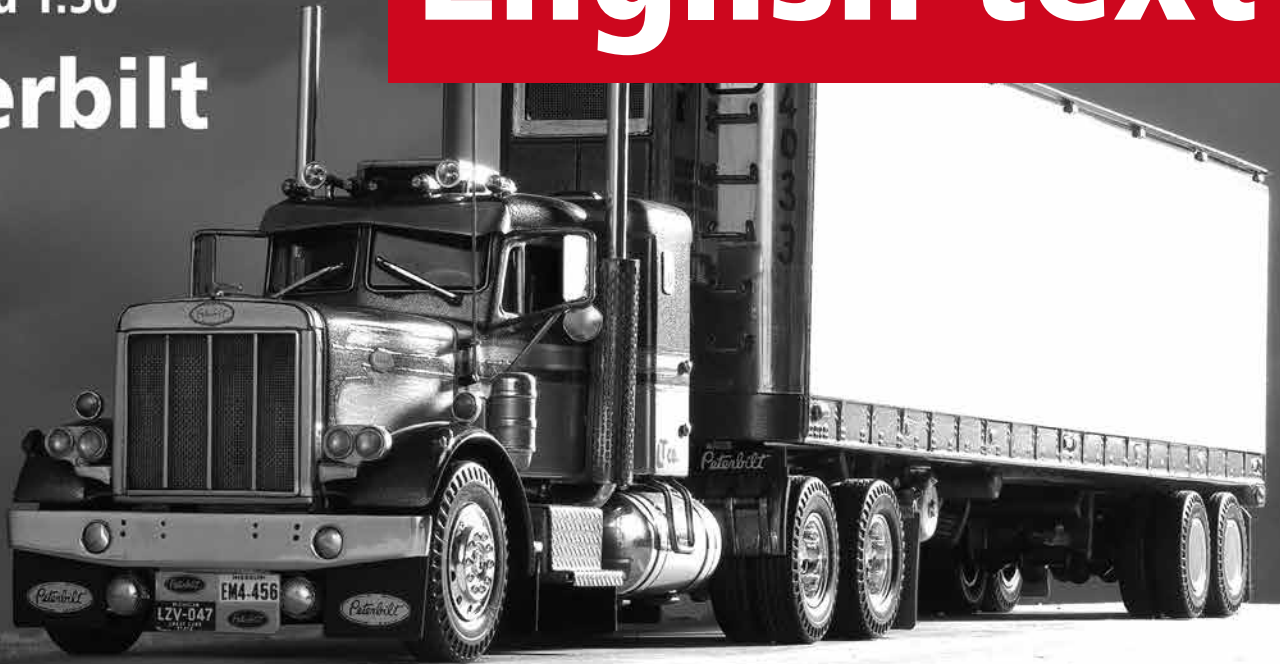
Diecast Masters 1:50  
**Cat D6**



**English text**

Eigenbau 1:50

**Peterbilt  
359**



Conrad 1:50  
**Kobelco SK850LC-10**



Sammlerporträt:  
Exklusivitätenkabinett



Tekno 1:50  
**DAF Serie 2800 - 3300**



# Editorial



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

## New Prices

Regularly I get very promising sample of accessories made by model builders who have great initiative and I get very excited about them. Unfortunately, I am not allowed to share them with you, or only in the most exceptional circumstances, and I am not allowed to share where I got them from. Behind this sits the fear of the amount of administrative work needed by the German bureaucracy, even for the smallest business.

Now I have experienced that it is indeed so. Truck & Construction is liable to pay the Value Added Tax (VAT) and should have done so already 10 years ago. Because my publishing business is exempt in Switzerland, as it is considered a micro entity, it never crossed my mind that the rules are different in Germany – my mistake!

But it is not only because of the VAT that the price of the magazine had to be increased. An escrow office had to be hired and the administrative effort required overall has increased substantially. For example, the data protection act and the packaging act both came into law at the beginning of the year. On top of

that, since the last increase in price in 2014, the mailing costs have increased continually and two years ago the volume of the magazine increased by 16 pages without a price increase at that time.

With the new pricing, the magazine can now continue publishing in the high quality you are used to and I am able to keep my original ideal price idea that a yearly subscription of € 65. – / Fr. 75. – for the printed version will not tax the hobby budget more than the price of a single model.

Despite all that administrative work, I would now like to return to the core of the work I do and to provide you with interesting and varied magazines today and into the future. I sincerely hope that I may still count you among my readers.

Daniel Wietlisbach

PS: A letter is included for the German subscribers of this issue, explaining the exact circumstances in detail about the Value Added Tax.

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# Jakob Weissbecker collects historic models

## Exclusivities

by Daniel Wietlisbach

Jakob Weissbecker saw the light of the world in 1955 and grew up in Solln, in the southern part of Munich. He was enthusiastically interested in construction sites and already as a young boy was a regular watcher when there was construction in the neighborhood. He became well-known and so he had opportunities for regular rides in trucks. The re-construction of war damage in Munich at that time was almost finished and the ‘economic miracle’ of the after-war boom in Germany was in full swing. Property prices were on the rise and so many of the old villas in the suburbs were torn down to make room for multiple family housing.

### Prospectus collection

At the age of 11, Jakob started the beginnings of his prospectus collection. His first letter was to the Menck & Hambrock Company. It started with ‘Sehr geehrte Firma Menck’ (Dear Menck Company,) as he clearly remembers. The return mail promptly brought him prospectuses about the Menck M40, M60, M90 to M 260 as well as the Elektro-Multi motor excavators. This motivated the youngster to pen further letters to all German producers of earthmoving machines and trucks and later on, also all crane producers like Liebherr,

**Jakob Weissbecker has been enthused by construction sites ever since he can remember. There are some historic models in his collection; among them are some that are not so well known ...**

Wolff and Peiner. Finally, he even contacted companies like Michigan and Bucyrus Erie in the US and so in the end, he had a remarkable collection. Unfortunately, it got lost in later years.

To play with, Jakob owned a Menck M60 from Siku which he rebuilt for drag line operation. With much creativity and parts from the Märklin metal construction set, he built the drag line shovel. Then he got the Zettelmeyer Europe I from the same maker. In constant play use were a Caterpillar #12 Grader and the 944 wheeled loader from Ertl in 1:24 scale and other Caterpillars in 1:87, made of plastic, from the construction machine series of Umex, later on Roco.

When Jakob got his first camera, a Kodak Instamatic, straight away he began to document construction sites with the main focus being construction machines and cranes, of course. And, because ‘safety on construction sites’ then was very relaxed, the young Jakob got to have experiences that are no longer imaginable today. For example, he, with his camera, was allowed to observe

the climbing erection of a Wolff WK150 S really close up. Right up on the crane! On top of that he was occasionally allowed to operate a crane or even a wheeled loader.

Jakob earned the money for the films and developing with some holiday jobs. Once he sent a finished film, which also had pictures of competing firms on it, to the Wolff Company, because he was firmly convinced that such a large company would have to have its own photo lab. The manager, Weinreich, understood his wishes and made an exception, since he had a son of the same age. He took the film to the nearest photo lab for developing and sent the pictures to Jakob. At Liebherr too, the young fan was known and therefore was invited to the 1971 and 1973 Bau- ma and given an exhibitor entrance ticket. He was a bit of an exotic and unique fan with his great interest in cranes and at Liebherr they enjoyed the pictures in his photo album. A little later he got a model of the 30A/35 by Gescha sent to him directly from Liebherr and he was overjoyed.

Sometimes Jakob skipped school when something ‘more important’ was happening. When, for example, in June 1972, on the Schmidbauer Company’s yard, their new Gottwald MK 650 was being disassembled, he just that to be there and record the process with photographs.

Even though Jakob was pretty much by himself in his hobby, on one of his construction site expeditions he met a boy three years older than himself from the same school. After this the two went from site to site and the radius expanded ever more, since the older one already had a driver’s license. Later on, their paths diverged and a few years back they met again. It was after Jakob inserted an advertisement into the ‘Baggermodelle’ magazine (the predecessor of Laster & Bagger (Truck and Construction) with his name and contact information that his former companion made contact again.

His historic photo archive contains about 1,800 pictures and during the last years, all the negatives were digitalized in high resolution.

### Time for training

After graduating from high school in 1974, the hobby ‘did not happen again,’ as Jakob remembers. The last photos were taken then, just before he started studying law at the University of Munich. The enthusiasm for studying did not last so he

quit university in 1977 and took the truck driver’s license in the same year. Five years behind the steering wheel for a haulage contractor followed, first on a three-axle dump truck without and later with trailer, and later for Schmidbauer. There, he was never given ‘his own’ tractor truck but was constantly put on the spare board, which was not satisfactory for him. So, he went back to work for the haulers and drove long distance and then in 1981 took his bus driver’s license. The same year he married and changed to the public works Munich.

After a year he felt called back to university and he began his business management studies in Augsburg. He found the courses heavy on theory but he had the strong will to complete them. As a balance, and to finance his studies, he began to drive travel coaches. He quickly managed to acquire the necessary competencies and was popular in the company he worked for. So hardly a week passed without a bus trip, often at nights. The bus company was heavily involved in flight replacement traffic and Jakob was often called upon when a plane was stuck on the runway. He still vividly remembers a trip from Munich to Ljubljana in Yugoslavia, today in Slovenia, which began at nine p.m. and he was back by noon the next day. He was able to catch up on the missed lesson content by reading the notes of a

co-student because he wrote his notes ‘print ready’ in a very excellent and readable script. After the final diploma examinations, he worked for three years in an accounting firm which he did not enjoy at all. Then he went back to driving a coach for another two years.

In 1994, at age 39, he founded a property development company. Difficult years followed with no time for a hobby. Even though the collector was visiting Berlin for professional reasons at the time of the gigantic construction site at the Potsdamer Platz, he only got to see it by looking out of the windows of the S-Bahn.

### The Collection

His interest for construction machines was never extinguished and so he went and visited the 1995 Bauma on the Theresienwiese in Munich. In one of the pavilions he discovered dioramas and models of Menck excavators that fascinated him. The model builder himself was not present, but Jakob was able to take a card along and contact the model builder Peter Veicht. An intense friendship developed over the next 20 years lasting until the death of Peter Veicht. 16 of Peter Veicht’s scratch-built models ended up in his collection. In addition to these are some selected items from CCM in his show cases: cable-controlled excavators and tracked cranes from the very valuable brass line as well as historic Caterpillars of the Diecast series. The first model of the American producer was the Link-Belt LS-98 with front scoop.

The collection at the moment has 110 pieces and all of them stand in

#### The collector:

Jakob Weissbecker (63) was a professional truck and coach driver. He has a diploma for business management and is the Manager of a Property Development Company. He lives east of Munich, is married and has an adult son.

custom-made display cases along the walls of the fitness room in his house that he shares with his wife, Ruth. The collector finds pleasure surrounded by his models and looking at them when he is working out.

One of the oldest models in the collection is a scratch-built Faun K40 that survived from his early years. Jakob built it using a prospectus with drawings and measurements that he had. It is made completely out of cardboard. Only the axles are of metal and the window glass is plastic. The model was built slightly over scale for 1:50 but the proportions are well done and the whole model looks very convincing. Ladders, window wipers and rear-view mirror attest to his great love of detail and exacting observation of the

real thing. There are also some models on show in the living room and even in the kitchen. This shows that his wife accepts and is positive towards his hobby. She is sometimes the ‘third and fourth hand’ helping enthusiastically with the assembling of models.

A long-held wish of the collector finally came true in 2012 when Peter Veicht built a 1:50 scale copy of the Peiner T125 Bottom slewing crane. Jakob calculated the collated measurements in the Peiner prospectus to 1:50 scale and then visited the workshop of the model builder weekly to discuss the construction progress of the model. The result was remarkable: a perfectly constructed soldered metal model.

After this positive experience, a second project soon followed and

took shape. It was for a Liebherr Form 140/190 like the version from an old prospectus. For this project, Jakob got a box full of original plans from Liebherr which he lovingly and painstakingly worked on to reduce to 1:50 scale so that once more he was able to give Peter Veicht perfect building plans.

Jakob Weissbecker is very happy with his collection and would only enlarge it if ‘something really special’ showed up, for example, a large, historic, top slewing crane in 1:50 scale. All of the models in his collection are this scale and in 1:48. With one exception: The Big Muskie from CCM in 1:87 which the collector acquired in 2009 and of which he says that with such a large model, he bought a marvelous piece of furniture.

## 359 Peterbilt with Fridge trailer

# Little Window

by René Tanner

At the time, this movement was not taken seriously and was quietly laughed at but over time it became the lifestyle for many European truckers. They gathered together and formed trucker clubs, societies and movements to shine a light on long-existing grievances in the transport business. Certainly, at the head of all these efforts was the Truckers International Association, TIA for short. It was the society with the most members,

**In the 80s, with films like *Duel*, *Convoy* or *Smokey and the Bandit*, as well as the TV Series *Movin’ On* with *Sonny Pruitt* and his co-driver *Will Chandler*, the wave of trucker movies washed over Europe ...**

mainly in the Northern European Countries. As in the film *Convoy*, the drivers identified themselves as freedom fighters and hoped for betterment in their working conditions and also for fair prices when

buying diesel fuel, tires and spare parts.

This ‘Americanization’ was given a boost by the low dollar exchange rates. American trucks, started to appear with imports of

some unknown brands into Europe. With the White, Mack and Kenworth trucks, most as COE (cab over engine) the first, real US trucks crossed the big pond and many owners of transport companies saw the robust, lighter and less expensive trucks an alternative to the European ones.

The same went for the hobby sector; everyone was now able to build their own US trucks and dream about driving them through the wide-open spaces of the USA. Many a bottle of plastic glue was used up with the 1:16 kits from Monogram, AMT and Ertl and as well the 1:24 kits from Italeri and Revell and the AMT Snaptite snap-together kits in 1:32. Many model building shows started to appear paralleling the real truck shows.

It did not take long until the first 'Conventionals' began to appear. But, because of their monster-like length they were only rarely used in the European hauling traffic. Many spent their working lives in gravel quarries and on promotional tours. But many of the imports remained pure 'Show Trucks' and even today the charm of the shiny fully-chromed monsters keeps enthusiasts under their spell.

### **Peterbilt**

The lumber magnate Theodor Alfred Peterman purchased the Fageol Truck & Coach Company of Oakland in 1939 and began building high-value trucks for the construction and lumber industries. The company brand name of 'Peterbilt' is comprised of his name and the nickname 'Bill built' which came from the Fageol trucks made

up until then in the factory. After the death of Peterman in 1945, a group of factory workers took over the business. Finally, in 1958, Peterbilt was taken over by Pacific Car & Foundry (Paccar). Over the years, the production program of Peterbilt was successfully expanded. Since its foundation in 1939, Peterbilt has been considered one of the leading manufacturers of high-quality heavy-duty trucks in the United States. Cab-over models were built commencing in 1950 and since 1959, the cabs have tilted by 90 degrees. Beginning in 1967, one of the most famous models was the extremely adaptable 359 Conventional that was designed for long distance transports. Later models like the 379 were a further development of the 359 and even today are considered the only classic Peterbilt.

Its nickname, 'Little Windows', was given to the 359 because of the relatively small front windows that were the standard size for the earlier ones used on the Unilite cabin. Peterbilt modernized the cab of the successor, the 379, with a higher roof which brought larger door and window openings. Among experts, it was called the '1100 Series cab' because of the 1,100 square inch surface of the windows.

### **Tractor truck**

My 359er started its life as a pure toy which I purchased on eBay for a handful of dollars. It came in a yellowing blister pack. Also in the same parcel was a Kenworth W 900, a COE Kenworth K 100 and a COE Peterbilt 352. Later on, I bought the matching trailers, however, even with squinting both

eyes and despite the really bargain price they were not useable.

These 'models' were produced by the Universal Associated Co. Ltd. and beginning in 1976 were sold in a variety of department stores, shopping centers and retailers under the brand names Kidco Super Tough Wheels or Kidco Champs of the Road. In 1978, the name was changed to Kidco Road Baron and production ended in 1982. Today these collector's items are quite rare. For me, this was not a consideration since the shapes of these 'toys' are really great and I was surprised about the close to prototype modeling of the cabins. The rest of the attached parts were unusable and so the building project of the 359 became a mammoth enterprise.

The chassis was lengthened by 10 mm at the rear axle using bent U profile made from 0.5 mm aluminium sheet stock and re-enforced. Accordingly, new axles with rims and tires left over from the Corgi Kenworth were adapted and installed. The paint of the cabin was removed by soaking it off and then all unnecessary holes were filled in with Plasticard and everything was sanded smooth. According to the original, the window openings of the 359 were customized to fit and the engine hood was lengthened by 2.0 mm. The hood's fenders were first taken off and then replaced by scratch-built ones from 0.5 mm aluminium sheet stock. Then the loose fenders were sanded into shape and glued back on. The cast-on 36" Sleeper was clad with 0.3 mm aluminium sheet stock and side doors were added. New battery boxes were made from 1.0 mm Plasticard and later on detailed

with etched scale checker plate parts. The front rear axle fenders are made from 0.3 mm aluminium sheet stock and glued directly to the chassis. My experience has shown me that all parts that need to be polished should be made first so that they can be attached to the mounting brackets on the model. However, in this case they were only mounted after painting.

The radiator grille is made from a piece of 0.3 mm Plasticard that was framed with 0.3 mm aluminium sheet stock. The rectangular radiator opening was first fitted with fine 0.4 mm aluminium wire stock. Afterwards, a piece of fine Titan netting was glued on and then the whole lot was polished by hand. The hood ornament, that looks like a swallow, is used to tilt the hood; it was made from 0.5 mm Plasticard. The front light assemblies are made up from 9 parts each. For the housing I took a 4.0 mm rectangular plastic profile piece that was sanded until it had the round shape at the front and pointed part to the rear. The front light ring-shaped receptacles were cut from 3.00 mm aluminium pipe stock and fitted into the pre-drilled openings and then glued in. Then they were filled in with two-part epoxy. For the next step, two brackets from 0.3 mm were bent to suit and glued to the front radiator using 0.8 mm iron wire. Two further 0.2 mm plastic discs on both brackets were added to be used to attach the two front light assemblies and those then were glued on last.

The front bumper is made from a strip of 3.0 mm aluminium sheet

stock. It is first shaped to fit and then made ready to polish by sanding finely. The diesel fuel tanks were sawn off from  $\varnothing$  12.0 mm aluminium tube. The end pieces were made from cut out circles and fashioned into a domed shape with blows of a soft jeweler's hammer, then glued on and polished by hand. The exhaust plant was made from 2.5 mm aluminium welding wire and both curved sections were shaped then glued and hand polished. The heat protection grilles are from a Tekno exhaust plant. The air and Lubrifilter and the Airdryer were turned from 8.0 mm thick aluminium rod on a lathe of a customer of mine. Later on, the polished surfaces were glued on and then painted.

The cabin is removable, and below it is the detailed interior with levers, dashboard, sleeping cot and the driver's seats including the glued-in interior door cladding. The air intake for the air conditioning unit and two fans in front of the front window screen were also added at the appropriate places. At the start of the project I had also planned to make an engine, but because of the way the hood was constructed, I had to abandon that plan. Both of the mirror bracket assemblies were made up from 0.6 mm steel wire and the mirrors were made from 0.5 mm aluminium sheet stock and polished, of course. The indicators and the fog lights were made from 2.0 and 3.0 mm rings cut from aluminium tube stock and punched-out aluminium discs glued together and painted accordingly.

## The semi-trailer

The semi-trailer is also from the extensive Corgi parts box and was re-worked extensively. New side parts from 0.5 mm were glued on and then the re-enforcement ribs were made from stick-on foil. The new 'Underslung' diesel tank was made the same way as the one on the tractor truck. The front wall of the trailer with the refrigeration compressor unit and fuse box, and the rear wall with the hinges and the lock rods are made from polished 0.2 mm aluminium sheet stock and were glued in after painting. Using a seven hole puncher, discs were punched out from 0.2 mm aluminium sheet stock and used as brake and indicator lights. The marker lights are made from punched-out discs from 0.2 mm thick copper strip and then painted with glass paint color according to needs.

I usually use spray cans for painting. First the lightest shade of paint is applied, then after it is dry and masked off, the darker paints are applied. The orange border lining has been applied with a very fine brush and some thinned-down paint. The Peterbilt Ovals and lettering were made by Hans Witte on his Brother Label Printer. Up until now, this model is the most extensively rebuilt one that I own. That is why the 359 has a very special place in my collection and, of course, also in my heart.

## Tinplate

# Forklift from Japan

by Robert Bretscher

At that time, playing with ‘ordinary’ car toys became boring quickly. Continual pushing back and forth was really not very exciting, but there were also trucks that could be loaded to transport things and these were very much more interesting. However, for this kind of play, other vehicles were needed to lift the lying-around crates and load them on to the transport trucks. The forklift model shown here would have been an ideal loading vehicle.

The extremely robust construction and the powerful drive guaranteed a diversified use in children’s playrooms. All driving and lifting actions could be simulated using the two levers in the cab, just like on the real thing. The steerable vehicle is made completely from tinplate and is operated by an electric

**This S-1002 forklift truck, made in Japan in 1961 by Masuda-Modern Toys, surprises with some unexpected functions ...**

motor, power for which is supplied by two 1.5-volt batteries. As stroke of genius, these are located at the rear engine compartment and give the already hefty model additional stability. The strongly constructed telescoping lifting mechanism, screwed solidly to the chassis, gives the model a valuable look. In order to lift even heavy loads, the operating forks on the lift have been given four brass pulleys. The actual lifting was controlled by a cable and fixed-in place chain. To stop the upwards movement of the fork in time, the resourceful constructors installed an electric off switch which is discreetly placed in the lifting frame. With this fabu-

lous feature, almost nothing can go wrong during play with the forklift. It can be switched from forwards to backwards driving mode and with the change lever, can be switched to the loading mode.

During the lift mode, the drive mode is switched off and the model can be moved by hand. Furthermore, the model impresses with the fantastic colorful design of the cab, the galvanized steps and air intake slits, rarely modeled open. It is not often that I have seen such a very well thought out tinplate model that even today functions perfectly and can do the jobs it was designed for without any problems.

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## Imprint



# New dozer models from Diecast Masters

## Cat D6 & D6 XE LGP

by Daniel Wietlisbach

The Cat D6 is a real universal machine. Different drives, track segment widths, two quite different power trains with four-stroke power shift transmission or electric (XE) as well as Rops variants are available. A variety of blades, two different pushing frames and rear attachment tools complete the equipment that make it a construction machine. Depending upon equipment, the working weight is between 22.0 and 24.14 t and the C9.3B diesel engine produces 151 kW (215 hp) of power.

### Models from Diecast Masters

The maker has taken great pains to replicate most components separately and so really produce two different models. This deserves a lot of respect, especially in a time when all possible ways of cost savings are explored. The modular construction is easily seen in the truly identical parts.

In addition to some attached detail parts, the truly identical parts we found are the cabin and the fold-down ladder at the rear as well the drive and guide wheels for the tracks. Further, both models are true to scale.

We found the running gears to be nicely engraved and they even oscillate by +/- 5 mm. The run-

**Diecast Masters loves details and so has produced two variants of the Caterpillar D6. Even when looking close up at them, it is difficult to spot the identical parts ...**

ning wheels are cast-on functionless mock-ups and the front guide wheels are gently sprung so the models roll very easily. This is an especial joy on the LPG version with its 915 mm wide track segment plates which make the model look very stable. On the contrary, the 610 mm wide segments of the standard version look rather small but they have been correctly transposed into scale size.

The engine hoods on both dozers differ in a multitude of details and when seen from below, even have different floor pans! While the air exhausts on the sides are only printed on, the hand grips are all made from separately-applied plastic parts. Beside the elevated air intake manifold are the exhausts; both are different, but both have hinted-at openings. The two

different radiator grilles are finely engraved and have been mounted individually.

The area behind the cabins is filled with tanks for fuel, AdBlue and hydraulic fluid which are exactly modeled differing only in number and placement of the bolts. Even the lids of the diesel tanks have been differently made. Also, on the Standard D6 is a rod mounted across the rear above the ripping attachment.

The cabins are made from a single white metal casting with partially integrated window wipers and the window glass has been mounted behind the castings windows. Further window wipers, work lights and hand grips have been separately applied.

Whether or not you like Bob, the removable roofs are a fine thing for seeing the interior in detail. Here we find that correctly, the electric-powered dozer has two displays while on the Standard D6 the lower monitor is black. There is really nothing to fuss about in the multi-colored cabin interior. The D6 roof and the front protective cage equipment are one unit

#### At a glance

- + Variety of types
- + Functionality
- Plastic hand grips



as is often but not used exclusively for forestry application.

### Equipment

The Standard D6 is equipped with an SU blade which moves well but is not quite as functional as on the prototype. The upper and lower maximum positions are not reached and tilting is not possible. The engraving of the pushing frame and blade are faultless and all hydraulic lines have been modeled. A three-tooth ripper is mounted at the rear and, for the first time, it

has teeth that can be individually deployed. Three of them are included with the model and are easy to attach; the appropriate bolts are packaged in a separate plastic bag. The bolts even hold the teeth in position but, despite that, the model should not be tilted too often and a bit of paint would suit them well. Here too, all the supply lines are present and correct. Unfortunately, on our sample, the upper rods of the lifting kinematic were assembled upside down.

The diesel-electric powered D6 XE LGP comes with a so-called

‘VPAT’ blade and its pushing frame is mounted on the main frame. Aside from also not being able to tilt, the blade reaches all the maximum positions of the original. First class! Blade and frame are exactly engraved and finely detailed. Additional hydraulic lines can be discovered here. The detailed rear has a plain hitch attachment which suits the model well.

The paint job on both models is clean and covers well and the lettering includes the new logos right down to the logo on the driver’s seat.

### Translation of page 21

## Palfinger Epsilon Q17Z from Conrad

# Good wood

by Daniel Wietlisbach

Epsilon is an Austrian company, situated in Bergheim and was founded in 1980. It has belonged to the Palfinger group of companies since 1989. This maker is a world leader in logging loading cranes and has international production locations. With its lifting capacity of 15 to 18 metric tons, the Epsilon Q Series is designed for the heavy middle class. These Z cranes fold down compactly to save space and are mounted crosswise which makes a higher load possible. The new Q17Z has a maximum reach of 11 m.

**Loading cranes for logs are a dainty affair in 1:50, especially so if they are so inviting play that mimics the original ...**

Conrad has made the crane in two 1:50 versions together with the well-known log racks from Doll; on a red Arocs or a white MAN TGS, both with matching trailers and individual scale logs as loads. As with all Palfinger models, special pains were taken with the functionality. The crane reaches the maximum extension thanks to having two telescoping segments; it also folds down for transport. Just as exactly

and cleverly designed is the kinematic used for the folding-down crane operator’s seat and that also goes for the roof protection. Of course the truck bed supports and the logging tongs are fully functional as well. While the basic construction of the crane is of metal, the telescoping segments and details are made from plastic. The new Q17Z awakes the play instinct.

## Iron pig from Conrad in 1:50

# Kobelco SK850LC-10

by Daniel Wietlisbach

This 80-t machine is the Kobelco flagship. It took the appropriate room on the Bauma stand of the Japanese Company and impressed the visitors. The maximum working weight is 86.6 t and in addition to the standard outrigger arm, there is a shorter ME version available and a selection of five different jib lengths. The shovel capacity ranges from 2.3 to 5.4 m<sup>3</sup> and the six-cylinder Hino E13CYM-KSDB produces 380 kW (517 PS).

### The model from Conrad

The SK850LC-10 offers everything one expects from a Conrad model and then some. The model arrives to collectors well protected in the tried and true package with a Styrofoam casing. A mirror that is packaged in a clear plastic baggy is the only small part that has to be added by the buyer. The excavator model is very heavy and looks very valuable. A check of all major measurements confirms first impressions that all measurements are correct and that the model has been made to scale.

The hefty under carriage has been exactly made and the screw connections between the X frame with the running gear have been nicely engraved. Separately-applied steps augment the drive gear carriers; running and support

**There were some models at the Bauma that everybody talked about and without a doubt, the Kobelco SK850LC-10 was one of them ...**

wheels are modeled as dummies. The drive wheel has been very well done and the guide wheel is rather plain, as on the original. It has been sprung really tightly so that it is not very easy to move the tracks back and forth; 750 mm wide metal segments are as on the original.

The upper carriage is made of metal, except for a few plugged in parts, and successfully copies the characteristics of the original. The excavator doesn't deny a bit of Retro look in its design. The Japanese have courageously shown some corners and edges on its model reflecting the rounding of excavators over the last few years. The housing shows all the essential flaps, lids and handholds of the original and the air intake slots on top and on the left side are modeled pierced. The dark

grey engine hood together with the radiator housing on the right side is one unit. The rivets and service hatches are nicely done; however, the air intakes are only printed on. The running boards on both sides as well as the safety railings are made from metal.

The cabin has very flush-fitting glazing that has rubber gaskets and a window wiper printed on. The protective grille with the work spotlight as well as the antenna is separately applied. The multi-colored cabin interior is exactly detailed.

The standard outrigger and the jib are plain, as on the original, are fully enclosed at the bottom but have been enhanced with separately-applied details. So, for example, all hydraulic lines from the upper carriage to the cylinders are fully free-standing which is very welcome. Further details include an additional hydraulic circuit for alternative extra tool attachments and the lines even have different diameters. That makes it easy to forgive the little bit of simplifying on how the lines are run at the rear of the arm. The

#### At a glance

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



hook-ups to the cylinders plug in as it is usual with this maker. The bucket included with the model is made from a single casting and has five teeth and cutting edges on its

side. On the original would be able to hold 3.3 m<sup>3</sup>.

The paint has been applied very cleanly and it is great that the hollow bolts have even been hand-

painted to match. The sharp and legible printed-on details include the logos, even on the driver's seat, type designations and yellow warning decals.

## Pile driver from NZG 1:50

# Liebherr LRB 18

by Daniel Wietlisbach

The LRB 18 is a version of the LRB 16 but it has a two-meter longer driving guide. The machine, with its different vibrators, a hammer and different drilling equipment is suited for many special applications in the civic engineering sector. Thanks to its relatively light weight (47.4 t without any tools attached) it is easily moved around. The Liebherr D 946 A7-04 produces 390 kW (530 hp) and is capable of a pulling force of 200 kN and the torque power is 120 kNm. The driver guide is 15 m long and the maximum length of the material to be driven (diaphragm wall profiles or piles) is 17.2 m and the drill length is up to 21 m depending on which technique is used.

### Model by NZG

The model is very much made to scale and thanks to the included assembly instructions stands in front of the collector in a very

**As far as highly specialized civic engineering machinery is concerned, NZG has a proven track record and so it is hardly surprising the LRB 18 comes from Nuremberg ...**

short time. Mainly, the cables for advancing the feeder and the auxiliary winch with hook have to be rigged in. Not explained however is how the easily deformable cable harness with the supply lines which complete the model have to be attached. As shown on the pictures, they need to be inserted into the prepared slits and fixed in place with Super Glue. It is easy to give the harness its prototypically correct form but afterwards the vi-

brator no longer moves freely. Despite this drawback, we think that it is an acceptable compromise, as long as the lightly flexible cables really 'hang' correctly. The included sheet pile sets the height of the vibrator in any case.

The lower carriage has been exactly modeled and reaches the prototypical width of 4.2 m without any sign of 'drooping' when fully extended. The drives are finely engraved, the drive wheel has the Liebherr logo engraved and the 11 running and two support wheels are individually attached. Despite this, the metal tracks are rather hard to move.

The characteristics of the upper chassis have been well copied. The engravings show all the hand grips,

### At a glance

- + Metal content
- + Detailing
- + Functionality



steps, flaps and air intake slits of the original. The counterweight is the 5-t standard issue without rear supports. It is not possible to disassemble for transport but that is not necessary anyway. The view of the model from above is especially rewarding; from there one can see the air intake grille, the chromed exhaust plant as well as many other details and last but not least, the very finely-engraved anti-skid surfaces. All safety railings are made from metal.

The new cabin has some very flush-fitting windows with printed on window gaskets. The bi-colored interior is kept rather plain. The protective grille over the roof window is an extremely finely

pierced photo-etched metal plate! Recognizable in front of the cabin is a hose roll which would supply compressed air for the operation of the screwing attachment to screw together driven pile pipes.

### Equipment

The finely-engraved pile driver guide head can be adjusted in height and length as on the original. Unfortunately, the hydraulic cylinder for the height adjustment is not chromed. By the tightening of a screw, it can be height adjusted but this may flake off some of the paint, therefore, one should decide on a height right from the beginning. The previously mentioned

supply lines run continuously from the upper chassis to the vibrating head. Also exactly engraved is the non-functioning auxiliary winch with a telescoping outrigger arm which turns.

The RV 20 Vibrator is also made by Liebherr. It has been exactly made and is to scale. It too can be fixed in place at the desired height with a screw, unfortunately, with the same results as with the pile driver guide, which why it is strongly recommended to use the included sheet pile to fix the height for the pile driver head.

As usual, the paint job and lettering are faultless and give the valuable model a refined look.

NEW

# Trucks & Construction

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



by Remo Stoll

The name for the dozer seen here was the middle-sized one from a maker in the 80s which produced five different machines in that series. It was equipped with the wider lower chassis and at this time was still working on a landfill at a gravel quarry. However, it can be assumed that by now the dozer has been replaced.

Recognize the machine? Please send us the exact name and type designation. The contest deadline is the 15th of August, 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: Cat D7E as the Pipeline Version from DM, the Kobelco SK 135SR from Motorart or the Liebherr HTM 905 Concrete mixer on a MAN TGS M 8x4 truck chassis by Conrad. 🚩



### Solution from Trucks & Construction 3-2019



The truck in question was a Magirus Deutz 320D19 and models were won this time by: Tho-

mas Buchser from Moutier (CH) who won the Bell B45E Dumper from USK, Etienne Romy from Bussy-Chardonney (CH) who won the Cat 320 GC excavator from DM and Roman Dollny from Thun (CH) won the Claas Torion 639 from NZG.

Congratulations to all the lucky winners!

# 60-ton mining dump truck from First Gear

## Komatsu HD605-8

by Daniel Wietlisbach

The dumping bin of the Komatsu HD605-8 has a 40 m<sup>3</sup> capacity and can haul a payload of 63 t. The rigid frame dumper weighs 51.62 t empty and so reaches a maximum weight of 114.7 t.

The built-in six-cylinder SAA-6D170E-7 motor with turbo, made in-house, produces 578 kW (786 hp) of power and can reach speeds of up to 70 km/h. Despite its remarkable size, its turning radius is a minimal 8.7 m.

An early model of the HD605 was the basis for the eDumper from Kuhn Schweiz, which we have already introduced, and is undergoing real life testing at the moment.

### Model from First Gear

The American purveyor of Komatsu models, known to masterfully combine plastic and metal without it being obvious, has made the current model of this dump truck.

The dumper arrives packaged between two clear plastic trays and has not been 'wired' down. The model is true to scale and the proportions look good.

The main components such as the pierced main frame are made from metal. That makes looking

**Joal and Universal Hobbies made the predecessors, HD605 and 7. The current version comes from First Gear in the expected finish of that company ...**

up from below especially worthwhile because the engine over the gear shaft to the rear axle and all components of the prop shaft are easily visible. These are exactly engraved and very fine. The fuel tanks which are mounted at the sides and the hydraulic plant are exact copies. The front wheels are steerable; however, the turning radius is rather small. The steering cylinders are modeled rigid but are correct in scale size which is an acceptable compromise. The cylinders of the rear suspension are modeled without any function and the rear lights are only represented with a dot of color which makes them look more 'toy-like'. The wheels with their rubber tires are very nicely done; the perfectly fitting rims are a big contributing factor.

The platform over the engine and the mounting stairs have been made true to the original and sport a lot of details. A new gimmick is the separately included wheel chocks. As on the original, these can be

attached to two hooks on the front bumper. The radiator grill is finely engraved and separately applied. All safety railings and handholds are made from solid metal. These distract less than the many rear view mirrors that are made from plastic. The engravings of the anti-skid surfaces are correctly made and while the side-mounted lights and the overload warning light are only painted on, the front lights are made from colored plastic parts which look so much better.

The cabin is made from plastic and has a snug-fitting glass insert. Handholds and window wipers are also separately applied. The multi-colored interior is easily seen and shows all the details of the original.

The mostly metal Universal dumping bin is made up from several finely engraved parts. The mud flaps are attached to the bin and are made from rigid plastic parts; in the dumping position they look a bit strange. The movable stone deflectors for the double tire set function without any faults and

the two-step dumping cylinders are capable of holding the dumping bin in any position, however, only the lowest step is chromed.

The paint has been cleanly applied and covers well; happily, even the plastic parts have been painted. The lettering is limited

#### At a glance

- + True to scale
- + Metal safety railings
- Dumping cylinder partially painted yellow



to the type designation and the logos are as per usual on a Komatsu.

With the model of the HD605-8, First Gear maintains its good reputation and it is certain the mining truck dumper will find many friends.

## An extreme paver from Conrad in 1:50

# Vögele Super 3000-3i

by Daniel Wietlisbach

In their prospectus, Vögele is promoting the Super 3000-3i as an all-rounder and at the same time as a powerhouse for which the one in the standard configuration with a 3.5 m wide applicator beam can hardly qualify. However, with the SB 350 TV applicator beam, width adjustable from 3.5 m up to 18 m application, it looks huge, as the visitors to the Bauma can testify. Up to 1,800 t of material can be applied per hour. To guarantee this, a feeder hopper delivering a continuous supply of material is inserted between the machine and the trucks. The maximum application width is achieved by adding four beam extenders of 1,500 mm on each side; the two outside beams are 1,250 mm long and can be hydraulically extended. The necessary power is supplied by a Cummins

### **Vögele decided to have the flagship among his pavers replicated in reduced size and decided on Conrad to produce it ...**

X12-C475 six-cylinder engine producing 351 kW.

#### **The model from Conrad**

Large models require special packaging and so the model comes in a solid and securely closable cardboard box. The machine with its five beam extender parts is housed well protected in Styrofoam drawers. Thanks to the enclosed instruction leaflet with helpful pictures, it takes only a short time until the paver stands in front of the collector in its full glory. By the way, the long metal beam, not shown in the instructions, can be clipped from be-

hind on to the press fit beam and so securing the delicate construction of the 18 m long applicator beam. The model was made to scale and drives on very flexible rubber tracks that copy the look of the original very well. Beginning our viewing of the model from the front, we notice the true-to-the-original oscillating truck push bars and the generously proportioned hopper which is fully functional. If both side walls are tilted, then three additional metal sheets at the front lower themselves so that the material to be applied gets securely on to the scraper floor which itself is made up from several parts.



The engine cowling is very nicely done. The air intakes at the top and left have been modeled pierced, while on the right, correctly as per the original, they are shown only as indentations. The handholds are made from metal and the exhaust has a folding mechanism for transport and has been modeled very finely. Together with the roof, it folds forward to reach a minimal transportation height. The operators' seats both fold outwards and the adjustable operating console has several buttons on it.

Let's talk about the applicator beam now. Thanks to the very sta-

#### At a glance

- + True to scale
- + Functionality
- + Detailing



ble lifting cylinders, it can be held at any height. The very complex construction is made up completely from metal and plastic parts and, with its many details, invites us on a discovery tour. Augers, press-on beams, walk-ways and most of the hand grips are made from metal while the extensive bracing is

made from plastic. The two outer beam extensions have been modeled in their maximum width position; here too, the operating panels have been modeled as on the original. The model achieves the actual 36 cm application width and requires quite a bit of room in the display cabinet.

The paint has been cleanly applied and the grey color tone is an exact match to the plastic parts. The lettering is sharp and legible and not even the small instruction decals have been forgotten.

## Lots of details from WSI

# Liebherr LTM1090-4.2

by Carsten Bengs

As we are used to from WSI, the model impresses with its great adherence to detail combined with a high degree of functionality. The dimensions of the original have been correctly transposed into model form.

The most eye-catching detail on the four-axle crane is the supports. The front set no longer sits right behind the cabin but is now situated between the first and second axles. By the way, the prototype is the only 90 t crane with four axles which can drive on public roads because its axle load is under 10 t

**The Liebherr LTM1090-4.2 was presented on the WSI stand for the first time at the Nuremberg Toy Show. The model was then available in the Liebherr Fanshop at the 2019 Bauma ...**

per axle. This is possible only because of the changed position of the front supports.

The four-axle chassis rolls very easily on an even surface and the powertrain with prop shaft and the very fine axle suspensions have been modeled. The axles turn with an ample steering angle. It is a very nice detail that the hook can be se-

cured below the driver's cabin at the front during transport.

A very nicely done detail is the mud deflectors at the axles on the whole chassis which has a finely engraved anti-skid surface. All of the three mounting ladders are moveable; they tilt downwards easily. Another smaller ladder is mounted at the rear and fixed in place.

The crane is powered by a 330 kW strong Liebherr engine in the chassis. The crane follows the single engine concept and the engine is also responsible for all crane operations. Because there is no second motor including the hydraulics, it was possible to save on weight.

WSI has taken great pains to lavishly equip the engine compartment: exhaust, air filter and tank are easy to spot. The photo-etched cover for the radiator rounds off the details very nicely.

The very stable supports have internal threads. They keep the model secure and, of course, are made from white metal castings. The support feet are stowed away inside the supports during transport in a space-saving effort. It is very nice that four small crane mats are included with the model.

The roomy cabin has been convincingly modeled with mirrors, warning lights, a detailed interior and door handles. Window wipers have not been omitted. The license plate 'UL LTM1090' points to the type of vehicle.

The cabin on the upper chassis is also just as detailed: joy sticks and control instruments can be clearly seen. To prevent 'stiff necks,' the cabin is capable of tilting. Mirrors and window wipers complete

the details here. The way the steps have been designed is very clever; during transportation they slide underneath the cabin.

The lubricating plant is visible behind the cabin. Small hydraulic lines run towards the rear. Neither is part of the larger castings but is separate and free standing. To round out the detailing at the rear there are some warning beacons and lights.

WSI's modeling of the ballast is very detailed and functional. Prototypically correct, it attaches for use inside the radii of 3.77 m and 4.71 m; in principle, this is the same as on the LTM 1250-5.1. The upper carriage swings backwards when all the ballast sections are piled on to the lower carriage. The two ballast screws are then extended to mate with the ballast thus attaching it.

The outrigger arm extends to reaching a realistic height of 1.1 m measured at the top-most wheel without the extension piece. As on

all WSI crane models, the arm is made from aluminum and so looks very realistic and correct in all its dimensions. It is kept in place by a metal cylinder with a grub screw. Even on fairly flat angles of 45° and less, the model stands solid without teetering.

The arm extension is stored at the side of the outrigger and is bolted to the top of the frame that is holding it. It can be mounted in three different angled settings, 0°, 20° and 40°. The tip is held in place with the trusted M1 screws.

WSI is delivering the LTM 1090-4.2 with a three-dolly wheel hook so that when using 7 cable strands it can lift maximum of 42.3 t. The hook which includes the Liebherr logo looks very realistic. Unfortunately, the two dolly wheels at the head of the arm and on the hook are made from one piece, not made separately.

The lettering on the model is especially nice; here WSI again sets new standards. There are warning decals all over the whole crane model and even the supports are numbered from '1' to '4'. Even the type designation plaque on the upper chassis cabin has been included.

The LTM 1090-4.2 convinces in every way. Every wish has been fulfilled as far as functionality and adherence to detail is concerned.

### At a glance

- + Ballast installation
- + Moveable ladders
- Dolly wheels are not single castings



# Mack F700 in the Middle-East Series

## Road Train 'Sedo'

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by Daniel Wietlisbach

We already introduced you to the Mack F700 model from Tekno in detail earlier on. However, it is worth mentioning this 'Sedo' combination because it combines two popular themes: Road Train and Near East.

The road train was produced from old Tekno picture material. According to the somewhat

**A Road Train has just been released in the very popular series of models from the Near East Traffic ...**

sparse information available, the F700 was used in the transportation of construction trailers and construction materials. Tekno used already existing parts for this model and so it had to com-

promise to some degree as comparison with the pictures of the original clearly shows. Despite this, the 60 cm long train makes a great impression.

Translation of pages 36 – 39

## The classic DAF cabin from Tekno in 1:50

# DAF Series 2800 – 3300

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by Hans Witte

After the 2800 came the 3300 and 3600 types and, starting in 1985, was also available as 'SpaceCab'. The production ended only in 1987 with the introduction of the DAF95.

However, in 1989 the concept of the former 2800-3300 series was re-activated. This was because of the fear of many customers that the new DAF 95 could develop many 'teething' problems. Also, the complexity of the new electronics

**Tekno has developed a completely new model of the DAF series 2800 – 3300. It is now possible for the producer to make models of all the originals for the construction years 1973 to 1994 ...**

and the resulting higher price scared away many customers. The re-introduced, so called 'budget' models got a re-worked radiator grille that had the 'family' styling of the 95ers and also its blue-grey interi-

or. The models of the 2900 and the 3200 were a resounding success, not only in the Netherlands but also in Great Britain and Asia.

In order to reproduce the many types of the 2800 over the years,

Tekno developed a very clever system of exchangeable molds. For the chassis there is a choice of leaf springs or air suspension for the rear axle and several possibilities for fuel tanks, air tanks and battery boxes. And, of course, there is also the ‘SpaceCab’ variation that was introduced in 1985.

All of these base model choices can be augmented with very specific detail parts like sun visors, roof spoilers and more. There are also front bumpers with or without fog lights as well as a lower spoiler without lights or with two and four lights.

All models are available with the steering on the left or on the right so nothing would be in the way of making an English export model. One thing is clear: Tekno had to produce a lot of tooling and molds for these series making it abundantly clear that the manufacturer takes its customers very seriously. Among its customers are many company owners as well as collectors.

For other parts, Tekno has chosen a standard solution for example the chassis that originally comes from the Scania LB series and was also used for the Volvo F88/F89.

Also standardized was the cabin interior for the 2800 series. In all cabins we find the same interior with modern seats, steering wheel and gear shift with its ZF knob. For the earlier types (1973 to 1980) we would have wished for the old Bostrom Viking seats, the classic steering wheel and the Fuller ‘Bicycle’ knob on the 13-gear shifter.

There were three different interior colors used during the production years. Until now Tekno has delivered only a completely black

interior. This naturally saves on production cost but is regrettable.

All tractor trucks have the later (larger and streamlined) mirrors as they were attached starting in 1982. Here we miss the typical narrow, light grey mirrors from the earlier versions.

We noted some other points: the heavy brackets on the front side of the rear axle with air suspension are missing and so are the thick hub reduction rings even though Tekno has them in their program.

The door windows have some fairly hefty rubber gaskets printed on even though on the real windows there are none except a very thin strip on the bottom of the window. Now the windows look too small and the gaskets partially block the view into the interior. The battery boxes on all of the tractor trucks shown here have been attached crookedly. This seems to be a problem on the production line which should be corrected.

### Cabin variations

Last year, Tekno introduced the first DAF 2800, a type 1, just like it was available in the market from 1973 to 1980. The cabin is painted in the typical DAF color of ‘Nautical Blue’ with a white band. In the meantime, some of the modern versions have reached the market and we can count on seeing many more. At the beginning of the year, the

tractor-trailer set from ‘M. Mooy’ was introduced in the classic line of ‘Flowers and Vegetables’. A tractor-trailer set for ‘De Wilde’ has been announced on the Tekno and a tractor-trailer set in the colors of ‘Moeijes’ is already available.

Besides the ‘ready-to-run’, factory-assembled models, it is also possible to buy a DAF in kit form. These are produced by Bemo in cooperation with Tekno ([www.bemo-models.com](http://www.bemo-models.com)). Bemo mails to every country.

We took three different 4x2 tractor trucks and had a closer look at them. They are an early FT2800 (1973 to 1978), a FT3600 SpaceCab (from 1985 onwards) in ATi demo colors, as well as a FT3200 as re-introduced in 1998 and produced until about 1994.

The FT2800 has leaf spring suspension on the rear axle and the older battery boxes with steel covers. We noted too the modern mirrors on the cabin and the chrome strip at hip level, a very obvious detail on cabins until 1980. The interior is black and almost invisible. In this case it could have been painted with a light beige inside roof and brown seat covers and on the cots. Here, those who are building their own kits have an advantage as they can paint it correctly. Some of the nice details are the air horns, the Michelin man, the classic sun-visor made from Acryl and the toolbox beside the fuel tank.

The FT3600 SpaceCab is a Demo version; it has a red ATi engine and prop shaft and the chassis is painted black. The tractor truck has air suspension and also has the required stabilizers. It has an additional air tank and the newer plastic battery covers. Besides the skirts and wind

#### At a glance

- + Good shape
- + Cabin variations
- + Detailing
- Standard chassis



deflectors, the cabin has the correct radiator grille with type designation plaque as well as a lower front skirt with four additional headlights. Additionally, on the front wheel hubs are painted black nut caps. The interior is black; unfortunately, one can't see that true to the original the upholstery goes all the way into the high roof. Even the cupboard above the front window screen has been modeled!

The FT3200 looks much more modern with its new, two-part radi-

ator grille. The tractor truck also has a rear axle with air suspension and the front skirting with four lights below the bumper. The huge roof spoiler is nice and thin and, as on the real cabin, is attached at the roof edges and the rain guttering. Further details are factory-applied sun visor and the same wind deflectors as on the 3600. The front wheels were given the completely closed and chromed bolt nut cover discs. On the real 2900 and 3200 the cabin upholstery was blue-grey in the colors of the

DAF 95, but again, on this model it is completely black.

Without a doubt, there will be further F2800 models in custom paint schemes for their customers from Tekno. But we would like to suggest to also produce a few more tractor trucks in demo colors. First of all, we suggest the one with the orange and red cabin interior as introduced in 1973. And the cherry on the icing would be the chrome strip, if that is possible with the current printing technology.

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

# Building for the Sheiks

by Heinrich Eberhard Sen.

The Göhner Generalunternehmungen Company in Switzerland was one of our good clients. The project leader, Herr Büsser, called us shortly after we got the contract in Hanakiyah from Walo and explained to us that he was the contractor responsible for a building for the Ministry of Youth and Sport in Riyadh and was looking for a sub-contractor to undertake the excavation part. We negotiated about the work in a place that was 6,000 km away from us and that I had never seen before. After negotiating for half an hour, we agreed on the prices and so we got the second job in Saudi Arabia. Since we nee-

**With three construction sites in a land with a foreign culture, the company was pretty much pushed to its limits. But, the very innovative teams found a solution for every problem ...**

ded to begin the work right away, our construction site supervisor, Martin Helg, who had a lot of experience and also knew the people from Göhner very well, went to Riyadh to start with the preparations. At the time, Hansruedi Eberhard was in the construction site manager school in Aarau. During the summer break he supported the

construction site crew in Riyadh. Since initially our machines had not arrived in Saudi Arabia, we had to engage a local sub-contractor. He brought out a Komatsu bulldozer and a Fiat wheeled loader. Since there were some delays in Hanakiyah, this construction site came just at the right time. Two weeks after work began, our Cat D9G and the

Cat 955K tracked loader arrived. The excavated material had to be transported 15 km out of town where it was used as fill for a villa belonging to a Saudi Prince. For this we hired 10 local Mercedes two-axle trucks and drivers. They asked for a daily fee of 875 Rial. But the trucks picked up only one load a day then they disappeared and were not seen again.

Hansruedi had brought along an English-speaking friend who was in school with him. He then had to make a list of the trucks using Arabic letters and at what time they were loaded. This led to a kind of competition among the drivers, without having to pay extra. Everyone wanted to be the fastest. Then a new problem cropped up; the quickest ones just drove around the next block and dumped their load of 'dirt' there so that the prince waited in vain for his fill.

### **Gas turbine foundations for BBC in Buraydah**

Quite by chance, we got a third contract. At an event we met an engineer from Brown Boveri & Cie (BBC, today ABB). I mentioned to him that we were working in Saudi Arabia. Two days later he called me to say that he could offer me a contract to build a gas turbine power station in Saudi Arabia. The Sheik had made it a pre-condition that the contractor must come from Europe. I agreed and he sent me the paperwork for a bid and I calculated it at 2.3 million Swiss Francs. I got a call back and he explained that the bid limit that his boss could approve was only up to 1.5 million. He could not reduce the prices but, we could scale the cubic volume of

the job. So, the job was ours and we had to start the preparations right away. Then the shock came; the engineer from BBC informed me that he made a mistake. The agreed-on workers quarters the BBC was going to supply needed foundations that still had to be built, so we did not have any sleeping quarters.

With the form work boards that I had prepared, the workers built a shack to store the concrete. The workers slept in this wooden shack and on a trailer with a tarp. They were able to buy 6 cm high foam which they used as mattresses. They also were able to buy new wood locally to make new form boards.

The problem with the missing accommodations in Buraydah had to be solved as optimally and quickly as possible. In very short order, I was able to purchase three old busses, two Mercedes from the City of Winterthur Transit Service and one old Saurer Bus. We used steel pipes to build three-tiered bunk beds, a locker and a table that could be lowered so that two more people could sleep in it. The first bus arrived in Buraydah by being towed there. The two other ones drove the 6,500 km by road over Istanbul, Syria and the Red Sea along to Saudi-Arabia. Unfortunately, at the border something was not quite right with the paperwork and my so nicely re-built busses had to be driven a further 500 km to Riyadh to a customs compound where they were blocked from use and my crew had to continue sleeping in the temporary accommodations.

At the beginning of 1977, Ruedi Eberhard Sen. with his wife Emma travelled to Saudi-Arabia with the goal of getting the busses out of the customs lockup. Emma spoke

English and spent an hour talking to the customs officer. The official took all the paperwork, and then declared that the price to pay was only 1,400 Rial. And, wouldn't you know it, just in a land where women are not valued, Emma managed to solve our problem!

### **Reinforced concrete for Buraydah**

No ready-mix concrete was available. We had to buy gravel and concrete by the truck load on the open market. 30 t of concrete was loaded on a 3-axle truck. I wanted to check the calculations when loading gravel and I arrived at 8 m<sup>3</sup>, but the dealer said it to be 15 m<sup>3</sup>, and, if I did not pay, he would never come again.

We mixed the concrete with an old 'free-fall' mixer without metering capabilities. Ruedi then had to drive to Riyadh with the concrete samples. There, Brunner & Co and Züblin were busy building a concrete high rise and had a concrete lab. Our samples scored very high.

To get steel for the re-enforcing of our concrete, Ruedi visited a steel dealer in Riyadh. The steel came from Japan and he bought six 50 cm long samples of different diameters and a hack saw. I asked BBC if they could test the steel in their lab and two days later, we got a positive answer.

I spent a whole day in Jeddah on a search for Japanese steel. At 7:00 in the evening we found an office where they promised us the necessary quantity; however, it was made in Korea. Because the steel was stored on the other side of Riyadh, it was not possible to check the quality of the steel, but they

wanted me to make a down payment of 30,000 Rial.

The next day we visited a bank where my wife had transferred 50,000 Swiss Franc. After we were told to come back later in three days, our translator lost his patience and opened the door to the offices. We marched behind 10 teller windows, he sat down at a desk and searched a pile of files on it until he found the money transfer slip. He put it on the table of the banker, but he did not want to accept it because “Eberhard” in his book was a first name only. I was finally able to convince him by showing him my passport.

The next day Henri Jun. came and took me to the Buraydah construction site to inspect it. I looked and saw that the Japanese steel had arrived and my stomach fluttering went away.

### **Goodbye to Buraydah**

We managed to finish the concrete work in Buraydah on time. I tried to get a second job there and started negotiations with Klöckner Humbolt Deutz in Cologne. This company got a contract to build a concrete factory in Buraydah and I was able to get the engineer responsible for the project to agree on a price. However, the board of directors insisted that they themselves were going to do the work. The engineer purchased our total inventory, so that we were able to report a very good return from Buraydah.

### **Goodbye to Hanakiyah**

After the successful completion of the road building contract we

were able to start with the liquidation. The Grader Cat 16G, Scania with low-deck trailer as well as a D9G, 983, 988B, 955K and two road rollers from Scheid were going to be transported back to Switzerland. The lot went by ship to Ravenna in Italy. There, everything, except our wheeled loader, had to be loaded on railway cars. There were tracks on the harbor piers but there were 5 km missing to the station. It took a whole day until the cars were ordered because the railway clerk continuously criticized my plans.

The loading was an adventure in itself and was critically supervised by the clerk. I was not supposed to load the D9G on a railcar that had a new deck, but then the clerk went for his lunch break and the dozer was loaded anyway.

We had some problems with the 998B. It had new bolts on the blade that stood out too much. I was able to loosen three of them with a sledge hammer but the fourth one did not move one millimeter. A young guy that had been hanging around almost the whole day, finally commented it would go easier with a Press-in tool. I answered that I knew that myself but I did not have one with me. He asked if he wanted me to go to the harbor workshop next door and borrow one there. He was back in a couple of minutes with exactly the right one. I was able to engage the bolt and get it out.

We had to wait in Chiasso at the Swiss border until the next morning to clear customs. The Gotthard tunnel was ready to use but not officially so. Therefore, we had to go over the pass road. I organized an additional Berna 5VM

as a pusher, so that we had two identical vehicles to get over the mountain. We also needed a police escort but arrived home without any further complications.

### **In conclusion**

We got rich, rich in experience. With the two jobs in Riyadh and Buraydah, we earned enough so that we could finance the third one ourselves. The team of workers, up to 50 at times, was in Saudi Arabia for about three years, from 1976 to 1978. The conditions and customs and the day-to-day style of life of the Muslims which were unfamiliar to us gave us headaches at times. But with some humor and tenacity we were able to cope with even the most delicate situations. Our employees made good money, because there was hardly anything available locally that they could spend money on. The only thing going on was work, so many made a lot of overtime.

The three construction sites described have also been made into an exhibit at the Ebianum where interested visitors can delve further into the vast amount of information available.

# Tom's truck log

by Tom Blasé

## 'Get your kicks (on) near Route 66'. Or, the underpass story – continued ...

Every time I am on the A66, the so-called Rhein-Main Schnellweg (Rhein-Main fast connector), I always remember a very special birthday event from the beginning of my driving career. I had behind me a load of 30 palettes with screw top lids as a load for the bottling plant of a very popular caffeine-containing soft drink.

It was on my 23rd birthday and during the middle of Frankfurt's evening rush hour traffic and in front of me was a rail bridge with a sign height: 3.90 m 'Hm, how high is the truck actually?' At that time, I was not as familiar with the truck and its measurements. So, what does the truck-driving novice do in this case? He leaves the truck, of course with his tape measure (!),

and measures 'like a professional' the front height of the trailer. It came in at 4 meter in height. 1:0 for the bridge (I only got to hear about some measurement tolerances later on). The frustrated, honking drivers behind me could count themselves lucky, that in my excitement I did not go out and measure the bridge as well.

After being showered with a bouquet of the best Hessian swear words, I finally took a right-hand turn out of the way. The clincher of the whole trip was that the road was a minor secondary one that went right through an allotment garden in Frankfurt-Höchst. Parked cars to the left and right and

on blind corners everywhere. Here too, the young driver made himself very popular and made many new Hessian friends.

Finally, I had to deliver the 30 palettes of screw top lids to my customer in Liederbach the next day because as a bonus for my 'lollygagging and putzing around', the delivery dock was already closed for the day.

If I had to be honest about, that was ok for me. My mother's cake, presents and my girlfriend were all waiting at home for me and not in Frankfurt in front of some bridges ...



## When models were more than collector's objects

# Caterpillar D5 94J

by Thomas Wilk

Depending on how the machine was going to be used, the customer had a choice of either a Planetary Power Shift gear/Powershift or regular gears with five forward and four reverse gears. By using a turbo charger, the torque could be increased by 21%. To close the gap between the small Cat D4D and the now all-round stronger D6C, a new tractor model to fit in-between was made for the production line-up.

The new Caterpillar D5 was made from the old D6 44A with its old proven, reliable six-cylinder in-line engine (without turbo charging), producing 93 hp. This Cat D5 variation stayed on the sales lists from 1966 to 1977 and because of its variable gears, low surface pressure and easy maintenance was very popular as a tractor for pulling loads and as an agricultural tractor for farm use. The advantages were plain to see. When used in working the soil, a frequent gear and direction change was not necessary. The main clutches were oil cooled; this gave a long lifespan and adjustments were necessary only after 2,000 hours of use. The pulling torque in first gear was a remarkable 8.7 t at a speed of 2.7 km/h; in fifth gear, the power was reduced to 1.6 t and the speed

**Caterpillar launched the new D6 74A Series C alongside the production line of the Dg 44A series B. With the charged D333 engine, the power output of the tracked dozer increased to 120 hp ...**

increased to 11 km/h. With this fine gradation of power, depending on tool attachment, soil condition and the profile of the terrain, multiple tasks could be effortlessly and efficiently handled.

On later models, Caterpillar offered farm tractors with the designation SA (Special Application) in the construction series D3B, D4E, D5B, D6E, D7G and even the large D8L with 400 hp and 36 t. In 1992, the Challenger 75 was completely new. Purely for the agricultural use, it was based not on a dozer but on a completely newly designed machine with rubber tracks. This meant 'back to the roots' because Daniel Best and Benjamin Hold had founded the Caterpillar Inc. exactly for this market segment.

The Cat D5 was still available with gauges of 60 and 74 inches and a six-wheel running frame. The running gear parts as well as the support and running wheels and the guide wheels were now self-lubricating. The base weight of the tractor increased over the

years to a bit over 11 t, without any tools attached.

### Model from Sigomec

What had ended in 1967 with the Ertl scale model was continued by Sigomec, Argentina with a wonderful farm tractor in 1:24. Since there were and are many caterpillar tractors in use in forestry and agriculture around the globe, it was a given to produce just such a model for this large market. It was fortunate that Sigomec had taken over the molds from Ertl and had to make only minor adjustments. So, for example, the base for the fully-functional side running gear with the six hinted-at running wheels and two support wheels was taken over without any changes. So too the castings that made up the two halves that are joined lengthwise to make up the model. These are held together permanently with only two rivets.

The details such as the adjustable plowing drawbar that were cut on the Ertl D6 production were re-

instated by Sigomec and included in the production program again then released with this elaborate drawbar that adjusts in five ways. This returned the flair to the model and showed clearly that it was not a bulldozer but purely a farm tractor. The most important and completely new detail that makes the Sigomec Caterpillar D5 recognizable are the two full-length mudguards running on the left and right side of the driver. These are an unmistakable clue that it is a SA/AG tractor.

The engine is very nicely engraved and completely newly designed and has many details from the original tractor. Unfortunately, many of them are partially hidden behind the two thick running boards. The fuel injection pump with its control and fuel injection lines and the exhaust manifold are on the co-driver's side.

The driver's side shows the two oil filters, the air intake manifold and the air filter housing. When looking at the model from a lower view point, one sees the half-round opening underneath the running boards through which one can make out further parts of the engine and other auxiliary units.

The operator's stand which is a single seat, a large diesel fuel tank, the oval dashboard with the instruments for running temperatures and pressures and the black rubber levers round off the detailing very nicely. Unfortunately, the cut-off lever on the engine hood, like on the Ertl model, is not modeled but there is the air filter housing.

The Caterpillar logos on the roundly shaped radiator nose and on the radiator grille have been applied with water slide decals. Further Ca-

terpillar logos have been applied on the sides of the engine hood and the fuel tank. The 'R' for registered trademark behind the name gave way to a small star but the type designation won back its place at the left and right of the driver's seat.

The main measurements, like length to the drawbar of 165 mm, height to the top of the exhaust stack of 115 mm and width of 100 mm are exactly correct. The wonderful Sigomec Cat D5 model weighs a hefty 620 g and feels nice when held.

This true classic model in the large scale would enrich any collection. It is difficult to find and often has heavy signs of use. With the last model of the Cat D5 by Sigomec, a long era of 1:24 models in the US came to an end.

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## Liebherr 60 HC

# Climbing crane

by Wilfried Schreiber

Our history is set last century at the beginning of the 1970s when the 60 HC was the first of the ‘climbing cranes’ from Liebherr. It was able to use a hydraulic climbing cuff (mobile working platform) to insert complete lattice tower pieces of 2.5 m height at one time. This technique took over from the previously used jacket sheeting principle which has already been described here on the Peiner SLK 80 and until then was used by Liebherr and many other European crane makers.

A predecessor of this new climbing cuff system which even today is still in use, was the F 743 type made by French crane maker Potain, at the end of the 60s. The new ‘climbing’ system of the 60 HC functions in the following manner. A climbing cuff is attached underneath the slewing platform on the slewing ring support with guide section and base tower section. Its cross section is greater than the actual lattice tower cross section. It is capable of lifting a 2.5 m tower section with a hydraulic jack. After the section is jacked up, the climbing cuff is locked, the hydraulic jack elevated, and, using the crane, the next piece of the tower is placed on the lifting track, moved into place and then screwed down. This process is repeated until the desired or maximally-allowed hook height is achieved. The outrigger is lifted to the horizontal position be-

**This time we take a look at the history of ‘climbing cranes’ and follow the erecting process of a top slewing climbing crane of the Liebherr 60 HC type ...**

fore the beginning of the ‘climbing’, either by re-rigging a lifting cable via the tower top or by using a mobile crane.

Here, on our construction site, a Liebherr mobile crane of the LTM 1060 type was used. It has a maximum reach of 40 m and maximum carrying capacity of 60 t and was hired from the van Seumeren crane rental company. For the transportation of crane parts and the ballast, low-deck trailers and tractor trucks from Mercedes and Scania were used. At a construction site where a row of houses being built on a slope is just commencing, we can see a Putzmeister concrete pump, type B 232 SW 17/20, mounted on a Mercedes chassis, bringing in the concrete for the so-called ‘Essener Verbau’ (re-enforced wall sheeting) for the stabilization of the slope. This technique, mainly used on steep slopes, consists of concrete applied over a re-enforced metal grid combined with horizontal anchoring. This process was used for the first time during subway construction in Essen Germany during the 60s, hence the name. Two excavators, an O&K MH6 hydraulic excavator and a Koehring 205 front scoop excavator are also in use.

The Koehring Company was founded in 1907 in Milwaukee, USA, as a factory producing all kinds of construction machines. It was taken over in 1968 by the German excavator producer Menck from Hamburg-Altona. In the end, it turned out that these cable-operated excavators were not comparable to the same kind of excavators from Menck because their quality was not up to the same standard.

### The models

The Liebherr 60 HC is a scratch-built brass model, soldered together by Michael Acker, which can be extended with several additional tower segments, just like the real one. The model can be dismantled like the prototype.

The Conrad LTM 1060 model was also altered by Michael Acker and the company paint scheme was changed to ‘van Seumeren’. The Putzmeister concrete pumper which was altered somewhat by the writer painting the model is also from Conrad. The Koehring excavator made by the model producer Kempal is very detailed and functions like the original.

# New on the market

## Additions to the Bauma Report

We would like to add some additional new information to the eight-page Bauma Report in the last issue. First of all, we received a picture of the Rubble Master 120Go! Crusher from NZG. Unfortunately, it is still not known if this 1:50 model will be available in the regular market but we, and we think many collectors, would like it anyway. Also new from NZG came the new items from Wacker Neuson, all of them of course in 1:32 scale and not partially in 1:50 as mistakenly reported. The Benning-

hoven Eco-asphalt mixing plant will not be made by Conrad but by the promotional merchandise manufacturer Kaster who is known from their production of Bomag models. Finally, there was an award given out that we want to mention: Robby Bosch (Collector's Portrait in issue 3-2015) was chosen by the online TV series 'Working hero' as one of only three candidates for 'Bauma Working Hero' and was introduced with an enthralling video (see QR-Code). He was nominated by Bobcat where Robby has been working for almost 40 years. No other personality represents the

brand in Europe better than Robby. When the manoeuvrability of a compact loader was demonstrated at the Bauma, the chances were big that Robby was at the controls. Robby is going to be pensioned off this summer and so will have more time for his hobby. We are looking forward with pleasure to seeing him again at model exhibitions.

## NZG/Atlas 1:50

The well-known model of the Atlas 1200 was re-issued during the company's jubilee '100 years Atlas 1919-2019'. Both models

## 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 6030 two versions	1:48	CCM	Dealers	www.ccmmodels.com
Belaz 75180	1:50	Diecast Masters	Dealers	www.diecastmasters.com
Belaz 75170	1:50	Diecast Masters	Dealers	www.diecastmasters.com
LiuGong 4180D Grader	1:50	China	Dealers	—
Zoomlion tandem roller ZRS-326	1:50	China	Dealers	—
Liebherr A 920 new arm	1:50	Conrad	Dealers	www.conrad-modelle.com
Liebherr R938V «Arbogast»	1:50	Conrad	Thommys	www.baggermodelle.com
Autocar DC-100T / DC-75T different versions	1:50	Fire Replicas	Dealers	www.nzg.de
Demag AC220 «Mc Govern»	1:50	IMC	Dealers	www.imcmodels.eu
Demag AC250-5 «Nordic Crane»	1:50	IMC	Dealers	www.imcmodels.eu
Demag AC45 City «Sarens»	1:50	IMC	Sarens Shop	www.sarensshop.com
Volvo FH04 8x4 / Nooteboom MCO-PX «Bomholt»	1:50	IMC	Dealers	www.imcmodels.eu
Mercedes-Benz Actros SLT 8x4 «Gertzen»	1:50	IMC	Dealers	www.imcmodels.eu
Mercedes-Benz Actros SLT 8x4 «A.M. Kranwind»	1:50	IMC	Dealers	www.imcmodels.eu
Mercedes-Benz SK 10x8 «Torben Rafn» Resin	1:50	IMC	Dealers	www.imcmodels.eu
Scania R New 8x4 / dump truck «Kåisereds»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 6x2 / Stas dumper semi trailer «Ceusters»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr MK140 «Baldwins Crane Hire»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr MK140 «Wasel»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1090-4.2 «Mediaco»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1090-4.2 «Weiland»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1090-4.2 «Roxu»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 6x4 / semi lowloader «Nordic Crane»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 8x4 / asphalt hook arm container «Brodda Akeri»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S 6x4 / dumper semi trailer «Inderbitzin»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania G 8x2 / flat bed / crane «BMS»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH04 8x4 / low loader «Jesper Thygesen A/S»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF XF 6x2 / stone trailer «E. de Vries Transport»	1:50	WSI	Dealers	www.wsi-collectors.com

were produced in a limited series of 500 pieces and delivered exclusively to Atlas. The jubilee celebrations were in May and the model sports the special jubilee logo; however, they are not on offer in the Atlas shop.

### Diecast masters 1:50

Only our lack of space prevented us from introducing the Cat 336 of the newest generation with a larger picture. Undoubtedly, the model deserves it because it is a completely new construction which is a joy to behold. The under carriage has easy running, wide metal tracks (900 mm on the original) and on the upper carriage the eye immediately discovers the finely done metal safety railings. The housing is richly engraved with many details. The cabin is very likeable. In addition to the metal handhold, it also has a two-color interior with printed-on logos. Outrigger arm and jib are nicely done and the shovel has plenty of room to move. Of course, we would have wished for free-standing hydraulic lines. The shovel with its seven teeth is made from a single, exactly-engraved metal casting. Bob is now able to drive trucks and has proudly ta-

ken his seat inside the cabin of the Cat CT660. He is transporting a CB534D XW tandem road roller to the construction site with his tractor truck with a XL 120HDG low loader trailer. The road roller is screwed on for transport but can be taken off. For heavier loads, two-axle modules are included in the comprehensive set; they can be attached at the rear of the trailer.

### Resize 1:50

This small maker of specialized vehicles has produced a model of the world's largest snowblower. The TV1000 of the Norwegian manufacturer Øveraasen is designed for use at airports and even in model form has an impressive size. It was made from resin in a small series of only 115 pieces. Only a total of 15 pieces are available for purchase directly ([info@resize.eu](mailto:info@resize.eu)). We are planning a winter story with this model later in the year.

### PKC 1:50

This kit for the ERF NGC420, already shown in the prototype stage, is now available. It has about 100 parts which are mainly metal; only the cabin is a fine resin cas-

ting. The steerable front axle and some of the drive components were sourced from Tekno. Besides the tractor truck shown here, there are some special editions planned in limited series. The standard kit contains all the parts for different versions, for example the NGC Demo tractor trailer, or the very first prototype. Included are two kinds of front bumpers, two sun visors, two different fifth wheel hook-ups, different running boards and four mirror sets. The stickers for logos and number plates are also included. Sets with stickers for different company logos are in the planning stage. Only 35 kits of the 'Richard Read Limited Edition' will be produced. This English freight hauler drove to the Near East with such trucks. The NGC trucks from ERF were developed specially for the European market and were built from 1973 to 1978. The range included a 4x2 tractor truck and a truck with a long wheelbase chassis. The NGC was powered by a turbo-charged Cummins engine producing 335 or optional 290 hp. It had a roomy cabin and was available only as a left-hand driven vehicle.

## Our partner page

### A piece of history returns

For a while now we have been searching for a Cat 922A. A subcontractor using just such a machine was engaged in clearing and loading rubble from the face of the

Steinbruch Bärlocher quarry operation. We got a tip from our Avesco service advisor and found this very well-kept machine which was made in 1962. The loader runs and is fully

functional. It will get a new paint job over the next few years and so preserve another piece of the company's history.

### A floor per week

After the opening of the new Limmattal hospital in Schlieren near Zürich in October of 2018, Eberhard Bau AG, subcontracted to the main contractors Losinger Marazzi, was able to begin the deconstruction of the 60 m high hospital patient rooms tower at the beginning of 2019. Since the old tower is only 8 m distant from the new one, the floors of the tower were taken down

at the rate of one a week. Together with the four floors beneath the tower, the total amount of material being removed is around 110,000 m<sup>3</sup>.

A Wolff WK 262 FL top slewing crane with a maximum carrying capacity of 12 t was used for the construction site logistics. The actual demolition work was done with a Caterpillar 314E L CR equipped with a 1,600 kg set of concrete shears. Eve-

ry four floors are underpinned with 206 steel jacks to better distribute the weight of the 19-t excavator. The construction rubble created was separated on site into mixed and concrete rubble and transported downwards in skips with a 7 m<sup>3</sup> capacity. The removed material is being recycled and will be re-used later.

## News in brief

### Hyundai HX900L

At the 2019 Bauma in Munich, Hyundai showed for the first time the large HX900L excavator developed especially for the heavy-duty deconstruction and mining industries. It has a working weight of 88.8 t. Two Monoblock arms with lengths of 7.2 and 8.2 m, four jibs with lengths from 2.95 to 4.4 m as well as backhoe shovels with a maximum capacity of 4.85 m<sup>3</sup> are available. To provide sufficient power, a Scania engine, compliant with tier IV exhaust controls, gives 478 kW of power. Hyundai was able to deliver the first HX900L in Europe to the English Company of Able UK. Equipped with a 10-t heavy set of scrap scissors, the excavator is employed in cutting up massive steel beams for metal recycling. (up)

### Green Truck 2019

The Scania R450 has won the 'Green Truck 2019' prize and is allowed to call itself the most environmentally-friendly and economic vehicle in its class. Thirteen vehicles competed for the title sponsored by the two German magazines, Truck, and Verkehrs Rundschau. It was awarded after a fuel consumption test. The R450 needed only 23.25 liters of diesel for the 100 km long test drive; it shined with 'only' 738 g of greenhouse gas emissions per km; with 80.42 km/h it had the highest average speed overall on the test trip. (dw)

### Bis RE-XX dump truck

The Australian company Bis has developed the RE-XX as an alternative to the usual rigid frame dumpers. The five-axle dumper with three steering axles rolls on 20 tires, has an empty weight of 70 t and is capable of loading a huge 160 t. Since the small tires do not overheat as quickly, the RE-XX is capable of driving at a speed of 60 km/h for a distance of 35 km without any problems. This is four times as much as a standard dump truck. It is powered by two Cummins engines with two gear sets from Allison and they produce a total of 1,100 hp. The RE-XX also requires fewer wide transport tracks, is only 4.8 m wide, that is, 2 m less than a 2-axle dumper of the same size. (up)

### Caterpillar R2900

During the 2019 Bauma in Munich, Caterpillar presented the first below-ground battery electric loader, the R1700 XE. This makes it possible for the wheeled loader to fill its shovel with 15 t and drive it to the crusher without any emissions.

Not yet with battery, but with the minimal pollution emissions of Control Tier V, is the new R2900 which is available now. The successor to the R2900G has a shovel capacity of 17.2 t and a working weight of around 70 t. A six cylinder engine with 293 kW (353 hp) provides sufficient power.

Compared to a 990K wheeled loader, the R2900 has 1.3 t more capacity but is 11 t lighter, 1.5 m shorter in length, 1.1 m narrower and 2.4 m shorter in height! (up)

### Futuricum 40 ton tractor trailer

These electrical mobile pioneers and their Volvo partner from Designwerk opened their new production site at the Peter-Areal in Winterthur-Wülflingen on May 10th. For this occasion they were able to present a completely new vehicle, the Futuricum SEMI 40E. This tractor-trailer truck has a throttled E-Engine that produces 680 hp and has a reach of 380 km if the largest battery option is built in. The empty weight with batteries is between 8.2 t and 9.35 t. The carrying capacity depends on the trailer used and the battery capacity which is offered in three variants (170 kWh / 225 kWh / 340 kWh). For re-charging the batteries, a 22 kW On-Board charger or an external 150 kW charger is used. (eu)

### Vera tested in praxis

The electrically-powered autonomous tractor vehicle 'Vera' is scheduled to be tested by the ferry and logistics company DFDS in Göteborg, Sweden. In a protected space, several of the computerized vehicles can move between the logistic center and the harbor terminal. Vera is designed for the automatic transport of goods over short distances. This is why the makers expect to get a lot of experience over the testing period. The vehicles trips are overseen from a control tower.

(dw)