Laster & Bagger

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Ausgabe 6-2017

Lastwagen, Baumaschinen und Krane im Modell

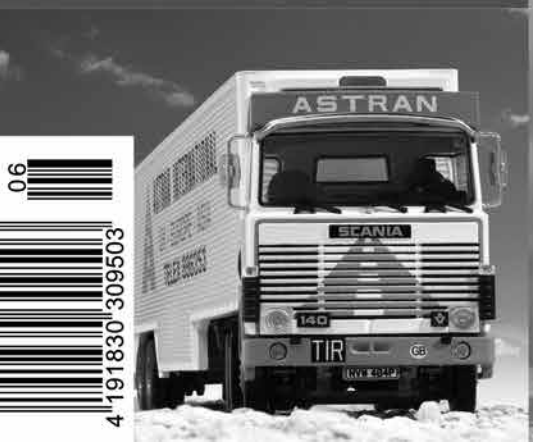
Mit Wettbewerb

Diecast Masters 1:50
Caterpillar D10T2

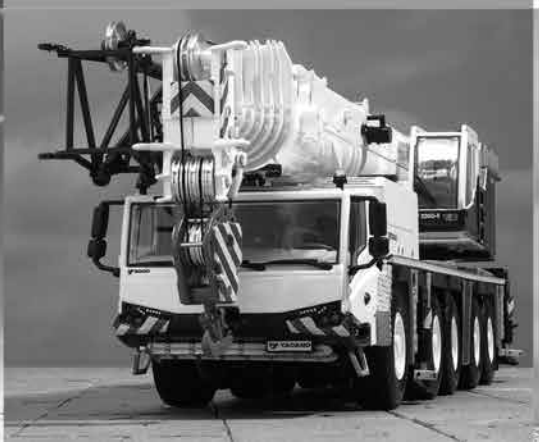
Eigenbau 1:50
Berna 5VF

English text

Tekno 1:50
Astran / Fruehauf Story



WSI 1:50:
Tadano ATF 220G-5



First Gear 1:50
Komatsu PC138USLC-11

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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".

It is always exciting to find at the right themes for every issue and to get as close as possible to just the 'right mix'. There are topics that 'slumber' in the box of ideas for a longer time than others, then they are brought out ,dusted off, prepared and then despite all of that, are postponed to be published later. The reason for this is that a previously announced model arrives earlier or later than planned and so brings the whole concept of the issue out of kilter. All of a sudden, a theme is missing or it is over represented. Luckily, there are 'timeless' articles that can balance the mix out again. Instruction on how to build a model yourself, reports from dioramas or historically themed articles do not have to be current.

While the construction machines part of the magazine seemed to be well balanced against the truck segment, there were too many dumpers and construction related models. Fortunately, I was able to swap out the title story.

Another focal point I left as it was 'The Netherlands!' The Dutch are, without any doubt, the leaders in model collecting in Europe, maybe even in the world. Many of us have been in Ede in the middle of March, or at one of the regularly scheduled Namac meets in Houten. The Nederlandse Algemene Miniatuur Auto Club (Namac) has over 5,000 members and it is certainly no co-incidence that Tekno, WSI and IMC all are at home in the country with the windmills. And beginning at the end of the 70s, the kit producer, Theo van der Zon, gave the collecting world kits of cranes and heavy duty transport models which until then seemed almost impossible.

I am very happy to be able to show in this magazine issue not only the collection of Henk van Melzen, but also to introduce you to one of the most committed Dutch model builders, Hans Witte. His model building projects always begin with a drawing. These by themselves, are little works of art. One of these can be found in the middle of the current issue.

I hope you will get a lot of fun and enjoyment out of reading this issue.

Daniel Wietlisbach

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Henk van Melzen builds lowboy trailers

Heavy Hauling

by Daniel Wietlisbach

Henk van Melzen is a well-known modeler and is active in the Dutch collecting community. For a good reason, as his scratch-built models clearly show ...

Henk van Melzen and his siblings, one brother and three sisters, grew up on the Dutch coast. The father was employed as a ship's engineer on large ocean-going vessels and because of this, was often not at home with his family.

Luckily, the gap during his absence was filled by the grandfather who was a 'great role model' for Henk. He worked on waterway projects, on roofs and in the housing industry as a plumber. That meant that he knew most of the construction sites in the neighborhood and regularly visited them with his grandchildren. Small Henk was especially awed by the large needle beam cranes for example those from Liebherr. He vividly remembers the cranes and crane hooks turning freely during wind gusts. Because Grandfather was also very interested in construction cranes, Henk and he would regularly visit construction sites after he was pensioned.

The first construction machines and trucks that Henk got were gifts from his grandparents; they were models from Dinky Toys, Corgi and Lion Toys. Other ones were given to Henk at Christmas, for his birthday and for St. Nicholas Day or when his Dad returned from a long voyage when all the children got a special gift.

Using a dump truck and a drag-line excavator, the sand on the coast was dug up and transported off, over and over again but Henk never got bored with this game.

When school began, the family moved to a new subdivision, a small paradise for Henk, as the whole place was one large construction site. Henk was given his own room and space to set up a small construction site in toy form. Grandfather contributed bits of wood scraps from his work. Handicraft was always the favored past time for Henk.

Later on in life he was a precision mechanic apprentice, which took four years to complete. After completion he was able to study at the PTT Netherland technical college, a very happy time as he remembers.

The model hobby was not always the main interest. At age 16, he saved up enough money to buy his first scooter and two years later the first motor bike from Yamaha. Despite a bad accident at age 19 as passenger on a bike resulting in three operations and 10 weeks of hospitalization and having to use crutches for 18 months, his fascination with bikes is still there today.

Collector and model builder

Even though there are some models left from his childhood days, Henk van Melzen sets the start date for his collection at 1978 when he was 20 years old. His model building began in the middle of the 80s. The crucial factor was a lack of lowboy trailers and the matching drag-line excavators as a freight item. In order to copy the transports he was seeing daily on the roads, there was only one choice, he had to scratch-build them. He became a member of the Namac (Nederlandse Algemene Miniatuur Auto Club), one of the largest model car clubs of Europe and started to receive the club magazine. Hans Witte (see portrait on page 29) was a board member of the club at that time. Henk wrote him a letter asking where he could buy parts for model trucks. From this first contact the two developed a life-long friendship.

Henk discovered the kits by Zon and started to build lowboy trai-

lers and Ginaf trucks. At that time Zon was an established supplier of white metal kits for modelers. The maker offered cranes and heavy duty transport models in a very good quality for the time. Contact with Nooteboom was made through two friends who were planning to work as engineers for the firm. Henk was then able to build his models according to original blue prints and a very fruitful contact with Nooteboom developed.

In the 90s, Henk van Melzen, his friend Kees Slob, unfortunately much too early deceased, and other model builders were invited by Nooteboom to exhibit their models at the commercial vehicle show in Amsterdam. Visitors to the show expressed a great deal of interest so that Johan van de Water later on gave the first order for a Nooteboom lowboy to NZG. Since this, Henk's models are now seen regularly at exhibitions.

With the pile building dwellers

The fascination with construction machines is grounded in his main interest in technology in general. It is paired especially with his interest in how cable operated machines function. At that time there was a 104 m high, free-standing tower crane operation in Rotterdam, which is impressive, even today. Henk has been interested in trucks since his childhood when he was allowed to ride in the cab of a Magirus dumper belonging to Knijnenberg, The Hague (Den Haag).

The soil on construction sites in the Netherlands is damp and soft and so hardly any building is built without a foundation support using piles. Therefore, it is quite common to see interesting machines and transports every day.

By having contact with large specialized construction firms like BAM or Ballast Nedam, world renowned in harbor construction, Henk was able to get drawings, an optimal starting point for scratch-building his machine models.

The main emphasis of model building at the moment are crane models, but is balanced with the other interests like trucks and lowboy trailers. Common to all his models is that the builder tries to copy the original 100% accurately down to the smallest detail in model form. Henk does not like to talk about 'the effort it takes' because even building the most complicated drag-line excavator was "so much fun in creating it."

His favorite construction materials are plastic and brass profiles. At the moment, a Liebherr F45/65 needle beam outrigger crane is under construction on his work bench using soldered-together brass profiles. For the research part of the project he had Dirk Möller, a real professional, co-founder of the crane and construction machine museum in Rattelsdorf, on his side. The functionality of a model is not a top priority, since the application of the paint often makes this impossible. Earlier on he used the spray gun mainly to paint his models, today he increasingly uses spray paint cans. These can be ordered in any RAL color (European standardized color wheel).

Overall, the collector comments that: "in the 90s, model builders had more challenges to build their models, and that resulted in many unique and interesting models, whereas today a great many things can be bought ready-made."

Profession, family and hobby

Henk van Melzen married in 1984 and later on he became a father of three boys and one daughter who are adults now. Despite having a large family, he was fortunate always to have a room for his hobby. Also, being on shift work was helpful for his modeling. During the long nights when he was on duty as a stand-by mechanic, he could, always assuming the machinery worked trouble-free, work on his models.

His favorite model is the Hitachi KH300GLS rigged for special foundation work, loaded on a Zwager-

The collector

Henk van Melzen (60) is a trained precision mechanic and works for the Dutch Post Office currently as a maintenance mechanic for the Netherland's largest mail sorting plant.

Besides his enthusiasm for building models he is also interested in motor bikes, photography and has a small collection of 1:43 scale model cars.

He lives with his wife Liesbeth and their four adult children in Pijnacker. He always welcomes visits from like-minded collectors even though "the collection is not displayed optimally". Please contact him at henkvanmelzen@gmail.com

man lowboy trailer and pulled by a MAN F8 8x4 heavy haulage tractor truck. This transport combination was until now his most time-consuming model. It required extensive research. It took several field-trips to visit the originals, measure and photograph them in detail. The self-imposed goal was to create a model that equaled or surpassed in finish and quality any 'commercial model made in China' that was then available. This, without a doubt, has been achieved by the model maker. He regularly gets high awards when he exhibits his models.

In the van Melzen collection there are of course many purchased models as well, not only scratch-built items for example, the mighty tracked Liebherr LR 1750 crane from Conrad in the Mammoet paint scheme or the new Liebherr LR1750 from WSI in yellow. His off-the-shelf models were restricted to loads in the past but these days they are also in his display cases as collector's pieces.

Henk buys these models from his trusted dealer, at exhibitions or at one of the Namac meets in Houten. On six Saturdays during the year, near the Dutch city of Utrecht, there is an international scale model car bourse (swap meet). There, detail parts for cars, trucks and construction machines are offered.

There are also dream models that Henk would like to own, but because of the price they probably will remain dreams. Henk thinks about the two large cranes from Liebherr, the LR1600/2 from NZG and the Demag CC3600 by Conrad.

Conviviality and exchange of information is very important to him and he feels really at home in the Dutch modeling scene. This led to a close contact with Tekno. Earlier on, Henk repaired models for the maker in his spare evening hours. There are also some pre-production samples on this work table. Some have gone into production and some have not. For a few years now he has taken photographs of the new items at Tekno for their website. And of course he remains a Namac member.

Henk's family was always interested in his hobby; one of his sons is studying to become an engineer and on the side collects models from Tekno. He also helps out regularly on the Tekno stand at shows and events.

Tinplate

Combination crane

by Robert Bretscher

The combination crane #207 from Strenco & Co, Nuremberg, made in 1955, came with four tools included ...

The fun-filled possibilities for the children's playroom came to mind immediately upon seeing the colorful box of the chain-operated combination crane with its illustrated operating possibilities. The crane, with its five different levers and cranks, is made completely from steel sheet stock. The extremely robust construction method combined with complex worm gears for the lifting and lowering of the outrigger arm and the 360 degree slewing of the upper carriage show how costly the production of this model was for Strenco. Therefore, it is not surprising that this model, in its time, was hailed as the most successful Strenco toy. This crane was first introduced in 1955 and was constantly modified during the following years. The last version appeared in 1967, unfortunately only as a plastic model.

This combination crane with the three included attachments that could be changed quickly and easily made it possible to imitate some work situations in play form, for example, as a pure mobile crane with a double rigged hook block or as an excavator using the clamshell bucket. To lift large stones or pieces of wood the grappler hook was the ideal tool. If unwieldy metal parts had to be handled then the magnetic holder was used. All attachments were held in place securely with sprung eye loops at the hook. The operation of the attachment was by using a Bowden cable (spring-supported cable), a Strenco patent. The attachment, with its control lever, was attached directly to the rear of the crane cabin. To make working the clamshell bucket prototypically correct, the factory included a free-fall feature that worked very well. The heavy, nicely-detailed lower carriage, including the rubber tires with their matching profiles, gives the unit and its attachments good and solid footing during operation.

The Strenco & Co was founded in 1954 by Ludwig Streng after he bought out the toy maker Gescha. The history of Strenco ended in 1971 when the very well-known 1:50 model maker, Conrad, took over the company.

Berna 5VF Beat Schoch Transporte in 1:50

Nick name: 'The rocket'

by René Tanner

The Berna 5VF 6x2 with a load of 22 t is a typical Swiss truck but it is untypical in some aspects. The cabin is easy to recognize, but the then newfangled front un-powered leading axle is very unconventional ...

An acquaintance of mine pointed out this unusual long distance hauling truck. He was looking through the photo albums of the former driver, Beat Schoch, that he had been loaned. There were several good pictures in it showing the vehicle from all sides. Since I was always dreaming of the Swedish hauling destinations, it was easy for me to bury myself in the cellar and build this, what was for me until then, unique model.

A further push in that direction came from the 'Auto Transit' sticker spotted on the side of the cabin. In the 80s, 'Auto Transit' was the freight hauler in Basle. Many of the legendary self-employed drivers drove the route to Scandinavia with 'very huge' overland truck and trailer trains.

Typically Swiss is the tractor truck unit only. At the time, this Berna truck was a unique model, as it was one of the first tractor trucks with a leading axle. Beat Schoch owned this truck for only two years. After that it changed hands several times and was scrapped in 1986, according to the Saurer magazine, the 'Federblatt'. It garnered the nick name 'Rocket' because initially the exhaust plant was at the back of the cabin and protruded over it.

Also unique was the construction of the model; most of it, with the exception of the cabin and the tires, was scratch-built. The Saurer cabin, a very rough resin casting came from a model builder friend. It had to be spackled on the outside and sanded. The inside had to be 'thinned' using a drill because the wall was cast too thick. New rain gutters were made from 0.4 mm florist wire and glued on. Of course, the typical Saurer interior with lots of overhead stowage compartments under the roof was built next. An adjustable sun visor on the outside is a 'Coronet' type made from 0.5 mm aluminum sheet stock. The blue glass paint makes it look translucent. Additionally, there is an AC unit on the roof and even a pre-heating unit that has been added for a gimmick. The exhaust that is mounted crossways below the cabin is prototypically correct.

The 6x2 chassis is completely scratch built and is correct down to the smallest detail. The 330 hp Saurer engine has the typical oil sump pan. The gears were made from plastic sheet stock. Even the air shock absorbers were modeled and completely new fenders for the whole model were made from 0.3 mm aluminum sheet stock. The tires are from HG and Tekno.

A trailer from Schelling

The three-axle jumbo trailer was designed to carry up to 24 t and building it after building the tractor truck was relatively much easier. The chassis and frame were made up using plastic profiles and sheet stock augmented with axles and compressed air tanks. The side boards and stakes were made with 0.5 aluminum sheet stock. The tarp showing the typical folds and the customs seals were already discussed in issue 4-2017 with instructions on how to make them for the MAN F8. Wheels and rims are actually parts from the 1:43 racing car hobby sector but are very similar in size and structure to the Trilex ones.

Painting was done in two steps: first completely in yellow then in 'traffic' red (RAL 3020) with the light spring-type dusting of dirt done with a spray gun. Total construction time was two months with the chassis taking the most time to build.

Caterpillar D10T2 from Diecast Masters in 1:50

Happy Birthday

by Daniel Wietlisbach

To celebrate the 40th anniversary of the original machine, Diecast Masters is delivering the model of the Caterpillar D10T2 to dealers ...

A great surprise upon opening the tin box: Bob, the driver figure, is separately packaged on top! After the figure of the driver threatened to almost split the collecting community into two camps, Diecast Master has found a simple but effective way out: by taking off the roll-over protector and the roof, the collector can decide for himself if he wants to display the model with or without the crew member.

The bulldozer is very heavy because of its high metal content and this gives the model the feeling of good value. The original has been transposed into model form true to scale and at first glance seems very nicely detailed. The two drive units at the sides are fixed to the main frame and do not move, but they are true to the original. The cast-on pulley wheels are fine and exactly engraved. They give a positive impression that, unfortunately, is spoiled a bit because the paint here has been applied a bit too thickly. The actual wheels are dummies as is the upper support wheel. Guide wheels, and especially the drive wheels are exactly engraved and the very smooth springing of the tracks guarantees that the metal segment tracks move very well.

The large engine hood surprises us with the opening service hatches on both sides. The air intake grilles on these are only printed on. Once open, one can see the mock-up of the engine with all the main components. The plastic radiator grille has a very fine surface structure which comes very close to the original. The upper part of the model and the area around the cabin with the tank at the rear have been exactly engraved with all lids and screw heads at the right spots and in the right numbers. Almost all of the handholds and the very conspicuous safety railings are made from bent and soldered wire; this makes for a very expensive and complex construction, a fact that surely the collectors will find rewarding.

The detachable roof allows an unfettered and worthwhile look into the cabin. The interior is minutely detailed and painted in many colors and, of course, the Cat logo shines on the back of the driver's seat. Behind the tank, like small color dots, the two fire extinguishers with their hoses are safely stowed away.

At a glance

+ True to scale
+ Metal railings
+ Driver figure can be taken out
− Overflow fence

The equipment

The modeled U blade is made up from two perfectly engraved metal castings. However, it does not have the pierced overflow-protection fence which would give the model additional value. The hydraulic cylinders are nicely done and the functionality of the blade is excellent. Also, all hydraulic lines have been copied.

A lot of effort went into producing the single tooth rear-ripper. The hydraulic cylinders have all the hydraulic lines and that even goes for the 'tiny' dummy adjustment cylinder of the ripper tooth. While the ripping depth is not very large, the functionality is satisfactory.

As usual, the paint has been applied cleanly and covers the model surfaces well however, in a few places it has been applied a bit too thickly. Printed-on logos and type designation labels are sharp and cover the paint so that it does not shine through. With the D 10T2, Diecast Masters shows us yet another successful model.

The original

Caterpillar celebrated the 40th anniversary of the Caterpillar D10 this September. In 1977 it revolutionized the bulldozer world with it size and new delta drive. Even though the D10T2 can be seen more as a further development of the D9L, it does stand at the top of the 40-year-long history of the D10 series. Its working weight is over 70 t, depending on equipment, and the built-in Cat C27 Acert engine is capable of producing 538 kW (722 hp) of power. It is compliant with the Tier 4 Final emission controls. Two different blades and rippers as well as a rear weight are available as standard equipment.

Komatsu PC138USLC-11 from First Gear in 1:50

The long and short of it

by Daniel Wietlisbach

With the ever-increasing appearance of the original, these tight tail swing excavators are also appearing increasingly in model form ...

First Gear, the exclusive supplier for Komatsu USA, is releasing the newest addition to the 1:50 program, the PC138USLC-11. It is packed between two plastic shells and has a respectable weight for its size. The model is a true-to-scale replica of the original and gives a positive first impression.

The X frame of the LC undercarriage has been exactly modeled, including the bolts and the tie-down eyes for transporting, as seen from below. The blade is nicely done and the two hydraulic cylinders with the supply lines have been modeled.

Both of the two drive units are made up from one solid casting and are engraved with steps, running and support wheels. The drive wheels are exactly replicated, the guide wheels are not sprung. That the tracks run very well and are made up from very fine chain segments is due to the extremely precise calculations of the constructing engineers.

The upper part of the carriage is made up in the main from prototypically-correct, engraved white metal castings. Service openings, locks and air intake vents on both sides are correctly engraved. The latter are colored in a black which comes very close to the original. The anti-skid surfaces are printed on in a matt black color, while rear spot light, exhaust and safety railings are separately applied parts. The railings are made of plastic and are a bit oversized. The cabin is an exact scale copy and has a clear casting part for windows. The window wiper is an integral part of the cabin casting. Working spot lights and handholds with attached rear view mirror have been separately applied. The detailed interior is painted in two colors, like the original.

Equipment

The Monoblock outrigger arms and the 2.5 m jib are made of two castings each; the joint cracks are partially hidden by the hydraulic

At a glance

+ True to scale
+ Detailing
− Plastic handrails

lines running on the top of them. The lines are created from a skein of rubber lines that has been painted black or yellow, depending on the location, and is prototypically correct. The hydraulic cylinders with their small connecting valves have been very nicely copied. The digging shovel with its four teeth and side cutting edges is a single white metal casting. The model is not capable of reaching the maximum working positions of the original but it can be said that those it reaches are sufficient. On our test model, the stick cylinder was not able to keep the stick in every desired position.

The paint job is faultless and the lettering can also be classified as excellent.

The original

With their minimal slewing radius, tight tail swing excavators have won their place in the industry. Especially on limited space, urban construction sites, their advantages come fully into play. Most manufacturers have some such space miser excavators in their programs.

The Komatsu PC138USLC-11 has great stability thanks to its long under carriage and so can also be found on normal soil excavation sites. Its working weight is around 15 t and the shovel volume is noted to be a maximum of 0.72 m^3. The excavator is available with a Monoblock or adjustable arm and with a 2.5 m or 3.0 m (only on the Monoblock version) stick available. The water-cooled four cylinder Komatsu SAA4D95LE-7 engine produces 72.6 kW (98.7 hp) and complies with the exhaust protocol requirements of step IV.

Bomag BW206 AD-5 from Kaster in 1:50

Make it smooth

by Daniel Wietlisbach

Kaster is delivering the promotional models for Bomag. The new BW 206 AD-5 tandem road roller drove right under our magnifying glass ...

Bomag, as far as models are concerned, goes its own way, and rarely works with the recognized model producers. On the package for the BW206 is the name 'Kaster Scalemodels' as the producer. Behind the name is the Full Service Promotions Company of Kaster Werbung which produces all merchandising products for Bomag and also operates their shop.

There is no country of origin mark on the model but probably it was made in China. In any case, the maker has the know-how to make a good model, which is obvious at first glance. The proportions are well copied and the measurements have been exactly copied to scale. The model also feels hefty in the hand; this is an absolute must with a road roller model. The model shows the standard version with vibration drums made from seamless plastic injection castings. The dark grey color is correct for a unit that has just been delivered. The side guides for the rolling drums are different on each side, as on the

original, and are made from finely engraved metal parts. Also prototypically correct is that on one side a whole skein of supply lines is modeled and on the other only the three single lines. Even the spray beams are included.

The massive rear of the chassis that on the original houses the engine, is made up from two metal castings, copying the simple lines of the machine. Only the engraved air intakes and the separately mounted exhaust pipe hint at the location of the engine. The articulated joint has two hydraulic cylinders but no supply lines and is rather plainly made. The area below the cabin is pleasing to the eye with its recessed step wells and the separately attached stair treads which also included the scale antiskid surface of the original. The huge cabin with its large windows ensures optimal sight lines for the operator. It is made from a finely engraved clear plastic casting with printed-on details, which comes very close to the original. While the rear window wiper is integrated into the plastic casting, the two front ones have been separately applied, as is the warning light on the roof. The handrails are made from solid wire. The interior has been copied in great detail and is almost dainty. The dashboard is painted partially in silver. The two rear view mirrors are made from plastic and have reflecting mirrors. All spot, front and rear lights are integrated into the body and colored accordingly. The paint job is without any faults and impresses by the sharp demarcations between colors. The printed-on lettering is very extensive down to the tiniest warning decals giving the model an additional flair.

At a glance

+ True to scale
+ Detailing
+ Choice of prototype

The original

From the eight different heavy articulated tandem road rollers from Bomag, the BW206 with a maximum weight of 16 t is the largest one. The diameter of the rolling drums is 1400 mm and the working width of them is 2135 mm. In addition to the vibration rolling drums compacting systems, oscillating drums and the Bomag special system called ‘Asphalt Manger’ are available as options. To power the unit, a water-cooled Deutz TCD 4.1 L04 four cylinder engine producing 105 kW (141 hp) is built in.

Liebherr LRS 545 in 1:50

The Stacker

by Daniel Wietlisbach

The newest container stacker LRS 545 from Liebherr is now available as an impressive model from NZG ...

The considerably heavy model made almost completely of metal exudes value for money. The round shapes of the original have been copied into model form excellently and the model is true to scale in all dimensions. The wheel rims are deep and exactly engraved and the rubber tires are also very convincing. The model rolls freely and the rear set of wheels has a good turning radius.

On the detailed rear portion of the model there are the bumper, a Liebherr logo, back-up camera and rear lights, all are recessed into the chassis.

While the right side is as plain as on the original, the left side has the fuel spout and the ornately executed stairs for accessing the cab. The metal stair steps have anti-skid surfaces and the cast handrails are very finely done.

At the front on the original there is the optional bracing support plate which allows for the increase in loading capacity of the containers situated at the back of rows. The two hydraulic cylinders can be operated using the included screw driver. At the front there are three oval air intake grilles made from a photo etching as is the silver-colored grate just above; that is first class!

Below the removable anti-skid surface at the front (again the tool needed is included,) hides the exact replica of engine and hydraulic distribution valve. This is a new feature on a Liebherr model and on top of that, it is done in a very nicely detailed way that is not often seen.

On both sides of the engine are the guides for the tilting cabin. Using a hydraulic cylinder, it can be tilted forward by 50 mm to optimize the sight field of the driver. The cabin supply and communications are done with a flexible rubber hose that includes the supply lines.

The cabin itself has a multicolored interior and, to add to the visual appeal, it has flush fitting windows all round. The window gaskets are printed on and the two window wipers have to be separately attached.

The outrigger arm is lifted with two hydraulic cylinders and can be telescoped out. When in maximum extension mode, the arm locks in so that the included container is kept in a stable position. In the middle position, the hydraulic cylinders have the propensity to sink in. The main outrigger arm is made up from one solid metal casting and has all the lines engraved into it. Work and spotlights and the supply lines have been separately applied.

Exactly modelled too is the spreader drive with its two cylinders and slewing circle. The Toplift Spreader was taken over from the LRS 645; this is correct as per the original. It can be width adjusted with two hydraulic cylinders and the included container can simply be clicked in.

Regrettably, the hydraulic lines where completely omitted there and the yellow warning stripes on the outsides are also missing. Otherwise, paint and lettering are very clean and the color separations are very sharp, as we are used to.

At a glance

+ Detailing
+ Functionality
+ Engine replica

The original

The new LRS 545 is a bit smaller that the already known LRS 645 and can stack up to a maximum of five

containers high. At a maximum reachable height of 11.80 m the LRS 545 is able to lift containers up to a weight of 45 t and with support plate in the second row, 34 t and in the third, 21 t. The LRS 545 is available with two spreader versions: as 'Toplift' it is only capable of loading containers; as 'Intermodal' it can also be used to handle interchangeable truck bodies and trailers. Its total weight is 69 t and it is powered hydrostatically with a Liebherr D944 producing 230 kW.

Iveco Stralis Hi-Way from WSI in 1:50

Pizza tray

by Daniel Wietlisbach

Even though Iveco is very popular south of the Alps, these nicely shaped trucks are also appreciated by more northern freight haulers, as the newest model from WSI proves …

The Hi-way cabin from WSI is the only current front drive from Iveco that has been made into model form. Even though it is already a few years old, new model variants are already released in attractive paint schemes to the market. Not without good reason, because the cabin design and the characteristic look has been very nicely made and the equipment that can be attached is very versatile. This is why the original has been recreated in great detail, from the mud flaps with the Iveco logo, up to the lights on the roof and the very extensive printed-on lettering all doing their part to make the model look authentic.

The finely engraved radiator grill is an integral part of the casting as is the raised Iveco logo just above it. Two tiny front lights on the grill are transparent parts that have been applied separately. The headlights with integrated turning signals have chromed reflectors behind the glass, a class act. The side position lights as well as spoiler and the rear view mirrors that are chromed on the inside are also factory-applied parts. The cabin glass fits flush and is attached without visible lugs. The raised rubber gaskets and window wipers are printed on in matt black. The two-color cabin interior is very nicely detailed, even the logo is printed on the chairs' backrests. The wind spoiler, attached behind the cabin, makes the Hi-way cabin look even larger. Even though it is a separately attached part, the cabin looks like it was made from one casting because there is hardly any crack to be seen. The already mentioned roof equipment is modeled complete and detailed. Below the cabin the very finely made Cursor engine can be seen.

Since WSI offers tractor chassis in only 4x2, 6x2 and 6x4 and does not offer a twin tire lifting axle such as on the original, a compromise had to be found. Wheel rims and the tire profiles replicate the original but it is a little disturbing that the differential housing and the prop shaft are missing.

Also not modeled are the particle filter on the left side, and the

At a glance

+ Shape design
+ Detailing
− Exhaust and particle filter are missing

exhaust, whose exit pipe is only a printed-on black dot. The chassis, when seen from above, is covered by a finely structured non-skid surface. When viewing the rear of the truck, it is a joy to see the prototypically modeled lights and the authentic printed-on lettering.

The original is usually paired up with a trailer from AMT however, WSI has used the Bulthuis High-Volume dumper trailer from its standard program which is a reasonable solution especially since the trailer has been upgraded to a detailed and functional unit. The dumping bin can be raised for dumping, the rear flap opens and the tarp with four metal supports can be taken off. It is a mystery why the support legs extend out by 3 mm. The paint job for the whole model is very clean and the printing on the cabin is a special treat to behold.

The original

The Iveco Stralis series was introduced in 2002 as a successor to the EuroStar. The Stralis AS was designed for long distance hauling and was named 'Truck of the Year' in 2003. The redesigned Stralis II with the Hi-way cabin was given the same honor ten years later. The Stralis II was built between 2006 and 2016 then replaced by the Stralis XP and NP. The Stralis are built in Madrid, Spain.

The Stralis Hi-way 6x2 arrived in the middle of May at the colorful fleet of Jens Petersen's Hanstholm Container transport A/S, situated in Hanstholm, Denmark. The tractor truck is coupled to a three-axle Hi-Volume dumper made by the Dutch maker AMT and is in use for the Denmark to Norway traffic. The truck is powered by a six cylinder 'Cursor 13' with a displacement of 12.9 liters and produces 368 or 412 kW (500/560 hp) of power.

The family business was founded in 1931 and was taken over by 'Container Jens' in 1984. It has trucks from Scania, Volvo, Mercedes-Benz and Iveco in its fleet.

Liebherr R 980 SME from Siku Control in 1:32

Excavator for the holidays

by Daniel Wietlisbach

First announced for Christmas 2016, the radio-controlled excavator from Siku is available now. We wanted to know if the long wait was worthwhile …

Since under the Siku Control32 line-up there are now two radio-controlled dumper semi-trailers with MAN and Scania tractors in addition to the agricultural models, the only thing missing was a loader for the set to complete the play fun. Visitors to the 2016 toy fair were the first to play with the prototypes of the Liebherr R 980 SME excavators and the models were actually supposed to be found under many Christmas trees at the end of the same year. However, because of the complexity of the project, the delivery

date had to be postponed until 2017. This year then, there will be many of these models under Christmas trees because of their high play value. Even though it really is a toy whose priority guiding the production was the functionality, we would like to take a moment and have a short look how it compares with the prototype. The hefty upper carriage part gives a good impression of the original and the whole model is true to scale. The hydraulic lines give the model the right feeling and the cabin with the rock guard shows that the excavator is ready for even rough work. However, the lower carriage is a bit toy-like with its rubber tracks. Taking a wild guess, we think that this must have for financial reasons because the model is surprisingly affordably priced. The lower carriage is made with a massive amount of metal that ensures a solid stance.

The excavator was made from a mix of plastic and metal parts and is really designed for indoor use only. On top of that, the excavator should not be used to work with too heavy or too small sized materials. The size of the individual material to be worked with should not be under 2 mm, because finer particles could find their way into the mechanism and cause damage by blocking the workings. We found a light granular material in a garden and landscaping store which was a great match; cork granules or bark chips or similar material would also work.

It makes sense that the power pack is situated in the counterweight of the machines. Three C type batteries are needed. This is not an up-to-date technology, especially since the tractors in the Siku Control line have used rechargeable battery packs for some time now. The R 980 SME is operated by six motors that make it possible to replicate every function of the original. The excavator is turned on by depressing the exhaust stack slightly causing the spotlights to start blinking. After the remote is turned on they will shine solidly confirming that the control now is working. The lights can be turned off after this but using the excavator at night is a special visual treat.

The control works along the lines of the Euro control of larger excavators. The upper carriage can be turned endlessly by 360° and by using a switch can set into the basic 'forward' position. The joysticks can also be operated diagonally allowing two functions to operate simultaneously. When comparing the toy operating speed to the original, the toy could be very much slower. Anyway, with a little training, the excavator operator soon gets the hang of it and great play experience takes place. The motors stop automatically when at their maximum positions and when overloaded, a loud rattling alarm sounds making the operator stop thus protecting the motors from damage. Anyone who ever wanted an affordable RC excavator has found the right combination with the Liebherr R 980 SME from Siku Control.

At a glance

+ High play value
+ Robust construction
− Throw away batteries for power

The original

The Liebherr R 980 SME is, with its working weight of 100 t is the largest excavator in the standard program. It is designed for the toughest jobs in quarries. Because of this, it has been equipped with the next-to-largest undercarriage, that of the R 9100. The R 980 SME is available with either a backhoe or a front shovel. The maximum shovel capacity is either 6.8 or 6.5 m^3. The V8 Liebherr D9508 A7SCR engine is capable of producing 470 kW (571hp) and conforms to the exhaust controls according to step IV/tier 4f.

Crane-Fruehauf trailer from Tekno in 1:50

The American way …

by Hans Witte

Another Astran model from Tekno: Scania LBT140 6x4 tractor and special high cube Fruehauf box van trailer …

Except for the new trailer casting there is not so much to tell about yet another Scania, isn't it? Well, in fact there is quite some more to tell about the real truck. Interesting facts which help to liven up the appearance of the model.

The founders of Astran (Asian Transport) were Michael Woodman and Bob Paul, who made their first trip to Kabul in a Guy Warrior tractor and trailer, loaded with typesetting machines. That was way back in 1964. The Guy was followed by an AEC with drawbar trailer and then some Scania-Vabis LBS76 drawbar combinations. In 1968 Woodman bought a brand new European spec'd Scania LBS110 with the new tilt cab, directly from the Birmingham show. The heavy tandem axle truck was not meant for the British market (GTW only 32 tons at four axles), but was at the exhibition to show the Brits one of the heavier Scania chassis. It had left hand steering, but this was preferred by the Astran drivers because they ran most of the time in European right hand traffic.

This exhibitor truck was painted in the Scania demo colours: red chassis and yellow cab with red roof and striping. Woodman was so impressed by these striking colours that he decided to adept it as the company colours from now on.

Ehm, but this Tekno model is in white and bronze? In 1975 Woodman decided it was time to change the company colours. He employed a consultancy and asked them to create a new colour scheme for the trucks. They came up with this white and ochre, the big 'A' at the front was recognised from a great distance. The first truck with these colours was the Scania LBT140 tractor NVW 484P coupled to a Crane-Fruehauf box trailer. However, none of the other staff members and all the drivers did not like these colours and they kept complaining about the 'white and shit'. The new livery lasted three to four years, then the new trucks were painted again in red and yellow.

NVW 484P had double drive axles and was coupled to an already four year old Crane-Fruehauf high cube trailer, specially designed for Astran to a design from Woodman. He wanted this high-cube trailer so they could load more carpets. The construction of the panel van body was based on the known Fruehauf aluminium ribbed panels, like the boxes on most other Astran trucks. With the brand new LBT140 it made the most striking Astran truck of the period.

The Scania tractor, impressive as it was, suffered from mysterious braking problems. When coupled to the trailer it would not brake properly. After many attempts to sort out the problem, Astran directly contacted the Scania head office in Södertälje. The answer was, that the truck should never have been sold as a tractor unit, while it was meant as a solo rigid for a cement mixer body. A new set of valves and lines changed the braking characteristics to the better and from then on the truck performed as it should have done: it was strong and fast, the 6x4 drive line kept it going in the most difficult terrain and it braked effortlessly.

At a glance

+ Choice of prototype
+ Detailing
+ Paint job and finishing

The Fruehauf story

One of the most well-known brands in the transport industry is the Fruehauf Trailer Company, based in Detroit, USA. Founder was

August Fruehauf (1868 – 1930), who constructed his first semitrailer in 1914 and officially registered the Fruehauf Trailer Company in 1918. This was the start of a new industry and during the years Fruehauf introduced many revolutionary inventions for the transport industry. The company owned more than 1.000 patents, including the shipping container in 1956 which was widely used by the shipping company of Malcolm Maclean, later known as Sea-Land. Most popular were the aluminium panel van and refrigerated trailers, tankers and flat platform trailers. Besides manufacturing civil trailers, Fruehauf developed and produced all kinds of equipment for the American army: missile vehicles and launchers, shipping containers, ground handling equipment, etc.

After world war two Fruehauf expanded to Europe, South America and Asia. Important markets in Europe were France, Great Britain, Germany and the Benelux. Perhaps France was the biggest step-up, because after the war many military trucks and trailers from the allied forces were left behind and used to recover the haulage business. Many ex-military Fruehauf trailers of all kind have been in use for decades.

The most successful period for Fruehauf was 1950 – 1980, with world-wide expansion. In America they owned 16 plants and 80 distributors. Around 1980 Fruehauf had sails organisations in 45 countries and manufacturing plants in 20 countries. In Europe Fruehauf had their own plant in France, but in some other countries they worked together with local trailer builders, such as Crane-Fruehauf in England and Netam-Fruehauf in Holland.

After the death of August‘s three sons, the Fruehauf family was no longer in charge by the mid-sixties. The management team kept leaning on the earlier success and created several financial mishaps. This missmanagement lasted for many years and following a proxy battle in the late 1980s the company finally went bankrupt in late 1996.

International divisions became independent, U.S. subsidiaries like Kelsey Hayes, Budd Wheels and others were sold and competitor Wabash National Trailers acquired the crippled company. The companies in France, Mexico, New Zealand and Japan continued to operate under the Fruehauf name. Later 65% of the shares from Fruehauf France were sold to the Polish trailer company Wielton. Today there are four companies using the famous name: Fruehauf France, Fruehauf New Zealand, Fruehauf England and Nippon Fruehauf in Japan.

The Astran model

For most collectors the Scania tractor is a well-known model from the Tekno Classics program. The correct chassis layout and highly detailed cab –outside and in- make the Scania LB one of the best classic model trucks ever. With such high class models every minor fault falls to the eye. I know one: the tyres are too narrow to make a correct sized 1100 x 20.

A pity to say that this particular model has another and more major fault: it should have a 6x4 tandem, but has the 6x2 tag axle. The explanation is simple: Tekno does not have a classic 6x4 Scania chassis in the program.

The Crane-Fruehauf trailer was a one-off, I don’t know of any other then this Astran unit. This will be the reason that Tekno made this new casting in resin. This material is used when only a small series will be manufactured, due to the more cost-effective silicone rubber moulds. And a small series it is, only 500 models were made. This is another reason that the model is quite expensive. A pain in the wallet, even for the most die-hard Astran and Middle East collectors. But what a stunning model it is!

Note: needless to say that this Astran model was sold out in a very short time. Although the real Crane-Fruehauf trailer was a one-off, Tekno offers the separate plain trailer in their Basic Plus Program.

Truck artist Hans Witte

Illustrator

by Daniel Wietlisbach

Beginning today, we will show the unique drawings of Hans Witte at regular intervals. As a model builder he drew them to help him in the construction of his models …

Hans Witte was born in 1950 on the Dutch holiday island of Texel in Den Burg where he still lives today. After finishing his middle school education, he completed a three-year training course to become a graphic artist and illustrator, but he never worked in that profession. Except for trips abroad, Hans Witte has never left his birth place. His wife, Joke, with whom he has lived for the past 42 years also grew up on Texel. It is not a surprise to see such a connection to the soil as the island of Texel just oozes holiday atmosphere in every corner.

Hans Witte became a truck driver and in the 70s transported mainly bricks and other stones used in construction on semi-trailer rigs and truck and trailer sets. Of course he drove the local DAFs of the types 2600, 2200 DHU, 2800 and the older 1600 series as dumpers and concrete mixers. Later on, Hans changed over into the lumber sector and from 1989 to his pensioning age in 2015 he worked in the office of the local municipality's public works department where he was in charge of organizing the work.

He began his model work in 1966 by detailing and re-painting serial models of the DAF trucks by Lion Toys and Volvo F88 from Tekno. But very quickly they were followed with the first modified and scratch-built trucks, all in 1:50 scale. Hans Witte describes himself as a purist because all his models must be correct, without any compromises, down to the smallest original details. Only for his 'own' imaginary freight company, 'Intertextrans,' does he allow his fantasy free rein. However, all vehicles could exist in the form he builds. As a member of the Namac (Model car club of the Netherlands), his scratch-built models were regularly introduced in the club magazine and so 'Intertextrans' has reached almost cult status. The stories of the fictitious transport company were written so well and realistically that drivers sent in resumes hoping to get a job.

Hans Witte likes the trucks from 1955 to 1980 best, with the main focus in the 60s. Hans has collected a mountain of information about trucks, owns a lot of books, a very impressive collection of sales brochures and is an author for several magazines and co-author of books about old trucks.

From 1980 until 2011 Hans Witte was part of the 'Texeltruck' project too. A Scania LS110 was dressed up as a 'show truck' and later on advertised with printed-on slogans for the holiday island of Texel. For many years he was also active as an advisor for both Tekno and WSI. His immense knowledge was greatly appreciated, especially for historical models, and he always researched the prototypes thoroughly. Furthermore, Hans was an initiator and one of the five stars behind the kit producer PKC&Co***** that was responsible for the MAN 'Chubby Cheeks' kit (see issue 1-2017). At the beginning of every model building project is the exact drawing of the original. Over the years, several binders with impressive illustrations have been amassed. It is a great pleasure for us to announce that we will be able to introduce you regularly to a drawing from the pen of Hans Witte. The first such drawing shown on this double page is of the Mack N61 S trailer truck and trailer set and, no surprise here, as a stone transporter. The model was almost completely scratch built; only some details for the chassis were store bought and the cabin was modified from a Ford H cabin by Corgi.

125 years for Spross AG

More than gardeners

by Daniel Wietlisbach

125 years ago the gardener Joseph Spross founded a wholesale garden and landscaping business in Zürich thus sowing the seeds for the Spross-Holding AG which today includes three different lines of business ...

Since 1892, the family firm of Spross has grown continually and today is run by operating director Natalie Spross-Döbeli, a fifth generation family member. The three distinctive business streams are 'GaLa-Bau AG', 'Mulden service und Entsorgung (Bin service and recycling),' as well as 'Immobilien (Real estate)'. The spectrum of services offered goes from the simple maintenance of private gardens up to the design and realization of large projects.

Bin service and recycling

Commencing last mid-century, the desire was to find solutions for the total work processes required in the gardening business and to extend into landscaping on a larger scale. Under the slogan, 'If there is no solution for the problem, make your own,' today's business line of bin service and recycling was started in the 1950s. The need to find solutions for the professional removal of soil and demolition rubble was high in the construction trade at the time and so the new arm of the business grew quickly with the first truck purchased in 1954. It was an Austin Loadstar with four wheel drive and a typical dumping bin by Peter. These British trucks, built from 1949 to 1956, were powered by a petrol engine with about 4 liters of displacement.

Soon the change to Saurer trucks occurred, a brand to which the business stayed loyal until the end of production. In addition to the older S4C, the well-known 5D was used. Besides the dumpers, there were the special 'Welaki' conversions for dumping bins, introduced first in 1951 by the Wirz Fahrzeugbau AG. These were the Swiss version of the system usually called 'drop-off' off bins, for construction waste and other uses. Since the take-over of Wirz in 2002, trucks are now equipped with the Welaki system of bin transport by Trösch AG.

In the 80s, the modern long hood Saurer D330N trucks followed as 4x4s in dumper and bin dumping models. There were two of the stronger D330B as dumper versions; one was used with a lowboy trailer for the transportation of construction machines and the other one got a rear mounted truck crane with grappler hook for landscaping work. A single item in the fleet was the D330 'tree transplanter' with a sleeper cabin on an 8x4 chassis. The high tide mark of Saurer truck ownership was reached in 1983, with 33 Saurer trucks in the company fleet.

After the demise of Saurer, Spross changed to use Mercedes-Benz and kept the single brand fleet philosophy. The greatest number today are the Actros of the last generation and Arocs of the newest one. The latter are often under way as 4x2 tractor trucks with three-axle dumping trailers of different sizes. Even the only garbage truck in the Spross fleet is a Mercedes-Benz Econic. Rather new, however, are the Scania P280 with the Welaki conversion; these are the prototypes for the Tekno model. The bin service section of the business today has 28 trucks and around 1,200 bins that have volumes from 1.0 m^3 to 36.0 m^3.

A dump site was purchased in 1984 and then transformed to what was then most modern recycling and waste management site. The constantly upgraded and improved

dumping site has sufficient room for the storage of non-recyclable materials for an additional generation, or about 25 years.

Since 2001, there has been the 'Debag' sorting plant for recyclables, with its own rail siding, and construction waste in the middle of Zürich town. Of the about 160,000 t of material, about 70 % is re-used and more than half of that is shipped out of town by rail.

Construction machines

Since the 50s, construction machines have also been part of fleet. In the early years they were rather large ones for the time, so the larger logo on the engine hood could be showed off with pride. In addition to a Caterpillar D9 (series D or E), old pictures show two Allis-Chalmers tracked loaders believed to be the H7s. Until the 70s these tracked loaders did the bulk of the excavations; only after that time were they more frequently surpassed by excavators.

There are a great variety of machines at work in the dump site. One each of the Caterpillar 352F, 336E and 329D excavators, 725C Dumper, D6 Bull dozer, 950 wheeled loader as well as a 16t road roller by Bomag. At work in the Debag recycling plant are Volvo L110 and L220 wheeled loaders, a Volvo EW210 mobile excavator, two Sennebogen 825 electro excavators, a Sennebogen 821 material transfer excavator as well as an Hammel 950 electro shredder.

The jubilee model

'We hardly spend anything on ourselves,' might have been the slogan the company board adopted, when they decided to commission the first scale model for the 125th anniversary of the company. The request was that it should be one of the newest vehicles of the bin service trucks. And so, it was decided to have the model be the Scania P280 Euro6 #55 with a dumping bin. In co-operation with the importer, Setec-HTM, the model was realized by Tekno, where there was already the bin superstructure available. That it is not a 'real' Welaki bin system, is an acceptable compromise. It is easily recognized because the two hooks at the rear that make dumping easier are missing. This is less obvious than the prototypically correct anti-skid surface extending on to the rear fender that give the model an exceptionally fine look. According with the original, the headache protection bar behind the cabin was also modeled correctly. Paint and lettering have been executed very cleanly. A few models can still be had by contacting Setec-HTM.

Spross Holding AG

Employees	175
Sales 2015	75 Mio. CHF

Bin service and recycling group only

Employees	50
Trucks	28
Bins	about 1200
recycling centre	160'000 t mat.
Debag	per annum
Dump capacity	3'000 000 t
Tambring	dumping

facility and capacity for residuals

Tadano ATF220G-5 from WSI in 1:50

Muscle machine

by Carsten Bengs

After the perfectly executed model of the AFT400, WSI is now presenting us with the 220 t AT-Crane ATF220G-5, the successful flagship of the Tadano Faun program ...

As far as functionality and detailing are concerned, there is nothing left to wish for. All original dimensions have been transposed correctly into model form. The included instructions explain how to set it up with special explanation about the innovative ballasting of the unit.

The five-axle chassis runs very freely. It has the drive and prop shaft modeled underneath. All axles are steerable and have a sufficient steering radius. It is very nice to see the perfectly functioning suspensions of the axles. Even the little white mud flaps with the Tadano logo have not been left out. The lower carriage has an anti-skid surface with a total of three ladders that can be turned sideways and folded downwards to stow away. This is a nice detail; even the small grips are modeled.

The crane is powered by a 3980 kW Mercedes-Benz engine when on the road and in the upper chassis sits a 145 kW engine for the crane. WSI has equipped the area around the engine with many photo-etched parts that give a lot of value to the model. Neither exhaust nor air filters or tanks are missing. Even the AdBlue container can be made out.

The massive supports keep the model safe and steady even with the outrigger arm completely extended and without any tires touching the ground! We really liked the round support plates, because they are permanently attached to the model and can be secured with a small bolt for transport or work mode. Of course, crane mats are included with the other accessories for the model. The threads on the inside of the chrome-colored supports make them look very costly and authentic.

The roomy cabin of the chassis is convincingly modeled complete with mirrors, warning lights and a detailed interior. Of course, there are also window wipers and at the front of the cabin there is a small ladder. The cabin interior is very detailed and on the co-driver storage shelf there is even a Tadano logo. Very well done!

There are steps behind the cabin (with anti-skid surfaces) to get to the upper carriage. There you can see the components for the air conditioning unit, again modeled with expensive photo-etched parts. A safety railing, upright during work and folded down during transport, sits here. On the model it has to be plugged in, on the prototype it folds down.

At a glance

+ Ballast attachment system
+ Ladders on the lower chassis
+ Functionality and detailing

The upper carriage

The anti-skid surface here has also been modeled very convincingly. There is a small mirror at the front. The upper carriage cabin has a very detailed interior with window wipers and handrails.

Very exciting is the ballast that weighs 71 t on the prototype. The taking aboard of the ballast can be completely simulated by the model. As soon as all elements are piled on to the lower chassis, the upper carriage slews around backwards. During this manoeuver, the two cylinders for the taking up of the ballast run exactly in the ballast. By turning the two cylinders from above, using a small key included with the model, the ballast is lifted from the model and fixed in place. A really super solution in model form! All ballast variations, excluding the 59 ton one, can be simulated.

Even the little lifting eyes for realistic ballasting are included. Small hydraulic lines that run to the cylinders are modeled and so is the warning beacon. The outrigger was made from aluminium and so looks very realistic in its dimensions. Even on flat lifting degrees the arm is held securely in place with a hex screw. As per the original, all telescoping parts can be held securely in three positions. The length indicator is hinted at on the right hand side of the driver's cabin.

The outrigger extension rests securely at the side and is held in place by a bolt. Its angle is adjustable with a small cylinder and is correct to the original's 10.9 m version. The model can reach a height of 137 cm or exactly 68 m on the original and with the added tip, even 160 cm or rounded up 80 m. The erection supports at the bottom of the main mast were modeled correctly and therefore are foldable. WSI gave the ATF220G-5 model an authentic looking, three-pulley wheel hook of the typical Tadano shape for a maximum lifting weight of 67.9 t. All pulleys are independent and turn very smoothly. The hook too has been made to swivel and has moveable cable breaks. Also included with the unit is the small hook for a single cable and 10 t capacity, as on the original.

As on all WSI models, the lettering is bristling with type designations, Tadano logos and warning decals everywhere. Especially impressive for us were the very tiny warning decals on the telescoping segments. With the ATF220G-5 WSI, has produced a perfectly finished model with a high functionality and top-of-the line detailing. Its prototype is successfully at work everywhere, so there are many company paint schemes that could be used as examples for further models.

Caterpillar No. 18 Ripper by Reuhl in 1:24

Hard Ripping

by Thomas Wilk

With this Cat #18 ripping trailer we are going way back in time to just after the Second World War when Caterpillar started to build its own attachment tools ...

During the Second World War, Caterpillar, like many other tractor producers, outsourced the production of attachment tools such as bulldozing blades, loading shovels or rippers to other manufacturers. This was simply because the factories were working at full capacity. None of the large producers at the time was able to satisfy the demands of the wartime economy for construction machines. After the end of the Second World War, the demand decreased significantly and that led to a major reduction in production which led to a re-thinking of management. Many major makers asked why they did not make their own dozer blades and rippers for the large variety of tracked dozers they produced. The reason why the Caterpillar logo on these secondary tools was kept very large was in order to convey to the tractor buyer that, "see, Caterpillar makes not only the machine, but also the matching attachments for you to buy." In 1946 this led the Caterpillar Tractor Co. to introduce the 4.4 t heavy ripper attachment trailer that was designed to fit the Caterpillar D7 tractor. The fixed attachment of rippers, as we know them today, was developed only much later. Until then, pulled and cable operated rippers, also

called 'rooters,' were in use.

The weight with all these implements was crucial, because the heavier the attached tool, the better the teeth worked in loosening the surface material. So, for example, if needed, the cover on top of the attachment could be taken off and ballast, in the form of up to 907 kg of sand, could be added to increasing the performance of the ripper.

In 1950, Andy Reuhl made a 230 mm long Cat #18 Ripper in 1:24 scale matching the Caterpillar D7 bulldozer. The most prominent feature of all Reuhl models, the engraved logos, can be found engraved on the left and right side of the main frame. On the open underside of the ripper there is a discreetly placed, raised sign such as on the back of the dozer blade: 'Cat D7 MFG. BY REUHL PRODUCTS INC. MADISON, WIS.'

After the model was painted in the Caterpillar Off-Highway-Yellow, the engraved lettering was painted black. After the paint was dry, the surplus paint was wiped off and only the black in the engraving remained. A perfect and authentic-looking 'printed on effect'. All main measurements of the ripping trailer' three ripping teeth are very well transposed into scale, as usual by Reuhl, and have been scaled down exactly into model form. The width of the attachment is 107 mm. At the ripping beam the loading height is 93 mm.

The two yellow plastic injection wheels are the only plastic parts on the model. They measure 42 x 10 mm and the wheel gauge is 61 mm. On earlier Reuhl models even these were made from metal. The model shown weighs in at 380 g. The ripper was operated with a cable winch mounted at the rear end of the tractor. It made it possible for the operator to lift the ripper using the winch. Once the operator slackened the cable, the ripper tipped down due to its own weight, the balancing point being directly over the axle, and started digging into the ground again. Depending on the material to be loosened, the ripper was operated with three, two, or, if the ground was especially hard, a single ripping tooth. The distance between the teeth was 48 mm; the distance between the two outermost teeth was 97 mm.

The 12 t 128 hp D7 Caterpillar bulldozer was the machine this trailer was supposed to match but the larger D8 was sometimes used to pull the ripper. If the customer was after a higher performance ripper then Caterpillar offered the #28 ripper as the ideal solution. The 7 t ripping trailer was designed to be used with one or two D8 Cats, each producing 185 hp, and each tractor weighing in at 17 t. The switch from pulled rippers to hydraulic, fixed mounted rear ripper attachment systems was made in 1958 and then the pulled ripper production was terminated.

The D7 caterpillar model shown is a later version. There are round knobs cast on the end of the operating levers. These models were sold between 1955 and 1961. The total combined length of tractor and #18 ripper is a respectable 447 mm. Among the further details on the Reuhl D7 Caterpillar are the engravings on the diesel fuel tank. On the top there is the D7 designation to be seen and below it, the old Caterpillar logo of 1939 with the additional information of 'REG. US. PAT. OFF' and below that, Diesel (see too issue 5-2016).

Historical construction site

Excavator transports

by Wilfried Schreiber

There was a lot of traffic on this large construction site in 1965. Construction machines were constantly being delivered and picked-up …

The 1930s' 100 hp SS 100 Hanomag 'Strassenschlepper' (Road Hauler-renamed after World War 2 as ST 100) is just bringing in a bulldozer from the German maker MKW (Maschinenfabrik Kiener aus Wasseralfingen) on a three axle, low-boy trailer. It is a Büffel B 90 type which was the leader in its class beginning in 1948. The type designation indicated the power output, in this case 90 hp. The engine was made by Kaelble. Unfortunately, MKW went bankrupt in 1975/76. A further fact worth mentioning is that the Hanomag 'Strassenschlepper' ST 100 had the optional feature of pulling several trailers at once. From 1950 to 1951 onwards it was converted to a conventional truck using the ST 100 as a basis. The production of the 'Strassenschlepper' was discontinued in 1951.

While the author was driving by the construction site he spotted a Liebherr A 300 at the church construction site. In 1954 it was one of the first hydraulic excavators in Europe. Some of the advantages of this mobile excavator with backhoe or front shovel was the low weight of the unit and its agility while still maintaining a high ripping power. The type designation here refers to the shovel volume that was usually given in liters.

Among the large trucks of the time were the very distinctive-looking trucks from Büssing with their extra-long engine hoods. Here we see a two-axle dump truck of the 8000 type which has just been loaded by a Menck M 75. As of 1952, the Büssing 8000 had a water-cooled, six cylinder, four stroke diesel engine of the S 13 type, with a displacement of 13,539 cubic centimeters, producing around 180 hp. A version with the weaker 150 hp engine was also built starting in 1950. The production of these typical long distance hauling trucks, also available as dumpers and tractor truck units with compressed air-supported power steering, lasted until 1957. The trucks that had no cab heating could reach a top speed of 60 km/h.

The Menck M 75, made in the famous excavator factory in Hamburg-Altona, was the successor model to the pre-war M0 and Ma models and was built between 1950 and 1956. Here too, the type designation was related to the shovel capacity of 0.73 m^3.

Having a working weight of 26 t, this excavator was offered either with a 75 hp Deutz two-stroke engine (starting in 1954 with 92 hp) or as an electric excavator. A variety of tool attachments were available for it, thus making the M 75 a truly universal excavator.

The models

The models shown are from different model construction periods. The most current ones are the Büssing 8000 two-axle dumper as well as the Hanomag SS 100 with the Langendorff low-deck trailer. Both are cast resin models from the GMTS 'Golden Oldies' line. The deck on the truck can be raised for dumping and on the trailer it is even possible to fold down the ramps to the trailer deck.

The Büffel B 90 bulldozer was released for the 60th anniversary and we gave a detailed description in the 6-2016 issue. The Liebherr A 300 is a classic model from NZG. It is still likeable today, and the Menck M 75 comes from Unicata. The models of this producer are kept simple, but they closed an existing market gap for historical construction machines. The author has upgraded the model with details and printed, stick-on decals.

Remo's old iron

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

by Remo Stoll

When I saw this wheeled loader for the first time, it still wore the original orange color scheme, but that was quite a while back. When I visited the machine the second time, I found it had been freshly painted in the company colors and was working on a different material transfer site. My guess is that the machine is about 30 years old, a real golden oldie.

Recognized the machine? Please send us the exact name and type. The contest deadline is the 15th of December, 2017. (For addresses please see page 58.) We will hold a draw to select winners if there are more correct answers than prizes. Please note that only entries with complete address information can be considered so that we can mail the prizes out correctly.

This time the winners will receive one of the following prizes: the Wirtgen W 100 CFi from NZG, the Wacker Neuson EW100 from Cyber Wear as well as the Bomag BW206 AD from Kaster.

Solution from Trucks & Construction 5-2017

The well-preserved tractor with low deck trailer and load consists of a Mack R685RS with Cat D8E bulldozer. The winners are: Jürgen Precht from Stockelsdorf (D) who won the Komatsu WA 470-8 from Universal Hobbies, Wolfgang Werner from Salzgitter (D) winning the Scheuerle SPMT-Set, and Frédy Eberhard from Domdidier (CH) winning the Terex TL120 «2015 Toyfair-Edition» from NZG. Congratulations to all the winners!

Scania LB 141 with a load of potatoes in bags

Completely tied down

by Hans Witte

The Scania LB 141 from Tekno and the WSI semi-trailer are a perfect match color-wise. The load of potatoes is a special treat ...

The LB 141 comes from the Tekno Plus series, the semi-trailer from the WSI classics program. They were a match at first sight, both having the same red color differing only in that the Scania has a grey chassis. The white grill and rims plus further details on the basis model were colored in grey to achieve a more harmonious look.

Due to the standardization at WSI, all trailer superstructures of the Classic line are designed to work with the container chassis. However, this means that the deck height of the trailer is much too high. After taking off the suspension spring on the axles I was able to lower it by 1. 5 mm. That way it got a much heftier look that gives it the typical Floor character. Floor was, and still is, known for the extremely solid construction of its trailers. The rear also has an auxiliary axle drive and double tires contributing to the hefty look overall.

The tractor truck

To upgrade and paint the truck unit I took it and the trailer apart. Caution is warranted when removing the cab fenders. Besides being fastened with little screws the fenders are also glued to the cabin. To take off the cab interior decoration the small door entry guards below the doors must be removed. The interior was upgraded with a bracket above the windshield and curtains made by cutting and forming thin paper. Painting with Humbrol paints was next: brown for walls, engine tunnel, seats, beds and curtains; light grey for the ceiling; satin black for the bracket and stowaway shelf. Especially prominent is the Cornett Sun Visor. It was made by first creating a template then cutting the visor out from a thin piece of aluminium sheet stock. It was bent and polished then painted with blue glass paint. Once it was dry, a frame was simulated by scraping off some of the paint on the edges with a hobby knife. The sun visor was then attached using a bent wire inserted into the pre-existing drilled holes on the truck cabin. Finally, at the A frame sides, two small dressmakers' pins were inserted into 0.6 mm holes. The tractor unit was further detailed with a chassis running board, fuel lines at the tanks and a couple of Danish daylight running lights below the bumpers. The year of construction can be made out from the license plate. The spiral air lines are made from 0.4 nylon fish line that was wound around a 1 mm wire. To keep its form, it was heated with a cigarette lighter then painted black and inserted into bushings glued to the trailer.

The V8 engine that produced 375 hp made the 141 the King of the Road. It could cope with any heavy load which is why I have modeled a trailer loaded with palettes loaded with sacks of potatoes.

The trailer

After being lowered due to the auxiliary axle drive, the trailer was given a new king-pin and the coupling to the saddle received a new socket to receive the pin.

The edge profile that runs around the trailer deck was drilled 36 times to glue in the scratch-built brass wire tie-down hooks. A new front wall was made from plastic measuring 50 x 16 mm. The full size fenders were replaced with two single metal ones mounted behind the last axle pair. The tool box was slightly upgraded with new hinges and mounted with two brackets on the chassis. On the right hand side there are the two spare tires. The re-worked chassis was first given

a coat of primer and then two thin coats of Revell Red 343.

The potato sack load was built up on a 3 mm basis plate. In the middle is a piece of wood as a filler and around it are sacks formed from a modeling clay. Tools used were a potato knife, a cocktail stick and my fingers. During the forming of the sacks, or if a piece had to be 'glued' back on, it was necessary to moisten the clay with water to make it pliable again. During the night I covered the load with a damp kitchen cloth. The load is covered with two loose tarps and is secured with tightened rope. The art of 'Rope and Sheet' is still being practiced in the Anglo-Saxon world. On my model you can even see the so-called 'Dolly Knots,' a double tying down of the rope that doubles the strength of it.

A long trailer needs two separate tarps. On one side is an extra set of rubber tie-downs at some distance from the edge so that the tarp can be adjusted to the height of the freight. In the past, these rubber tie-downs were made from old bicycle inner tubes. The tarps on my model are made from grey paper washroom hand towels. The tarps were painted twice in blue, but on the second round wet on wet, and I mixed in some black as well. The second rear tarp was kept a little darker on purpose. Inserted along the edges are pieces of iron wire glued to the inside and secured with a knot and a drop of instant glue. The tarps are glued on with thinned white wood glue.

The first step was to take the extra tarp hanging over the edge and fold it back while still wet from the glue and then to shape it to fit over the load. Following that, the right side of the second rear tarp was glued. After drying, the tarp was pulled tightly over the load and glued down. After everything was dry, the rubber tie-downs were wound around the hooks and glued in place with instant glue. The ropes used came from the ship modeling department; alternatively, sewing thread would also work.

To make the 'Dolly-Knots' I used two sets of tweezers. The rope was pulled through the wire hooks and the bow, then the whole assembly was slipped over the hook again, made to fit flush and then glued. To hold the shape of the tarps they were then painted with two coats of clear lacquer.

The tires were aged with a mix of dark grey and flat black. The underside of the chassis was also sprayed with a thin coat of black to weather it using a spray gun. The black can be a bit more visible at the lubricating points. To finish, the whole set was weathered with a coat of light grey thinned 1:1 with petroleum spirits to simulate road dust. The driver's cabin was sprayed only very lightly.

Words fail me to describe all my steps and the details that finally led to the finished model but I am pretty sure that my 'hardworking workhorse' leaves a favorable impression.

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redaktion@lasterundbagger.net

Redaktion Daniel Wietlisbach (dw)

Ständige freie Mitarbeiter
Carsten Bengs (cb), Robert Bretscher, Markus Lindner, Urs Peyer (up), Wilfried Schreiber, Remo Stoll, René Tanner, Thomas Wilk (tw), Hans Witte (hw)

English translation
Daniel von Kaenel, Canada, Steven Downes (sjd), UK

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A processing plant in 1:50

Gravel fresh from the plant

by Markus Lindner

A gravel processing plant is an excellent scene in which to display models from different branches of the construction industry. A clear case for our diorama building specialists ...

If one wants to display machines like front shovel excavators, wheeled loaders or dump trucks, the first thing that comes to mind is the mined face in a quarry.

A situation that is no less interesting to depict is the gravel processing plant, usually attached to the quarry. In front of it one can show off not only scenes using the machines mentioned above but also further machines that are usually used outside the actual quarrying. We are thinking here about smaller wheeled loaders for loading outgoing trucks plus service trucks and tankers and, of course, trucks to transport the gravel to construction sites. A gravel processing plant is made up of several parts.

Plant operation

The first part is the stationary receiving hopper that receives quarried material from dump trucks. Using conveyor belts, the already crushed material is then transported into the heart of the plant, the processing and grading unit. Here the material is crushed finer, if needed, but mainly it is screened into different sizes of gravel.

The screened and cleaned gravel is then stored, according to size, in a variety of bunkers and silos. In most cases, the many different kinds of gravel can then be loaded from these bunkers directly into waiting trucks. If required by the construction industry, specific mixes of sizes, according to customer demands, can be created and then once again transported by conveyor belt into storage silos from where they can be loaded into trucks by gravity feed. For those who build their dioramas in 1:87 scale, there are a great variety of ready-to-use kits from the major model train accessories manufacturers readily available. The main focus of these kits is the transfer of gravel, or a combination of loading and classification of the materials, combined with railway cars. Besides the Noch Laser kit, formerly introduced in issue 2-2014, there is also the multi-part series of kits from Faller (#130170-130174, available since 2014) that make up a copy of the real gravel works by Ammann. The original is situated in Geisingen in the southern part of the Black Forest. Also interesting is the Kibri kit #39805, 'gravel works,' that has an older type of gravel sorting plant as a prototype.

Gravel processing and classification plant

For 1:50 however, there is only scratch building left to get what we want, as for so many other things. For this diorama of a complete gravel processing plant, the first step was the main processing and sorting plant. In the next few issues it will be augmented with the other parts until we have a complete gravel processing plant. A special part of this scratch building effort is the use of some untypical modeling supplies that may inspire you to try them for your own diorama building. The first decision to make is what kind of plant to build. A plant whose bunkers are made from con-

crete and where trucks can drive underneath it for loading. These kinds of plants are still fairly common today, especially in and around the Alps. Often they are cladded with wood above the bunkers. Somewhat more difficult to build, but much more interesting visually and one that can often be seen in real life, is the version we chose for our project: a row of steel silos and a sorting plant on the top, which is completely enclosed and housed in a corrugated iron building.

The only choice left then is whether to build the silos in a single row like the Kibri kit mentioned earlier or in a twin row like the Faller model. Taking into consideration the diorama we want to build and needing to get the best possible transition from front to backdrop, plus leaving enough room to show off our models in full action, we chose the single row version.

At the back of the model is a long horizontal conveyor belt that takes the gravel sizes dumped on it from the silos to become a customized mixture. Later this mixture is transported to the loading facility. An opening has been planned in the upper corrugated iron structure on the other side. There, the raw material arriving from the crusher will be brought in with another conveyor belt.

Following this introduction, with accompanying first class pictures, the actual building of the model will commence in the second article.

Forst-Spezialschlepper

by Timo Duda, published by Podszun Verlag, 170 pages, about 450 pictures, format 21 x 28 cm, hardcover, ISBN 978-3-861338-25-3

The author promises for once not just a pictorial volume but a mapping out of the history of forest hauling. Correctly then, he starts out with a short chapter of log hauling by horse, takes a quick look at tractors used in the 30s and finally focuses on specialized forest haulers that started to appear in the 60s. After the historical time line has been explored, company history of 11 producers is listed in alphabetical order beginning with HSM, to John Deere and up to Werner. Every company portrait shows the production sites and a richly illustrated look at the powerful machines at work. Those interested in forest machines will like this book. (dw)

2018 calendars

by Erich Urweider, self-published, each has 14 pages, weight 300 g/m^2, format A3 landscape, 42 x 30 cm, available from urweider.com

Author Erich Urweider and his calendars of trucks and heavy duty transports have been very popular for the last few years. Besides the very well-chosen truck and transports subjects, it is the technical quality and the very carefully selected locations of the shots that always deserve to be looked at in detail. In addition to the title picture and the 12 monthly pictures, there is another page on which the depicted vehicles along with short explanations are shown. The three calendars show Truck veterans, show trucks and heavy duty transports. The Volvo N1017 has managed a place in the first one of the three. (dw)

Braunschweiger Löwen

by Christian Suhr, published by Verlag Kraftakt, 112 pages, about 100 black and white pictures, size 29 x 23 cm, hardcover, ISBN 978-3-938426-10-4

In 1903, when already 60 years old, the very successful business man, Heinrich Büssing opened a factory 'for the fabrication of internal combustion engines and motor vehicles'. At that time, the then still young automobile was a luxury object for wealthy people. However, Büssing could see the potential for the transportation of goods, which previously had been the domain of horse and wagon. The serial construction of the first trucks began in 1904 and by the beginning of the First World War, 600 employees produced about 360 trucks annually. The pictorial volume shows seven decades (1903 – 1971) of previously unpublished material. There are not only pictures of the Büssing factory but also pictures from suppliers that produced the upper structures for the trucks. (dw)

New on the market

Truckstop Tekno 1:50

Once again in this location is a selection of new items. For the transport company Risitmaa in Finland, a very elaborately painted 'Swedish train' has been created. The cab of the Scania R Topline is decorated with a blown-up picture of 'Madonna'. The new Asphalt half-pipe roll-off bin comes, for the first time, on a Scania R Lowline 6x2 lettered for 'Mickes' from Sweden and is just as elaborately decorated. The Volvo FH04 Globetrotter XL 6x2 model of the British company 'Qflowers' is used to supply the United Kingdom with fresh flowers from the Netherlands in real life. (tekno.nl)

KCM 1:50

As white metal castings and painted, complete with two bolts to attach them, there are two new tool attachments available. First is the brush clearing rake with counterweight for excavators of the 35 t 40 t class for an outrigger width of 8 mm in model form. The other attachment is a rake with a hydraulically moveable counterweight for the Cat 963D or 950K wheeled loader. (www.kcmtoys.com)

Kobelco Fanshop

After the positive experiences at the 2016 Bauma, KCME (Kobelco Construction Machinery Europe B.V.) is starting a brand new Online-Fanshop. On the pages, among other merchandising products, all currently available models are offered. It can be accessed in five languages. To celebrate the opening, Kobelco is offering a special deal for our readers. Anyone who purchases models and other merchandise with a minimum value of € 150, can get a discount of 5%. To get this special deal, you must enter the discount code of 'Bagger5%' before paying for your purchases. (kobelcofanshop.com)

Diecast Masters 1:50

Here is a first picture of the brand new Cat 745, loaded and with a removable driver figure. All further details for this long awaited model will be in our next issue.

Industrial Scale Models 1:50

Eric Pioszak produces twin segment tracks from fine white metal castings to retrofit your models. They come in black and in widths of 13 and 19 mm. They are ideal for excavators from 50 t upwards, like the Liebherr R954C and R960, but they can also be used for other models like the Cat 374C, 390F and CCM 385/390. For other models, guide and drive wheels will have to be adapted to fit. Furthermore, he is now also producing rock protection grids made from fine plastic injection molding parts for the new Caterpillar cabins. (Europavertriebgiftdigger.com)

Conrad 1:50

The MAN TGE 5.180, which is actually a VW Crafter, is now available in a very detailed version in a fine dark blue paint scheme. The TGS M 4x4 dumper with loading crane is driving functionality to new heights and beckons to be played with.

Conrad/ Collett 1:50

In a series of only 200 pieces, the MAN F2000 SLT 8x4, 'Collett' was released at the Heavy Equipment Model Show (HEMS). (themodelhobbyshop.com)

Kaster 1:50

At the same time as the Bomag BW206, introduced on page 18, the road roller type BW213 was released in two versions. We will be looking at them in detail in the future.

NZG 1:50

One of the major new items from the makers in Nuremberg is the Liebherr LTM 1250-5.1. As it is the first crane model since the legendary LTM 11200, high expectations were held for this model. This is why we are putting it under the critical magnifying glass in the next issue.

Truckstop WSI 1:50

Here too, only a small selection of new items that have been released since our last issue. Two of them are from the Cold War times when they were vital in the East – West cargo traffic. The Volvo F89 6x4 with refer semi-trailer was on the road for 'Sovtransavto,' then an internationally active transport company in the former Soviet

Union, and the Volvo F88 with a tarp-covered semi-trailer 'ASG' serviced the line Goteborg – Stockholm – Leningrad – Moscow. Very modern in contrast is the MAN TGX XXL 4x2 tractor truck with an elaborate airbrushed cab for the container transport company 'Tirolf,' situated in the German town of Huttenheim.

(collector.wsi-models.com)

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
Cat D9G standard, Push, DD9G	1:48	CCM	Dealers	www.ccmodels.com
Cat D8K in three versions	1:48	CCM	Dealers	www.ccmodels.com
Terex 3160 Challenger «Felbermayr»	1:50	Conrad	Dealers	www.conrad-modelle.de
Demag AC 55-3 «Mammoet»	1:50	Conrad	exclusive	www.mammoetstore.com
MAN TGS M / Meiller skip loader yellow	1:50	Conrad	exclusive	www.man-shop.eu
MAN HAK 16.240 / skip loader «Dillier»	1:50	Conrad	exclusive	www.man-shop.eu
MAN TGE red	1:50	Conrad	exclusive	www.man-shop.eu
Saurer 5DM 4x4 dump truck green, Resin	1:50	GMTS	Dealers	www.LKWmodelle.de
Berna 4VM 4x4 dump truck red, Resin	1:50	GMTS	Dealers	www.LKWmodelle.de
Scania S 6x2 / Nooteboom OSDS yellow / Cat 950GC	1:50	IMC Models	Dealers	www.imcmodels.eu
Volvo FH04 8x4 / Nooteboom ballast trailer «Verschoor»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Actros 8x4 SLT «Black Star»	1:50	IMC Models	Dealers	www.imcmodels.eu
MB Arocs 8x4 SLT / Nooteboom MCO «Steil»	1:50	IMC Models	Dealers	www.imcmodels.eu
Scania P 4x2 roll off container «Beelen»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 8x4 hookarm container «Denny D Frakt»	1:50	Tekno	Dealers	www.tekno.nl
Scania G 10x4 dump truck «Millenaar & van Schaik»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 8x4 / roll off container «Henrik Eeg»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 6x4 / semi-lowloader «Waterson» (Australia)	1:50	Tekno	Dealers	www.tekno.nl
Scania S730 6x4 / volume dumptrailer «Peeters»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 4x2 / volume dumptrailer «Argman»	1:50	Tekno	Dealers	www.tekno.nl
Mack F700 6x4 tractor «Doornbos»	1:50	Tekno	Dealers	www.tekno.nl
Goldhofer semi-lowloader 3-achsig whites	1:50	Tekno	Dealers	www.tekno.nl
Load sheet walls	1:50	Tekno	Dealers	www.tekno.nl
Load concrete piles	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1500-8.1 «Global Port Services»	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LTM 1500-8.1 «Baumann»	1:50	WSI	Dealers	www.collector.wsi-models.com
Liebherr LTM 1050-3.5 «Digging & Rigging»	1:50	WSI	Dealers	www.collector.wsi-models.com
Tadano Faun ATF 220G-5 «Friderici»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH3 8x2 / Palfinger 7800.2 «Remmers»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH04 6x2 / stone trailer «Henken»	1:50	WSI	Dealers	www.collector.wsi-models.com
Volvo FH16 10x4 / Nooteboom Euro-PX «Schoones»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Arocs 8x4 SLT / Nooteboom Multi PX «Gruas Aguado»	1:50	WSI	Dealers	www.collector.wsi-models.com
MB Actros 6x4 / Broshuis semi-lowloader «Kibag»	1:50	WSI	Dealers	www.collector.wsi-models.com
Peterbilt 379 8x4 SLT white or silver	1:50	WSI	Dealers	www.collector.wsi-models.com
Kenworth T800 8x4 SLT white or black	1:50	WSI	Dealers	www.collector.wsi-models.com
Mack Granite 8x4 SLT white or yellow	1:50	WSI	Dealers	www.collector.wsi-models.com
Nooteboom MCO PX 5 axles grey	1:50	WSI	Dealers	www.collector.wsi-models.com
MAN TGX XXL 8x4 / semi-lowloader / load «Mammoet»	1:50	WSI	exclusive	www.mammoetstore.com
Hyunday 250D fork lift	1:87	IMC Models	Dealers	www.imcmodels.eu

Our partner page

Creek re-vitalization with sandstones from Rorschach

During the re-vitalization of the village creek in Thal, the side retaining walls were created from Rorschach Sandstone blocks. Our customer, Toneatti AG required about 600 t of these layering stones.

The material was made in the rough using a stone splitting machine in the Bärlocher quarry. Because it was close to the construction site and we were able to deliver on short notice, the supply contract was let to us.

The transports were done using a truck with crane and lowboy trailer. This meant that the stones could be un-loaded right at the construction site.

Tracked front scraper for the water reservoir

The town of Zürich will open the new water reservoir on the Käferberg in the spring of 2018. With its capacity of 16,000 m^3 it is to replace the 80 year old water storage sites I, II and III. A Cat 345 D transformed the reservoir III into 1,200 m^3 of concrete rubble at the beginning of February 2016. Afterwards, the tracked front scraper dispersed 220,000 m^3 of soil material. The material was used firstly to fill the created pit and secondly, as the base of the new reservoir. The construction work had progressed sufficiently by September of 2017 that the infilling and covering of the concrete structure could begin. To move the 10,000 m^3 of soil material from the temporary storage dump to the new reservoir, the tracked front scraper was used once again. The company had owned one but it had been sold in the meantime to the Frutiger Company. A thoroughly re-conditioned SR T-10 Tiger from the Frutiger AG rental fleet has been designated to being exclusively available for the Eberhard Bau AG.

News in brief

Scania XT for the construction industry

Scania presented the new XT line for the construction industry at the beginning of September. After the S and the new R series, this is the second step to a completely new generation of trucks coming from Södertälje. Scania has the know-how to build trucks for long distance freight hauling and has used it to suit the requirements of the construction industry. Besides their robust and long-lived vehicles on offer, the producer can point to a large variety of services. The cabin options for the new trucks range from the smallest P to the roomiest S-type and the engines are capable of producing between 280 and 730 hp. (dw)

Caterpillar 988K XE

Caterpillar, the leader in its sector, used the Steinexpo 2017 for the world premiere of its new 988K XE. The wheeled loader of the 50 ton class is equipped with a very efficient diesel electric power system. The diesel engine powers the generator directly. The electric energy produced goes to the electric motor. Then, using a conventional drive train to both axles, it powers the machine. Typical for electric engines, the high torque produced is then immediately available and powerfully accelerates the wheeled loader. Since the engine always operates with the optimal rotational range, the diesel fuel use is significantly reduced. (up)

Mercedes-Benz Urban eTruck at the Transport-CH

At the commercial vehicle exhibition, Transport-CH, to be held in Berne, Switzerland, from the 16th to the 19th of November, Mercedes-Benz is setting its focus on electrical propulsion. With the eCanter, the first worldwide, serially-produced light electric truck of the Daimler Fuso brand will be introduced. For the future however, the company is looking to the Mercedes-Benz Vision Van and the urban eTruck, both introduced in our issue 3-2017. The eCanter truck, weighing up to 25 t, is designed as a delivery truck for urban areas. It can be seen for the first time in Switzerland. (dw)

Gears for construction sites

Renault is offering a new gear system for the construction trucks of their C and K series. The automatic 'Optidriver Extended' gear drive can be ordered with one or two additional crawling speed gears whose controls are situated before first gear. This allows for driving on difficult terrain with high precision and safety. The slow version with its 13 gears is designed for civic engineering and soil works and is also recommended for the heavy duty transport sector. The extra-slow version with 14 gears is reserved exclusively for vehicles with all-wheel drive. It is designed for extreme conditions at quarries, mines and for the oil patch. (dw)

Komatsu D375A-8

Komatsu introduced the new Komatsu D375A-8 bulldozer with a working weight of 72.9 t. The built-in Komatsu diesel engine, producing 474 kW / 636 hp of power, conforms to the current EU exhaust control protocols of step IV but is already designed to be adapted to the coming of step V emission controls. To reduce work cycle times and so increase productivity, 578 kW / 775 hp are available in the reverse gear. The new chassis suspension, the better placement and seating of the cabin and the new vented seat all increase driver comfort. Available options are a U-shaped blade with a 22 m^3 capacity as well as a single tooth ripper with a ripping depth of 1485 mm. (up)

Hitachi Zaxis 890LCH-6

At the Steinexpo 2017, Hitachi presented four recently optimized large excavators, the Hitachi Zaxis 530LCH-6 in the 55 ton class as well as the Hitachi ZX 890LCH-6 in the 90 ton class. When compared to the predecessor models, the models of the new Series-6 have been further modified and are, as before, designed to cope with the hard conditions in the heavy soil excavation and surface mining operations.

With a working weight of between 84.4 and 87.3 t, the Hitachi Zaxis 890LCH-6 is the largest excavator of the construction site series. To get enough power, a six cylinder engine from Isuzu, producing 382 kW, is built in. (up)