

Laster & Bagger

Modelle von Lastwagen, Baumaschinen und Kranen

Mit Wettbewerb

Diecast Masters 1:50
Cat D11



Eigenbau 1:50

DAF 2600

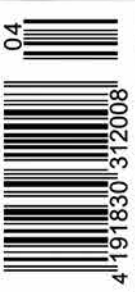
English text



NZG 1:50
Klemm KR 806-3GS

Sammlerporträt: Krane & Laster von Paul Rose

Conrad 1:50
Liebherr LH 60 M



Editorial

On my own behalf



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

In this issue a year ago, I had the unpleasant task of announcing a price increase. It was triggered by the Germany law that requires Trucks & Construction to include the Value Added Tax in its subscription price, and should have done so for years.

To comply with the payment demands from the German tax office, many readers supported us and so saved the magazine. It is now high time to say "Thank you". I would like to take the opportunity to thank very heartily all who have given me moral and/or financial support during this difficult time. Once more I had the joyful experience in knowing that the work of the whole team behind Trucks & Construction is valued and greatly appreciated.

This was extremely nice but at the same time gave us a challenge and duty to continue the magazine in the current form. It is unique that a magazine is supported and 'carried' by its readers. I will never forget this and I am looking forward to the possibility of having personal contact with you again very soon.

I would also like to thank all readers who round up the subscription

price. Today, being able to pick up a printed magazine it is no longer a matter of course, and many people are aware of that.

To end, an urgent plea in case you are moving. Please let us know your new address, because, even if you ask the post office to redirect your mail, and have paid for the privilege, the post office does not forward magazines that you receive by subscription. Unfortunately, the customer is not informed about this at the Post Office counter and the result is that the new, unread magazine goes into the recycling bin. This is true for the Post Offices in Germany and Switzerland and soon will be for many other countries. So, please, let us know your new address as soon as possible to allow us to deliver your magazine as punctually as before.

And now, I would wish you great enjoyment as you read the magazine. Have a wonderful summer.


Daniel Wietlisbach

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Paul Rose collects them large Cranes & Lorries

by Daniel Wietlisbach

Paul Rose grew up with his sister and parents in Leicestershire County, East Midlands, in the centre of England. Rose's paternal grandparents lived near London.

His grandfather was a lorry driver but, sadly, had already passed away before Paul was born. Paul's father ran a small farm but mainly as a hobby; he made most of his income building and installing fences. If interest in large machines has something to do with inherited genes then Paul certainly inherited them from his father.

As a youngster, Paul had a strong interest in motors, wheels and machinery and so he felt that he was exactly in the right place living on the farm. When his father was tilling the fields, he accompanied him whenever the opportunity arose. The first tractor he remembers was a Massey-Ferguson MF 165 which later on was exchanged for a Case IH 684. Finally a Case IH 785 was purchased which is what Paul used the most himself. His father maintained this tractor which was used to keep the farm running until he gave up farming a few years ago. Paul well remembers the excitement when this tractor was delivered to the farm yard because he was big enough then to drive it himself. Until the late evening hours Paul worked on the fields

Paul Rose has been interested in large machines for as long as he can remember. In order to operate a few, he even undertook a trip to the USA where he finally discovered the collecting hobby ...

and his parents always knew where he was.

During his childhood there were tractor models from Britains in 1:32 and his favorite one was an MF. How could it be otherwise! It had double tires and a front-end loader. Paul also owned a yellow mobile crane and a lorry which, unfortunately, broke into pieces because of so much play activity. He cannot remember who made them.

He always spent his holidays beside his father, either on the farm, or building fences with him. As soon he was able to pound in a few nails, he started to get some pocket money.

Middle school was liked less by Paul. He calls himself "a practical one who loves nature and the landscape". That is why, in 1994, immediately after the end of his schooling, he went to the USA in order to drive the very large combine harvesters there. The plan was to stay for 18 months, but destiny made it 10 years.

In the US, Paul fulfilled his dreams by operating a John Deere

9600 Harvester with 9.14 m wide cutter bar. Occasionally, he also drove a Kenworth T900 and a T600; these were used to bring in the harvest. Subsequently, he lived in Florida for a few weeks and there used an articulated lorry to transport harvested products to factories.

Because of his visa, he returned to England for a few months after his experience in Florida and helped out on a farm. At the end of 1995, he again travelled to the US and worked on a large, 6,000 hectare farm. There he operated large tractors from John Deere (8970) tractor, Versatile (1156) and Case IH (9170) as well operated harvesters of the 2188 type from Case IH.

Collecting as a passion

Since childhood, Paul never had lost his interest in models and when in the US, he began to collect models of his daily work, farm machinery in 1:32 and 1:16, and accumulated a considerable collection.

One day, while living in Indiana, he visited a toy exhibition where he discovered the stand of Don,

who sold construction machines. Paul found the crane models especially fascinating because all the functions of the original could be re-enacted. These were far removed from the toys he had known until then.

The first crane model to join his collection was the Liebherr LTM 1160 (Conrad # 2082). Initially, it was displayed with the boom extended to the maximum and after that, was set up differently every few weeks. Not long afterwards, he purchased the Demag AC1600 ‘Anthony’ from Zon as a ready-made model.

Don was not only a salesman, but he also worked in a mine and had great knowledge about the large mining machines.

Paul became a regular client of Don’s and so it is not surprising that, after the first crane models, mining models found their way into his collection. The first one was a Liebherr R 996 from Conrad and his girlfriend, who is now his wife, presented him with a Cat 797 from NZG as a gift. The large models fascinated Paul so much that very soon he possessed all of the mining

models available at that time.

To keep in touch with the real machines, Paul liked to visit mines when the opportunity arose. The collector remembers a visit to the construction site of the Princetown Power Plant where a friend of his worked. There stood a van Seumeren Demag CC4800, the PTC as well as the world’s largest tower cranes the Kroll K-10000 at work; for enthusiast an unbelievable experience.

Back to the old country

Paul met his future wife in the US. She hails from Scotland and at the time was visiting the United States for a year. After her return to Scotland, the couple continued the relationship for two years ‘across the ‘Atlantic’ which was difficult in the long term. In 2004, Paul had to decide between girlfriend and work and, smiling as he remembers, he has not regretted his decision.

Back in England his collection grew in two directions, cranes and mining. He sold the agricultural models. Paul was so fascinated by the functionality of the cranes that

eventually he needed transport vehicles. So, he began to collect suitable low-deck trailers and special transporters, especially since there was a full spectrum available in 1:50 from Mammoet.

On the American DHS forum, Paul got to know Christian Schätzle and from this connection, a long-lasting friendship developed. And when Christian started up his own company ‘Little Treasure Models’, Paul was his second customer. His first LTM model was a MAN TGX 8x4 with ballast box from the ‘Meyer’ company. The collector sees the starting point of his heavy-duty transport collection here. Paul acquired almost all of the LTM models; often they were heavy-duty transport models with company liveries based on WSI models. For Paul, the exchanges with Christian were ‘amazing’ because of Christians immense expert knowledge.

The new orientation of his collection required space, so much space that, in the end, the collector had to part with his mining models. Left over are only the present from his wife, the Cat 797, as well as two models in the livery of the British KPH mine. The construction machines that can be found in the display cases today are mainly used as loads for the heavy transports.

Hobby room

Paul orders most of his new items from two or three trusted dealers; sometimes he searches for them on eBay or directly from friends using forums or Facebook groups. Paul Rose’s collection is very international; there are even some Asiatic models. Paul finds it difficult

The collector

Paul Rose (48) is regional manager of an agricultural business for GNNS systems (previously known as GPS).

In addition to collecting models, he is also interested in traveling and photography in which his favorite subjects are wild animals and landscape. He also helps the model-maker IMC with the development of new models. He lives with his wife in Lincolnshire, Great Britain.



to answer the question, “Which is your favorite model?”, but finally, he names the Gottwald AMK1000-103 from YCC, of which he owns all of the versions ever produced. As the first 1,000-ton crane, it occupies a very special position in the development of cranes and the model remains a unique piece in his collection. Earlier on, the complete series of Liebherr LTM 11200-9.1 from NZG and LTM 1500-8.1 from WSI occupied the display cases, but by now some of them have had to make way for other ones. Two of the most current, but not yet delivered models are the LTM 1750-9.1 «BKV» from WSI and the Arocs 8x4 «Somerscales» from IMC.

A very special place is reserved for the model of the Demag AC700-

9 with the IMC serial number ‘001’ which he got as a ‘thank-you’ from the producer. Paul was one of the collectors involved in the project from day one and he actively participated the model’s development. He also lent a hand in searching for pictures for the book that was included with the premium version of the model.

Paul does not belong to a club but is very active in a few groups on social media. For example, on Facebook he is the administrator for ‘WSI/Drake Models Collectors’ which has over 9,000 followers. Currently, his collection contains about 800 models and of these, two thirds are on display. The rest are stored away in their original boxes up in the attic of his house. Once or

twice a year he changes the models around so that what is on view in the display cases is always interesting.

He has a designated room available for his hobby and the models are show-cased in display cases made by a friend of his. The built-up cranes stand beside the cases on a tiered display stand; some of them reach the almost ceiling and the effect is very impressive. Naturally, the collector surrounds himself with some models in his office and a few models have even made it as far as the living room. “I am very fortunate that my wife supports my hobby!”, acknowledges Paul. At the same time, he wishes for a room which is five times larger than the one he now has.

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Druck D+L Printpartner GmbH, D-46395 Bocholt

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Erscheinungsweise / Bezug

Laster & Bagger erscheint alle zwei Monate – 6 Ausgaben pro Jahr. Bezug über Abonnemente, den Fachhandel und Bahnhofbuchhandel.

Das Jahresabo kostet CHF 75.– / € 65.– (Deutschland) / € 68.– (übrige Länder). Die Rechnungsstellung erfolgt für ein Jahr. Schriftliche Kündigung spätestens acht Wochen vor Ablauf des Abonnements, ansonsten erfolgt automatische Verlängerung für ein weiteres Bezugsjahr. Preis Einzelheft CHF 14.– / € 12.– (Deutschland) / € 13.– (übrige Länder).

Imprint

Bankverbindung

Schweiz: PC-Konto IBAN CH83 0900 0000 6015 5685 9
Deutschland: Postbank Leipzig, BLZ 860 100 90
IBAN DE86 8601 0090 0332 3049 03

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ISSN 2504-0405

DAF 2600 «Holland – Italia»

A flagship for Europe

by Hans Witte

It was designed with international regulations in mind, had a strong drive line concept and most noticeably had a modern, compact but very roomy cab. For DAF, the 2600 series was responsible for a breakthrough in the European market for heavy trucks.

After I meeting René Tanner in 2003, it soon became clear that we shared the model truck hobby in a very similar way. Our models had very much the same style of finish and detailing, but on the other hand, René and I have a different approach and way of building our models. So, during our friendship we have been able to learn a few tricks and technics about modelling from each other.

A few years later, René made a very special proposition: he suggested that we both build a model for each other, without the other knowing what it was, as a confirmation of our friendship. This idea turned out to be a very nice experience. At the handover in 2006 in Hölstein, René impressed me with a wonderful Volvo FB88 and I surprised René with the DAF 2600 and drawbar which you see in the pictures.

The Lorry

For the DAF, I used Miho kits: the FAS2600 6x2 chassis with tilt body and the DAF VW2020 draw-

In 1962, DAF introduced a new heavy truck for international transports throughout Europe. For Hans Witte, the 2600 is his all-time favourite DAF truck, possibly because he had the pleasure of driving one in the seventies ...

bar. The kit represents a 2600 from the last series as they were built between 1969 and 1973 but I preferred to change the model into an earlier type from around 1965. This meant quite a lot of work because the early 2600s rode closer to the ground. The first thing I did in the early building process was to lower the model by 3 mms. This was achieved by gently pressing in the rear boogie springs (they bend like the real springs under load) and filling in the drilled-out axle holes for the front axle.

The forms and positions of the battery boxes and air tanks were also different on the older 2600 so I made these completely new. I also had to change the front grilles into the early type. To camouflage the upper grille, I made a winter cover from thin paper and narrowed the lower grille by 4 mms. The narrow rear cab windows were cut out into two big ones like on the old series.

Because the chassis was lowered, I had to cut out below the deck side walls on the body above the tandem

axles. I did not use the vacuum-formed tarps from the kits but filled the space in the boxes with a piece of wood, made new frames and planks from plastic strips and added set new tarps from paper and some filler to imitate the folds. The TIR cord and rubber spanners were cut from foil and fixed in place by a layer of matt varnish.

The engine was re-built from a DKA 1160 to the 226 HP DAF-Leyland DP680 complete with filters, crank shaft pulley and lower part of the radiator housing. The front the chassis was further detailed with the steering house, steering linkage and tracking rod. Behind the bumper at the right is the air inlet filter housing. Below the front bumper is a soldered brass frame with two fog lights and an old-style air horn.

The original agreement was not to make this project a competition between René and me, but in the end, I wanted to show at least some extra special tricks. That's why I tried to make an almost complete braking system with the linings in the chassis and connections to the air tanks,

the accessory air tank at the inner side of the chassis, the four-way brake valve etc. At the rear, I made the brake linings and connectors for the drawbar. At the bottoms of the air tanks are the condensation drain valves made from drilled-in short pieces of fine wire.

The old 2600 did not have the big spring-loaded brake cylinders so I cut these off and made new smaller ones mounted at the rear of the drive axle. The tag axle also got the old-style boosters. One step further in detailing was the making of the brake pads behind the brake drums from thin plastic discs glued to the outer edge of the axles. These were further detailed with the brake shafts from levers on the brake force boosters to the brake pads.

The cabin

Because the cab shell can be lifted off, I had the opportunity to do some more detailing to the inside of the cab. The seats got new support frames in the form of a storage box under the co-driver's seat and a suspended frame with sliding rails and adjustment knobs for the driver's seat. For the instrument panel, I made the two typical DAF 'fingertip' stalks on the left to command the headlights and light signal, and on the right, the stalk for the indicators and the windshield washer. The separate lever to operate the trailer brakes is on the steering column.

Some more old DAF knowledge: In the middle on the dashboard, between the defroster outlets is the knob for the heater-pull up for more heat, down for cool air. At the left under the instrument panel is the radio and next to it is the chain for opening and closing the radiator

shutter. The pedals and the knob for the exhaust brake are on the floor and between the seat and the engine hump is the ratchet handbrake lever. On the gear lever I made the switch for the two-speed rear axle which gave the DAF a total of 12 forward gears. For the doors, I made inner panels with grip handles and window winders. The ceiling is detailed with a green acrylic sun visor, interior lamp and ventilation grille under the roof hatch. I made a new upper bed from plastic sheet detailed with the typical elastic straps. As most 2600 drivers chose, the bed is hung slantwise so it can be used as an extra storage place without gear falling out. The cab interior was completed with a colourful flower-decorated sleeping bag (remember it was the Flower Power period) replete with a neatly folded suede driver's jacket on top. In the tray on the engine hump is the driver's log-book and a package of 'Zware Van Nelle' tobacco.

Some added details on the outside are the hand-made mirrors which look finer but are also sturdier than the white metal ones. The radio aerial is made from a thin guitar wire.

The trailer

The drawbar trailer had a somewhat short wheel base, with quite a long overhang at the front and at the rear. To give the drawbar a more balanced and sturdier look, I repositioned the turntable and the rear springs 7 mms to the outer edges. At the same time, I also lowered the springs by 3 mms to bring it in line with the truck and to give it a loaded appearance. This whole treatment gave the drawbar a much better and more authentic appearance.

Here I also mounted the brake lines and air tanks (one for each axle), the command valve (to adjust the braking power to empty, half-loaded, fully-loaded and off) and the two-line brake hoses and electric connection at the A-frame. Some details at the drawbar are the ladder, two jerry cans and a rear bumper, which came in around 1967 due to new road safety regulations.

The colour scheme is the typical quite simple DAF ex-factory: chassis in factory sand beige, cab in standard red and black wheels. The lower half of the cab was sprayed in dark red and together with the red bumper and rear mudguards gives the truck a more stylish appearance.

As many drivers did themselves, the outer rims of the wheels were painted silver. The tarpaulins are plain blue and the wooden side boards are varnished. The window rubbers and the side walls of the tyres were painted matt anthracite Revell 78. I think this looks more authentic than black. The narrow white strips in the front screen window rubbers were cut from foil and fixed with matt varnish after application. The model is slightly air-brush weathered in shades of brown and grey to imitate a thin layer of road dust.

Except for the headboard, there is no lettering or signage making it a neutral, ordinary, authentic, typical Dutch DAF 2600 truck and drawbar trailer which one could approach during the sixties on the route from Holland to Italy.

Tinplate

Floodlight truck

by Robert Bretscher

There is hardly a place in a city where delivery vans cannot be found. These quick and handy all-round vehicles just had to be made for use in children's playrooms.

It is not a surprise then that numerous toy makers made many tinplate delivery vans with colourful lithographed sides simultaneously. Tipp & Co. had the small Hanomag lorry in its program in 1937 and gave it modern face in 1954; it remained in the sales program until the 60s.

Our model shown here was initially on the road as a tractor unit with a flat deck. In 1958, Tipp added a box superstructure with a lockable door and then released this very nice looking Express Lorry in

Delivery vans like this 1958 Hanomag Express from Tipp & Co. were available from several producers ...

several colours. The vehicle moves by a simple friction motor and is lovingly lithographed on all sides. The manufacturer managed to replicate the features of the original very well. For example, in addition to the radiator grille with headlights, one can even recognize the air intake slits of the freight box superstructure. On top of that, there is also the long running footboard which is very cleverly designed to be integrated with the punched-out, folded chassis part. Toys such with doors that opened and closed were very exciting. They were an ideal place

to hide away some candy or rows of chocolate from a bar to be enjoyed in bed after lights-out.

The history of this awesome tinplate maker from Nuremberg began in 1912 when the company was founded by Miss Tipp and Mister Carstens. After a short time, partner Philip Ullmann took over the reins of the business and then produced and distributed high-quality tinplate toys. Like many other tinplate toy producers, Tipp & Co. had to halt production in 1971.

New models from Diecast Masters in 1:50

Caterpillar D11 & 330

by Daniel Wietlisbach

Updates to flagship models are always followed with great interest. It is not any different this time with the largest dozer model of the market leader and in particular because serial identifications have been dropped and, in the future, the D11 models will have to be classified by production year. The D11 of the newest generation weighs in at 104.2 tons in the standard version and 113.7 t in the Carrydozer version. According to the maker, productivity has increased by 8% when compared to the D11T. The V12 Cat C32 diesel engine produces 850 hp (634 kW) and complies with the Tier 4 final exhaust norms, or step V. The differences with the predecessor D11T are rather small because the most obvious safety elements for the driver had already been installed.

The models of the D11 have been improving over the years and the newest release truly reaches a new dimension in model making. Only a few parts could be taken over from the previous model so one can actually speak of a completely newly developed model.

It arrives nicely protected in the well-known tin box and feels pleasantly heavy in the hand. Thanks to the easy-going track chains it is a pleasure to push the model and

The 'next generation' from Cat has arrived in model form appearing in the shapes of the D11 dozer and the 330 hydraulic excavator from Diecast Masters ...

hear the typical 'clack-clack' of the track chains.

The rigid crawler frames are engraved to replicate the look of the original; like its predecessor, the dimensions of the core of the sprocket are too small which impacts the now too-large cog wheel; the mock-ups of the bottom rollers which are arranged in pairs are well done.

The operator reaches his work area by a set of lowerable stairs on the side. The work area is protected by some very finely soldered safety railings which are first class. In order inserted Bob into the cab, the roll over protection and the roof of the air conditioning unit must be lifted off. A look into the very detailed cabin is worthwhile; even the logo on the driver's seat is there. Window wipers and headlights, including hook-up lines, are situated in front of the roll over protection bar. While we can speak about the perfectly engraved walkway behind the cabin, we would like to see an equally high standard in the tooling of the air intake grilles!

These are only printed on at the engine hood, but, as compensation, the doors on the hood open revealing

part of the engine. Remarkable and very nice to see are the soldered-on wire handgrips in that area. The plastic exhausts and air intakes are separately attached.

The new U Blade (Universal) looks huge but because of its yellow colour, it looks finer than the earlier ones which were painted black. The U blade is made up from several parts, is correctly engraved and even has the addition of a pierced spill guard. The meticulously replicated hydraulic lines never fail to impress and the hydraulic cylinders are nicely finished.

Equally impressive, the multi-shank ripper is accurately modeled; unfortunately, when in the slightly raised position, the kinematic blocks the upper cylinders from extending and so prevents the correct positioning of the ripper shanks which have been individually attached and are held in place with bolts. Hydraulic cylinders and supply lines are complete and in correct numbers. A very eye-catching detail at the rear is the fire extinguishing system with its two red tanks.

Caterpillar 330

The excavators also have no serial designations and so one speaks ‘of the next generation’ when referring to the 330. As the designation states, it is a 30-ton excavator and is available in a variety of configurations. The built-in Cat C7.1 engine produces 204 kW (273 hp) and is compliant with the current exhaust control protocols.

The last available model of a Cat 330 was the D series from Norscot. It was about time for a more current one and so the model was made from completely new tooling. The 330 also comes in a tin box with Bob packaged separately ready to be set in place. The excavator is true to scale and has an appealingly large number of metal castings. For a long time now, the under carriages from DM have been convincingly modeled and well liked. The exactly engraved crawler frames and sprockets make for smoothly moving tracks and give a very nice overall impression. Bottom and support rollers are dummies and the 800 mm triple grouser track shoes give the whole model good stability.

The somewhat plain upper carriage shape has been well replicated and shows many details which are best seen when looked at from above. The air intakes are only printed

on but match the look of the original well when compared to pictures of the prototype. Fan grilles, anti-skid surfaces, screw heads black painted and hinges picked out in silver show how lovingly it has been detailed. Handgrips and safety railings on the 330 are made from soldered wire.

The cabin is made from a prototypical single metal casting with a flush-fitting plastic glass insert. Handgrip and rear-view mirror are solid metal and the interior is just as nicely finished as in the D11. Looking from the outside, one can even see a logo on the console which has the joy stick positioned on the left. The yellow safety catch is in the folded-up position indicating that the machine is standing still. The roof with its partially yellow tinted glass insert lifts off.

The excavator is equipped with a 6.15 m standard boom and a 3.2 m standard stick. The model has no problems reaching the transport measurements of the original and falls only minimally below the ma-

ximum height. It reaches only 50% of the maximum possible digging depth. Boom and stick are made from metal castings and are closed off on the sides with snug-fitting plastic covers. The hydraulic lines are integrated into the rigid parts which is no longer up to the current standard of modeling. The flexible parts of the lines are created from soft rubber and modeled with silver-coloured hydraulic hose connections. They start at the distribution valve on the upper carriage and go all the way to the cylinders. For the first time on an excavator model, the electric power lines to the work lights are hinted at. The bucket with its seven teeth is made from a single casting and is a good copy of the original. Also, the bolts on all the joints have been touched up with yellow paint so as not to distract from the overall impression.

The colours applied to both models are faultless and the flawless lettering and is significantly more detailed than on earlier models.

Cat D11

- + Metal content
- + Detailing
- + Safety railings



Cat 330

- + Metal content
- + Detailing
- Hydraulic lines



A marvel of movements in 1:50 from NZG

Klemm KR 806-3GS

by Daniel Wietlisbach

The new drill rig is very finely made and absolutely deserves a closer look ...

The Klemm Company, today belonging to the Bauer Group, is at home in Drolshagen, Germany. It belongs to the pioneers of the ground anchoring technique and has more than 100 patents and protected rights for it. On the drill rigs, the range goes from 2.2 to 31 tons and the KR 806-3GS is the fourth largest model with an operating weight of 19.5 t.

This unit is optimized for double head drilling rigs, hydraulic hammers or rotary head. It is primarily designed for low sloping anchoring drilling, but, for the first time also allows pile drilling beside the carriage. The power for the unit of 106 kW comes from a Volvo TAD 572 VE.

The model from NZG arrives well protected between two Styropor clam shells and, despite its fragile construction, it feels comfortably heavy in the hand. It is made mainly from metal which underlines its valuable look. The model was made to scale and has an impressive degree of functionality. There are no fewer than 14 hydraulic cylinders, and additional pivoting points make it a real marvel of movements.

Let us start with the exactly replicated crawler frames with the somewhat tightly running metal tracks. The sprockets are finely engraved and while the bottom rollers are just dummies, the two support rol-

lers have been installed to swivel. The track carriers oscillate so that the machine can use two hydraulic cylinders to adjust to any uneven ground. The two lift eyes on each side are modeled free-standing and are painted red.

The machine room is made from a metal casting and correctly shows all hatches and other openings. The very fine honeycomb grilles in front of the cooling air intakes are printed on in grey-black. A fire suppression box at the rear and the chromed exhaust are separately attached. Additionally, on the right-hand side are the optionally available fittings; the most noticeable one is the washing unit with a very fine hose reel and a cleaning wand. Right underneath is the AdBlue tank.

The drill mast kinematics has been extensively replicated with the result that all of the drilling positions of the original can be copied. Even drilling from the rear and beneath the machine can be shown, assuming that the display case or shelf allows for it. Because burni-

shed or spray-painted hollow rivets were used at the joints for the construction of the model, there are no distracting points to be seen. It goes without saying that the movements of the drill have to be made using gentle 'fingertip' handling in order not to damage the fine model.

True to the original, the standard drill mast of the 202 type, with a frame length of 7.03 m was chosen for the model. The drill mast feed can be imitated by using a very slim hydraulic cylinder. The sled with the drilling motor is moveable. To fix it in place the two crosshead screws have to be tighten very carefully with the included screwdriver. The drilling motor is made from a very detailed metal casting and the supply lines which run from the engine room to the motor are made from a soft rubber which comes very close to the look of the original. The drilling rod is mounted fixed in place and the chisel tip is painted red.

Also completely moveable is the side-mounted operating panel which has been modeled in the open position. It turns outwards and has a tiny height-adjustable parallelogram kinematic which is second to none.

The paint has been cleanly applied and the printed-on lettering is faultless; fortunately, it is very detailed too.

At a glance

- + Metal content
- + Detailing
- + Functionality



Volvo models from Motorart and WSI in 1:50

EC200D & DD105

by Daniel Wietlisbach

While in our latitudes the E series of Volvo excavators are common, in Asia and the Pacific room, the D series is still being offered. The EC200D is robust, simple to maintain and only available in the standard configuration. Depending upon the shovel attached, it ranges from 19.8 to 20.3 t. The in-house four-cylinder D5E engine produces 167 hp (123 kW).

The model of the EC200D is offered in the familiar box with the ‘angled corner one side’ and surprises us in many ways. Besides the high metal content, it has a high degree of detailing and even a great deal of functionality which is not a given from this producer and is surprising on such a rather ‘exotic’ model.

The excavator is made to scale and runs easily on single metal grouser track shoes. The under carriage with attached steps and sprockets is finely engraved. Bottom rollers and support rollers are dummies.

The upper carriage is made from finely textured metal castings. The engine room has no fewer than four doors allowing an unimpeded look at the engine which is painted in several colours, is detailed and has visible free-standing supply lines. So that the engine does not overheat, the air intakes on the top have been modeled pierced, whereas on the sides they are hinted at and painted black. Anti-skid surfaces are there and are

Two models from Volvo, both special in their own way. The excavator of the ‘D’ series is designed for customers from the exotic ASEAN room and the road roller is for the segment of the market that has been treated somewhat shabbily in the past ...

also at the central location which has replicas of the slewing ring motor and the hydraulic main valve block.

The cabin frame is metal and has very flush fitting windows with rubber sealing in a matt black. Very gratifying to see is the door that opens to 180°. It is made from a transparent and exactly printed-on plastic part. The monochrome cabin interior shows all the details of the original including window wipers, working lights, rear view mirrors and warning beacon on the outside. All handholds and brackets of rear-view mirrors and the warning beacon are made from solid wire or metal.

A 5.7 m boom with a 2.9 m stick and the standard shovel equip the excavator. All parts are exactly made and are further refined with many details. The very nicely done hydraulic lines from the upper carriage to the cylinders and hook-ups are free standing and even partially coloured in. Even an additional hydraulic circuit for alternative tools has been remembered. The backhoe shovel reaches the maximum wor-

king height and an acceptable depth.

The paint has been cleanly applied with sharp edges between colours and the printed-on lettering is also very detailed.

DD105

The DD105 articulated double drum vibration roller belongs to the newest generation of compacting machines from Volvo and is being offered in two versions: with standard drums or with vibrating ones, with cabin or with open platform and roll-over protection. The standard roller reaches a working weight of 10.5 t and the drum width is 1680 mm. The built-in Volvo D 3.8 engine produces 85 kW and complies with the exhaust norm of Step Tier 4 final.

The pleasantly heavy model from WSI is shipped in a regular box protected by two Styropor half shells. It has been produced to scale and despite its plain shape, at first glance gives the impression of the original. The roller’s drums are very cleanly made and the engravings on the side

are well done and prototypical. The housings for the drives are exactly replicated and the supply lines hinted at. Additionally, an edge cutter is found on the front right side. The frame for the drums with the spray bar are one unit while headlights and back-up lights have been separately inserted.

The rear wagon with the engine room is modeled closed but it has been very nicely engraved and is nicely up-graded with fine lettering and the detailed application of many painted-on details, for example, on the AdBlue tank lid. The articulated joint is a bit Spartan; hydraulic cylinders and supply lines would up-

grade the area there. The crabwalk feature cannot be modeled; however, the front frame is exact and detailed, including the almost fully glassed-in cabin. The windows on each side are mounted separately with almost invisible pins. They are very flush fitting and have partially printed-on details. The very easily seen interior

decoration is correct and finished in many colours. Window wipers, rear-view mirrors and warning beacons have been individually applied. Corresponding to the original, there are no handholds.

The colours are very cleanly applied and the lettering detailed and sharp.

EC 200D

- + Metal content
- + Detailing
- + Functionality



DD105

- + Metal content
- + Detailing
- Lack of detail at the articulated joint



Old Cars releases model after 27 years

Moxy 6225B

by Daniel Wietlisbach

Who still remembers the Italian producer, Old Cars? The company made its name in the 80s with finely detailed models of Fiat-Allis which were very much ahead of their time. Perhaps the last construction machine model from Quarona, Italy (located between Milan and Turin) simply had a very long gestation time of almost three decades. Old Cars still exists today. The 2014 catalogue can be downloaded from their website, oldcars.it. The catalogue even contains the older, no-

Spiel- und Modellkist'1's announcement of the dumper model from Old Cars was astonishing. The model was first announced 27 years ago and only now is being released in a small series ...

longer-available models.

Who still remembers Virus? In pre-Internet times, this legendary European dealer in Lyon, France, was second to none. Frequently, groups of collectors from all over Europe undertook trips to visit the store at 46 Rue Monge. The high-

quality annual catalogues from Virus are still treasured and carefully kept by many collectors. In the 1993 issue, the Moxy 6225B was shown as a finished model. In 1994, it was even the front-page picture, but between 1995 and 1996/97 it was only listed under

the Old Cars name. Instead, in the 1995 catalogue, the Moxy Komatsu MT30 from NZG was shown as a new item from the Bauma. What happened?

A chequered history

The original Moxy 6225B appeared in 1989 and had a carrying capacity of 25 t with an empty weight of 14.9 t. The built-in Scania DS 9 engine was capable of producing 254 hp (187 kW). In 1993, after Komatsu invested in Moxy, the dumper was replaced by the Moxy Komatsu MT 27. After a few years, Komatsu bowed out and today Moxy is part of Doosan.

But why was the model not released then? Gisella Castellani from Old Cars explains: “At the 1989 Bauma there were some talks between Old Cars and Moxy during which the creation of the model was agreed upon. We built the tooling and presented the first sample which was approved. In the end, a pre-production run of about 60 models, with two-thirds lettered for Komatsu, was delivered to Moxy. The production of models then was much different from now and a pilot series was used to check for assembly mistakes during serial production. After that, changes were made to the assembly and all the metal casting for the series was produced. Because

of internal problems at Moxy, they were never delivered and the parts are still in our warehouse.

The 150 models that have now been delivered to dealers were made from leftover parts of the pre-production series”.

Because it would be unfair to compare the model with current construction standards and as it will remain a rarity for specialized collectors, we will forgo a detailed critique. Friends of this machine will really want the model. It actually has been successfully made in the correct proportions. The overall impression is positive and it just oozes charm of yesteryear.

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Do you know this one?

Recognize this machine and win a model!

by Remo Stoll

The pictures show an early version of this legendary excavator type, although not of the first series. A couple of years ago, they could be seen at almost every street corner; today they are harder to find. That so many have survived until today speaks for the robustness of these machines. This example has been retired, but could be saved.

Recognize the machine? Please send us the exact name and type designations. The contest deadline is the 15th of August, 2020. If there are more correct answers than prizes, we will hold a draw to select winners. Please note that only entries with complete address information can be considered so that we can mail the prizes out correctly.

This time the winners will receive one of the following prizes: A Kobelco SK140SRL-5 short tail excavator, a Volvo EC200D from Motorart or a MAN TGS LX Euro 6 8x4 Carnbehl half pipe dumper from Conrad. 



Solution from Trucks & Construction 3-2020



The four-axle truck in question was a MAN 30.361. The winners are: Etienne Romy from Bussy

Chardonney (CH) who won the Liebherr A910 Compact 'Leonhard Weiss' from NZG, Thomas Buchser from Moutier (CH) who won the Arocs 8x4 SLT 'Mammoet' from IMC and Janette Reuter from Lüdenscheid who won the Ammann AFT 700-3 Paver.

Congratulations to all the winners!

Material handling from Conrad and NZG

Liebherr LH 60 M

& LH 22 M

by Daniel Wietlisbach

The palette of mobile material handling machines on offer goes from the smallest LH 18 M with a working weight of 17 to 18 t up to the giant LG 150 Port with a maximum 220 t weight. All machines can be customized using the modular design principle. Alternative lower chassis, several heights of cabin, as well as several booms, sticks and tools are all available.

The LH 60 M Industry weighs between 55.0 to 61.0 t and the 'in-house' engine produces 190 kW (285 hp). The machine is designed as a heavy material handler for the scrap metal and the lumber industries and also for optimal use as a material handler in a harbour setting.

The LH 22 M weighs from 19.2 to 22.2 t and is ideally designed for use at a recycling plant. Its built-in engine produces 105 kW (143 hp).

The LH 60 M Industry from Conrad

The model was shown for the first time at this year's in-house fair and following the current company philosophy, it was available immediately afterwards. The machine is remarkable. Even in its fifty-fold size reduction its dimensions are

Material handling machines from Liebherr have developed into a class of their own and this is manifesting itself in model production politics ...

impressive and have been correctly transferred to scale.

The undercarriage is made mostly from metal and is enhanced with many different parts. The wheel rims are exactly engraved and the pneumatic tires are rubber. The single-axle drive is modeled with the complete supply lines; one axle oscillates and is steerable as well. The four support legs have been accurately made. As on the original, the hydraulic cylinders, which keep the model very stable, are protected by sheet metal plates. The silver coloured ladders and steps on all four sides are made from metal and have checker plate surfaces.

The shape of the upper carriage has been well replicated and has many details which have been picked out in colour. The fan guard grill is printed on. Exhaust, air intake, work lights, handgrips and the metal safety railings are separately applied.

The cabin has a hydraulic lifting capacity for a continuously varia-

ble height adjustment. Its supply lines are made from rubber. The glass is very flush fitting and has printed-on rubber seals and window partitions. The window wiper is also printed on but it looks a bit flat. The bi-coloured interior shows the most important components correctly. The antenna folds upwards. The rear-view mirror must be attached to the handhold. The walkway beside the cabin and the safety railings are made from metal castings.

The GA18 type equipment package was chosen: it is comprised of the straight 9.5 m boom and the angled 8.8 m stick. Both were made with cast metal and are closed on the bottom of the parts. The hydraulic lines from the upper carriage up to the hydraulic cylinders are made from black rubber. The supports for the hydraulic lines are painted in silver which looks very nice. The two lifting cylinders have no supply lines but instead, the middle Cylinder for energy recovery has a protective

sheet metal cover.

It is very fortunate that two different tools that can be swapped around are included in the package. One of them is the already known multi-tine grab attachment with the somewhat unique central closing mechanism with hydraulic cylinder mock-ups. The second one included is a correctly functioning clam shell bucket for handling bulk material. Both tools have hook-ups for the hydraulic lines.

LH 22 M from NZG

The model of the LH 22 M had been introduced at the 2019 Bauma. NZG has made in great detail and to correct scale dimensions. It was possible to take over the nice wheels from the mobile excavator program. One axle is steerable and oscillates and the drive train has

been correctly modeled. The four supports are very solid and hold the model in every position. The exactly engraved upper structure shows many details which have also been picked out with paint. The engine compartment, which is open at the top, shows an excellent, elaborate mock-up of the engine. Handgrips, exhaust, work lights, rear-view mirror and further details enhance this area. The fan guards are printed on in two colours.

The kinematic used to lift the cabin is modeled with the hydraulic cylinder and the strand of supply lines. The cabin itself was made to

the same quality requirements as on the LH 60 M. The window wipers are a separate part but the rear-view mirror is factory-attached.

The equipment for the little material handler excavator is called GK9 and contains the 5.5 m straight boom with a 3.5 m stick with tipping kinematic. Both white metal casted parts are correctly modeled. All supply lines from the distribution valve of the upper structure to the appropriate cylinder are present; in some parts, they are even two-layered, as on the original, and everywhere there are the correct hook-ups! Very nicely modeled too is the sorting grab with pierced halves and the two hydraulic cylinders.

Both models have very clean paint jobs, are extensively lettered and further detailed with many decals.

LH 60 / LH 22

- + Metal content
- + Detailing
- + Functionality



Tom's truck log

by Tom Blase

The meet in the Saarland, organized by the Gräss family, is held every two years at Whitsuntide. The family earns their daily bread by dealing in construction materials and the transport of bulk dry goods. The special thing is that daily you can see Mercedes SKs and MAN F90s standing peacefully side by side. It is in one of these yards that transportation history was written and is still alive today. Everywhere are vehicles of past eras, contemporary tools, advertising signs and other nice things from earlier times.

The focal point of this meet is undeniably Henschel brand vehicles. But even my torpedo front met a few of its own kind.

The eyes of Conrad collectors who know the red Mercedes 1624 bitumen tanker tractor and trailer pop out. Dieter Bauerle, who lives not far away, is known to own the prototype for this beautiful model. On this weekend he showed an almost identical blue LS 1620 with a

Torpedo round nose, Henschel and Co., or, an excursion to the Saarland which leads into the past ...

large Wackenhut driver's cabin in Ottweiler.

But other newly restored objects show up from time to time. On this occasion there was a green Reseda Mercedes 1635 perfectly re-built by Michael Kaumeyer. The artic machine as well as its owner were constantly surrounded by a large crowd of people. One had the feeling that the unit had arrived directly from Wörth in the Saarland. The new car smell mixed with fresh spray paint scent and new rubber filled the air.

The excursion on Saturday morning was well attended. Nobody is unmoved when two dozen historical trucks start moving. People in the villages turn and wave when they see the trucks all together on country roads. And when there is the Saarland's national dish of 'Lyonerpfanne' for lunch then

the joy is even greater because of the experience of living the hobby and sharing the experience with so many people.

Those who want to drive to the Saarland on Whitsun 2021, can get more information from me about this busy and congenial meet which happens every two years.

One thing I have to mention again is that after the three-day tour and meeting modern lorries, in my case the Actros 1843, one looks at them with new eyes. Then, when braking with restraint during steering and gear changing one thinks that we have it really easy these days when driving with Actros, TGX, FH and Company. (And with a Zetros it would be even better and even more exciting ... for me anyway!)

Tractor and semi-trailer complete in 1:18

Actros 1863 Gigaspaces

by Daniel Wietlisbach

The first Actroses of 2011, then made by Eligor, were available as models in the large scale. This scale is especially popular with model car collectors who appreciate the detail-rich models. It also appeals to customers who would like to own something really special without necessarily being collectors. The model of the new Actros in this impressive scale was presented by Mercedes-Benz at the 2016 IAA. NZG gave it a facelift in 2018 and it is still available in many colours. The 4x2 tractor lorry with its Gigaspaces driver's cabin arrives to the collector in a well-protected box which is absolutely necessary because of its 4 kg weight. The instruction sheet explains how to get the model out of the Styropor shell without damaging it. Once set upon its wheels, the tractor is great looking. Its proportions are exact and the character of the cabin is a great match. The well-balanced, sprung rear axle ensures the prototypical look for tractors, which being a slightly slanted forward position.

In order for the model not to fall off the display shelf, two yellow wheel chocks are included. Also found in the box are a pair of black linen gloves, a screw driver and a round cell battery which is inserted into a holder beneath the tilting driver's cabin. Then, using

NZG entered uncharted territory with the Actros in the large collecting scale of 1:18. The most recent version of the gigantic model has MirrorCams and can be combined with a container chassis trailer ...

a switch situated at the co-driver's seat, the Star emblem on the radiator and, additionally, the interior light for the cabin are activated. Three blue LEDs make the model shine exquisitely in the dark.

The very detailed finish starts at the chassis and reaches its high point at the air-suspended rear axle with its fully modeled braking system. The compressed air tank is modeled and the correct number of supply lines runs true to the original. The tanks and the exhaust cleaner plant are attached between the rear axle and the cabin, and the powertrain is replicated.

The most luxurious of all Actros driver's cabins looks classy and spacious and is rich on details, even in the small scale. There are even tiny pictograms on the switches; the best to make out are on the inside of the doors. Naturally, the monitors for the MirrorCams are also replicated.

Many functions satisfy the play urge of the collector. In addition to the steerable front axle, the upper part of the radiator grille and both doors open, plus, the armrests of both seats fold up and likewise the

locking handle for the fifth wheel.

The openable radiator grill is a necessity in order to tilt the cabin prototypically. Hiding underneath is the, extensive, multi-coloured replica of the OM 473 six-cylinder engine which produces 460 kW (625 hp). The 15.6-liter engine on the original complies with Euro 6 exhaust controls. The small cylinder needed to tilt the cabin is also correctly modeled.

The container chassis

As is common in the smaller scales, no concrete original was used but a 'standard chassis' was made. It does surprise us a little that a rather rare form was chosen for the loading plate at the rear, which looks a bit too flat without a checker plate. The model is available in two versions: single tires for Europe and twin tires for an international chassis.

We strongly recommend turning the chassis over because the whole area with the three axles is very detailed with leaf spring suspension, brake levers, cylinders and

supply lines. On the side, there is a replica of an openable storage locker and a bracket for a wheel chock is found behind the under-run bumper.

As on the original, there are six twist locks for containers of all the regular sizes. These are fully functional and should be treated carefully. A special tool for this purpose is included; it also unlocks the fifth wheel coupling. A separate fifth wheel coupling in a grey colour is included so that the trailer can also be coupled to a third-party brand tractor.

Notice the ample distance behind the cabin of the Actros which is prototypically correct because container semi-trailers are around 1.5 m shorter than standard semi-trailers. This also keeps the total

length of the tractor and trailer unit within the legal limits. The hook-ups for the brake lines of the tractor are hinted at but do not function. The outrigger supports are moveable and have positioning notches. The only place where the detailing is rather Spartan is the very rear.

Container

The 40 ft. container which is already produced in many colours impresses with a high degree of detailing; even the interior is correctly modeled and painted. The twist locks of the two rear doors are especially nice and functional even down to the rubber seals which are modelled. Container and chassis are available separate-

ly and are also offered in a variety of sets.

The application of paint to all models is excellent and the lettering is sharp and clear. The complete tractor-semi-trailer weighs 9.66 kg when put on the scale and, for fun, we allowed ourselves to convert the weight back; it would be around 56 tons – empty! Now we eagerly await the release of the next tractor lorry, the Scania S V8 730.

At a glance

- + Detailing
- + Metal content
- + Functionality
- + Variety of colours



Spedition Friderici, part II

Middle East

by Erich Urweider

In 1958, a risk was taken to buy La Henschel and equip it with a large steel tank for the transportation of wine. The superstructure was made by Lazarets from Annecy, which was the only fabricator that agreed to the liability of paying a fine in case the delivery was late. At the end of August, the vehicle and its trailer were delivered. The tank was enameled on the inside and, because of the great grape harvest that year, the lorry and its trailer clocked their first 30,000 kilome-

For the company, the construction to extend the Morges site and the oil crisis characterized the 60s. The oil crisis made it necessary to pursue transports to the Near East ...

ters. After that, a similar transport combination was used for traffic to the Netherlands; it replaced the transport of grease in barrels. The Dutch customer was very pleased because of the steam hook-ups which made it possible to unload the grease even in deepest winter

so delivery delays became a thing of the past.

Crane and gravel business

Something completely new happened in 1961: Friderici acquired its first crane, a Gottwald.

This lattice mast crane could lift 27 tons and had a boom length of 27.0 m. At that time, it was mounted on an American chassis from CCC (Crane Carrier Company). Before delivery it had been exhibited at the Bauma in Munich. It was the second-largest crane in the Geneva area.

The crane business developed very well and in 1962, a second Gottwald joined the fleet. This time, it was mounted on a Gottwald chassis and had a lifting capacity of 30 tons. A 50 tonner from Gottwald came in 1963 and in 1964 the first telescoping hydraulic crane, a 20 tonner, also from Gottwald, joined the vehicle fleet. At this time, Liebherr entered the crane business and became a serious competitor to Gottwald. Thanks to good contacts with Liebherr, Friderici purchased a 45 tonner with lattice mast. Crane number 6 was again a 20-ton telescoping crane from Gottwald and so was crane 7 but it had a 65-ton lifting capacity.

In 1961, the company acquired their own gravel pit and equipped it with a crusher. From a trip to the US, Friderici brought home the idea that a silo would make the loading of trucks more efficient. Thanks to the silos, 8.0 m³ of gravel could be loaded in only two minutes. Their own excavator and bulldozers expanded the machine fleet in the quarry.

A new hall in Tolochenaz

Since space was again at a premium, the company purchased a large piece of property with its own rail siding in St. Prex in 1961. At the start of construction, just

as the fuel tanks for the construction machines were delivered, the Frederici brothers Alfred and Paul were offered another parcel of land in Tolochenaz. This property could be acquired by swapping it for the land they owned in St. Prex. Over the weekend the brothers agreed to the swap and decided that on this better situated property they would build a new, large 5,000 m² vehicle hall with workshop. Construction began immediately after the purchase and the complex was completed in February of 1964, when the office space was ready. The large hall was heated and up to 20 lorries and their trailers could be washed at the same time. The petrol station with its 10 storage tanks of 50,000 liters each was more than large enough. An extension 80 m long, 6.0 m wide and 4.0 m high was added as a huge tire storage facility. Outside, there was a total of 10,000 m² of parking space made from the best materials on which lorries of any weight class could be stored. Four petrol pumps, three for diesel fuel, completed the very impressive key points of the new head office facility.

The glass bottle factory at St. Prex became a good customer; they were also on the lookout for some warehouse space. Therefore, by 1980, four further halls were built; most of them stored thousands of bottles which were shipped from there all over Switzerland. In order for the bottles from St. Prex to get to the warehouse in Tolochenaz, flat drop deck roll-off containers were used. These could be loaded even on weekends because the factory was in production seven days a week.

The Middle East calls

Nineteen-seventy-four was a fateful year for Friderici. The volume of work had been decreasing continually. The oil crisis reached a climax in the fall, the construction industry collapsed and from one day to the next no longer needed any transportation. Jean-Paul Friderici, today's General Manager, had the idea to drive transports to the Near East. After all, the Transport Union, of which Friderici was a founding member, offered daily transport contracts to the Near East. But first some problems had to be solved.

At that time, most of the Friderici vehicles were designed mainly to be used in tipping applications and just then, ten new Henschel Lorries had been purchased. However, with an acceptable expenditure, it was possible to convert the three-axle vehicles into semi-trailer operation. The only problem left to solve was the short cabin. A local carpenter got the job of constructing wooden boxes that were attached to the rear of the cabin to provide the driver an area in which to stow away his personal belongings. This make-shift arrangement lasted until, one by one, the cabins were replaced with a larger 'living-in cabin'. To have enough trailers available, some were purchased from Pacton.

Since the Near East traffic developed satisfactorily, the next two new Henschels were equipped by Doll, in Oppenau, with a kind of mobile living cabin which extended over the roof. The 1.6 x 2.2 m bed was very comfortable and the 'living box' even had a small kitchen with a 20 l fresh water tank

with electric pump, as well a table and sitting area for three people. The box was also insulated. Even though the vehicle would not win a design prize, the drivers were proud of it and liked driving it on the long distances. In addition to the core of drivers, it was even possible to create some new jobs. Not only Swiss were hired; the most unusual hire was an illiterate driver from Spanish Sahara (a Spanish Colony in Northwest Africa) but he was a good driver and received the same pay as all the others.

Reflecting on this time, the Near East trips were a good job creation scheme. By 1985, a total of 3,100 transports were undertaken and the company survived the crisis reasonably well.

Kenworth's are being introduced

In 1974, Daimler-Benz discontinued the Henschel Brand. All of sudden, Friderici was without its main supplier of vehicles. Good advice then was hard to find! The Friderici family was not very happy with Mercedes-Benz and how they had shut down the Henschel production so they looked around for a new supplier for their fleet

which was not as easy as it may sound. Berliet, situated in Lyon, was nearby, but even then, it was not known what the future of this French maker would look like. At MAN, the future seemed to be just as insecure, as it was with many producers. That is why they looked over the horizon and the 'great pond' to American companies. Paul Friderici undertook an educational trip to look at GM and Ford, in particular, and to visit the factories.

Quite by accident, he became aware of Kenworth in Seattle. After a factory visit, the partners agreed very quickly and so the first tractor trucks were assembled. Since Friderici wanted maximum payload, he settled on the lightest Detroit engine he could find.

The first Kenworth ready for delivery was certified directly in the factory by the chief expert of the canton, brought in from Switzerland, thus guaranteeing that the truck could start to work right after its arrival. In 1977, Friderici was the largest Kenworth customer in Europe.

However, the light engine selected was a tactical error, because its technology was not yet proven. After several engine changes over

four years, Friderici got a whole container with 44 re-conditioned engines from Detroit honouring the warranty from them. Nevertheless, right from the beginning the Kenworths had some advantages. They were very light; a three-axle Kenworth was comparable to a two-axle Saurer. Therefore, Friderici was loyal to Kenworth until European regulations made it very difficult for American engines to be licensed and so it was time again to change suppliers. Like the Henschel, the Kenworths proved themselves in all aspects of transportation. Soon, 70 vehicles were occupied with the Near-East transports and transports inside Switzerland also started to pick-up. The Kenworths were delivered as two-axle units for use in Switzerland or as long, three-axle units for the trips to the Orient. Because of the decks and trailers purchased, they had the advantage of offering a loading width of 2.45 m and so some loads that competitors could not take were awarded to them.

At that time, the first heavy transport modules for special transports were ordered from Nicolas. Friderici wanted to use those to transport power plant parts for a thermal power plant in Iran.

A Scraper conversion in 1:50

Cat 621K Water wagon

by Urs Peyer

Since it usually rains enough in our latitudes, the use of water wagons is rather rare. If rainfall and natural ground moisture are insufficient, the use of a water wagon is indispensable. For the compacting of soil material, it is essential. Anyone who has tried to build a sandcastle with dry sand knows the problem. Water wagons for Scrapers start around 19,000 litres for the Kress D13 (formally the Cat 613G) and end with a 45,000 litre capacity for the Cat 657G.

On the Cat 613G water wagon, the tank is permanently attached (see construction article in issue 4-2015). On the larger Cat 612K water wagon it is a so-called 'drop tank' which means that the tank can be lowered to the ground when parked.

As a starting point, a basic model of the Cat 621K Scraper, currently available from Diecast Masters, was used. The following conversion build is based on a MST8 tank with a volume of 30,000 litres (8,000 US gallons) made by the Mega Corp. Company of New Mexico, USA.

Disassembly

Despite the fact that there are two screws on the floor of the front section, the front and rear section of the unit can only be separated when the two wheels have been taken off. Since space is very tight

Using the well-known Scraper from Diecast Masters, our conversion specialist made one of his most substantial conversions to date. It was also made possible by the help of model-building friends ...

there, the removal of the wheels requires a lot of patience; the two wheels have to be turned in opposite directions while simultaneously pulling them off. When wheels and axles have been removed, and the hydraulic tank taken off from the mudguard, the only thing remaining at the gooseneck is the bottom plate of the front unit. The bottom plate and the lowest joint of the gooseneck can be separated by pushing out the bolt.

The front unit is basically left as is. For our conversion, a few parts were replaced: the exhaust was replaced by a new one made from ABS pipe material, the ascents on the right and left were replaced by brass ones, and the painted-on indicator light was replaced with a 'real' one. If necessary, any rough edges left from assembly at the factory can now be improved.

At the goose neck and on the rear wagon all screws, rivets and bolts are taken off. If the rivets do not bend when they are taken off, they can be used for re-assembly at the end. The yellow glued-on plastic part with the two black oil filters at

the very front can now be carefully removed. The two screws between the cross pipe and the two arms to the scraper's bin are hidden underneath some plastic covers which can be carefully lifted off with a knife. It is recommended to permanently glue the two screw locations before spray painting.

If no second 621K is at hand as an example for the later re-assembly, it is imperative that pictures be taken of how the gooseneck is put together otherwise, you will end up with a tricky 3 D puzzle of 16 parts. Since the way the hydraulic lines run is partially incorrect and not sufficient material available, all lines are cut off, the glued-in remains drilled out and the holes closed in. The two brackets for the lifting cylinder on the scraper bucket are also taken off. The ascents and railings at the very back are also removed.

When the rear mudguards are taken off (the plastic part that is glued on underneath is no longer needed), the remaining part is connected on four places with the scraper bucket. These four places

are severed. The brackets on and underneath the goose neck for the lifting gear of the apron are also cut off cleanly. Apron and bulldozer ejection system go to the scrap box and the scraper bin into the metal recycling bin.

Construction of the water tank

In contrast to the tank of the Cat 613G, this tank was not made from scratch but by a 3-D printer. In this case, it is recommended to carefully and cleanly sand the slug before any further work and apply a primer coat.

Those who do not have access to 3D technology can, with a bit of patience, make a tank from scratch (see instructions for the Cat 613G).

The basic measurements are: length 115 mm, width 63 mm and height 44 mm in the middle (see cross section in sketch 2). The biggest challenge for scratch builders would be the gentle change in rounding off from the sides to-

wards the middle. A good solution here would be to construct a frame with ribs like on a ship model. A rectangular block with a cross-section of 63 x 26 mm and a length of 115 mm would be a good idea for the core.

Rest of the structure

On the metal casting that contains the rear mudguards, the depressions at the front between the two points have to be filled in using a piece of 1 mm ABS plastic sheet stock (picture 3) and after that the two open side parts must be filled in up to the lower edge of the mudguards (picture 3 and 4). Finally, a 3 x 3 mm piece of ABS profile is glued in below to strengthen the assembly (picture 5). After everything has been sanded smooth, the two metal parts (mudguards and axle housings) can be glued together again (pictures 3 and 4). The two parts that have been cut off from the scraper bucket bottom are to be shortened in such a way that

all the left-over parts of the rear wagon can be glued on flush fitting in the middle and below. On the upper edge, mudguard in the line of the tank must be completely straight in one line (pictures 3 and 4).

The black diesel tank and the cast-on yellow base must be cleanly separated (picture 6). At the end, those parts will be reattached with a screw. Great care has to be taken so that between tank and metal part there is enough room left so that after spray painting the model, the tank and its base will fit in again. On the very back part of the yellow base, a 4 mm wide opening has to be cut out to fit the spray bar bracket (picture 6, foreground).

On the front wall, a new holder for the two lifting cylinders is required (picture 7 and 8). The two vertical brackets are 1 mm thick and when measured from outside to outside of the brackets, are 38 mm apart. The crossbar is made from a 3.2 x 5.5 plastic profile piece with a length of 55 mm.

(Will be continued in issue 5-2020)

Strassenroller der DB Band 1

By Volkhard Stern, published by Verlagsgruppe Bahn VGB, 272 pages, 280 pictures, format 30 x 24.5 cm, Hardcover, ISBN 978-3-8375-2239-6

The book weighs about 2 kg and the strong paper used for the excellent print demands its tribute. The road scooters are traditionally connected to their inventor, Johann Culemeyer. Even before the Second World War they ensured that the railway was connected to the customer. Volume 1, with the subtitle 'Vehicles and regular traffic,' is concerned mainly with the development of the technology and the transportation of freight cars which on the DB actually lasted until 1987. The book also delves into the aspects of advertising and what other European Railways did in this area of transport. Terrific pictures, especially of Kaelble tractor trucks, supplement the texts. The book is rounded off with an overview of models and the location of some surviving tractor trucks and Road scooters are. (eu)

Strassenroller der DB Band 2

By Volkhard Stern, published by Verlagsgruppe Bahn VGB, 272 pages, 280 pictures, format 30 x 24.5 cm, Hardcover, ISBN 978-3-8375-2239-6

Volume 2 deals with heavy load and locomotive transports because for a long time the DB had their own special vehicles and operated as a heavy load haulier. After the final introduction of the Ls250 'Heuler', they were able to transport loads of up to 1,000 t. however, because they were mainly a railway and concentrated on that, the lorries were retired one after another over time. The book is appealing with its many beautiful black and white pictures. It is organized by heavy duty traffic with the transportation of boilers, machines, ships, airplanes, transformers and so on. In addition, transports of rail vehicles are shown, sorted by themes, for example, steam, electric locomotives or tram cars which at that time were transported as single cars. (eu)

MAN Ein Jahrhundert Lastwagen-Geschichte

By Wolfgang Westerwelle, published by Motorbuch Verlag, 256 pages, 404 pictures, format 31.4 x 22 cm, hardcover, ISBN 978-3-613-04234-6

The book in front of us concentrates on the history of this brand of lorries. The history of the MAN group of companies is only slightly touched upon. Construction of MAN lorries is considered in the first 100 pages while the following chapters deal with firefighting, military and agricultural vehicles. A further large chapter is dedicated to the diesel engine and its history at MAN. After a small side trip to busses, the author looks at MAN transporters and electric vehicles. To round off is a short portrait of all the companies that were taken over by the MAN group. (eu)

Grosse Ladekranfahrzeuge, volume 5

By Michael Müller and Fabian Meysing, published by Podszun Verlag, 168 pages, ca. 440 pictures, format 21 x 28 cm, hardcover, ISBN: 978-3-86133-949-6

The authors were on the road again taking pictures of lorries with loading cranes. Their effort resulted in the fifth volume on this topic. From the classic two-axle Magirus-Deutz, the vehicles range up to the exotic six and seven-axle lorries equipped with Erkin and MPG cranes respectively. Vehicles from the Netherlands and Denmark are heavily represented. In Denmark, these giants are increasingly displacing smaller mobile cranes. As usual, the pictures are very well taken. They could absolutely inspire model construction projects in the mobile crane sector even when a complete scratch building effort would be required for some of the prototype cranes. (eu)

A lorry model diorama

“Let the lorry out”

by Tom Blase

For some, it is a focal point in the apartment or in the hobby room but for me, a diorama is rather the means to an end. It is a very welcome change to take my models out of the display cases and make them come ‘alive’. The diorama must not take up a lot of room in the workshop and must be able to be stored upright on edge so that dust cannot settle on it.

As a base for the diorama, I choose foam insulation measuring 1200 x 600 mm from a DIY store. It is relatively easy to cut the foam with a box cutter or a fine-bladed saw. Plaster or patching compound are easy to use and work well with the foam.

An important consideration to keep in mind during the design phase is that the vehicles must be easily photographed from any direction or perspective. The positioning of trees and shrubs, especially in the foreground, is all-important and should be decided upon early otherwise, later there will be some disappointed or stressed faces because ‘there is always something in the way’ when taking pictures.

After all parts have been cut to size, I glued them together with Board-Fix (a special glue sold right beside ‘my’ foam sheets in the store) and held them together with clamps until dry. After that came a kind of ‘rough’ finishing using kni-

Of course, our practitioner and log book author collects lorry models. He prefers to photograph them on realistically designed dioramas and it goes without saying that he likes to build them himself ...

fe, rasp and delta sander. This step saved a lot of time and nerves later on because less spackling and sanding was required. Spackling was done using plaster from the hardware store and an assembly spatula from Noch. While the compound was still damp it was wonderfully easy to get nice and smooth surfaces using only a brush dipped in water. But that is a chapter unto itself. Every model builder has his own philosophy and banks on his own experiences.

Once the plaster coat was dry, it was time to work on the surface and give it some colour. My favoured acrylic paints are those made by Marabu. The application of colour prevents white plaster showing through later on when applying the grass should the surface be knocked accidentally.

The greening

It is not necessary to talk about how to use a static grass applicator like Grasmaster and Co. at this point because they all come with good, detailed instruction sheets.

My personal ‘Waterloo’ this time were the ‘water drops’ from Noch for the modeling of running water. Everything else was very easy to handle and worked just fine, as usual. But, even after the product had dried out, the surface remained sticky and greasy. A very kind employee from Brima-Modelanlagengbau (Brima model railway builders), just around the corner from me, gave me the tip to seal the whole thing with ‘water effects’ from Noch. In a way, ‘driving out the Devil with Beelzebub’ but a successful way of limiting the damage.

This time, when it came to choosing conifers for the diorama, I choose some from the Model Scene range. They look natural and do not make too great a hole in the hobby budget. The armatures for my deciduous trees all came from my mother’s garden; these I flocked with Heki flocks. Natural looking growth and cheap into the bargain makes the model builder’s heart laugh.

Sometimes I like to go off in unconventional ways such as when

modeling fallen leaves in the fall which sometimes garners unbelieving looks. A long time ago I had ‘put away’ a bag of Gyros spice in my kitchen and found it only much later when the best before date was past. After a close look, I thought that I could still find a use for this, but not in the culinary way. I then dried the contents in the oven in my shop and crushed them with mortar and pestle. The results: perfect dry leaves which are now under my tree groupings.

Also, I strongly recommend always carrying a bag or tin when on a walk. There is always something to be found in God’s great nature which can be of use later on.

If you go shopping, look left and right. There are things to discover. For example, party bamboo skewers are an excellent product with which to make boundary posts on secondary roads. The diameter measurements are perfect. They only need to be trimmed to about a 30 mm length, painted, have glue reflectors attached and then be finished for which waterslide decal stripes in silver (RAL 9006) from TL-Modellbau are very suitable.

No perfect road

The paved surface of the road looks more realistic if there is a pothole here and there or some as-

phalt patches on it. For this, I cut the surface to the desired shape and then used a screw driver blade to push down the contours a bit. At the end, I painted the whole area a few tones darker than the original paved surface. At the edges, a dash of sand was strewn into the still-wet paint to give the whole road a more realistic look. The surface of the strip on the verge that would become a parking place was made with ‘Land & Natur’ (Land and nature) soil structure paste by Noch and the resulting scene was wonderful. Cheap decorative gravel can sometimes be found in market stores in a variety of sizes. With these, the creek bed on my diorama turned out very nicely.

I always try to build a certain depth into my model landscape. For example, I work with differing sizes of trees. If the eye perceives that nature is receding in front of the photo background, then one thinks that there is a certain depth to the scene. Also, nobody would think that the hard-working, one-axle tractor seen on the horizon is in H0 scale while the vehicles on the road are in 1:50. Such optical illusions suggest to the eye otherwise and help to keep the diorama from becoming too large.

In order for the miniature landscape not to just ‘stop’ all of sudden, a suitable and well-matched pho-

to backdrop is a necessity. I have moved to using photos, or sometimes a picture found on the Internet, enlarged to poster size. I have very good experiences with ‘poster XXL’. The measurements of 90 x 60 cm are sufficient for my needs and the price is humanly affordable (watch out for special offers during the weekend-sometimes they sell for almost give-away prices).

In a way, my dioramas mirror the daily trips with my lorry. Until they are finished, I like to change them half a dozen times or ‘bin them’ completely, depending upon what I see on the road or what is suits my taste.

Because of this, the dioramas are a bit of a distorted mirror image of my daily work which is 3-dimensional and does not follow a specific prototype.

New on the market

Motorart 1:50

The Kobelco SK140SRLC, first introduced in the 2-2018 issue, is now available in the SRD version, which means as a de-construction excavator for metal recyclers. This version of the model has also been made extremely finely detailed. It is the second excavator with this kind of equipment and as a 'Multi-Deconstruction Excavator' it is great to see that compared to the SK210D it has functional Clamp arms on the lower carriage. Such a well thought out model policy is commenda-

ble, especially so when the new parts like the functioning Clamp arms as well as the metal scissors have been modeled exactly. Of course, the unit has the necessary protective grille for the front window.

NZG 1:50

The Liebherr PR 736 G8 is not new any longer but it can compete well with the current standards in model construction. New on the model though is the lettering which corresponds to the way the

units have looked since the 2019 Bauma. G8, by the way, means nothing other than 'Generation 8'. The bulldozer looks especially nice with the wide LGP tracks. No less interesting is the functional 6-way blade which is mounted on the Inside mounted push frame making it possible for the prototype to work very precisely when leveling ground. A set of three finely-detailed ripping teeth are mounted at the rear of the unit and the great-looking cabin rounds out the overall positive impression of the model.

Collector's guide

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

Type	Scale	Maker	Available from	Infos
Caterpillar D7G in two versions	1:48	CCM	Dealers	www.ccmmodels.com
Liebherr R 938 V «Giorgetti»	1:50	Conrad	Dealers	www.conrad-modelle.de
Atlas 1604 Update	1:50	Conrad	Dealers	www.conrad-modelle.de
Demag CC 3800-1 new colour	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS Euro 6c 6x4 three way tipper	1:50	Conrad	Dealers	www.conrad-modelle.de
MAN TGS M Euro 6c 8x4 three way tipper	1:50	Conrad	Dealers	www.conrad-modelle.de
MB Arocs 8x4 concrete mixer «Stetter»	1:50	Conrad	Dealers	www.conrad-modelle.de
Liebherr TA 230	1:50	Conrad	Dealers	www.liebherr.com/liebherrshop
Liebherr T55-75 «Nagel»	1:50	Conrad	Exclusive	www.shop.nagel-gruppe.de
Demag AC 700-9 «Wiesbauer», «MSG», «Scholpp»	1:50	IMC	Dealers	www.imcmodels.eu
Demag AC 45 City «Baumann», «Canisius», «McGovern»	1:50	IMC	Dealers	www.imcmodels.eu
MB Actros 8x4 «Bender»	1:50	IMC	Dealers	www.imcmodels.eu
Frutiger SR2001 (modified NZG-model)	1:50	Ken Kraft	Exclusive	kenkraft.shop-pro.jp
Komatsu PC1250-11 / Lenhoff quick coupler white	1:50	NZG	Dealers	www.nzg.de
Liebherr A 922 Rail	1:50	NZG	Dealers	www.liebherr.com/liebherrshop
Scania R 6x4 / Semi low loader «Wittwer»	1:50	Tekno	Dealers	www.tekno.nl
Scania R 4x2 / concrete mixer «Patrick van der Hoeven»	1:50	Tekno	Dealers	www.tekno.nl
Volvo FH04 6x2 / Meusburger «Alf Myhre»	1:50	Tekno	Dealers	www.tekno.nl
Liebherr LTM 1750-9.1 «Bokestijn», «Bok Seng», «Chi Deh»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1500-8.1 «Kynningsrud»	1:50	WSI	Dealers	www.wsi-collectors.com
Liebherr LTM 1050 «Aertssen»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania S SLT 8x4 «Donohue Heavy Haulage»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania R 6x4 / Semi low loader «Gruber»	1:50	WSI	Dealers	www.wsi-collectors.com
Scania G 10x4 «van Kessel»	1:50	WSI	Dealers	www.wsi-collectors.com
Volvo FH 4 8x4 / Telestep low loader «v. Olesen»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF XF 6x2 / Semi ow loader 2+4 «Scales»	1:50	WSI	Dealers	www.wsi-collectors.com
DAF 2600 4x2 / low loader «van Maanen»	1:50	WSI	Dealers	www.wsi-collectors.com
20 Foot Container «Nordic Crane»	1:50	WSI	Dealers	www.wsi-collectors.com

Conrad 1:25

There has been an addition to the forklift range in the shape of the Still RX 60-25 electric forklift. The original has a carrying capacity of 2.5 t and reaches a top speed of 21 km/h. It is touted by the maker as a ‘Long range miracle’ because of its Lithium-Ion technology. As expected, Conrad’s very functional model has a metal content. It reaches the maximum lifting height of the original. The lifting gear tilts and the two lifting forks can be adjusted sideways. The rear axle oscillates and the wheels turn. Its open cabin has been nicely detail with a printed-on touch panel. The headlights are also printed on and show the individual LED lights. As on the original, the battery on the right side slides out and in the battery compartment, even the supply lines are modeled. A pallet is also included so that the model can be displayed prototypically correctly.

SMW 1:87 / 1:50

The Volvo BM LM 841 wheeled loader, previously introduced in issue 5-2018, just got a smaller

brother in 1:87. Considering the scale, it is just as fine and detailed as its big brother and is even a step ahead of the larger model because this smaller one comes with four exchangeable tools. In addition to the pallet fork and crane boom, a snowplow and a snow shovel for winter use are included. Otherwise, the fine, small non-functional model is meant only to be displayed. The model is constructed from plastic castings and drives on rubber tires that have the (scale) profiles of the original. It is very finely engraved and correct down to the smallest details. The cabin has an interior and a beacon on the roof. Many small details like rubber caps, hydraulic lines, rubber around the windows and lights have been picked out in colour. The matte paint coat is clean and the lettering includes more details than just the logos. (swedishmodelworks.se)

AT Collections 1:32

With the four-axle Nooteboom ASDV-40-22, comes the second draw bar trailer in this large scale already. With respect to scale, the

detailing as well as the functionality are very good. Where, for example, can one find moveable tie-down eyelets on a model? The main components are made from metal and the plastic planks simulating the wooden deck have a nice grain cast into them. The biggest short-coming at the moment is that an appropriate tractor truck is still missing. Even though many of the currently available agriculture tractors could be used to pull it, a lorry would be the first choice. At least there are currently talks with Marge Models where there are matching cabins available. The drawbar trailer is available in both red and grey.

Siku 1:50

With the JCB 4CX, once again Siku releases a robust construction machine for the children’s playroom. Its functionality should fully satisfy the play desires of small fans. Its great overall look is appealing.

Our partner page

Fountain project Wallisellen

A customer ordered a very large fountain. After getting all the requirements and good pre-work preparation we were ready to accept the challenge. To produce the fountain, a quarried, unfinished block of about 30 tons was required. The finished

measurements of the fountain are 350 x 350 x 55 cm, which works out to a weight of 16.8 tons. First the block was rough cut and prepared at the quarry site. Emil Egger then transported the stone to the fabricating shed where the stone was cut

into the final shape using the CNC machine. Our stone masons finished it by hand. The completed fountain was transported to its final destination in Wallisellen on a low-deck trailer. The whole operation was completed without any break-downs.

Earth moving construction for ground improvement

The construction of a new outside sports field required the removal of 8,500 m² of the surface and the sub-soil. Due to the construction, about 6,600 m² of agricultural land were lost. Near the construction project, a location with poor quality soil was found. There, as required, compensation for the lost surface of the agricul-

tural land was made by improving the soil quality of the second piece of land.

The top soil and earth beneath were removed using a Cat 329E and loaded on to two Volvo A25 articulated dump trucks which transported the material to the compensation site. A Cat 349ELR with a long boom applied the soil layers to the

already existing meadow. Thanks to its reach of 18 m, the impact on the existing site was minimal. In order to protect the ground as much as possible, the work was done only during dry conditions, with the excavators standing on steel plates and the dumpers travelling on a construction site roadway made from wood chips.

News in brief

A joy to behold!

The E. Flückiger AG from Rothrist in Switzerland fulfilled a dream of theirs with the exemplary restoration of this pair. Behind the Saurer D330B 4x4 runs a T3641L from Scheuerle which was in use from 1964 to 2000. Now, freshly renovated after 56 years of service it is on the road again with the rare backhoe-equipped cable excavator. Only very rarely does one see prototypically restored historic construction machines like this Link-Belt LS-78 on the road; these backhoes were the first of their kind to be displaced by hydraulic excavators. Fans will soon admire and enjoy this team at Old-timer meets. (dw)

Liebherr LSC 8-18 L

The brand new diaphragm wall cutter LSC 8-18 L from Liebherr was on its first job site in the middle of the old town in Munich. For the expansion of the S-Bahn commuter train system, a central access structure was required at the Marienhof for the new tunnel being constructed. For the 1.5 m strong diaphragm wall, 108 slits with a width of 3.2 m and a depth of 55 m had to be cut. For a primary slit with a volume of 264 m³, the new machine from Liebherr worked about eight hours. The 12 m long wall cutter is mounted on a Liebherr HS 8130 Duty Cycle Crawler crane and brings around 195 t to the scale. (up)

1000 km a day with liquid gas

A 31 m long truck and drawbar trailer unit is nothing out of the ordinary in Finland, but Scania R's liquid gas engine makes it special. The family firm of Kuljetus Luokkala Oy owns 23 vehicles. The typical working day routine begins in Oulu with loading for Kemi and Rovaniemi. In the afternoon, the trucks drive southwards towards Ylivieska, a total distance of 980 km. Juha and Matti Luokkalas had doubts that one fill-up would be enough for a trip like this. After one month's experience they can now say that "The lorry uses 27 - 28 kg / 100 km, which means that it uses between 250 - 300 kg per day. We have now calculated that the extra costs for the liquid gas unit will have been paid off in three to four years". (dw)

Caterpillar 6060

Caterpillar presents the updated 6060, the first surface mining excavator of the next generation. The 600-t heavy excavator is available with backhoe or front shovel. For each shovel, capacity is around 34 m³ or 61 t. It takes four loading cycles to load. The ideal truck-shovel combination is a 6060 and the 793F dumper with a 227-t load capacity. The two 3512E engines of the 6060 put out 2228 kW (2986 hp) together and conform to the US pollution controls, Tier 4 Final. The new cabin with its forward-slanted side windows is particularly noticeable. The 6060 is around 30 t heavier than the original O&K RH340B. (up)

Volvo EC300E Hybrid

Volvo's presentation at the 2019 Bauma convinced the Ernst Frey AG from Switzerland. Worldwide, they were one of the few companies which thoroughly tested the 30-t excavator before it was introduced to the market at the beginning of 2020. The Ernst Frey AG Company was able to reduce the consumption of fuel from 17 to 18 liters per hour for the unit down to only 14.7 liter per hour, a 20% saving. The Hybrid-Hydraulic Technology from Volvo stores the energy released when the boom is lowered. If the power demand is high, the pressure accumulator drives an auxiliary motor which in turn supports the main pump. (up)

DAF 'Unity Edition'

With the 'Unity Edition', DAF introduces a special version of the XF which is supposed to give the driver the maximum equipment comfort while at the same time giving the owner low operating costs; this is possible, in part, because of the three-year repair and maintenance contract. The special version is available with Space Cab or Super Space Cab and comes equipped with the Paccar MX-13-engine that produces 480 hp (355 kW). The brilliant white colour coat is decorated with a stripe in the colours of the owner's country. The luxurious interior is not identical for every country but always includes the Luxury Air Driver's seat, the 15 cm high Xtra Comfort mattress on the bunk beds, the best air conditioning unit, the large fridge from DAF and the standard on-board navigation radio system with six speakers. (dw)